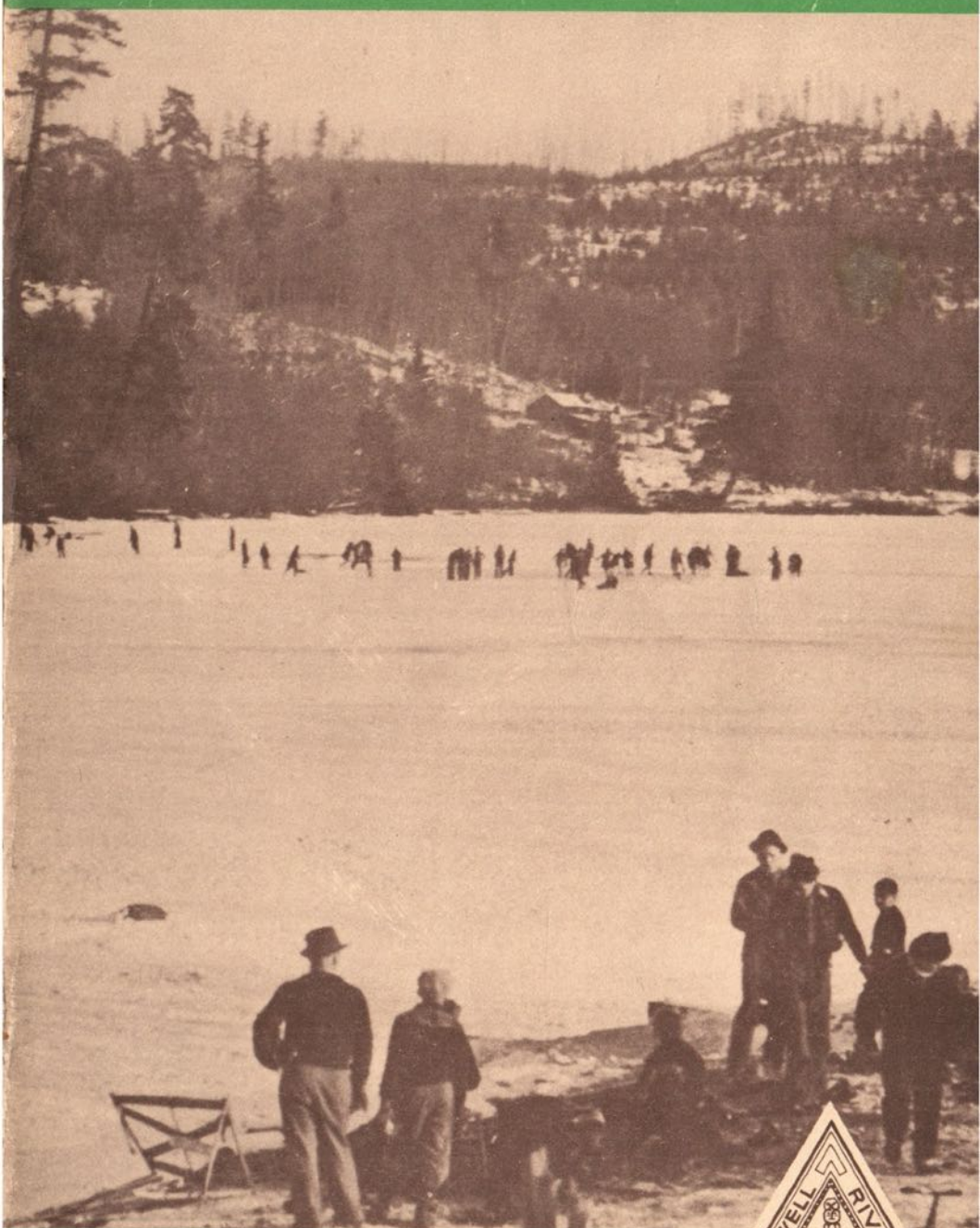


# POWELL RIVER DIGESTER



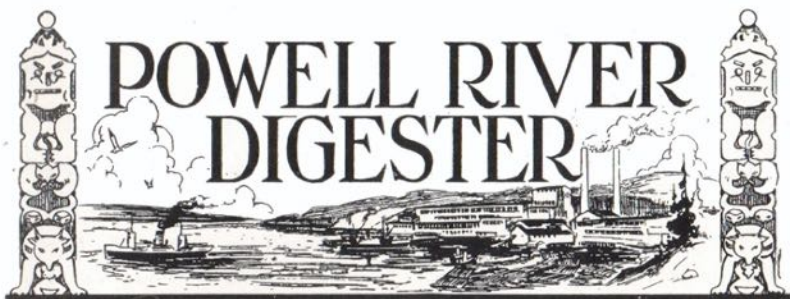
Vol. 19

JANUARY, 1943

No. 1







J. A. LUNDIE, Editor

Published Monthly by THE POWELL RIVER COMPANY LIMITED

Manufacturers of Newsprint, Pulp and Paper Products

Mills at Powell River, B. C.

VOL. 19

JANUARY, 1943

No. 1

## *To All Employees:*

Powell River and all Canada have entered the fourth wartime New Year with a war program ten times what it was four years ago. This means the demand upon all civilians must increase correspondingly and extra revenue in the form of taxes, bonds and war savings must be provided for the war effort.

This war condition will affect our community and our industry to a great degree in that newsprint may not be as essential as many other products made from wood.

With this thought in mind I urge each of you to be a leader in the community effort during 1943 to see that our Sick Benefit Society, our Hospital and our various community advantages are maintained and preserved by the most economical operating methods.

We have a charge to maintain the advantages of our community for our men in the Armed Services, and they look to us to make some of the sacrifices for them that they are making for us.

A large, stylized handwritten signature in black ink, which appears to be "J. A. Lundie".

# The Annual Round Up

**Events at Home and Abroad Make 1942 Most Intense and Eventful Year in History—Many New Civilian Restrictions Announced**

## January

The war starts on its 29th month. Canadian Government hints at future wide scale rationing as public goes on the honor system in sugar purchases. A total of 410 Powell River residents had joined the Armed Forces. The Japanese landed in the Solomons on January 23rd. Quite a few local headaches on January 1st, following the Paper Makers' Ball. John McIntyre, Powell River Company Safety Inspector, announced the beginning of a new and intensified Accident Prevention drive. Our first snowfall of the year fell on January 7th. It disappeared two days later. Powell River A.R.P. working hard to organize services throughout the district. Archie Robertson was promoted to position of Plant Engineer, January 1st. The safe arrival overseas of Pilot Officer (now Flying Officer) Jock Kyles, Mill Secretary, announced. Pete Newvold won Rod and Gun Club's prize for biggest trout.

## February

Dr. S. P. Marlatt raised the flag, announcing the opening of Powell River's second Victory Loan drive. The Accident Prevention drive is in full swing, with all plant departments fully organized. The fall of Singapore, on February 15th, was announced. First Axis shells landed on this continent with the shelling of Aruba, on February 16th. Powell

River Elks turn over \$7000 to new hospital equipment fund. Dr. Paul Marlatt elected President of Powell River Branch, Canadian Legion. A.R.P. working hard to establish posts and emergency centres in the district. Scores of letters pour in from boys in forces expressing thanks for company's gift of cigarettes.

## March

Powell River saddened by its first war casualty, Sergt. Observer Frank McMullen, pulp tester, and an employee of the company for twelve years, was killed overseas. Colonel Sparling, 39th Reserve Brigade, visits Powell River to discuss formation of Reserve Company locally. He described Powell River's A.R.P. organization as one of the most compact and efficient in B. C. Powell River exceeds its War Loan quota by \$30,000. A total of \$230,000 was raised in the district. Local residents in the Armed Forces have increased to 435. Powell River Company donated \$1,000,000 to War Loan, exclusive of amount raised locally. Estimates find that over 18 per cent of the company's gross income goes directly into the War Effort. Further restrictions on civilian goods appear imminent. Construction of the Alaska Highway began on March 5th. On March 8th the Japs landed in New Guinea. Weather continues warm and mild.

### April

Many spectacular repair jobs being undertaken by Machine Shop crews and mechanical staffs, as a result of war restrictions. The new fire truck arrived and proves a valuable aid to local fire protection equipment—and for possible emergency conditions. On April 25th the entire district mourned the death, over Malta, of Lucien "Shadow" Brooks, one of our popular youngsters. Gas and tire shortage looms. One bakery has already substituted the horse for the automobile. Gas rationing beginning to point the way ahead for private cars. Another old-timer, Charlie McLean, member of the Pipe Band and original P.P.C.L.I., died on April 19th. Harry Dicker, wharf crew, completes his 27th year of non-accident working with the Powell River Company. Lieut.-Col. John MacGregor, V.C., was home on leave and inspected the local Air Force Cadets. Outstanding current developments abroad: April 15th, India rejected Cripps plan; April 14th, Pierre Laval returns to power in Vichy, France; April 27th, British bomb Cologne—and how!

### May

Large number of Powell River boys in latest contingent arriving overseas. They included Sergeant Frank Nello, W.A.G. Reg Gaudet, Pilot Officers Bruce Hopkins and Willie Gilmour, and Corp. Frank Mannion. Preparations under way to stage a reunion of all Powell River boys overseas. Capt. Denny Green, former steam plant engineer, married in Victoria. Three

local girls, Misses Heavenor, Doran and Hembroff, join the R.C.A.F. (W.D.). It looks more and more like sugar rationing soon! New clothing decrees zipperless suits, cuffless trousers are making their appearance. Weather is keeping up the good work, lots of sun and the kids are talking swimming. Some have already started. Outstanding current events abroad: May 5th, British capture Madagascar; May 8th, Battle of Coral Sea.

### June

President Harold Foley in a message to employees, points out the vital work being done in supplying aeroplane spruce from our sawmill. Our plant, Mr. Foley said, is cutting more aeroplane spruce than any plant on the Pacific Coast. Early summer gives our gardeners a good start and the homes in the townsite are in full bloom early in June. Fred Pullen elected president of the Lacrosse League, with Earl Dore leading the baseball crew. Pete MacKenzie again leads the tennis crew. Collections of salvage material making good headway. The campaign for scrap, under supervision of the Red Cross, has enlisted district-wide help. New sulphite burner installed as work on sulphite plant goes steadily ahead. Mr. R. L. Weldon, president, and Mr. A. E. Cadman, secretary, of the Canadian Pulp and Paper Association, visit Powell River. Recruiting for the local Reserve Company completed with over 150 volunteers enrolled. Arrangements for reunion of Powell River boys in England complete. Re-

union set for July 26th in Beaver Club, London. The expected has happened! Sugar rationing went into effect on June 16th. Everybody asking what next! Outstanding current events abroad: June 3rd, Japs bomb Dutch Harbor and land in the Aleutians; June 4-7, Battle of Midway; June 21st, Rommel captures Tobruk.

### July

Outstanding event of the month to local residents was the reunion, on July 26th, of 75 Powell River residents at the Beaver Club, London. On the local front, the event of the month was the official opening of the new Powell River Hospital, on Friday, July 7th, by Harold S. Foley, President of the Powell River Company. "Victory" gardens are a feature of townsite horticulture this summer. Mr. Ilsley raises the tax and we raise the vegetables. And the Reserve Army, E Company, B. C. Regiment, was given uniforms and started basic training. Capt. W. Checkland and Lieut. J. Dunlop were authorized officers. Down in the Machine Shop they continue to turn out a series of successful and ingenious repair jobs. Many visitors from U. S. drop in to see us. These include Mr. and Mrs. L. Herbert, Miss Mildred Fischer, Mr. and Mrs. McGarvey, Milton "Bill" Bailey and others. Powell River Salvage drive very successful. Local committee ships complete scow load of scrap to Vancouver. Powell River residents in the forces now total 546. Outstanding current events of the month abroad: July 4th, Sebastopol

captured by Huns after one of the most gallant defences in history; British establish line in El Alamein. And a flash that Tommy Gardiner missing for a month was now a prisoner of war in Italy gave us all a lift.

### August

One of the warmest summers on record. Beaches crowded. Fraternal Council stage highly successful Beach Carnival, at which \$1000 is raised for War Societies. Our Machine Shop starts work on initial War Contracts, with construction of lubricators for Canadian corvettes. Further and expanded orders are expected in the future. Overseas Corporal Geno Bortolussi won the Canadian Army Sprint Championships; Martin Naylor dropped in the English Channel with his Beaufighter, but was rescued. More rationing looms up as the tea and coffee situation deteriorates. *The Powell River News* was awarded first prize for the best Canadian weekly in Class II. Summer travelling was greatly curtailed, due to gas and tire shortage. Many residents spent holidays around the local beaches. And Joe Small dropped his musket on parade in this month. Local Red Cross start their "Ton of Jam for Britain" objective. Scores of volunteers pick fruit; scores do the canning and preserving. Another sad blow to the community was the official announcement of the death of Pilot Officer Willie Gilmour overseas. Outstanding current events abroad: August 19th, Canadians raid Dieppe;

August 25th, Duke of Kent killed in an air crash; August 7th, U. S. forces attack in Solomons.

### September

That man's here again! September 7th, tea and coffee went on the ration list. Powell River unions stage successful Labor Day program at Willingdon Beach, in co-operation with the Fraternal Council. Six hundred residents are now in the Armed Forces. Word received that Joe Davenport, former Powell River boy, taken prisoner at Dieppe. Sergeant Harold Long wounded at Dieppe. Word received that Glen Sample, Company Director, had enlisted in the U. S. Navy, with the rank of Lieut. Commander. Miss Mary Cavanaugh joins mill staff as first woman ever employed in the Powell River plant. Other women being taken on as enlistments and call-ups deplete male staff. Use of hemlock in aeroplane construction being considered. Outstanding current events abroad: Rommel's drive against El Alamein defences repulsed with heavy losses. Over 600 bombers raid Dusseldorf; Russian defence stiffens all along the line and the epic of Stalingrad on the Volga begins.

### October

By this time over 60 girls have been added to mill operating staffs and a bewildered male population is getting used to the idea—and liking it! New electric safety sign gives momentum to Accident Prevention drive. New bus arrives for the Powell River Stages. October 29th was Reserve

Army day, and half the plant and office was in uniform. And the Yanks were defeated and Employment Superintendent Frank Flett stepped on airy highways for a whole month. Third Victory Loan starts with Pilot Officer Rex Baum presenting the Commando Dagger to Legion President Paul Marlatt. And that man may be back again to talk butter to us shortly. Over 620 residents are now in the Armed Forces. Powell River's new Sulphite Plant is now in full operation after 27 months of construction work. Outstanding current events abroad: October 26th, General Montgomery attacks at El Alamein. The Russians continue their great defence at Stalingrad as the German attacks deteriorate; October 23rd, Mrs. Roosevelt visits London.

### November

Most gratifying and exhilarating news on the local front was the award to Pilot Officer Harry Donkersley, of the D.F.C. for conspicuous gallantry in the Mediterranean. New block loading system is functioning satisfactorily and has improved working conditions in the grinder room. Hunters have had a good year and a lot of fine bucks brought in. New appointments are announced in the Department Store staff, as Mr. A. H. Florence takes over the position of Manager and Mr. G. Purvis assumes charge of the Foods Department. The local "Mum" Association stage their first and very successful Annual Show. Another sad blow to the community as the news of the death of

(Continued on Page 15)



*The story below explains what this is all about. Maybe Les Saunders and Archie Robertson (end front row) can tell us some more.*

## No One Had a Gun!

### Snipers Miss Opportunity of Lifetime

ALL sorts of queer things seem to be happening this month. William Barclay, manager of the Powell River Sales Company, draws our attention to yet another interesting natural phenomenon. The picture on this page was picked up on a side street in Seattle by Elmer Lee, who said something about it being connected with the forestry department.

Elmer asked us if we could pick out the different species of timber in the picture. We took a quick look, and if that big spruce in the centre isn't Les Saunders, of our own logging department, we hope we never see another log. And that rugged, slightly

gnarled fir, on the right, certainly bears a likeness to that specimen of sturdy Scotch fir represented by our plant engineer, Archie Robertson.

These two stalwarts apparently were "conventioning" in Seattle—and several of the members in the front row are connected with the *Seattle Star*, one of our good friends across the border.

The photo is by Fred Carter, well-known *Seattle Star* photographer.

Angry Motorist: "Some of you pedestrians walk as if you owned the street."

Pedestrian: "And some of you motorists ride as if you owned the car."





AC1 Gene Messmer



Pte. Mike Crilly



Seaman Cbas. Gowdyk

**T**HE year 1943 will see many anxious and disquieting days ahead. This is something we must steel ourselves to face. The pace of battle is quickening. The stirring of great events has started. The days of inactivity are swiftly passing: In the months ahead, all branches of the Service, Navy, Army, Air Force, will be in action, and we will have to face,

"Med". Bruce Patterson, Bert Grundle and other Air Force lads are somewhere in the Middle East preparing for the final push against the Hun in Africa.

And in the meantime Africa, at least the Moroccan and Algerian portion of it, sounds rather attractive. Eddie Riley speaks ecstatically of the deep blue of the Mediterranean and

## On Active Service

### The Boys Are Moving Around the Map as the Tempo of Activity Speeds Up

as the people of Britain have faced, the hard facts of combat service.

Already the movements of many Powell River boys point to the months ahead. Our Navy lads in recent months have crossed the seas and entered the Mediterranean. To date, word has been received from Eddie Riley, Jack Carruthers, Scotty Abbott and others, telling of the warm sunshine and the blue waters of the

how he liked swimming in the limpid waters (and us freezing out here!). Eddie also took a whirl around the bazaars in an African port, trying his hand with the Arab bargainers. The first souvenirs should arrive in Powell River soon, and we will know just how Eddie and Bruce and Jack made out with the natives.

Harry Cooper, in his latest letter, described the exaltation among the bomber crews as they chased Rommel across the roof of Africa. After the long retreat and the stalemate at Alamein, the boys have the scent of victory in their nostrils, and find it

*Another pleasant afternoon in the North Atlantic.*





## It's Cold On The Atlantic

Canada's Little Ships Carry Out Dangerous Patrols with Scores of Powell River Boys

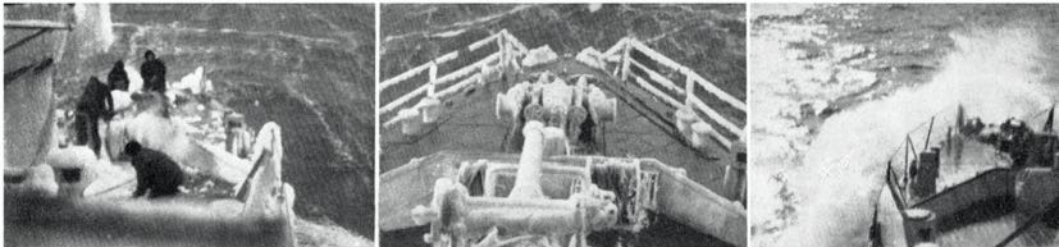
THE weather around the old homestead has been on the chilly side for the past month. Most of the over thirty-fives have given up the struggle and dragged out the red flannels. The twenty-year-olds are bravely holding out, but rumor has it that even these tough and hardy lads are sneaking out in heavy undies.

The fuel situation is not as good as it might be. Many of us are doing some tall juggling to keep the home fires burning. Many of us are doing some equally tall mental juggling, wondering how the home fires will be doing in a few weeks. It's cold and uncomfortable—or so we think, until . . .

We cast one shivering glance on the pictures adorning this page. This is how our boys at sea in the corvettes and destroyers and mine sweepers of the Royal Canadian Navy are putting in the time these days. If we think it's cold around here, if the fuel shortage is acute, many of our own boys are not having too happy a time either.

The pictures show what the aver-

*When we talk about cutting our own fuel, and grouching a bit about it, here's what many Powell River boys on the Atlantic patrol are facing every day at sea. These pictures were sent by a well-known employee—and that ice-chopping act doesn't look very comfortable.*

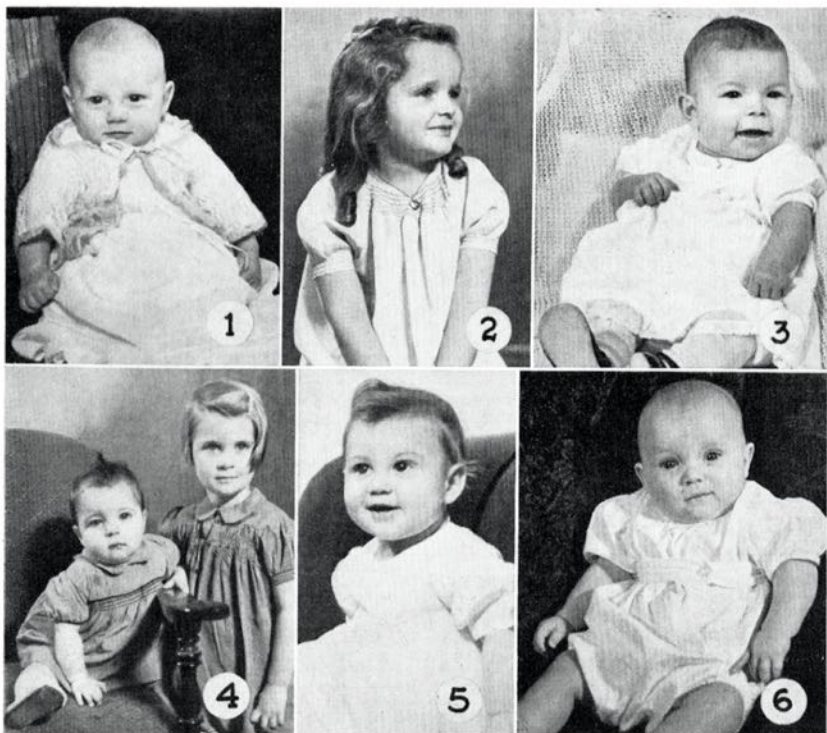


*A few more views of an average day at sea in one of Canada's little ships. Nice weather baving on the starboard watch, what!*

age youngster has to face in addition to the perils of submarines below and aeroplanes overhead. Week in, week out, the convoys leave an eastern port with food and munitions for our fighting men and for the stout citizens of the British Isles. Fog bound, snow bound, ice bound, they carry on. The Silent Service never falters. And

when we grow a bit too introspective on this fuel shortage or freezing weather give a thought to Stewart Johnston, Jack Carruthers, Scotty Abbott, Bobby Dunn, Jimmy Maple and scores of others, who keep the U-boats from our shores and protect our men in their journeys across the high seas in all kinds of weather.

## Powell River Children



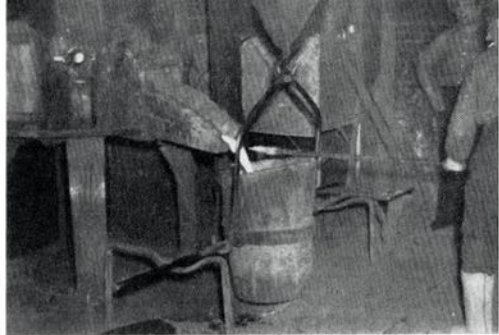
1. Buddy James Maseles. 2. Janice Ellwyn. 3. Gail Anderson. 4. Judy and Alice Hammon. 5. Patsy McKenzie. 6. David Maybelle.



*A couple of quick snaps of our foundry crew in action. It's cold on the Atlantic, but it's hot down there when the boys start pouring hot metal around.*

EDITOR'S NOTE.—Beginning with this issue, it is our intention to run, monthly, action scenes of Powell River boys on various fronts. If you have pictures of our boys taken in India, Britain, Egypt, or in Canadian camps, we could use them for this series. The boys at work or play is our idea. Help us by letting us use your snaps—and to the boys in the forces we ask that you send along any interesting snaps of places or events. They will all be submitted to the censor before being released. The following snaps sent by a well-known local lad show something of what scores of our boys are facing these days.

In the past several months, the facilities of the Powell River Machine Shop have been, and are continuing to be, utilized in the stepping up of our war effort. Our facilities have by no means been extended to their limit, and every effort is being made to secure new and increased orders which will permit of a complete and exten-



## The Plant Continues War Contract Work

### New Contracts in Hand

sive use of our Machine Shop equipment.

Lubricators for corvettes, hydrant valves, base plates for cargo ships and other material has already been turned out. New orders being machined in the shop include quadruple valves for Weir pumps and several sizes of gate valves. Several other larger orders are in prospect, and the Machine Shop crews are enthusiastic over the new war contract orders.

Several departments have already had a share in turning out this equipment. The foundry has turned out numerous castings—and this year the department has beaten all records in turning brass and iron. Many tons of this has been shipped to Vancouver and used in various essential war work.

---

She: "I dreamed last night that you were chasing me all around my apartment. Then suddenly the dream turned into a nightmare.

He: "Why did that happen, I wonder?"

She: "You caught me!"



*Pte. Ron Russell*



*A.B. Bob Turnbull*



*L.A.C. Art Farnden*



*Pte. Bruce Butler*

good. Harry has completed upwards of 60 operational flights.

No official word has yet been received, but it's more than probable that some of our boys are with the Canadian army forces sent to observe the tactics of the African campaign.

And as we start the 41st month of war, 670 Powell River residents are enrolled in the Armed Forces. About 340 of this number are in the Army and Auxiliary Forces, about 245 in the Air Force, and nearly 90 in the Navy. There is scarcely a family or household in the district that has not a son or a relative in the services. Powell River's contribution to the Armed Forces is something of which we are all proud—and as we begin the New Year, that is our first salute—Greetings to all our sons and daughters, on sea, land and in the skies!

Buy War Savings Certificates.

### **A "Don" Cossack Appears**

During the January cold spell, all sorts of queer costumes, dug out from back cupboards, and which hadn't seen the light of day for many Michel-masses, were in evidence. Angus Armour did pretty well with an Eskimo imitation hat, which covered both ears, which was an aesthetic help.

Don Colquhoun sported the prize top-piece when he dragged out his Stalingrad Stetson. Don was asked by two chaps if he had any vodka in stock; another lad wanted to know if he was in training for the ballet. All told, it was a brief sensation, and for a moment we thought Timoshenko had pushed his advance guard clear across the Atlantic.

She: "I can't marry you. I don't want to be married for a long, long time."

He: "Okay, a short time will do just as well."

*Lieut. Jimmy Lyle (U.S.)*



*Pte. Jack Parkin*



*O.S. Reg Parkin*



*L.A.C. Philip Innes*



# Alleged Winter Scenes in a West Coast Town

## Snow, Sleighing, Skating Among Imputations

THE scenes on this page are "alleged" winter scenes in and about Powell River. We say alleged because it is a well-known fact that we don't have any winter on the west coast, and particularly in Powell River. It is our private opinion that these views were filched from some convenient archive, and in an idle moment passed by the censor.

At any rate, these alleged snow scenes go even further. They tell us that scores of youngsters dragged out their sleds and have been cavorting up and down the golf course and on roads throughout the district. It is even rumored that Frank Flett and Angus Armor donned skis and scared up two ptarmigans on the golf course. This report, from a completely unreliable source, further states that, despite an unusually heavy snowfall, there has been skating on Cranberry Lake and that Bill McAndrews was

*Snow scenes around the district in January. Top is Edith Graff of Cranberry starting out with her sleigh. Centre is the War Memorial during a snowstorm. Bottom row shows sleigh runs in the district.*





seen with a hockey stick. There was an equally baseless and scurrilous rumor that two members of the office staff came to work with socks outside their pants. Even worse was the trumped up story that Don Colquhoun was seen around the townsite wearing an imported Siberian wolf hound hat. When asked where he picked up the headgear, Don is reported to have said "I got it from Timoshenko."

And just to show what concoctions these enemy propagandists can stir up, there was an insidious whisper that Bolo Gordon had built a bob sleigh and that even such an eminently respectable pillar of society as Hal Gwyther was riding on it. Somebody went so far as to say Dr. Lyons was cutting figure 8's on Cranberry Lake. The Doc soon squelched that one, however, by denying he was near Cranberry Lake. He wouldn't commit himself on how many figures he cut, though. Anyway, he didn't cut them on Cranberry Lake. The situation went from bad to worse with a flash that Lieutenant John Dunlop had borrowed a saw and was cutting wood on his own. Which shows what unprincipled enemy agents in our midst will do to spread discord on the home front.

So, in showing you these pictures, purported to be scenes taken in Powell River during January, 1943, we beg



*Above, Miss Edith Taggart of the Main Office poses gracefully on skis. Upper left, the gang starting "Snap the Whip" on Cranberry Lake.*

you to remember they have not been confirmed by the Admiralty or the Home Office!

A fond mother held on to the telephone book while an anxious man waited his chance to consult the list of doctors. Finally he said in desperation:

"Madam, if you would be so kind as to let me disturb you for a moment! It's a matter of life and death."

"I won't be more than an hour," she replied. "I'm just looking up a cute name for the baby."

## Westview Branch of I.O.D.E. Active in all Departments

### Sara Blain Chapter Performs Variety of War Tasks

**A**MONG the most active and energetic of our active war organizations in Powell River are the two branches of the I.O.D.E. (Imperial Order Daughters of the Empire). In past issues, we have stressed the work of the Lukin Johnston Chapter of Powell River. Here we touch briefly on the organization and work of the younger I.O.D.E. Branch, the Sara Blain Chapter of Westview.



*Mrs. Hugh McPhalen has been elected Regent of the Sara Blain Chapter for her third consecutive term.*

The Sara Blain Chapter received its charter on March 21, 1939. Prior to this date, all I.O.D.E. activities were centred in the Lukin Johnston Chapter. With the broadening scope of district activities, the Westview members of the original chapter petitioned for a new chapter. The petition was granted and the Westview Chapter came into being, with Mrs. T. W. Green as first regent.

Since its formation, the Sara Blain Chapter, like its Lukin Johnston sister, has been to the forefront in the war activities of our community. In 1939, the first year of its existence, the chapter sent parcels to all Westview men overseas and to members' relatives in Canada. The practice has continued since the outbreak of war. Immediately after this period, membership jumped to 50, and the entire chapter threw itself vigorously into war work. They have sent socks, sweaters, mitts, comforts of all kinds to the men in the forces; to bombed-out victims of London and other British towns. They have their own Prisoners of War fund and send, through the next of kin, parcels to local boys in prison camps. This past Christmas, with the generous financial assistance of the Fraternal Council, the chapter mailed 105 parcels overseas.

The present regent is Mrs. Hugh McPhalen, who has just been re-elected for the third term. Mrs. McPhalen is also a Provincial Councillor in the B. C. body. The officers of the chapter are:

Honorary Regent — Mrs. K. Macken.

Honorary Vice-Regent—Mrs. Barrett-Leonard.

Regent—Mrs. Hugh McPhalen.

(Continued on Page 16)





*Elmer E. Todd, publisher of The Seattle Times (left) is shown as he presented a wrist watch last night to Thomas H. Shrobbree, pressroom foreman, who retired last year after nearly 30 years' service with The Times. A hundred newspaper associates honored Shrobbree at a testimonial banquet in the New Washington Hotel. Fellow employees gave the Shrobbrees each a travelling bag. Shown at the speaker's table are (left to right) Lindley M. Rice, Edward McNamara, chairman; Shrobbree and Mrs. Shrobbree. Chi is well known in Powell River, and has probably handled more Powell River newsprint than any single pressman in the country. He saw the first roll of Powell River newsprint reach The Seattle Times thirty years ago, and watched hundreds of tons of our paper go through The Times presses every month. His many friends in Powell River wish him GOOD FISHING.*

## The Annual Round Up

(Continued from Page 5)

Pilot Officer Johnny Morris was announced from Ottawa. Machine Shop turns out new war orders. Outstanding current events abroad: The epic of Stalingrad continues, as the Russians begin to snap back at key points; November 4th, the Eighth Army smashes the Afrika Corps and the march to Tripoli begins; November 8th, British and American forces land in French North Africa.

## December

The girls carry on the good work in the plant. Number of employees (female) now around 75. And that man looked us up again! Butter rationing hit this month. The Community Centre, started early in the summer, is now in active operation and is increasing in popularity with the public. More and expanded war contracts are being handled in our Machine Shop. Women enter First Aid competitions for the first time.

At December 31st the Powell River Company had sent over one-half million cigarettes to its employees in the Armed Forces. Westview buys a new fire truck, and the Paper Makers stage their highly successful Ball on New Year's Eve. Word was received of the death of Rene Deneau, president of Steele & Co., Inc., an old friend of Powell River. Yuletide season finds our thoughts largely directed to relatives and friends in the forces overseas. A quiet, thoughtful Christmas, with hopes for a brighter 1943. Outstanding current events abroad: Stalingrad holds; the Russian Steam Roller starts moving westward; Montgomery chases Rommel half way across Africa. And Harry Donkersley wins a bar to his D.F.C.

### The Old "Northholm" Passes Out

The recent loss at sea of the S.S. *Northholm*, a famous coast freighter and an old friend of Powell River, was received with widespread regret by our wharf crew. The death by drowning of most of the crew, almost all of whom were known personally to the boys on the wharf, was a sad blow. Second Officer King, in particular, had many friends in the district.

The *Northholm* and her fine crew will be missed in Powell River.

### The Centre Comes Through

The Community Centre has been a popular spot during the recent spell of bad weather. Scores of men,

coming off and going on shift, have found a warm and welcome shelter here. Our younger people are already making it the gathering place of the younger set. In recent weeks, the weekly and semi-weekly dances have been well patronized. The committee is gratified at the public response and the Centre bids fair to become a real district gathering place for old and young.

### The Cover Picture

This month's cover, by Ossie Stevenson, is in keeping with the general surroundings. It is now permitted to say it was darned cold in January and that the thermometer hovered perilously around the zero mark for a week; that it snowed nearly a foot; and that the folks managed to get in some skating and sleighing. The cover picture shows some of our residents, despite the aggravating top cover of snow, trying out their skating skill on the always reliable Cranberry Lake.

### Westview Branch, I.O.D.E.

(Continued from Page 14)

First Vice-Regent—Mrs. T. W. Green.

Second Vice-Regent—Mrs. C. Manwood.

Secretary—Mrs. S. Purvin Good.

War Work Convenor—Mrs. J. T. Fullerton.

Educational Secretary—Mrs. H. Slade.

Echoes Secretary—Mrs. L. Schon.

Empire Studies Convenor—Mrs. F. Egan.





# POWELL RIVER DIGESTER



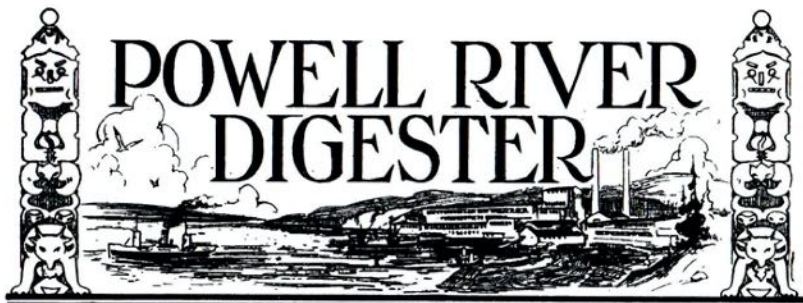
Vol. 19

FEBRUARY, 1943

No. 2







J. A. LUNDIE, *Editor*

Published Monthly by **THE POWELL RIVER COMPANY LIMITED**  
*Manufacturers of Newsprint, Pulp and Paper Products*  
Mills at Powell River, B. C.

VOL. 19

FEBRUARY, 1943

No. 2

## *Support The Red Cross Drive*

**Powell River Objective, \$6000**



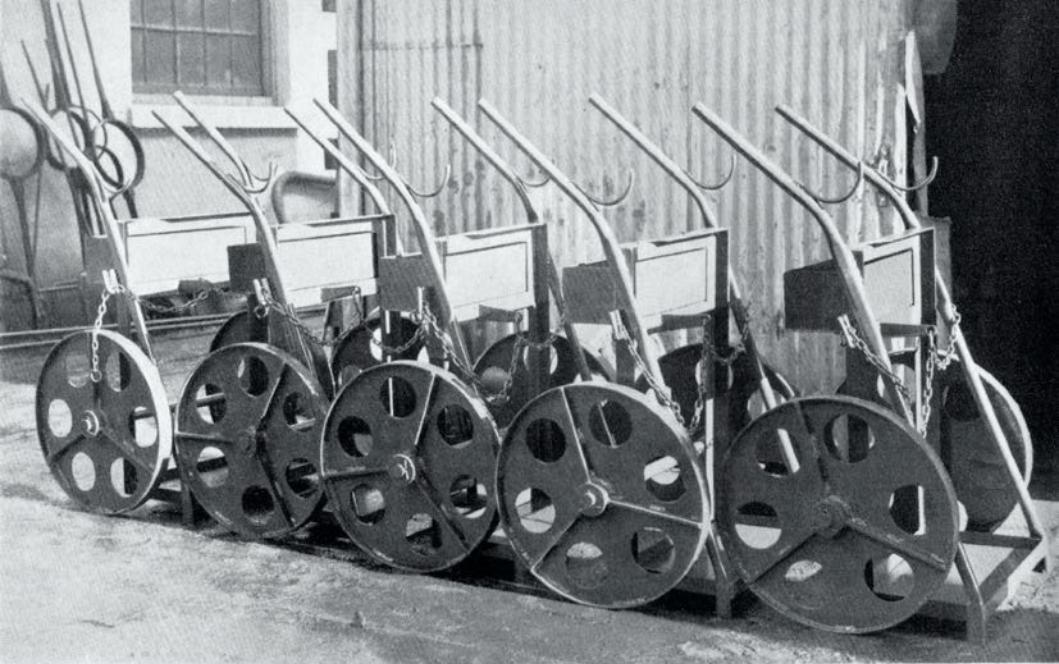
**T**HE article on this page touches briefly on some of the essential war work being done in our shops. That is one of our jobs on the home front—to turn out the tools and implements of war.

Another no less important duty is that of providing assistance to our men overseas in the hospitals, in the camps and on the seas. We will have that opportunity when the Red Cross Society starts its Dominion-wide drive for funds on March 1.

The work of this splendid organization is too well known to require repetition. It extends to all branches of the fighting services. It supplies and maintains military hospitals on all fronts. It supplies our soldiers, sailors and airmen with scores of comforts—food, clothing, etc.

Powell River's objective is \$6000. No worthier cause exists anywhere than in the Canadian Red Cross Society. Give as generously as possible, for within the next two months the Red Cross will be called on to a degree not even remotely approached hitherto.

***Help the Red Cross Drive!***



*Acetylene Tank Buggies made in Powell River Company's machine shop.*

## Machine Shop Fills New War Contracts

### First Part of New Order Completed and Shipped

**I**N the past six months the number of war contracts completed in our machine shop has shown a steady expansion. The quality of the recent work turned out has been such as to encourage the placing of further orders; and accelerated expansion of essential war equipment contracts is hoped for and expected in the months ahead.

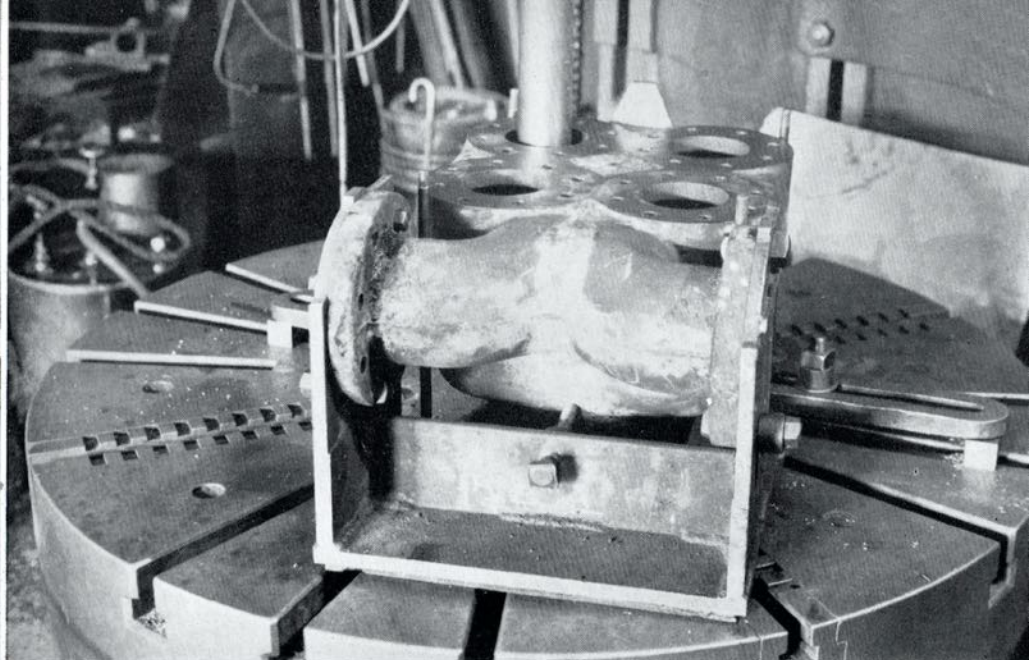
Already the Powell River machine shop has fabricated lubricators for corvettes and other naval vessels, hydrant parts for new airfields and barracks springing up in all sections of the country, bedplates and valves for engine room auxiliaries.

Recently an order was received for acetylene and oxygen buggies and quadruple valves. Some of the work is shown in the illustrations accom-

panying this outline. Part shipment of these new contracts was made well within the stipulated time limit, and the balance of the order is being swiftly handled.

Our machinists, all expert craftsmen and members of our mechanical staff, are pleased that their experience and machine shop facilities are now being increasingly utilized in our direct war effort. They are anxious to prove that the skill which is recognized in the manufacture and repair of heavy and complicated paper machine parts is equally cunning and efficient in the fabrication of essential war machinery. The acetylene buggies and quadruple valves are their latest test — a test which we believe will prove highly satisfactory when this equipment is installed.





*Machining body for Weir Quadruple Valve.*

## THE HAT TRICK

**Simplicity and Utility Feature February Styles for Well-dressed Executive**



The picture shows one of our prominent citizens modelling head gear for the well-dressed man. The hat in question is one of Powell River's famous landmarks and distinguishes the well-dressed man from the man merely turned out.

Several of our local sartorial artists have endeavored, so far unsuccessfully, to locate the manufacturer. That, too, is an exclusive trade secret. But, if Winston Churchill can be photographed with his cigar, President Roosevelt with his cigarette holder, Joe Stalin with his pipe and Louis D. Taylor with his red tie, then we give you "D. A." and his Hat, which is just as typical.

So, for February's Who's Who, we give you Mr. D. A. Evans, Resident Manager and director of the Powell River Company and his Hat.



*This group of snaps shows a section of E Company, Powell River's Reserve Unit, in action during the recent A.R.P. "Emergency", under command of Corporal Oscar Smith. Top views show the boys getting ready for "gas". Bottom picture shows Rifleman Farnden setting up the Lewis machine gun.*

## A.R.P. "Emergency" Staged Successfully

**General Standard of Performance Commended**

tions, was favorable, and in some cases enthusiastic. This is not the impression we have received of tests carried out in Vancouver and other coast centres.

During the approximate two-hour emergency, there was an unexpected smoothness and co-ordination between all branches. The fire department answered calls; were at the scene of activity in the matter of a few minutes. Ambulance squads had their posts well organized, and wounded were picked up promptly and first aid attention efficiently handled. Block wardens were on the job—and demolition groups moved quickly to posts. The control room, where a lot of trouble was expected, functioned at high gear. The volunteer girls and staff did excellent work transmitting messages which were coming in like news flashes of an allied offensive.

Cross roads, blown up by enemy bombs, were picketed by wardens. Traffic was rerouted, and unauthorized vehicles stopped and turned into side roads. Telegraph lines were re-

ON Sunday, January 31, Powell River's A.R.P. organization staged their first "Emergency" practice. Similar workouts have been staged in recent months along the Pacific Coast, with sometimes indifferent results.

The emergency undoubtedly brought to light many weaknesses in plans and organization. But it also tested and found sound the latent strength of long and careful planning. We have no way to judge comparative results in other centres. But one fact does stand out.

The "general impression," that of the public and participating organiza-

paired, children and parents quickly evacuated from bombed buildings. All vital spots, water tanks, wharf approaches, cross roads, etc., were manned by detachments of the Reserve Army. The men were in battle order, with rifles, machine guns and gas masks.

A pleasing feature of the alert was the generally active co-operation afforded by householders. They entered into the scheme co-operatively, and children, for the most part, were kept inside. Wardens report that householders were very fair and co-operative. The same was true with private cars. Only one case of failure to obey instructions was reported.

The above are a few impressions of an onlooker. Weaknesses there undoubtedly were, and these must be corrected. Here and there appreciative co-operation was lacking. A few casualties were overlooked and the odd message delayed or improperly relayed.

But after this has been said, there was a basic soundness to the entire planning and an earnestness in execution that left a favorable impression on the district. The co-operative attitude of the public and the surprising organization of all branches was commendable. Frankly, a lot of citizens who came to scoff remained to pray. And in contrast to the many reports we have heard of similar tests in larger centres, there was a freshness and a community co-operation that makes rather pleasant reading.

Allowing for all factors, we wish

to sincerely congratulate all the participating organizations on their fine showing, and to especially commend the planning and organization work carried out by the A.R.P. leaders and their executives. They have had one of the most difficult, discouraging and arduous tasks—they still have—in the district, and the show on January 31 speaks volumes for their perseverance, ingenuity and sound planning.

Carry on, lads!

### "Emergency" Flashes!

When Frank Flett's youngest daughter saw the picture (page four) with the group in gas masks, she took one look, smiled proudly, pointed to a figure and said, "That's my daddy!" A reward of one Vichy centime to the resident who can pick Frank out. Mrs. Flett thought this was a decided improvement on the original.

\* \* \*

And then there was the zealous warden who stopped a car at an intersection and shouted, "There's a 40-foot crater here," pointing at his feet.

The motorist took one look, backed hurriedly out and yelled from a safe distance, "I couldn't see it, your feet were in the way."

\* \* \*

And there was one "casualty" who is still waiting for an ambulance. He was hit with a bomb on Ocean View, but didn't hear the "all clear" go and waited two hours for the ambulance to pick him up.



LAC. Bud Gairns



AW. Doris Humphrey



AW. Gerry Doran



Sergt.-Pilot Bill Calder

**L**EADING Aircraftsman Bert Grundle, well-known Powell River sportsman and lad about town, stepped off a transport somewhere in North Africa. Bert was the only Powell River lad aboard, and while he was enjoying, in anticipation, the thought of a shore leave on this sunny coast, he was wishing, "Gee, if some of the old gang were around, we could do this place right."

And in case this issue of THE DIGESTER reaches Bert safely, we are just reminding him to look around for Sergt. Frank Nello. Sergt. (maybe Pilot Officer by this time) Bill Bell, Eddie Riley, and perhaps a flock more.

And, just in passing, there's a nucleus of a rather nifty basketball or baseball team, especially if Harold Foster and George Rennie turn up in that area.

## On Active Service

### Critical Months Ahead for the Canadian Army Overseas

Anyway, Bert stepped ashore—and ran straight, or nearly straight, into the arms of Cpl. Bruce Patterson, one of his old tillicums and rival on many a hard fought basketball and lacrosse field.

It's the first time the lads have met in several years—and in Africa of all places.

They almost turned in the hat trick—but not quite. First-class Stoker Jack Carruthers had been around earlier in the day—but his ship had just left port. They hoped to see him later.

Harold and Lawrence Bailey have both safely landed in England with recent Air Force drafts. Pilot Officer Wilfred Kipp has arrived in the United Kingdom, and brother Pilot Officer Gordon is somewhere on the east coast.

The month of February is near its close. The Ides of March will soon be here. And this year it is Hitler who remembers that the Ides of March are coming, and with it hundreds of thousands of United Nations troops with the scent of victory in their nostrils. We in Powell River must brace

*Here are the three Belyk brothers, all in the service and well-known residents of Powell River. Left-right: I / Bomb. Dick Belyk, AC1 John Belyk, Gunner Mike Belyk.*



ourselves for the months ahead. In a short time—all too short, perhaps—many of the domestic issues, the fuel shortage, the Post War World (which, incidentally, we seem to be deciding without the slightest deference to the wishes or desires of those who are doing the fighting), the grumbling over gas curtailments and food rationing will bulk small against the tremendous events now shaping in the foreground. It is well that we prepare ourselves for what lies ahead—because there will be hard tidings for many of us.

Over in Britain, five Canadian divisions, comprising one of the world's most compact and powerful striking forces, are straining at the leash. In every division scores of boys from Powell River are awaiting the zero hour. Many more stand ready for the final struggle in North Africa. What are our troubles compared with what these lads are prepared and anxious to face and conquer?

The days of action are near at hand. And the boys are depending on us, over 300 on the overseas fronts and nearly 400 more preparing to join

their pals across thousands of miles of water.

Today nearly 690 Powell River residents are in the forces. By the time this issue reaches you the number will be over 700. Keep these boys in mind—the lads in the corvettes, destroyers and mine sweepers, the boys of the Seaforth's, Canadian Scottish, B. C. Dragoons, Westminster Regiment, the B. C. Regiment and the stalwarts of the artillery, ordnance, army service and auxiliary groups and our sky fighters who serve on every front. They stand on guard, and their big testing time is close at hand.

They need all our support!

---

A political orator addressing a noisy meeting was interrupted by someone throwing a block of wood on the platform. The speaker picked it up calmly and showed it to the audience. "I see one of our opponents has lost his head," he said.

\* \* \*

This winter when you ask for anti-freeze you will probably get a horse blanket in your face.



*Another group of overseas views showing one of our well-known residents at work and play. In picture No. 1 he acts as cook; No. 2 shows his spacious living quarters; and in No. 3 he is himself, in a Churchillian pose.*

**I**N last month's issue we depicted special scenes at sea, showing something of the trying conditions which our boys on His Majesty's Canadian ships are facing.

This month we turn to a lighter phase, showing some of the "hardships" our lads overseas are facing during their waiting vigil. And we mean hardships literally. These special snaps show just what the army has done to one of our best known residents, Cpl. Jack Challis, one-time Beater Room stalwart and latterly taxi mogul.

Things are getting tough in certain sections of the Royal Canadian Engineers overseas. What's tough about it? How many of the old-timers around here would like to face what

## Hardships Overseas

### Jack Is Cook, Repairman and Driver

some of the gallant lads of the 4th Field Park Company are facing? And what are they facing?

They are facing, lads, and we join you in the shudder, the cooking of Cpl. Jack Challis. Look at the picture above. Look at Jack, once a rubicund lad with a guileless smile, leering into the soup pot and probably dropping his pipe ashes in for good measure.

There is one bright ray in all this. Jack is not a permanent cook. His chief duties are still running motorcycles all over England and repairing tanks and other A.F.V.'s that come his way. But they are roping him in gradually to cook for the section.

And so, when you think of the boys at sea and the real hardships they are facing, give a little twinge of sympathy to the brave lads of the 4th Field Park Company overseas as they shudder forward under the baleful eye of Cpl. (Temp. Cook) Jack Challis.

P.S.—Anyway, this is one Post War Problem solved. Mrs. Challis will be able to sleep in at breakfast when Corporal, Temporary Cook Challis returns to the old stamping ground.

**The Cover Picture**

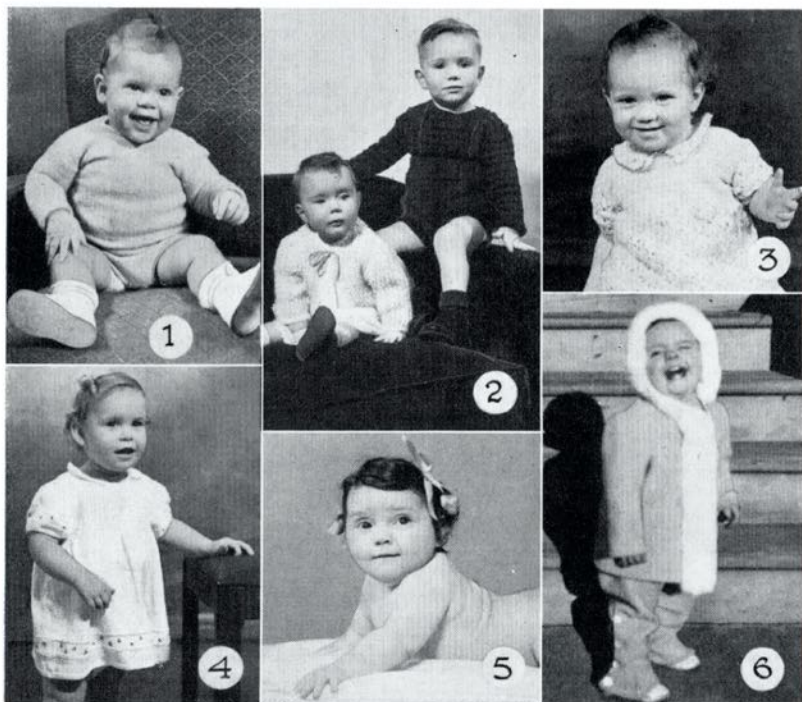
What are we fighting for? This is one of the fashionable posers put out by many academically minded inquirers. Dependent upon who is asked the question, one may expect a wide variety of answers — answers usually dependent on the individual hopes, fears or politics.

All of us have our own ideas on what we are fighting for, and why. The picture on our front cover seems to us just about as good a reason as any. The picture shows chubby,

lively John Miller Gebbie, son of Sergt. Jack Gebbie, now serving overseas with the New Westminster Regiment, crack B. C. regiment, in General Samson's armored warriors. Jack has never seen his son in the flesh. He was born after his daddy arrived overseas. And we know Jack believes that the Union Jack is a better, cleaner and finer background for his youngster's future than the dark shadow of the swastika.

And, dropping into a lighter vein,  
 (Continued on Page 11)

**POWELL RIVER CHILDREN**



1. Donald Thomas Cox. 2. Gail and Gary Clark. 3. Ann Maureen Evans. 4. Betty Lewis. 5. Marlene Stricker. 6. Marlene Morrow.



*T. T. Taylor*



*Rev. W. J. Clarke*



*Father McDonald*



*Rev. Wm. Graham*

**F**OUR months ago, the Powell River Community Centre opened its doors to the public. The venture, pioneered by a group of earnest citizens, would, it was hoped, fill a gap in our community facilities. There were many difficulties to overcome, many discouragements to conquer before the plan could become a reality. Opinions were expressed that the opening of such a centre at this

life has already more than justified its existence and the expectations—rather the hopes—of its founders. Today the younger set are patronizing the dances and social evenings held during the week. Shift men and employees have found its reading room and recreative facilities more than welcome in off-shift hours.

Much of the pioneering work and most of the earlier discouragements

## The Community Centre Is Growing

### Additional Plans for Future—Well Patronized by Our Younger People

time would meet apathy and lack of co-operation.

The sponsors persisted. They felt, that despite the many unique advantages of community life in Powell River, that a central point where residents, and particularly our younger people, could gather for planned social and community meetings was necessary.

With this object in view, the original committee set to work, and by a combination of persuasive oratory, earnestness and determination, collected or borrowed equipment and funds from individuals and organizations. Last November, the Centre was officially opened, and in the four months of its

were faced by our three local church dignitaries. Rev. W. J. Clarke, of the Anglican Church; Father McDonald, St. Joseph's Church, and the Rev. Wm. Graham, of St. John's United Church. These three men were perhaps the first pioneers of the community centre, and with Tommy Taylor and Rod Glenn did most of the spade work. It was not easy work. It required infinite patience, determination and a lot of hard, physical work. And the presence of such well-known and highly respected citizens in this movement is, in itself, a guarantee of the stability and sincerity of the venture.

The committee in the last four months has expanded its numbers,



increased Centre membership, and laid new plans for additional activities. These include boxing instruction by Art Betteridge, well-known employee and former B. C. star. Dances are being held regularly, and full advantage of the pool tables, table tennis, reading room periodicals and other facilities is being taken.

social activities and entertainments for the boys in those happier days ahead. Where can we better meet them, listen to their experiences and adventures than in the focal point of the community—the "Centre".

The new committee is working steadily to expand existing facilities and entertainment. On these pages



*Chas. Gordon*



*John Pearsall*



*Rod Glenn*

The Community Centre is the business of every resident in the district. It is something for which you have been asking, and it is something that you can and must support. This is a venture that is providing healthy and supervised recreation, study and play for our younger people. That, too, is something we have all been demanding for many years. It ill becomes any of us to indulge in uninformed criticism. It is our Centre, and it is up to each and every one of us to make it go. In the not too distant future many of our boys will be returning from the overseas battlefronts. This, too, is a place for them—a place to meet again with their friends on the Home Front. There will be many

you will meet them personally. President Tom Taylor, Rev. W. J. Clarke, Father McDonald, Rev. W. Graham, Rod Glenn, Charlie Gordon and John Pearsall.

Give them all the help you can. They deserve it.

### **The Cover**

(Continued from Page 9)

we hope Jack recognizes the cover picture before he reads this insert. In any case, we are sending him an extra copy, air mail, so he can have all the answers ready when his fellow sergeants hand out congratulations.

A man can't act sheepish and pull the wool over his wife's eyes.



*Above: Shows the end channel of the Blow Chest, with Sulphite Superintendent Frank Hamilton taking a bow in the background. One of our stenographers wondered if this was a blow chest or the interior of the Sultan's private bathroom.*

**W**HEN the Powell River Company's new sulphite plant went into production three months ago, one of the most important features was the reorganization of the digesters and the installation of a new specially designed blow chest.

### Special Design

This particular blow chest is the only one of its kind on the continent. It embraces several interesting and special factors that will ensure high performance and uniformity in operation. The new chest is finished and equipped throughout with acid resisting, glazed tile and brick lining. (A glorified bathroom is the way one operator described it.) The tile lining was a special contract and the installation was all done by men trained and skilled in this type of work. All metal,

inside and out, is either bronze or stainless steel.

The pictures and sketches in this article show something of the design and physical features of the chest while the material following reviews for the ordinary reader the operation of the digester and blow chest.

### Acid and Steam

The treatment in question is a chemical one and the various stages of the operation go on in the following order. Wood, previously reduced to small clean cut chips, is introduced by conveyor into the digester, each digester containing approximately 70 tons of wet chips. The covers are put on and bolted down, to stand the pressure that will be developed later. Acid at a temperature of around 165 degrees Fahrenheit and steam are fed into the digester. The

# The Digesters and Blow Pits in Action

## New Blow Pit Installation of Special Interest

whole is raised to a temperature of about 280 degrees and a pressure of 80 pounds per square inch and then gradually reduced at the end of what is known as the "cook," to about 25 pounds. This cycle takes from eight to ten hours. The bottom or blow valves are then opened and the whole content of the digester blown by the remaining pressure into the blow pit.

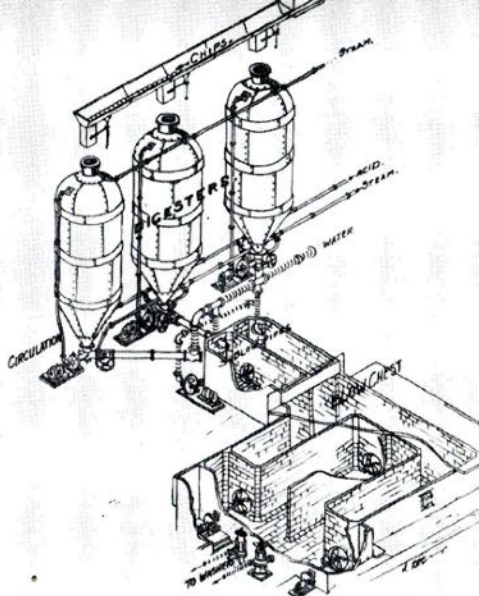
What has happened is that the hot acid and steam have separated the non-fibrous portion from the desirable part and left it in a clean and usable state.

### Circulating System

During a part of the "cooking" time, the contents are circulated, by draining the acid out of the bottom through pumps, back into the top, and round and round again. This makes the "cook" more uniform and assures that all parts of the contents get proper contact with the acid and steam. This is known as the "circulating system," and is a refinement of the sulphite pulp process.

### Valuable By-products

The contents of the digester, consisting of pure fibre and gelatinous matter or lignins in a solution of acid, pass from the digester to the blow chest at a consistency of about ten per cent, or, in other words, each ton of content contains about 200 pounds of pure fibre, which is the valuable or usable part; and about 1,800



*This drawing by R. H. Simmonds of the engineering staff illustrates clearly the operation and set-up of the blow chest in relation to the digesters.*

pounds or so of dissolved lignins or waste. This waste contains many valuable by-products. It is even possible to make food out of it, a matter, however, which does not concern the paper mill, and is outside the scope of this article. It is sufficient to say that anyone interested and who has the price (it's a high one!) might be able to increase their sugar and liquor rations. If they knew how. In passing through the blow pipes to the blow chest, large quantities of fresh water are introduced by jets, reducing the stock to about three per cent consistency and weakening the waste solutions and making them easier to wash out and pump. Washing out is done after the stock leaves the blow chest, in a part of the plant known as the washer building.

### Stock Kept Moving

In the blow chest, the stock is kept constantly on the move by large agitating propellers, which force it along

the passages of the chest through other agitators. The stock is never allowed to settle. This agitation and circulation help to make the stock uniform and thoroughly mixed throughout. After passing round the chest, it is finally pumped to the washer building for further processing and bleaching. Some mills go on from here to any one of a number of processes that may end up in silk stockings or gun cotton.

### Similar Functions

In order to make the process a little clearer to the layman, the chemical processes may be likened to the functions of the animal body—in fact, many of the first ideas came from such sources, just as did practically the basis of all mechanical operations and this is no exception. The digester is the stomach; the cooking acids and steam are the digestive or gastric juices of the animal; the cooking period is the time the animal takes to digest its food. The only difference being that in the paper process, the portion that would be classed as waste in the animal is the valuable or usable part of the paper. And the valuable part of the animal process; that is, the food values that are extracted from the food are the waste products of the paper pulp.

Waste from the paper process can be converted into many valuable products: food, alcohol and sugar, road materials, plastics, etc. The possibilities are unlimited.

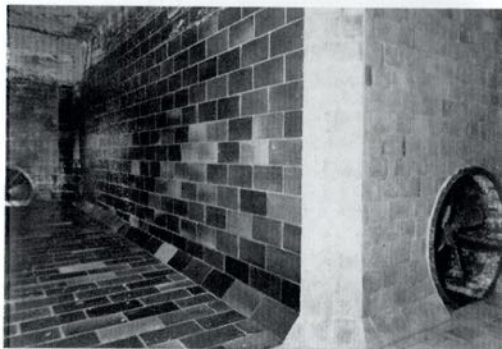
---

### A Pekin Tragedy

Laid out cold

Was Harry Handsome,  
His head got caught

In a bathroom transom.



*Top: Another view of the blow chest, showing the three agitators which mix the pulp. The blow nozzles from the digesters are seen in the walls. Above: The end channel and blow channel. On the left is the glazed tile lining; on the right the special brick tile installed by Stebbins. Below: Another view of one of the blow chest passages.*



## Around the Plant and Townsite

### New Theme Song

Well it looks as if the Volga Boatmen can start paddling again. Their next popular number will probably be, "To Rostov we will go." (Heck, just as we wrote this classic they have "went" past Rostov, so guess we will have to give them a new number, say, "We're the Volga Boatmen on the Dnieper, Ho, Ho!")

\* \* \*

### Tough Days, Sir!

The fishing has been good lately. The "Springs" are running and Hal Gwyther, Harold Fleury, Wallie Tapp and the rest of the Malaspina boatmen have been hauling the big ones in regularly. And while the musical muse is at our elbow these boys prompt a new guest song for Powell River along these lines:

*These meatless days are hard, Sir,*

*No steak, no veal, no roasts.*

*But try this luscious salmon, Sir,*

*There's lots more off the coast.*

\* \* \*

### No Prophets Here

And the fuel shortage has brought many things to light. Two of them were school teachers Dudleigh Gait-skill and "Slim" Davidson, saws in hand, looking real rough, tough and nasty, heading for the woods to do some cutting. (Which way will it fall, Slim? I dunno, I'm no bl—y prophet.)

\* \* \*

### Murray Hires Help

In fact, one week in February the

woods were as full of amateur woodcutters as the Australian plains are of rabbits. The only difference was that the rabbits were a bit—quite a bit—quicker around the trees. Murray Mouat took himself and 220 pounds along to a convenient woodery. After half an hour hacking away at a recalcitrant alder, Murray heaved his axe trailward, started homeward, muttered:

"Hell, I'm going to hire a beaver. He could gnaw the d—d thing through in a week."

\* \* \*

### Harry Does His Own Gnawing

And speaking about beavers, did you ever see Harry Zaccarelli in action around a tree or a wood pile? The last time the district forester was up here he took one look at Harry, rushed back to Vancouver and gave a lecture on Forest Conservation.

### A Necessary Installation

There is an opening in Powell River for a bright lad of any age. The job in question is a "bureau" to supply eligible escorts (temporary) for the girls around town. Provided the bureau could deliver the escorts (eligible) most of the gals would willingly subscribe a reasonable monthly fee and guarantee the bureau a steady and substantial income. Headquarters could be set up in Doug Taylor's emporium. In fact, all that place needs now is some organization to convert it into a bureau immediately.

## Bruce Zumalt



As the Powell River Company enters upon its 31st year of operation, old-timers will recall the many fine men who have been instrumental in the company's progress.

The recent death in Oregon of Bruce Zumalt, former General Superintendent at Powell River, witnessed the passing of one who may be truly called one of Powell River's builders. Bruce was one of our best beloved citizens over a twenty-year period. As General Superintendent he helped guide the destinies of the plant during the difficult post-war twenties. He directed the great expansion periods of 1925-1930.

Bruce had seen the beginning of the paper industry in Oregon, and

was well known in newsprint circles of the Pacific Coast. He came to Powell River in the early days, and his firm and experienced hand was at the helm to guide and direct this new industry along the path of progress and stability.

For two decades "Daddy" Zumalt, as he was affectionately known, was a source of inspiration and guidance to us all. He and Mrs. Zumalt were two of our best loved and respected residents.

And so, as we enter our thirty-first year of operation in a world of strife and conflict, we pause for a moment to remember again "Daddy" Zumalt, a builder of Powell River.

## Hank in Vancouver

We received word this week that Hank Cairney, former Powell River athlete and schoolboy, who enlisted with the New Zealand forces, is back in Vancouver. Hank was severely wounded in Greece and was returned to hospital in New Zealand, where he spent many months recuperating.

He is now in Vancouver, staying with his parents, on indefinite leave. He and two others were the only survivors of a party that fought through the earliest stages of the Grecian expedition.

## Oh, Baby!

Doctor: "Are you the sort of man who lets little things worry him?"

Patient: "I should say not."

Doctor: "That's fine. We're putting you in a room next to the maternity ward!"







# POWELL RIVER DIGESTER



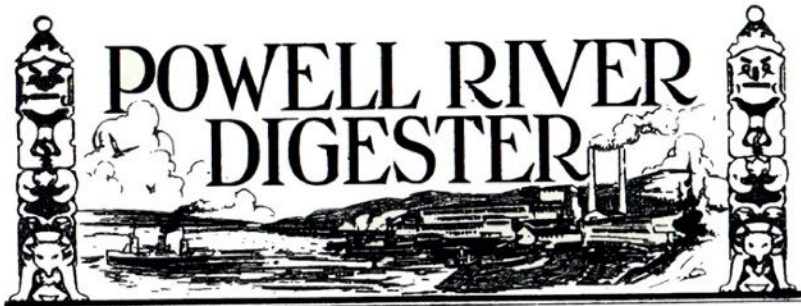
Vol. 19

MARCH, 1943

No. 3







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED  
*Manufacturers of Newsprint, Pulp and Paper Products*  
Mills at Powell River, B. C.

---

VOL. 19

MARCH, 1943

No. 3

---

## The New Victory Loan



**D**URING the next month, canvassers for Canada's new Victory Loan will be asking us for subscriptions. The Dominion Government is asking for just over one billion dollars from Canadians, the largest contribution yet asked from our citizens.

There is only one honest standard on which to base our contributions to the new Victory Loan.

Are our sacrifices comparable to those of our men who fly every night over Germany, who are tossed about the Atlantic's storm-swept waves, and who are fighting hand to hand in the wadis and mountains of Tunisia.

Let us be honest with ourselves. Is there a single one of us who hasn't spent more in one month on unnecessary luxuries than would represent a payment on a bond? How many of us have savings accounts that are beyond our immediate needs—and haven't been touched for years?

These things are worth considering when the question of sacrifice comes up. In a short time, the Canadian Army overseas, and with it hundreds of our own boys, will be in the thick of battle.

***Have we done all we can to back them up?***

---



*First shipment of 3-inch steam valves turned out in the Powell River machine shop.*

## Machine Shop Fills New Contracts

### New Foundry and Shop Orders in Hand

Powell River's machine shop carries on the work of supplying our essential war industries. This month, we are able to show a part of the first shipment of three-inch steam valves, for ships' auxiliary equipment.

New orders for our foundry and machine shop have been received and the useful work of supplying part of the sinews of war will be continued in the months ahead.

The policy of the Company in training apprentices in special machine shop work is bearing fruit, and as the demand for our machine shop facilities increases, the skilled labor is on hand to meet it.

With the battle against submarines

in the forefront of the Allied Nations War Effort, the fact that most of the work done in the plant has been a part of our expanding ship building industry will be a source of satisfaction to employees. Further, over 100 of our own boys are at sea in the Royal Canadian ships, and this type of work has a very personal interest for us.

---

Fireman (during apartment house blaze): "Good heavens, I've got to cool off a bit!"

Chief: "Oh, have you been bothered by the flames?"

Fireman: "No, by the blondes I've been carrying down ladders!"



*Truck wheels for industrial use as shown above are the subject of experiments in the Powell River machine shop.*

## Mechanical Department Conduct New War Time Experiments Industrial Truck Car Wheels Fabricated in Plant

**A**T various times, we have referred in these pages to the initiative of our mechanical staff under the pressure of war conditions.

Recently, under direction of Mechanical Superintendent Ross Black, a series of interesting experiments have been undertaken, designed to produce tires for plant trucks. The present experiments were the result of a suggestion made by Mr. F. L. Kurtz of Kingcome Navigation Co. Ltd. The mechanical department supplemented Mr. Kurtz's suggestion and have been carrying out experiments which may have an important bearing on our war-time operations. Already they have

been attended by a fair degree of success.

The basis of the new experiments revolves around the shortage of rubber. To replace rubber for our wharf "jitneys" and Grinder Room "skip" trucks, the staff tried out rubber belting. This was wrapped on a steel rim, bound with wire and studded with nails to prevent creeping. The entire composition was then vulcanized for about 12 hours, after which the wire and nails were removed. The tires (shown above) were tried out on the wharf lift trucks and proved very successful. Further experiments are being conducted with other equipment.

At the same time, another experi-

*(Continued on page 15)*

## On Active Service

### Enrolments Pass the 700 Mark; Army Leads the Way

**P**OWELL River's contribution to the Armed Forces, by the middle of March, had passed the 700 mark, and now stands at 728. It is a service record of which this district is justly proud, and which will bear comparison with, and probably exceed, that of most similarly popu-

A further breakdown of these figures provides the following information:

Serving overseas in the R.C.A.F. and Army.....	204
Serving overseas or on the high seas with the Royal Canadian Navy.....	63



LAC Harold Foster



Sgt. Aldo Bortolussi



LAC Bob Craig



Pte. Albert Mitchell

lated areas in Canada. The Powell River Company's Honor Roll of its men in the services is one of the most imposing in British Columbia.

From time to time we have broken down the total service enrolments for the benefit of our readers. And as March begins its lion or lamb-like exit (it hasn't decided yet) here are some vital statistics covering the men and women of Powell River serving their country:

Total service enrolments.....	728
Royal Canadian Navy.....	101
Army .....	347
Royal Canadian Air Force	280

Serving in the Middle East and North Africa (these included in total serving overseas):

R.C.A.F. ....	16
R.C.N. ....	8
In Alaska.....	5
In Newfoundland.....	2

In recent months enlistments of local girls have swelled Powell River's service total. On March 16th, seventeen local girls had joined the forces, either in the R.C.A.F. (WD) or the C.W.A.C. At least half a dozen more are on call and will be leaving soon.

Word has been received as we go to press that Flight Lieutenant Harry

Donkersley, D.F.C. and Bar, is in England, and will be presented with his decorations by His Majesty the King at a Palace investiture. All Powell River will be behind Harry on that historic occasion. The local boy, son of Harry Donkersley, head welder for the Company, won his cross and bar while stationed at Malta. In this same period he was promoted from Pilot to Flying Officer and recently to Flight Lieutenant.

At the time of writing, the following Powell River girls are in uniform: R.C.A.F. (WD)

Jean Banham, Hazel Clapp, "Gerry" Doran, Brisbane Hunter, Marjorie McPhalen, Zella Stade, Alice Aster, Joan Tomlinson, Elaine Heavenor, Margaret Hembroff, Doris Humphrey, Patricia Hughes, Margaret Kiely, Mary Loukes, Gwen McGuire, Violet Rolande.

In the C.W.A.C. are Doris Bailey and Joyce Hassell.

Recent mail from overseas indicates that most of the boys have received the last consignment of cigarettes sent by the Powell River Company. These are sent every three months and from all accounts are highly appreciated. And the boys are getting together as often as possible and keeping Powell River on the map. Recently Frank O'Neil, Harry Freeman and Jack Challis paid a visit to Nottingham, famed as a favorite Canadian port of call (town population figures show that there are seven girls to every male in the district). And Pilot Officer Lionel Rorke states Frank Roberts and Jack Young are located in his squadron and that Flight Lieutenant Jock Kyles is not far away.

And in closing, an extract from a letter received from Corporal Bruce Patterson, somewhere in North Africa:

"It's quite a spot out here. The women do all the work. Every morning an old boy passes along this road, puffing away at a cigarette, hands in the folds of his dress, and behind him, six women loaded to the scuppers with everything from stove wood to victuals on their backs."

"You know," Bruce concludes, "maybe they got something there."

Better talk to your mother about this, Bruce, before getting too exuberant!

---

### The Cover Picture

This month's cover page, by Jack Rushant, of Lane's Studio, shows members of "E" Company, B. C. Regiment (Reserve) at work on the new Wildwood Rifle Range. The boys are taking a few shots, preparatory to clearing, at the 300-yard range. Corporal "Bolo" Gordon, wharfinger, is setting the level, while Rifleman Frank Hamilton, Sulphite Superintendent, looks through the magnetic eye. Joe Small and Ray Bernier stand by, waiting the signal to grab an axe and start slashing.

Work on the range is being done by members of the Company under direct supervision of Capt. Bill Checkland, with 2nd Lieut. Harold Moorhead, Resident Engineer, as "technical" adviser.

---

The best place for a girl to have an open mind is in a closed car.



*Scene during distribution of ration cards last month. Mrs. Bert Johnston and Mrs. J. A. Lundie are at the table, with Mrs. John McIntyre filling in her card. In the foreground, Mrs. W. J. Clarke, voluntary supervisor, puzzles over a card just filled out. On the right, Mrs. R. M. Millar has just finished the business of filling out her card.*

## The Ration Cards Came In

The picture above affords a quick glimpse of a very busy period a month ago in Powell River.

The new ration cards have arrived and hundreds of Powell River housewives were in attendance to safeguard the family victuals in the months ahead. The tea, sugar, coffee and butter rations were known and belts had tightened in preparation. But it was those extra cards "for future emergencies" that formed the nigger in Canadian woodpiles. What these will be only Mr. Howe and Mr. Gordon know—and they won't tell us—not all at once, anyway.

However, the Powell River ration book distribution was handled most

efficiently by volunteer women's organizations, fraternal societies, Red Cross groups, etc. The ladies made a good job of the whole business—as they are doing with many other phases of our War Auxiliary and community work.

---

### Shakes Alive

Betty: "The producer didn't believe I had talent but when he saw my Hula dance, he hired me."

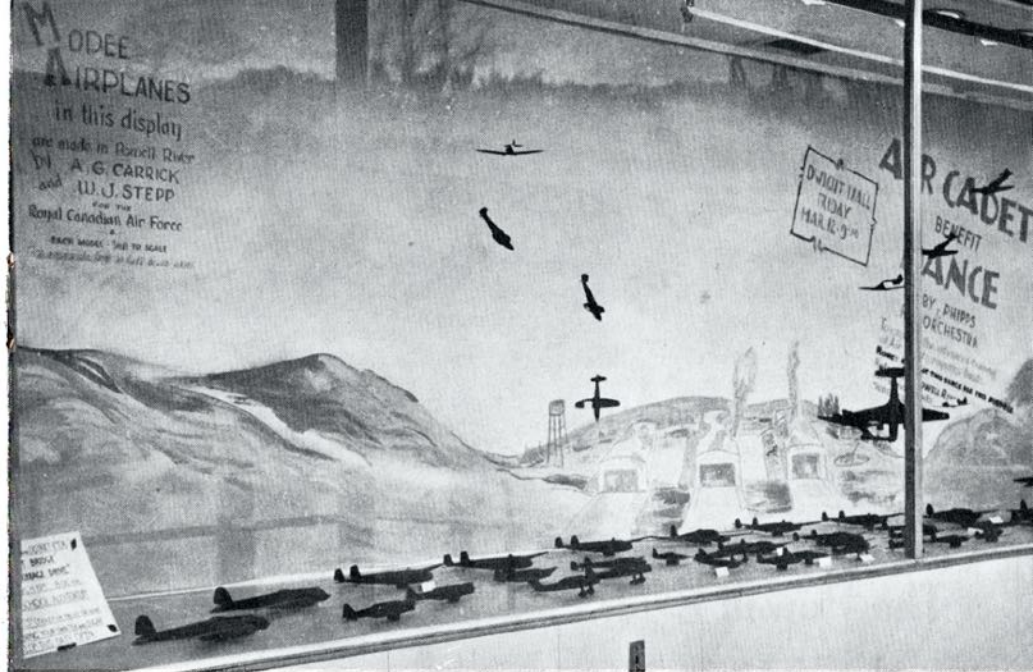
Sally: "Well, what does that prove?"

Betty: "All's well that ends well."

---

The cloak of night hides a multitude of sins.





*Display of aircraft in the Powell Stores window. All models are made to scale by Walter Stepp and Al Carrick. The scenery is painted by James Currie.*

## Employees Build Aeroplane Models Impressive Display of Skill and Ingenuity

The photograph on this page is part of a display in the Powell Stores, advertising a recent dance by the local Air Cadets. The display aroused considerable favorable comment, especially the model aeroplanes. These models represent all of the best known bomber and fighter planes of the warring nations, and were made to exact scale by Walter Stepp and Al Carrick, well known Company employees.

These two energetic lads worked many weeks on these models, and studied scores of designs and pictures. Each plane is a faithful scale replica of a Spitfire, Lancaster, Heinkel, Bolingbroke, etc. Walter and Al have received many compliments on their fine work, and we wish to add

our own, not only for the quality of the work, but for the time and labor willingly spent to help the Air Cadets advertise their dance.

The realistic background of hangars and runways is the work of the old reliable, James Currie, or Cadet Pilot Officer Currie, as he is known in Air Force circles. All told, this was one of the most impressive bits of window display yet seen in Powell River.

Visitor: "To whom are you writing that letter?"

Lunatic: "To myself."

Visitor: "What are you telling yourself?"

Lunatic: "How do I know? I won't get the letter until tomorrow."



## The Powell River Emblem Comes Home

In the late summer of 1941, the First Battalion, Canadian Scottish Regiment, started the first leg of its overseas voyage by journeying across Canada to Debert, Nova Scotia. Before the battalion left, members of the Lukin Johnston Chapter I.O.D.E. presented the Powell River members of that famous outfit with a special Powell River emblem.

The emblem stayed with the boys at Debert. When the battalion went overseas, the flag was carried along, and when seventy-five Powell River boys came together for a historic reunion in London in July, 1942, the I.O.D.E. emblem was in the forefront of the picture.

Following the London reunion, the emblem was sent back to Powell River and turned over for safe-keeping to the Lukin Johnston Chapter.

The two pictures above show the emblem in Canada and in England. And on both occasions, Private Dick Jacob, son of James Jacob, grinder room, is holding the flag.



## Powell River's A.R.P. Goes Modern; Leads the Way in New Wardens

Powell River's A.R.P. organization is keeping abreast with modern trends. The two trim wardens you see in this picture, Mrs. Grace Johnson and Mrs. Wilfred Paul, are the first two local women to join the wardens' ranks. We don't profess to know much about the business, but certainly if most of the male wardens we have seen looked as snappy as the latest female recruits, there would be a lot more zip in these "emergency" practices. We have a feeling that half the male population of Powell River would be frantically looking around for that pail of sand



*Powell River demonstrates the modern snappy models in A.R.P., with Mrs. Doug Johnston (left) and Mrs. Wilfred Paul as wardens.*



*Our youngest Air Raid Warden, Winifred Ann Heward, daughter of Mr. and Mrs. Ernie Heward, turns out for the emergency.*

or bucket of water they have forgotten.

And what would be more attractive or appealing in an emergency than to hear one of our lady wardens gently but firmly say, "Pardon me, but will you pull down the blinds?"

From all reports, Mrs. Johnson and Mrs. Paul made a pretty effective job of warden duty in the last practice. As Corporal Bruce Patterson remarked in another article in these pages, "Maybe you've got something there.

We think we definitely have!

---

### Sheer Economy

I carry my boy friend's money in my stocking.

Is it safe there?

Absolutely! He's awfully bashful.

---

"I had to do a lot of explaining to air raid warden."

"Did he see the light?"

"Yes, that's what started all the fuss."

# Around the Plant and Townsite

## Victory Gardens

It looks like gardening will be the fashion this summer. The Victory Plot, a creature born of ration cards and wifely persuasion, will be found in every garden—or nearly every one.

\* \* \*

Jack Hill, whose gardening efforts hitherto have at the best been spasmodic, and whose lawn during the golfing season resembled a German army hair-cut, is now considering planting spuds—"May even put in a few cabbages and beans," boasted Jack.

You see what we mean, folks.

\* \* \*

## Sandy Grows 'Em

There is even a rumor that Sandy Allan, who has plenty of spare time, will really go after vegetables in a big way this summer. Sandy has a system, though. He just yells "Stand to your front"—and the poor vegetables jump right out of their skins. Members of "E" Company will know how the vegetables feel.

\* \* \*

## The Perennials

Then there are those hardy perennials like Ben Watson, Charlie Godfrey, Jack Smith and Walter Snyder, who have been digging Victory Gardens for years—and actually enjoying it. These lads are doubling production this year.

## A Dangerous Crew

And then you run across fellows like Les Irvine and Eric Stenstrom, who run an annual over-the-fence competition and run sweepstakes on whose beans sprout first. These fellows have to be watched; they could flood the market and start an inflationary spiral that might wreck the morale of the entire neighborhood.

\* \* \*

## The Lost Souls

And down further on the list are those poor, brave souls who vainly warn against the perils of gardening inflation and who practise what they preach. Poor, lost souls, crying in a wilderness, surrounded by Victory Gardens—the Reg Bakers, the Joe Smalls, the Jimmie Robertsons and a score of others.

\* \* \*

## Lucky Souls

And still further down are those happy souls who either through lack of marital status, or by boarding out—have no Victory Garden problems. They haven't got a garden, so they just go fishing or read the latest detective thriller, or map out allied strategy in broad, sweeping terms. In this favored species, you find Walt Johnston, Mike Cahill, Walter Barry, Bill Doty and their friends.

\* \* \*

The old game of "Jack Spratt could eat no fat, his wife could eat no lean,

and so between them, etc.," has its modern counterpart in the ration books. One Powell River Jack Spratt doesn't like sugar in his tea. Another Jack Spratt can't stand tea at any price, so the first Spratt saves for the second Spratt. I'll give you my sugar for your tea—and so, between them, they make the ration go.

\* \* \*

Hal Gwyther can't do much in the way of Victory Gardens as long as the salmon are biting off the wharf. Hal has picked off a lot of good ones troll-

ing around the chuck — and canned salmon will probably be substituted for the meat ration in many of our homes this coming summer.

Waitress: "I have fried liver, boiled tongue, stewed kidneys, and pigs' feet."

Diner: "Don't tell me your ailments, sister, I came in for a chicken dinner."

Even the silk worm feels low on account of the war — his product hasn't a leg to stand on.

## Powell River Children



1. Roderick Cramb. 2. Arlene Ford. 3. Julien Jewra. 4. Douglas H. Clark.  
5. Lynne Seouse. 6. Jimmy Richard.



*E Company N. C. O.'s and riflemen enjoy lunch in the wide open spaces. Left-right: Corp. "Curly" Woodward, Corp. Bill Castel, Rfsmn. Chapman, Corp. Ben Craig, Rfsmn. Bobroff. In front: Corp. "Monty" Cattermole.*

THE series of pictures accompanying this article might suggest military manoeuvres by the Eighth Army or Canada's tough fighters in the last stages of preparation for a cross channel dash.

They might suggest that. But they do not. They are candid camera snaps of "E" Company (Reserve)

tried to do likewise, and they, like us, haven't had much luck. And when we brought these pictures safely home, the reaction . . . well, lads, it was terrific.

Small wonder. On this eventful day, many a stout citizen who invariably developed a sore back, a headache or general nostalgia when garden

## The Great Pick and Shovel Epic

### The Construction Gang Goes Into Action

B. C. Regiment on a recent trek to Wildwood. The purpose of the trek was to do some preliminary clearing and digging on the Wildwood rifle range.

And we do not wish our readers to misunderstand the space we have accorded this little jaunt. Our motives are purely selfish. For years we have been trying, with small success, to catch some of our local celebrities on the business end of a pick and shovel, or swinging an axe deliberately. Scores of wives around town have

digging was mentioned, put on a performance that would have made Paul Bunyan jealous.

To see Employment Superintendent Frank Flett in action was an aesthetic dream. He went through the woods faster than the Eighth Army went across Libya—and left twice as much wreckage behind him. In fact, trees were falling so fast that the rest of the crowd pulled out and left Frank and his axe to themselves.

One of the finest acts of the day, one never before seen in Powell

River, was that of Rifleman Ken Smith, the Stornoway Comet, and Rifleman Reg. Baker, the Flying Yorkshireman, with the shovel brigade. The Company thought it was raining sand once these two went into action (see illustrations) and we have no doubt that Mrs. Smith and Mrs. Baker will be as interested as the general public.

Down with the slashing crew were Riflemen Dick Bledsoe, Bill and Andy Cramb, Stan Lloyd and Joe (Sam) Small. Somebody remarked the Company must have imported a new gang of Swedes after watching this crew raising blue murder with every sight.

Charlie Thompson and Lew Griffiths kept working after the bugle rang for dinner, and that is something for the books. Bob Foote and Harry Mitten burned enough logs and small stumps to keep the mill running for a day.

The work of the "black gang" up at the rifle butts was a picture of rhythm and co-ordination. Hugh McPhalen, George Elems, Clarence Dalzell and a flock of others had dug half way down to China when the afternoon whistle blew. Jack Tunstall and Bert Hill and Harry Andrews put on a shovel act that drew applause from a big group of spectators; and somebody almost mistook Alan Patmore for one of the imported



*Top: Riflemen Ken Smith, Reg Baker, Jack Tunstall in action. No. 2 shows Rifleman Frank Flett swinging a lusty axe with Charlie Thompson running a line and Corp. Lew Griffith chopping boughs. No. 3: Capt. Checkland watches his charges dig rifle butts. Bottom: Corp. Jack Brown (left), with Drivers Jack Ellis (seated), Roy Palmer, Alan Ellerby, Rex Needham, Arnold McQuarrie and Charlie Thompson.*





*Interspersed with shovel and pick exercise, the lads tried their eyes on the 25-yard range. Second in command, Lieut. John Dunlop, gives Rifleman Joe Small a word of wisdom. Following Joe Small (left) are Riflemen Stan Lloyd, Bob Foote, Harry Mitten, Ray Bernier. C.S.M. Sandy Allan watches the targets through the binoculars.*

Swede construction crew. Alan Ellery and Alec Collinson had to be dragged out of the trench at quitting time.

All told, it was quite a day, and if we have succeeded in conveying to a few Powell River housewives that their husbands are really stout fellas, then we feel we have performed a worth-while service. Why, ladies, the boys really enjoyed the outing! They just loved slashing down trees and swinging shovels and axes around.

(Oh! Liniment! There is a good supply in the local drug store!)

The Wildwood rifle range is a fine natural site—and it is hoped it will be ready in the late spring, provided members of "E" Company turn out in force to complete the work. Most of the company personnel have been clamoring for an outdoor range, and one is ready and waiting just as soon as it can be cleared and the butts built. The more men who turn out, the sooner the shooting will begin.



*Members of E Company present their open air drama "The Last of Sam Small." Left to right: Riflemen Stan Lloyd, Ray Bernier, Andy Cramb and Bill Cramb prepare to give the works to Rifleman Joe (Sam) Small. The scene was enacted at the rifle range on a recent working party.*



## Timber Officials Visit Plant



*J. H. McDonald*

*Percy Sills*

Two of B. C.'s well known timber men, Mr. J. H. McDonald and Mr. Percy Sills, paid a brief inspection visit to Powell River during the month. Mr. McDonald is vice-president and treasurer and Mr. Sills director and secretary of Aero Timber Products. Aero Timber Products are engaged in the production of aircraft logs and lumber for both the Canadian and British governments. Spruce is already largely used in the production of some of Britain's newest and finest planes, notably the famous Mosquito bomber, and a large proportion of this aeroplane spruce is cut in the Powell River plant.

### Show Off

Dancer: "The producer gave me a four-leaf clover, and I wore it during the show."

Chum: "Did it bring you good luck?"

Dancer: "No, bad luck. The police said it was too small."

It's being in hot water all the time that makes so many girls hard-boiled.

## Mechanical Department Conduct New War Time Experiments

(Continued from page 3)

ment is being attempted. In the background of the photograph on page 3 is seen what appears as a solid iron casting. It is just that. It is a solid cast-iron tire, which the Mechanical Department is trying out for use on wooden decking. We will have more to report on this later.

These are the latest and perhaps the most far-reaching of the novel and interesting work being done by Powell River's mechanical staff to maintain operations in the face of war curtailments and stoppages.

### Don Won

"Once when I was in Spain, I petted with a nobleman's daughter until seven minutes after five."

"And then came the Don?"

"I'll say! The Don came up like thunder."

The wife told the hubby, "My heart went into this cake I baked today." And, the hubby sighed, "Hm, why don't you bake on the days when you feel light-hearted?"

The WAVES stick to the ocean,  
The WAACS stick to the land.  
But the guy who sticks 'round them  
Has lasses on his hand.

"Slips don't count."

"Oh, yeah? Just walk past a crowd of men on a sunny day without one."

## "Hap" Gives Us a Glimpse of India



*"Hap" (top left) and a few of the boys demonstrate the undress uniform for India.*

From India's sunny clime, where LAC. Hap Parker is now spending his time, we have for our readers' edification the accompanying snaps.

"Hap", who, in more peaceful days, was wont to cap rolls in the Finishing Room, is now engaged in capping and repairing planes somewhere in the land of the Japs, Sikhs and Gurkhas. He finds, like Kipling, "that sand flies find me a treat," and that fans and such merchandise are worth more than overcoats out his way. Hap is looking forward to the day he can feel the Pacific breezes and the mild temperature of Powell River again.

He finds the bazaars of Bombay and

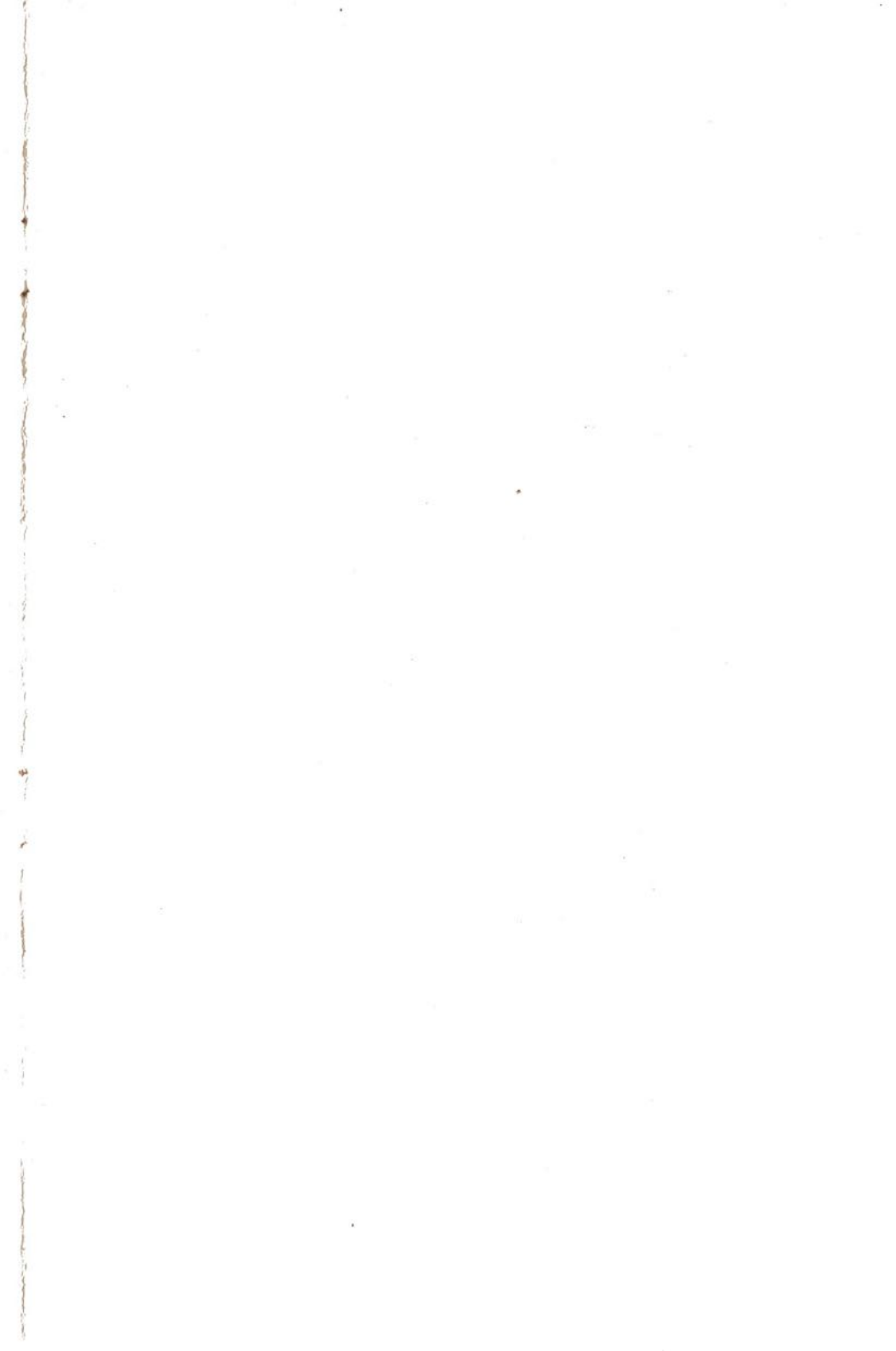
Calcutta interesting, and the sand storms even more so. He is stationed with an R.A.F. crew and finds the women of India very interesting—at a distance. "I'd trade the whole works for a couple of girls I know in Powell River," Hap generously says. (Guesses are in order, folks.)

However, Hap and his crew manage to keep active enough. They have servants to look after their wants and manage to grab off an occasional bath (see inset)—which is about all most of us are able to manage these days—less the servant.

Good sun baths, Hap, and good bargaining.



*"Hap" Parker (left) and an R.A.F. pal demonstrate the latest in bathing costumes in India.*





# POWELL RIVER DIGESTER



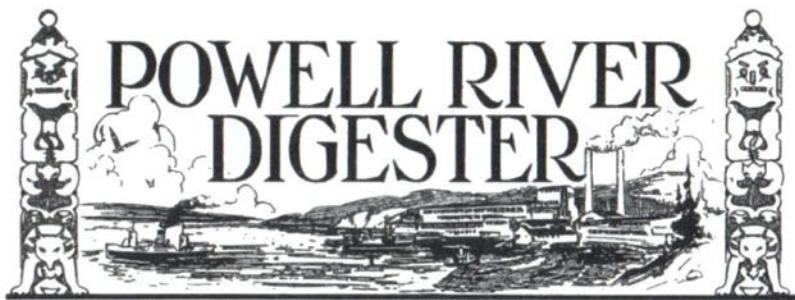
Vol. 19

APRIL, 1943

No. 4







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

*Manufacturers of Newsprint, Pulp and Paper Products*

*Mills at Powell River, B. C.*

---

VOL. 19

APRIL, 1943

No. 4

---

## About Bombs and Bonds

**L**AST week, Flying Officer Jack Higham spoke before representatives of the Paper Makers and Pulp and Sulphite Unions in Powell River. He was in Powell River to help open the Fourth Victory Loan.

He didn't say much about buying bonds, this modest, retiring, young Flying Officer.

He didn't have to say much. His record and his age told in stark simplicity all that was necessary. Jack Higham enlisted from a Saskatchewan high school. He was scarcely eighteen. He went overseas and made over thirty operational flights over Germany. He was awarded the D.F.C. for conspicuous gallantry and inspired leadership when he took his Wellington over Dusseldorf one night.

Is there any need for us to talk sacrifice when we buy 3 per cent War Bonds? Have any of us matched, even in a comparative sense, the sacrifice, the nerve-racking tension, which this young lad and his crew of five faced for us over the well-defended cities of Germany's Ruhr Valley?

Are we playing fair with boys like Flying Officer Jack Higham, with boys like our own heroes, Flight Lieutenant Donkersley, Sergeant Harry Cooper (with upwards of 70 operational flights), and the whole gallant company of Powell River boys on land, sea and in the air, if we buy only what we think we can comfortably afford in Canada's Fourth Victory Loan?

Question!!

---

## RESEARCH AND DEVELOPMENT PLAN

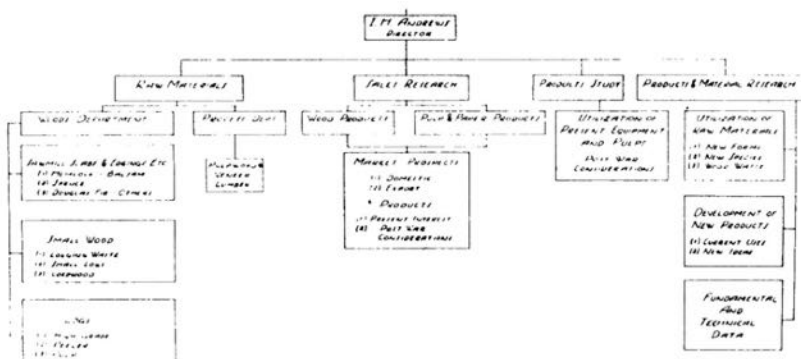


Chart showing the general set-up of the new Research and Development Planning scheme, initiated by the Powell River Company. Harry Andrews, Control Superintendent, is the director.

## A Pulp and Paper Charter

### Powell River Company Sets Up Machinery for Widespread Technical Study and Research

THE Provincial Government has entered into an agreement with the Powell River Company Limited and the Comox Logging Company to embark upon an experiment in the salvaging of logging debris that may have far-reaching effects in the utilization of British Columbia's timber resources."

The above announcement was made this month by Hon. Wells Gray, Minister of Lands for British Columbia. It foreshadows a development, that if successful may well be a new "Pacific Charter" for the Pulp and Paper Industry.

The smashing victories of our peerless Eighth Army were not due to chance or fortuitous circumstances. They were the results of long, patient, and elaborate planning. They were

built up over months and years by a succession of leaders, each of whom contributed to the final polishing of this perfect instrument of war.

The "Pacific Charter" which the Minister of Lands suggests may have "far-reaching effects," is not the result of a sudden whim or an over-night decision. Behind this bold announcement are years of study, experimentation, and accelerated technical research.

As the pioneer newsprint producer in British Columbia, the Powell River Company, to maintain its place in the front rank of manufacturers, has always fostered research work in its plant. With the introduction of the first laboratory, in 1919, the company may fairly be considered one of the pioneers of Technical Control in



the industry. Over the years, this early injection of scientific research into what was still a youthful industry—an industry which, frankly, suffered much from lack of scientific direction and technical control—was a main contributing factor in the steady growth of the plant and the comparative security of employment enjoyed by Powell River personnel.

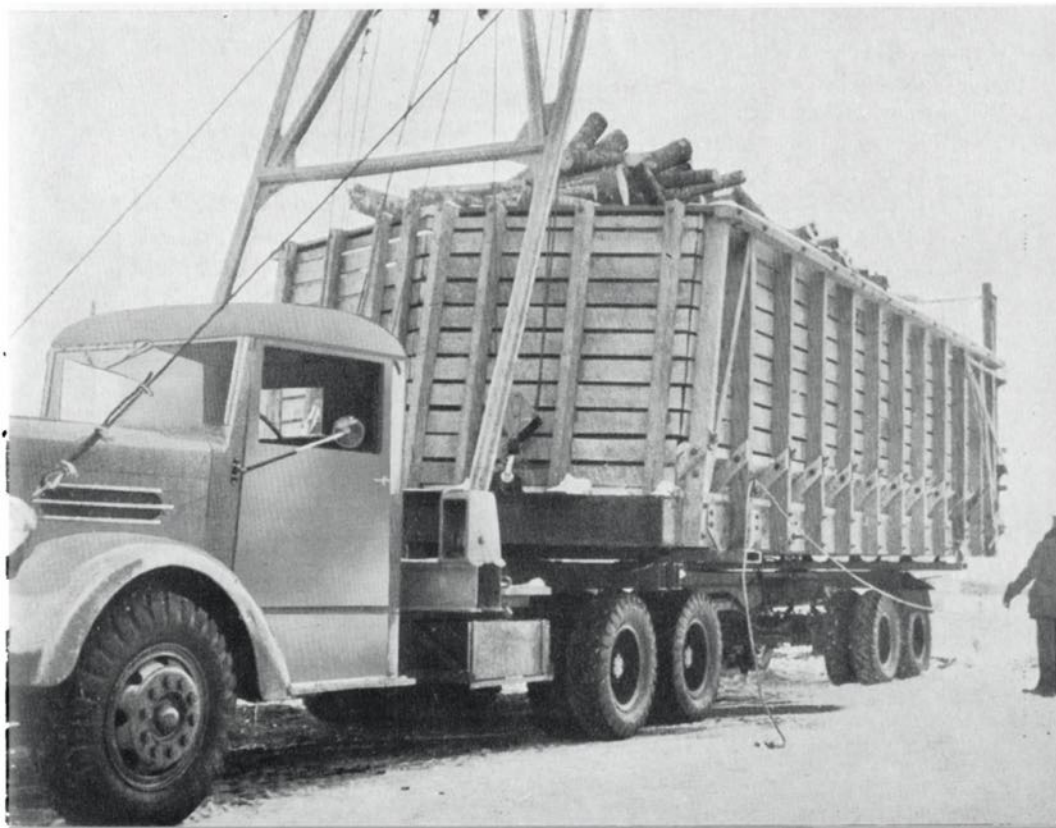
From 1919-1940, the laboratories were located in the plant, but in the latter year, to accommodate the enlarged demands of the present and to contain the enlarged technical demands of the future, the present mod-

ern control laboratory building was erected. This building, we may say, without undue modesty, is considered as one of the best equipped modern laboratories in the industry.

The above, in rough outline, summarizes the background of the comprehensive scheme, which has been in the process of formation for the past two years, and which has culminated in the creation of the new Research and Development Planning Committee, with Mr. Harry Andrews, Control Superintendent, as Director.

In the chart accompanying this article, something of the scope and

*Below is shown a truck of cordwood cut by settlers and residents of a certain area. This type of pulpwood cutting and hauling will form an important part of future western newsprint operations.*





*Cordwood is dumped at a central point. Already by arrangement with the Comox Logging and Railway Company, plans for the use of similar and larger trucks for cordwood hauling have been made.*

activity of this plan are shown — a scope and activity that goes far beyond a sole consideration of newsprint.

The chart shows that the plan is designed to consider the utilization of raw materials on the one hand, and the diversification of products on the other. For example, the utilization of sawmill and logging waste, the use of cordwood, and more particularly the conservation of our B. C. forests, are all embraced in the plan. At the same time we are working toward the production of more widely extended pulp and paper products.

The war has forced many apparently drastic—but in the end possibly salutary changes in industry as well as in society. In the pulp and paper industry we have become accustomed to the use of logs in our manufacturing process. Logs were reasonably plenty and reasonably easy to obtain. Why look around for uncertain and costly substitutes?

This situation no longer holds good. Whether we like it or not we have to discard old habits and old ideas. We have to be prepared to meet the present with all the ingenuity and resource we can muster, and we have to be prepared for what the future will demand of us.

It is with these factors in mind that the Powell River Company is setting up its Research and Development Planning Committee. Today it is difficult — it is virtually impossible — to purchase equipment or manufacturing material. Yet, the plans provide, first of all for the direction of our immediate energies to the present, to whatever tools are at our disposal for the maintenance of operations; but beyond that are concrete proposals to cover, anticipate and, as far as possible, meet the problems of a post-war world by a fuller development of new products and by the complete utilization



*Harry Andrews,  
Control Superintendent and  
Director of the  
plan outlined on  
these pages.*

of an imaginative and social-minded directive control.

The widening and accelerated scope of the company's activities will, it is hoped, bring concrete benefits, first, to those who came within its orbit and indirectly to the government and the nation in their post-war rehabilitation plans.

It will provide compensation and future security to many old-time em-

ployees, who have carried on in the face of difficult war days; it will help provide for the absorption of the hundreds of Powell River Company employees serving in the Armed Forces of the country; it will provide additional work for many families and individuals in small communities; it will conserve our forests by utilizing waste and substitute materials; it may open up new and untried fields of scientific and industrial development.

This new scheme, nourished by continuous and successful research through many years, given new impetus by the sharp spur of necessity may, with the help, co-operation and sympathy of every employee, be one of the beacons of our post-war industrial life.

This article ends where it began, with the agreement between the B. C. Government and the Powell River

*(Continued on page 9)*

*What we may expect to see in the future. Piles of small wood from logged off areas being dumped at a paper mill.*



DECORATED BY THE KING



*Flt. Lieut. Harry Donkersley, D.F.C. and Bar.*

## Harry Meets the King



The picture on the opposite page, special to THE DIGESTER, shows Powell River's famous airman, Flight Lieutenant Harry Donkersley, D.F.C. and Bar, photographed leaving Buck-

ingham Palace, after being presented with his medals by His Majesty the King.

Harry won his decorations over heroic Malta. He destroyed or damaged at least six important Axis convoy ships carrying precious supplies to hard-pressed Marshal Rommel and participated in numerous attacks on units of the Italian navy. "He showed," said the official citation, "outstanding qualities of leadership and initiative."

(And just by way of comparison, the small inset on this page shows Harry displaying those same qualities on the Powell River Track squad. That's Harry out in front as he goes on to win a hurdle race for his school.)

## The True Story of the Hat

**I**N February we ran a picture of our resident manager, Mr. D. A. Evans, and his famous hat. Had we been as wise then as now, we might have hesitated. The origin of that hat is given below by a fellow countryman of "D. A.", a man of unimpeachable integrity and honesty:

Sir:

Re information regarding "Hat" which you featured in the February issue of the Powell River DIGESTER.

I would like to inform you that it is the famous Welsh Poachers' and Sheep Stealers' Hat (very ancient).

Years and years ago, they were manufactured by the old Brythonic firm of Carnodd Llewellyn Ap Gryffydd Ifan Pugh in the mountain

village of Llanrhiadrynmgehnant, North Wales.

How do I know all this? Well, to make a long story short, I inherited one of these famous Hats from my great-great-grandfather, who, I would have you know, was the grand-daddy of all Sheep Stealers and Poachers. He was Past Grand President and Life Member of the Druid Sheep Stealers' and Poachers' Guild.

The hat which I inherited I later gave to Charlie Rughant as a luck charm when out fishing.

BILL ROBERTS.

Woman is the animal which possesses the greatest attachment for man.



*One of the historical murals painted by Powell River High School students, depicting the meeting of Capt. Cook and Chief Mawhinna at Nootka, B. C.*

**D**UDLEIGH GAITSKELL, instructor of Powell River High School art studies, is always pulling one or more rabbits out of his art hat. Not long ago he invited us up to look at some work his pupils were doing. "Just some miscellaneous stuff," Mr. Gaitskell told us casually.

estly stated it was nothing above what we could expect from Powell River children.

Last week we received another call from Mr. Gaitskell. It appeared this time that his pupils were painting murals of some kind or other, and "would we care to come along and take a photograph?"

## Local Pupils Paint Murals

### High Standard of Craftsmanship Shown by High School Students

We arrived to discover his pupils doing some highly artistic work, and displaying considerable skill in the doing, on scale models of Indian totems. In another corner, highly ornamental bowls and basins, made from pulp, were exhibited. We considered it a good exhibition, and we told Mr. Gaitskell he had some very bright pupils. He agreed, but mod-

On these pages, we display the photographic evidence of our visit and of the art work being done by Powell River children. We lay no claim to artistic knowledge or perception, but to our untrained eye, we think these youngsters of ours, under Mr. Gaitskell's expert guidance, are doing some useful and artistic work.

The murals are painted in oils, and

*Another mural showing early Coast Indian craftsmanship. These are faithful replicas, reproduced after much study and research.*



Mr. D. Gaitskell (kneeling), High School Art Teacher, discusses the murals with Mary Smythe (left), Doreen Black and Bob Johnston, members of Grade 12.



those you see here are painted by Bob Johnson, Mary Smythe and Doreen Black, assisted by other members of Grade XII. They will be used as a permanent decoration for the school library.

These murals represent various historic scenes in British Columbia's history. On one are the handicrafts of the primitive tribes of the Pacific Coast—canoe making, totem carving, cooking, weaving, basketry, house building, etc. Another, not quite finished, depicts the historic meeting of Captain Cook and Chief Mawhinna at Nootka in 1778. The detail is historically correct, and considerable research has been necessary to make sure of all important factors. The uniforms of His Majesty's forces of that period are pictured accurately. It will also be noticed that the Union Jack does not contain the Cross of St. Patrick (Union with Ireland, 1801). Captain Cook's vessels, *Discovery* and *Resolution*, were drawn from photographs of models.

The making of a mural involves a lot of hard work, as well as artistic skill. To stretch the 15-foot canvas is

in itself no mean feat. The drawing is then put on in charcoal, which is erased after the outlines have been made in an earth-brown oil paint. A varnish coat then covers the outlines. After that, the real painting begins. Many other technical features, including the "glaze" and wax finish, are necessary, and the whole job takes many months to complete.

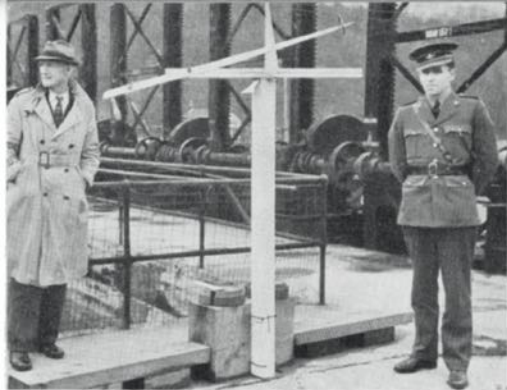
The story of the murals at Powell River High School library is a story of a lot of hard work, first-class art instruction, and skill and application on the part of the pupils.

If anyone wonders what the schools are doing with the taxpayers' money, a trip to the Powell River High School will set them straight.

## A Pulp and Paper Charter

(Continued from page 5)

Company and the Comox Logging and Railroad Company. The first phase of the plan is already under way, with experiments directed towards salvaging logging waste. The cutting of cordwood for our products is now being undertaken; and other experiments are ready for testing.



## Our Plane Spotters

Local Man Uses Home-made Device for Plane Recognition

RECENTLY, Western Air Command officers have commended the useful and conscientious work being done in this area by Sam Marshall, Head Powell River Company watchman, and district civilian adviser for the command.

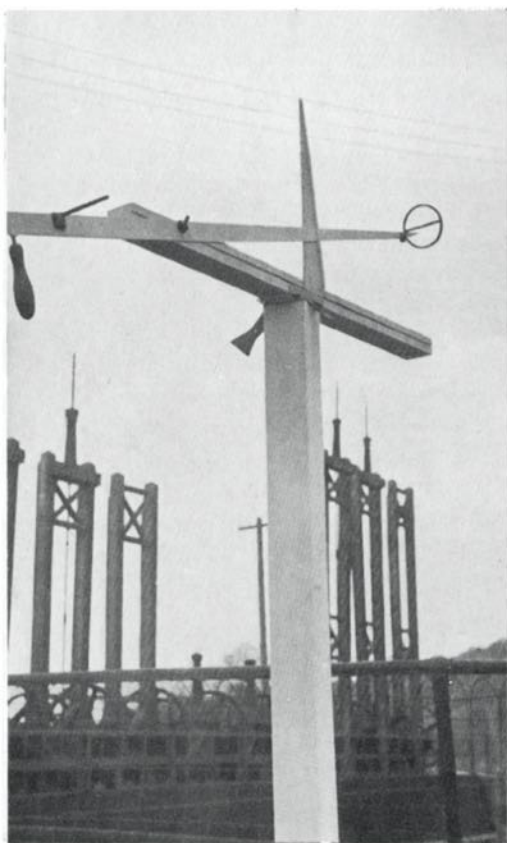
On several occasions Mr. Marshall's accurate reports and quick reporting have assisted the work of officials. On one occasion his prompt notification was the means of averting what might have been, at the best, a serious accident.

To assist his staff in identifying passing planes, Mr. Marshall has had installed a special device designed by Mike Templeton of Stillwater, that has won commendation from Air Force Headquarters and which may be a model for civilian spotters along the coast. The principle of the system may be easily seen from the illustrations. It has proved useful in practice, and Powell River has won a high place in the regard of the Air Force for its co-operation and initiative.

Much of this credit is due Mr. S. O. Marshall and his staff of watchmen. They are working quietly and effectively in the national interest.

### The Cover Picture

It is May in Powell River and the fruit blossoms are in bloom. Lane's Studio, in this month's cover, provides a typical May scene in Powell River. Apple and cherry blossoms are out, B. C.'s spring is in the air and the outdoors call.



Top: Head Watchman Sam Marshall and Constable Jack Betts look over the new home-made aeroplane spotting device.

Above: Close-up of the "Sam Marshall & Co." device which makes 'plane spotting a mere pastime to his trained staff.





*Sgt. Dave Jack, Seaforth Highlanders of Canada, and Mrs. Jack, photographed after their wedding overseas.*

## **They'll Be Back When It's Over Over There**

One of our overseas scouts has sent us in the pictures appearing on this page. There is a story behind the pictures.

The story concerns the hero, Sgt. Dave Jack, the Machine Room, brother of Peter Jack, Sulphite Department and Pipe Band mentor.

Dave was overseas with a Highland regiment in the last war. In those active days he made the acquaintance of and walked out with a charming Scots lassie.

After the war, Dave came to Canada—and came alone. For a variety of reasons he decided to seek fame and fortune before sending for the lassie of his choice. Came the de-

*Sgt. Jack (who, by the way, fires from the left shoulder) and a friend getting in some practice somewhere in England.*

pression years and there was not much fame and fortune for anyone.

But, Dave remained single. And when the present war broke out he was one of the first to leave Powell River. He went overseas with the Seaforths in 1939, went on leave to Scotland—and found his old sweetheart like himself, still single and just waiting for Dave.

And that's the story; the picture on this page—a picture of Mrs. and Mr. Dave Jack. We wish them both all the happiness in the world and hope to make that in person in the not too far distant future.



## **Use the Letter Box**

The letter box recently installed outside of the Time Office has perhaps not been fully understood by employees. To date, while some letters have been collected and forwarded, no extensive use has been made of the box.

The purpose of the Powell River Company in installing this letter box was to assist and encourage employees to write to the boys in the Forces.

If any employee wishes to write to one of his former friends in the service, and does not know the address, all he has to do is drop the letter in the box. The Company will address the letter to the recipient, and guarantee it will be forwarded.

Our boys in the Forces, 747 of them, are looking forward to your letters with news of the home town.



# On Active Service

## Enlistments Increase—Second Reunion Overseas on May 22



**T**OTAL enrolment of Powell River men and women in the Armed Forces is now 747 (April 20th), with the numbers steadily increasing from month to month. Last month, we broke down our figures to show the men and women in the three services—Navy, Army and Air Force. For the benefit of the curious, we have done a little research work in the past month, and have further broken down the Army figures to show the preferences of our boys in the actual military forces:

Royal Canadian Artillery .....	47
Royal Canadian Army Service Corps .....	14
Royal Canadian Ordnance Corps..	16
Royal Canadian Corps Signals .....	14
Royal Canadian Army Medical Corps .....	6
Royal Canadian Dental Corps .....	1
Canadian Forestry Corps.....	17
Veterans' Guard of Canada.....	5

Corps Military Staff Clerks.....	2
Provost Corps .....	5
Infantry and Armored Units:	
1. 1st Battalion, Canadian Scottish	23
2. 2nd Battalion, Canadian Scottish	8
3. New Westminster Regiment.....	13
4. 28th Armored Regiment (B.C.R.) .....	11
5. 9th Armored Regiment (B.C.D.)	8
6. Seaforth Highlanders of Canada	6
7. South Sask. Regt. ....	1
8. Canadian Women's Auxiliary Corps .....	8
9. Royal Canadian Engineers.....	14
At basic training camps, etc.....	128
	347

All of which doesn't prove very much, except that the boys get around, and Powell River may be found wherever any branch of the service foregathers.

In addition to our high average of residents in the forces, we also believe

*Four branches of the service are represented in the pictures on this page. Top are Pte. Evelyn Aquilin of the C.W.A.C. and Leading Seaman Bob Dunn, R.C.N. Below is Lieut. Vincent Robbins, son of L. W. Robbins and LAC Eric Henderson, now overseas with the R.C.A.F.*

**Back Up the Four Services—  
BUY WAR BONDS**



we have a high standard of sailor, soldier or airman. In our next issue, we hope to give the number of commissioned and non-commissioned officers and their percentage against totals. We believe the figure will be well above the average.

On Saturday, May 22nd, Powell River will hold the second of its now famous overseas reunions. The place will be the Beaver Club—and the time any time on Saturday. All overseas boys have been contacted by the Company, and the Company and the Canadian Legion will share the expenses of providing meals and refreshments for the boys at the reunion. Pilot Officer Tish Schon will handle overseas arrangements, and plans have been prepared to hold a special dance in Powell River on the same day.

As we write, about 250 of our boys are now overseas. Their testing time is close at hand; of that there can be no doubt. It is a matter of a few months, perhaps of a few weeks. In Canada's crack armored and infantry regiments our boys are waiting the near zero hour. We must be prepared for hard tidings, for news that will bring many a tear and heartache to all of us. The price of freedom will be paid by our boys, and the price will be high.

Our boys will do their duty. Our duty is to ensure that now and in the difficult months ahead we have done and will continue to do everything in our power to give them everything they need to do their duty, and to make victory possible.

The Fourth Victory Loan chal-

lenges us to meet the sacrifices our boys are called upon to make. It challenges us to do our duty as those boys of ours will do their duty.

### On Guard



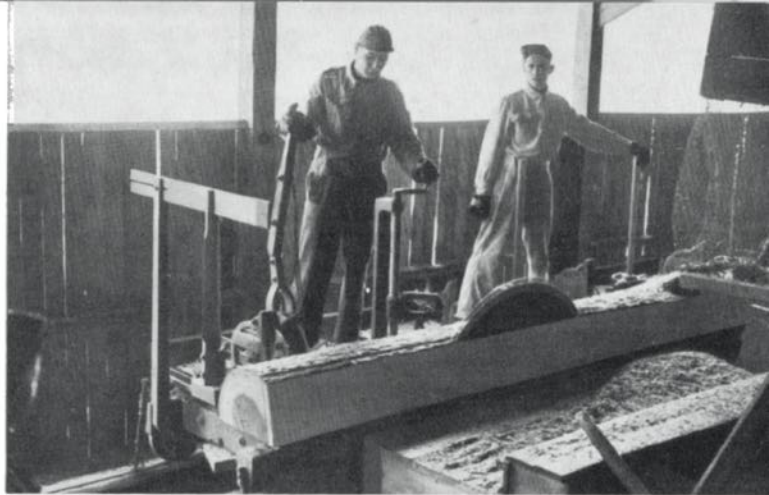
*Charlie Stokes, veteran of the last war, is an experienced plant guard.*

One of the principal duties of the Watchman service is that of special plant guards. On the outbreak of war the Powell River Company completely fenced in its mill property and formed a special guard detailed to protect the plant against possible sabotage.

Fortunately, the generally high class of employee in the plant and the overwhelming preponderance of Anglo-Saxon employees reduced such danger to a minimum, yet it was, and is, a necessary precaution.

So, today, the watchmen, armed as shown in the illustration, protect our property. This corps of watchmen has been carefully selected. They are practically all veterans of the last war, and are especially equipped by training and experience to handle this type of work.

*This is the kind of affair that passes for a carriage with the Canadian Forestry Corps. What Lockie Campbell will say to this—we have a rough idea. Looks like a nice job, Lockie!*



## The Forestry Corps in Action

Since the main theme of this issue deals with new and different logging, the pictures on this page, showing another type of logging operation may be of interest to employees and to our many friends in the logging industry.

These photographs show something of the "scope and activity" of a Canadian Forestry Company's logging operations. They constitute an interesting comparison to our Western Canadian Logging practices. The caption of one of the pictures tells us that logs are being dumped in the log pond. After that, we will have to

recommend to Don McGillivray and our spruce operators that they start conserving in their use of water.

The second photograph shows the carriage, as used by a Canadian Forestry Company. We hope Lockie Campbell will be generous when he sees what passes for a saw with the troops.

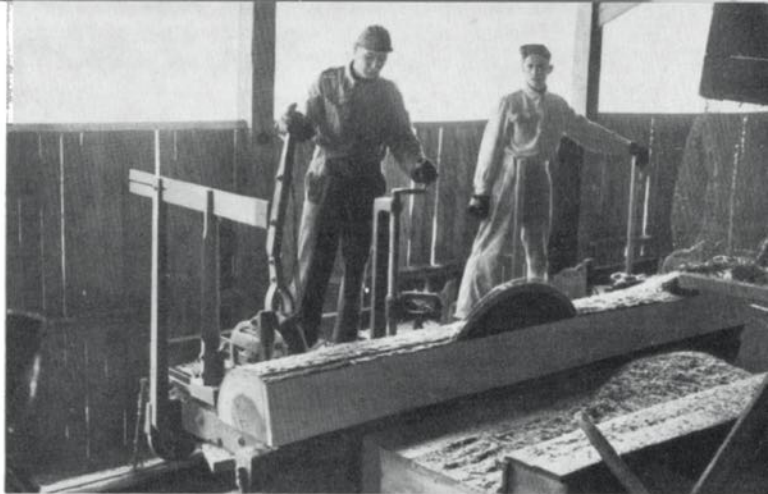
"Eyes right," thundered the negro sergeant.

"How do yo' know yo' is?" came a voice from the ranks."



*The affair in the centre of this Forestry Corps picture is a log pond, if Don MacGillivray wants to know—and he probably does.*

*This is the kind of affair that passes for a carriage with the Canadian Forestry Corps. What Lockie Campbell will say to this—we have a rough idea. Looks like a nice job, Lockie!*



## The Forestry Corps in Action

Since the main theme of this issue deals with new and different logging, the pictures on this page, showing another type of logging operation may be of interest to employees and to our many friends in the logging industry.

These photographs show something of the "scope and activity" of a Canadian Forestry Company's logging operations. They constitute an interesting comparison to our Western Canadian Logging practices. The caption of one of the pictures tells us that logs are being dumped in the log pond. After that, we will have to

recommend to Don McGillivray and our spruce operators that they start conserving in their use of water.

The second photograph shows the carriage, as used by a Canadian Forestry Company. We hope Lockie Campbell will be generous when he sees what passes for a saw with the troops.

"Eyes right," thundered the negro sergeant.

"How do yo' know yo' is?" came a voice from the ranks."



*The affair in the centre of this Forestry Corps picture is a log pond, if Don MacGillivray wants to know—and he probably does.*

## Vancouver Office Notes

### Jack Graham Joins Air Force

John M. Graham, after serving the company in its Vancouver office for the past 11 years, this month joined the Royal Canadian Air Force, and left for an air crew training school. As Flying Officer R. C. MacKenzie put it at a recent office bowling league banquet, if Jack works as conscientiously at his new job as he has in the past he will come through with flying colors—we know he will.

\* \* \*

The Tesquhoit Five-Pin Bowling League ended its fifth successive season with a banquet at the Hotel Georgia on April 15th. Winners of the Harold Foley trophy were the "Sparkplugs", captained by Wilf Moffat, winners in 1941-42. Members of the team included Betty (Mrs. Harry) Grant, Audrey Fraser, Thora (Office Boy) McNeely and Harold

Lafontaine. Clare Cunningham's team tried very hard to get the trophy, but missed by 40 pins in the last game of one of the most thrilling playoffs in the league's history.

\* \* \*

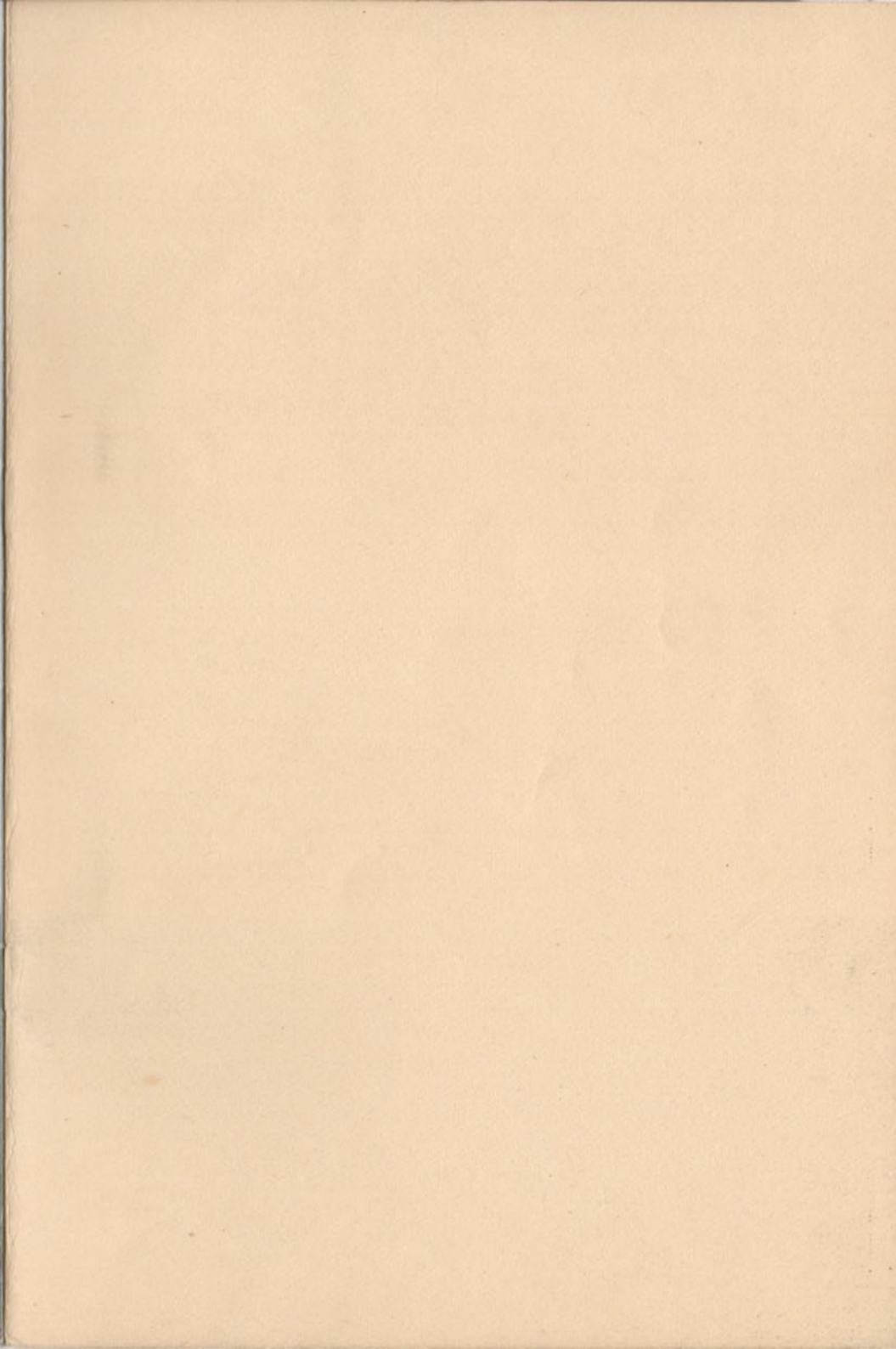
In a letter from Ken Barton, received under date of March 30th, he says he was in London on March 28th, walked into the Bank of Montreal, and bumped right into Jock Kyles. Jock was hurrying out to report back to his station. Ken says that Jock looks a picture of health. Ken sees quite a bit of Norm Hill, as they are both stationed at the same barracks.

"What makes you think Bessie is dumb?"

"She just told me that formaldehyde is a new kind of leather."

*Powell River's smart Air Force Cadets are snapped after parade with officers and associate officials of the corps.*

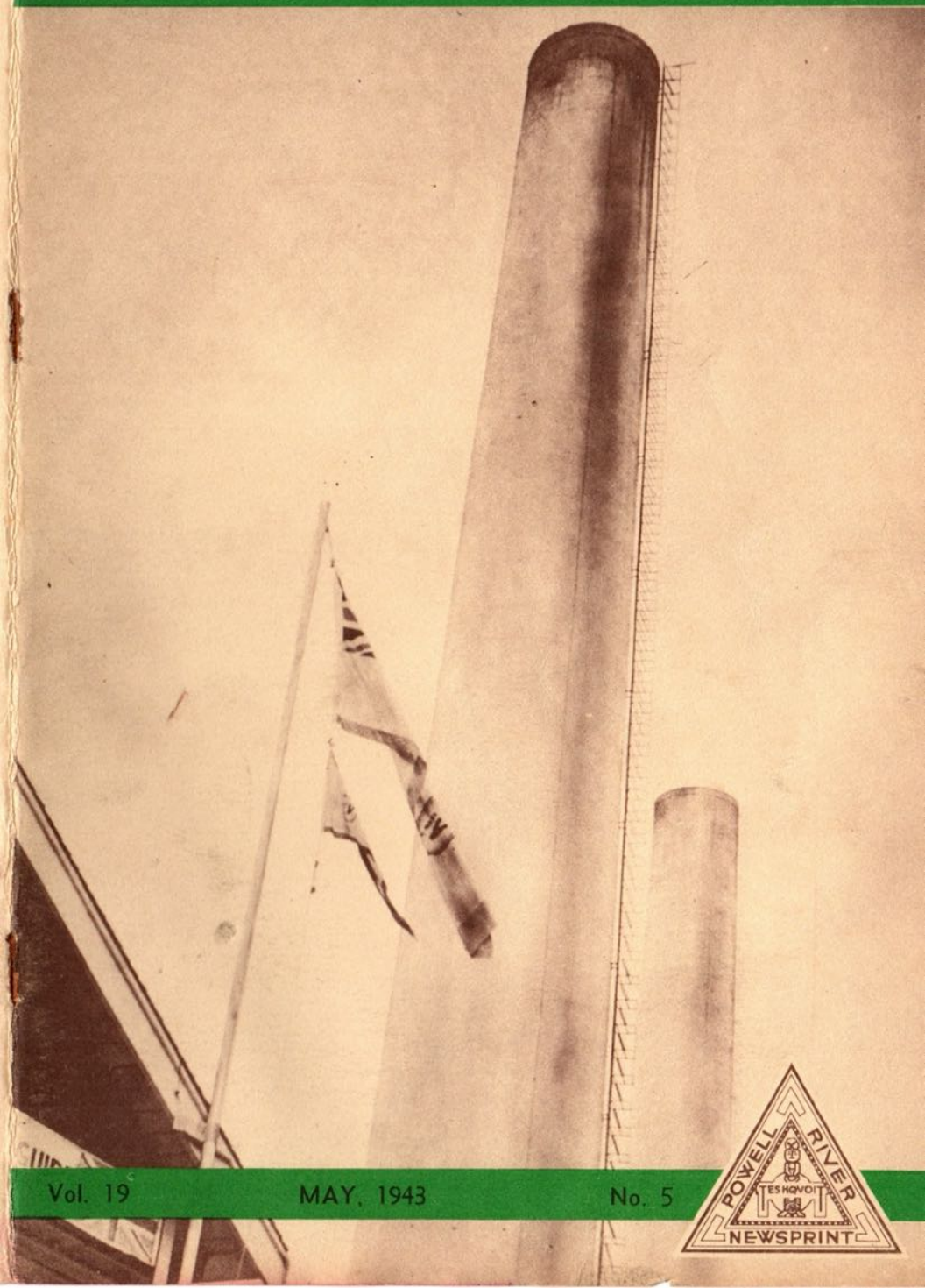








# POWELL RIVER DIGESTER



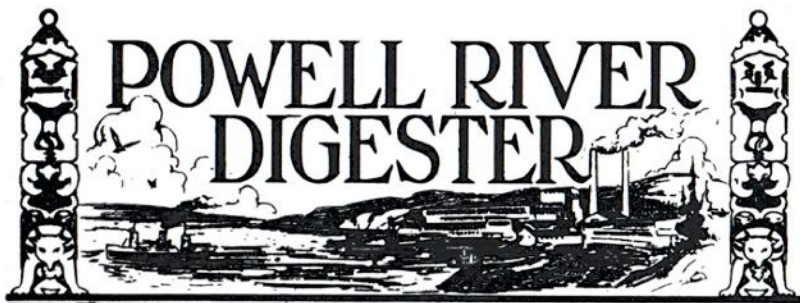
Vol. 19

MAY, 1943

No. 5







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

*Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.*

VOL. 19

MAY, 1943

No. 5

## The Fourth Victory Loan

Is Now a Matter of History

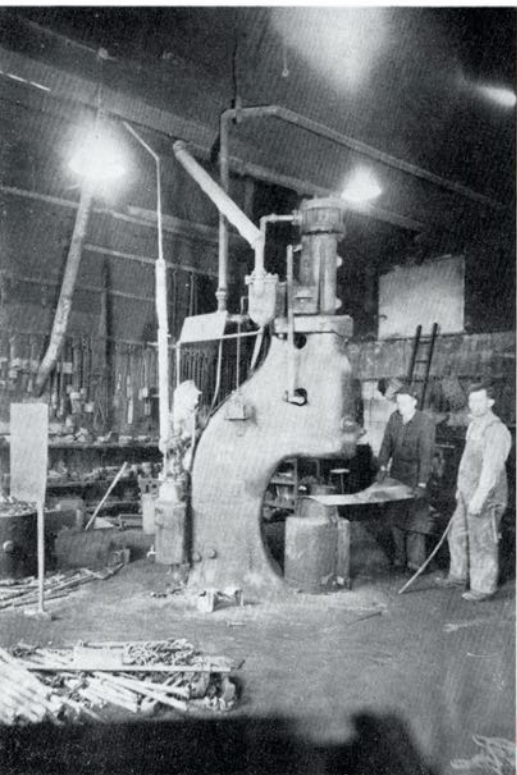
Canada and Canadians made the greatest single financial contribution in the Country's history. Over \$1,100,000,000 was subscribed by citizens from Victoria to Halifax, from the 49th parallel to the Arctic Circle. The outstanding feature of this Fourth Victory Loan was the sober realization of responsibility by the ordinary citizen. To a greater degree than ever before, real sacrifices were made, and savings accounts were slashed and heavy payroll obligations assumed.

Powell River saw one of the finest examples of team work in its history—and the same is true for the rest of Canada. Canada worked together for victory.



*The Engineering Department Draughting Office, co-partner of the plant operating staffs. In the above picture Resident Engineer Harold Moorhead stands in the right background and Plant Engineer Archie Robertson second from left in left background. Right foreground is Wm. Jamieson, Field Engineer.*

*Below, in the Blacksmith Shop, a wide variety of jobs are done. Head Blacksmith Hec Davis (left) and Frank Scott stand by the steam bammer.*



## They Co-operate to Turn Out Products of Powell River

**T**HE quality of any product, the success of any business, depends in the end on the degree of team work achieved in designing and manufacturing. For team work there must be—or mediocrity in quality and less than mediocrity in organization will be the result.

Team work between industrial, technical and operating staffs, understanding and sympathy with each other's problems, these are cornerstones in the maintenance of high quality products and efficient organization.

When this team work reaches a



*The Powell River Company Machine Shop, where an increasing number of war contract jobs are being turned out. The shop is able to handle repairs for all plant equipment. In the above photo are millwrights Bill Hayes (front left), Ben Randall (right), and in the rear Apprentice Williams and Relief Foreman Wally Taylor.*

pitch where the operating man can say:

*"We can't run this by rule of thumb. We know what we want, but the engineers can tell us whether or not it is possible. Bring them in on the discussion."*

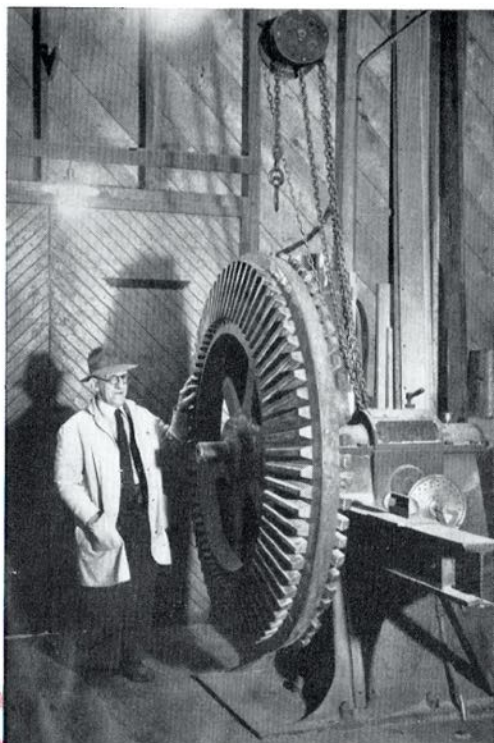
And when the engineer can say:

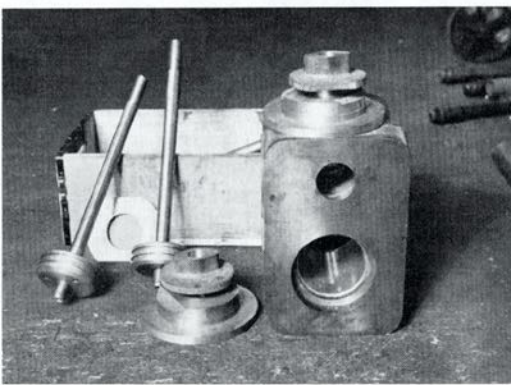
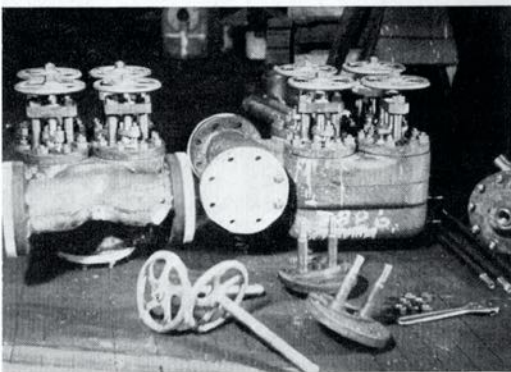
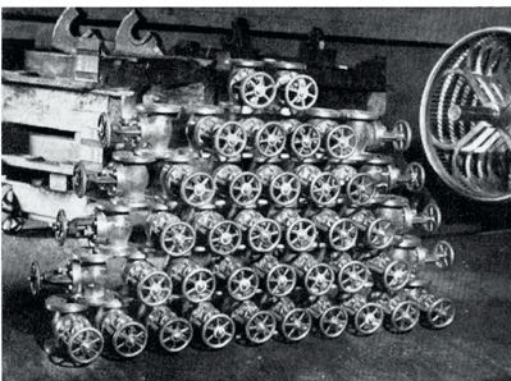
*"These blueprints look pretty good, but the man on the job can reduce them to practicable possibilities. Bring him in on the conference."*

This is the type of team work that guarantees a grade A product and a Grade A staff. The delicate balance between practical operating and blueprint planning cannot always be touched—but the closer this point is approached—the closer approaches the industrial Utopia.

The pictures accompanying this

*John North, Pattern Shop Foreman, stands beside one of our old wooden cog gears which still have their use in war days.*





*Above are samples of valves, etc., turned out for auxiliary engine room equipment on Canada's Merchant Navy, which is sharing a vital role in the oceanic convoy routes.*

article show something of what this co-operation means in a large plant like Powell River. At one end of the line is the engineering staff, under Resident Engineer Harold Moorhead and his chief assistant, Plant Engineer Archie Robertson. At the other end is the mechanical show, with machine shop and personnel, under Mechanical Superintendent Ross Black.

The engineering staff, with its technical personnel, and the mechanical staff, with its trained operating staff, work in close harmony.

Engineers are not mechanics, and mechanics are not draughtsmen or mathematicians. Each must complement the other—and on the degree of sympathy and understanding reached between the two groups, depends the smoothness of plant operations.

In wartime, where substitute materials must be found, where old equipment must be refurbished and renewed, this co-operation is more than ever necessary.

Since the outbreak of war the team work of these staffs, the round table discussions between heads of departments, has been a decisive factor in the maintenance of operations. If you can't find Ross Black in the plant, look around the engineering office. If Harold Moorhead or Archie Robertson can't be located in the Central Building they will be found discussing a knotty problem with Ross or one of his men somewhere in the plant.

There has been some pretty fair team work in this set-up.



*A newly arrived raft of famous B. C. spruce in the log pond at Powell River. From these five straight giant logs will finally emerge the speedy all-wood Mosquito plane, which has already earned its spurs over Hitler's Germany.*

## "Mosquito" Timber

### Spruce Cut in Powell River Carries R. A. F. Over Berlin

The big Kelley raft shown on this page will gladden the hearts of many of our lads in the Air Force overseas. The sight of these giant rafts of spruce was, in raw form, commonplace to Powell River. In their refined form they are becoming more and more commonplace to Adolf Hitler and the Unter Den Linden.

From this raw spruce, cut from the great B. C. softwood stands and sawn in the Powell River plant, emerge the finished Mosquitoes, those speedy bombers which plague Berlin almost nightly and shoot up Hun installations in Brittany and Picardy. Most of the aeroplane spruce cut in the west and a major portion of the entire Canadian output is graded and sawn up in Powell River.

We dedicate this picture of the spruce boom to the boys flying Mosquitoes, with the assurance that there is plenty more coming up to keep them flying.

---

Shapely Showgirl: "I want you to vaccinate me where it won't show."

Doctor: "Okay, my fee is \$10 in advance."

Showgirl: "Why in advance?"

Doctor: "Because I often weaken in such cases and don't charge anything."

\* \* \*

"I hear you got into some poison ivy at the nudist camp," remarked the cutie, to which the gent grinned, "Yeh, wanta come over and see my itchings?"



*Jobn MacIntyre, Vice-Chairman of Powell River Victory Loan Committee, proudly holds up the flag announcing that Powell River has oversubscribed its quota of \$200,000 in the Fourth Victory Loan.*

**P**OWELL RIVER is justly proud of her men and women who have entered the Armed Forces of our country since the outbreak of war. On every front where forces of the British Empire are engaged, Powell River boys are carrying or preparing to carry the attack to the enemy.

The gratifying response on the part of Powell River citizens to Canada's Fourth Victory Loan demonstrates that on the Home Front we are backing the attack—and giving our boys the tools to push the assault to the enemy's heart.

Powell River's quota in the record-breaking \$1,100,000,000 loan was

## War Loan Goes Over the Top in Sustained Drive

### Quota Exceeded by Energetic Canvassers

\$200,000. For many reasons, this quota was considered as a very high mark to shoot at.

It was a definite challenge to Powell River's patriotism, and the challenge was met and conquered. When the hard-worked officials counted final returns, Powell River had raised over \$220,000—and the Victory Pennant and the special pennant for passing the quota flew from the Victory Loan mast.

The successful termination of the loan represents one of the finest co-operative achievements of Powell River on the Home Front. There was a steady determination on the part of all bond salesmen, a fine competitive spirit among citizens, and a deeper, more sober, realization of our responsibilities than has been displayed in previous loans. This strong, significant undercurrent was in evidence everywhere during three crowded weeks. Somehow, people seemed to feel that great events were approaching, that the time for doubts and hesitations had passed, that now was the time to put forth a continuous, sustained and mighty effort.

Such, or very nearly such, was the spirit of Powell River as it crashed through its objective and established a strong post, well in advance of the quota line. We were among the first



districts in British Columbia to hoist the Victory Loan pennant.



*Mr. D. A. Evans, Resident Manager and Chairman of the Powell River Loan Committee, congratulates fellow workers on their achievements.*

Sincere and well earned congratulations are due to the men responsible for the organization of the campaign, to Mr. Don Lauder, district supervisor; to Mr. D. A. Evans, local chairman; John McIntyre, vice-chairman, and Secretary Ken Slade; to all the officers and officials of the plant unions, so ably and conscientiously represented by Presidents Henry Hansen and Pat Thomson. And behind these men the scores of volunteer salesmen in the plant and office who worked overtime and who clung tenaciously to every prospect; to the press and public bodies who threw their strength into the battle. And, finally, to the residents of Powell River and district who rallied behind the committee and forced the loan over the top.

We feel that we have again kept faith with those boys of ours, 767 of them, who were looking and will continue to look to us to stand behind them. We think, too, that these

boys will be a little proud of the folks at home and will tell their friends that their brothers, sisters, relatives and friends at home have not let them down.

### The Cover Picture

The cover picture, by Lane's Studio, shows one of the reasons for Powell River's successful Victory Loan Drive. Flying Officer Jack Higham, D.F.C., stands beside John McIntyre, Vice-President of the Committee as the drive gets under way. Flying Officer Higham, 22, veteran of 30 flights over Germany, spoke several times during the campaign. He made many friends in Powell River, and his presence had much to do with the final successful result.

A special salute to you, and many thanks, Flying Officer Jack Higham.

It was pay night. The stevedore was doing the town. He and his girl friend stopped near the entrance of a waterfront cafe. "Here's the spot I've been talkin' about, Babe," the stevedore boasted. "There's more action in this dump than in any other joint in town."

The girl was dubious.

"I don't know," she said, "are you sure this is really a high-class place?"

The stevedore grabbed her by the arm.

"High class?" he echoed. "Why, this joint is so swanky that when the bouncer throws you out a porter follows to pick you up and brush you off!"



*Sample of Douglas firs growing along the Bow River, Alberta, a few miles from Calgary. Even to a B. C. man these look like fairly sturdy specimens.*

## Our Own Douglas Fir Finds Alberta Congenial

The pictures on this page were sent to THE DIGESTER by Mr. R. B. Rushworth of the *Calgary Herald*, Calgary, Alberta. Mr. Rushworth is an authority on Forestry, and has spent many years studying the flora of his native province.

To British Columbians and to Powell Riverites in particular, these pictures will prove of undoubted interest. In the first place, they represent rather sturdy specimens of Douglas fir, a tree that we in British Columbia are apt to be a bit uppish about.

We are always a shade condescending when our Washington and Oregon brothers talk about Douglas fir—or western pine, as they call it in some spots. And now Alberta comes along to show us what can be done with mediocre climate (for only B. C. has climate—what they have in other parts is just plain weather).

And we haven't a doubt that even a fir log, like the ones Mr. Rushworth has permitted us to see, will make the mouths of Bob Gritten and his logging lads water a bit these days.

## Floyd Kurtz New Manager of Kingcome Navigation Company

Mr. Floyd Kurtz of Vancouver is the new manager of the Kingcome Navigation Company, subsidiary of the Powell River Company.



*Floyd Kurtz*

Mr. Kurtz brings to his new post a wealth of experience and twenty years of close association with the Kingcome Navigation Company. He is well known along the west coast and among the shipping fraternity of the province. He is a popular member of the Vancouver office staff, and is well known in Powell River.

Rookie: "Lookit, I found a tin whistle in my soup."

Cook: "Well, whatta you expect, a bugle?"

\* \* \*

Magician (to boy he called on stage): "Now boy, you've never seen me before, have you?"

Boy: "No, poppa."

## Don Jeffries Drops In

Among recent old friends to pay us a visit was Don Jeffries of San Francisco. Mr. Jeffries has been recently appointed manager of San Francisco



*Don Jeffries*

office of Newsprint Service Company. Don has had many years' experience in the newsprint business, and his trip to the plant will keep him up to date on developments and enable him to be of assistance to users of Powell River newsprint in California.

## Address Wanted

Powell River Sales Company received a letter from an American sailor who had just seen the 1943 calendar, "A Sure Strike". He wants to know the gal's name and address. Does anybody know?

## Yard Stick

1st Steno: "What became of that football player who used to call to take you home every evening in his car when you got off from work?"

2nd One: "Oh, I penalized him ten nights for holding."



Rod



Con



Ken



Norm

Above are four well known Powell River brothers all serving in the Armed Forces. Left is Sgt. Rod Matheson, who was through the Dieppe show; next is Con, overseas with a Canadian Armored Regiment; Ken, with the Forestry Corps at Valcartier; and Norman, with the Pacific Command, R. C. A. F. Mrs. Lye, sister of the boys, is employed in the plant. Her husband, Bob Lye, company employee, is serving overseas in the Canadian Engineers.

## On Active Service

### Promotions Continue to Mount Among Powell River Servicemen

As we go to press, 767 Powell River names appear on the muster rolls of Canada's Armed Forces. This is a magnificent record, one of which the district and the Powell River Company is rightly proud.

And these boys of ours are doing very well for themselves. If the present rate keeps up we will soon have Powell River represented only by Commissioned Officers, N. C. O.'s, Warrant and Petty Officers. In the past few weeks letters from overseas

and in Canada indicate that more and more of our lads are joining the upper crusts of Army society.

In the last mail, we discovered that Norm Hill, Scotty Connelly and Bill Crockett are now corporals; Angus Bethune, Jackie Redhead, Ray Ingram and Frankie Mannion have been boosted to full sergeants; Dan Wallace is, or is about to become, a Warrant Officer; Cave Baum and Henry McLaughlin are now Sub-Lieutenants; Bob Dunn, now a Leading Seaman, will pick up his P. O. rating when he

AW2 Marjorie McPhalen

AW Beverley Scott

PO Scotty Abbott

Pte. A. Pitton





Cpl. Lewis Foxall

Paratrooper "Babe" Mitchell

AB Harry Mitchell

Pte. Tony Etbofer

returns to the east; Dave Rennie and George Ewing are both corporals; Jerry Wheeler and Bob Redhead are Chief Petty Officers; Rusty Taylor is a lance-corporal. And among our girls, Patsy Hughes gets the first boost to non-commissioned rank. She is now Cpl. Hughes, Patsy.

Since the outbreak of war, Powell River men have received commissions in one or other of the services. Just for the record here are the boys we used to know around town, and who are now earning a commission from His Majesty the King:

### Royal Canadian Navy

Goldsmith, Herb...Paymaster Lieut.-Comdr.  
 Brinckman, Charles.....Lieut.-Engineer  
 Baum, Cave.....Sub-Lieutenant  
 McLaughlin, Henry.....Sub-Lieutenant

### Army

MacGregor, John.....Lieut.-Colonel  
 Sutton, A. C.....Lieut.-Colonel  
 Green, Denny.....Captain  
 Lund, Roy.....Captain  
 McWhinney, John.....Captain  
 Spackman, Norman.....Captain  
 Barton, Ken.....Lieutenant  
 Gebbie, Jack.....Lieutenant  
 Lee, Don.....Lieutenant  
 Lye, Bob.....Lieutenant  
 Moren, D. P.....Lieutenant  
 Morrison, I. B.....Lieutenant  
 Vandervoort, Walter.....Lieutenant

### Royal Canadian Air Force

Hobson, Leo H.....Hon. Squadron Leader  
 Donkersley, Harry.....Flgt. Lieutenant  
 Knowles, Ben.....Flgt. Lieutenant

Kyles, J. A.....Flgt. Lieutenant  
 MacKenzie, R. C.....Flgt. Lieutenant  
 Davis, Wilfred.....Flying Officer  
 Forbes, Vincent.....Flying Officer  
 Foyston, Frank.....Flying Officer  
 Gardiner, Tommy.....Flying Officer  
 Holyoke.....Flying Officer  
 Hopkins, Bruce.....Flying Officer  
 Lasser, Bob.....Flying Officer  
 Raimondo, Spud.....Flying Officer  
 Rorke, Lionel.....Flying Officer  
 Rose, Andrew.....Flying Officer  
 Sutton, Howie.....Flying Officer  
 Tate, Alfred.....Flying Officer  
 Tull, Harold.....Flying Officer  
 Baum, Rex.....Pilot Officer  
 Brooks, W. S.....Pilot Officer  
 Campbell, Doug.....Pilot Officer  
 Carr, Jack.....Pilot Officer  
 Clark, Don.....Pilot Officer  
 Fairgrieve, "Bud".....Pilot Officer  
 Gallagher, Bertram.....Pilot Officer  
 Gallagher, Bill.....Pilot Officer  
 Kipp, Gordon.....Pilot Officer  
 Kipp, Wilfred.....Pilot Officer  
 Lanyon, Art.....Pilot Officer  
 Magson, Phil.....Pilot Officer  
 Marshall, W. K.....Pilot Officer  
 Schon, L. A.....Pilot Officer  
 Strigley, R. G.....Pilot Officer

The above is a reasonably respectable figure, and quite a few more local

(Continued on Page 13)

Cpl. W. Drayton

Flgt. Sgt. Jack Maguire



## Spuds and Carrots Are Kings

The Vegetable Business Is Booming, and So Are the Victory Gardens

THIS gardening business is no longer a take-it-or-leave-it hobby with our residents. This year, the Victory Garden is a serious business, and throughout the townsite floral beauty is being sacrificed to gastronomical necessity. This summer around Powell River many a local swain will salute the girl of his choice with the old phrase:

*"I can't give you forget-me-nots,  
But please take this beautiful bunch  
of carr-ots!"*

or again:

*"Rhododendrons, sweet peas, even  
orchids, are duds  
Compared, my sweet thing, with this  
swell bunch of spuds!"*

And that is how it is going this year. The spuds and carrots are supreme—for they are not like the lilies of the field. Plenty of toil pulling them in, but they will spin out the family larder this fall. Even the highly exclusive "Mum" growers have lost something of their pristine fire—and one or two have favored the spud over the 'Mum.

Which is something, in any country.

Out in Westview, Alec Knudsen is tearing out great chunks of countryside to make room for the homy

produce of the soil (Alec, by the way, had home-grown spuds all last winter and most of this spring)—and in the townsite fellows like Jack Tunstall and Murray Mouat are murmuring soft endearments over inconspicuous green sprouts—and doing a little waist reducing at the same time.

Frank Flett has tossed in a few chickens for good measure into his back yard, and Jack Smith, who does this sort of thing for pleasure anyway, has a back yard resembling a California truck orchard. Even Pete Hunter, who runs to well trimmed lawns and floral architecture, is beginning to mumble over his beans and spinach. And there is a rumor, only a rumor, men, that J. K. Simpson—which means Mrs. Simpson—is growing a bit partial to celery and lettuce. Wally Tapp even threatened to dig up his front lawn for spuds—but son Malcolm, figuring he might be cut into the deal, inveigled father to enter the two-ball foursome with him. That saved the lawn and Malcolm. And next door, Sgt. Bill Cratchley, in be-

*Typical Powell River vegetable garden.  
Every home has one these days.*



## Successful Production



*Members of the cast of "Freezing a Mother-in-Law" successfully staged by Powell River amateur talent. Left to right: Alec Broseuch (sawmill), Evan Cadwallader (sawmill), Miss Mona Grant (office), Mrs. C. Searle, Benny Ross. Director of the play was Mrs. William Grabam.*

tween evening parades, has done a lot of field engineering in his back yard.

But this sort of thing is going on all over the place—and hold your seats, men—Reg Baker was spotted with a shovel in his hand less than a week ago. There will be lots of spuds around Powell River next winter, and from the present outlook a first-class crop of vegetarians is in the making.

But anyway, say our gardeners, one and all, we have the vegetables, and maybe this vegetarian business, like

the bombing of Germany and Italy, is worth a try.

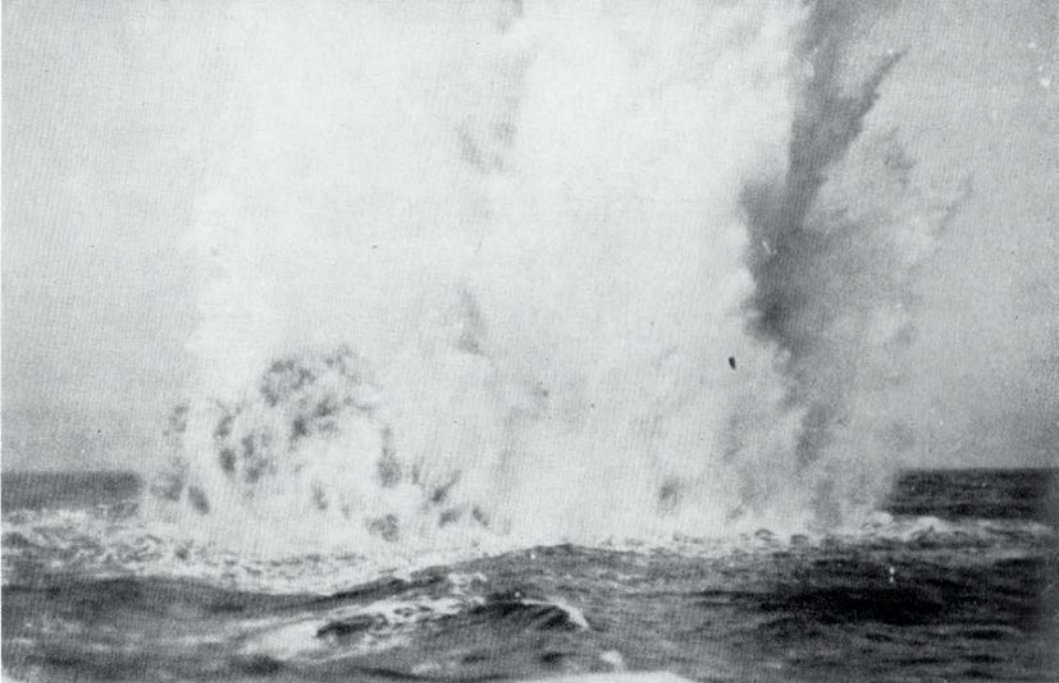
Carry on, boys!

### On Active Service

*(Continued from Page 11)*

boys are just about ready to change their uniforms. In future issues we hope to cover most of the non-commissioned and petty officers, or at least sergeants and their equivalents in the Royal Canadian Navy.

**Buy War Savings Certificates**



*The above photo shows just what happens when one of our Canadian corvettes starts dropping "ash cans" around a suspected "sub" area. This is the result of one dropped depth charge.*

## Around the Service Map with Powell River Boys

On All Fronts and in Every Activity

**T**HE pictures reproduced in this article show vividly something of the activities of our boys in the Armed Services. Some show action in the Mediterranean, in the Atlantic, in various theatres.

When the British First Army landed in Algeria last November, Canadian corvettes played an important role in the landing operations and in the subsequent maintenance of supplies. Canadian airmen ground and air crews turned up in advance Algerian bases in Oran, in Algeria, in Phillepville, in Bone and across the frontier into Tunis.

With the first group of corvettes exacting one of the greatest sea convoys in history were several Powell River boys, Stoker P.O. Scotty Abbott, Leading Seaman Jack Carruthers, Stoker 1/C Eddie Riley and several others. All these boys witnessed the first landings, went through aerial and submarine straffing, and beat off hostile attacks from sea and air.

Ashore with the first of the ground crew were Cpl. Bruce Patterson, Cpl. Bert Grundle and LAC Bob Craig. Bruce was at an advanced aerodrome beyond Bone, was strafed on the beach by Hun and Italian planes, saw





our destroyers and light craft in action — and helped keep our own planes in the skies.

The pictures shown here naturally cannot tell the real story of the thrilling adventures and hardships faced by the boys at action stations along the Mediterranean; they do, however, show touches of reality and background which may be approved by the censor.



*Above: P.O. Gordon Menzies of the 65th Tank Transporter Company hauling a big one along an English road. Below: P.O. Scotty Abbott (second from left) poses with fellow Petty Officers somewhere in North Africa.*

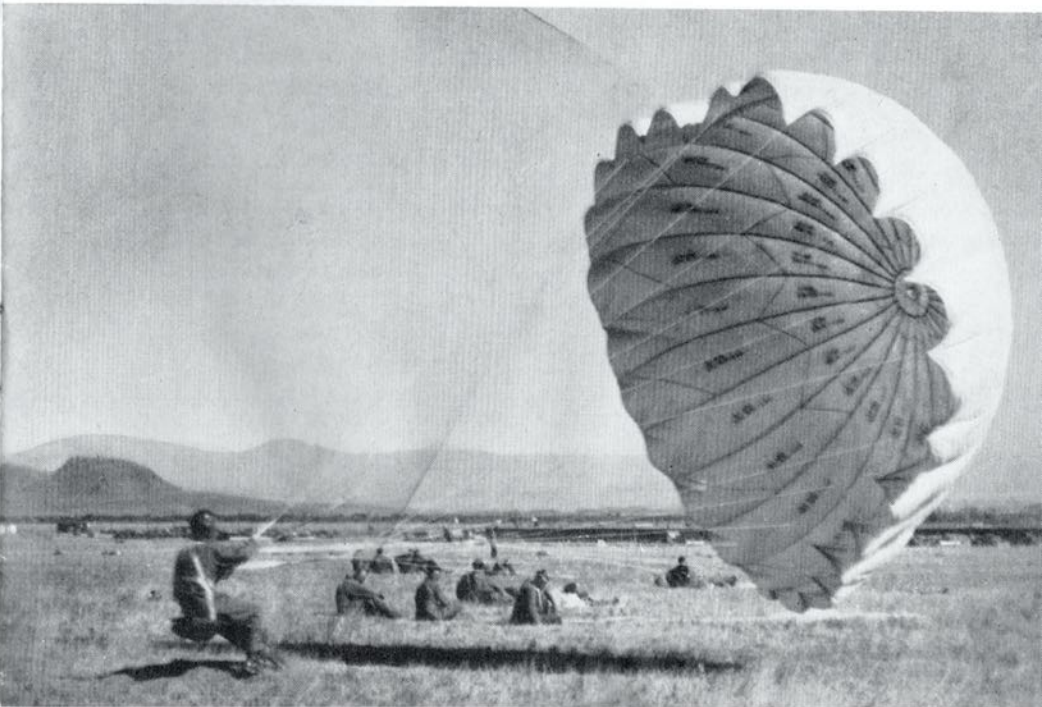
What, you're running around with old Gotrox? Why, he's a terrible pill. Yes, dearie, but he's sugar coated.

\* \* \*

"Tell me, fair one," asked the Romeo. "What's the first step in making love?" To which the sweetie sighed, "A false step, usually."

#### Buy War Savings Certificates

*Below: This is the kind of stuff that Paratrooper "Babe" Mitchell and fellow troopers are doing every day. That is supposed to be "Babe" just landing after a routine jump.*



## Powell River Children



1. Norman Wallace. 2. Patsy and Tommy Lewis. 3. Heather Terrien.  
4. Ronald Burtinsbaw.

### Vancouver Office Notes

Pte. Roy Foote and Sgt. Dave Johnston are packing their grips, preparatory to a quiet two weeks' vacation in B. C.'s sunny hinterland in the immediate vicinity of Vernon, B. C. They will join a large crowd of Vancouver vacationers — the Seaforth Highlanders of Canada (Reserve).

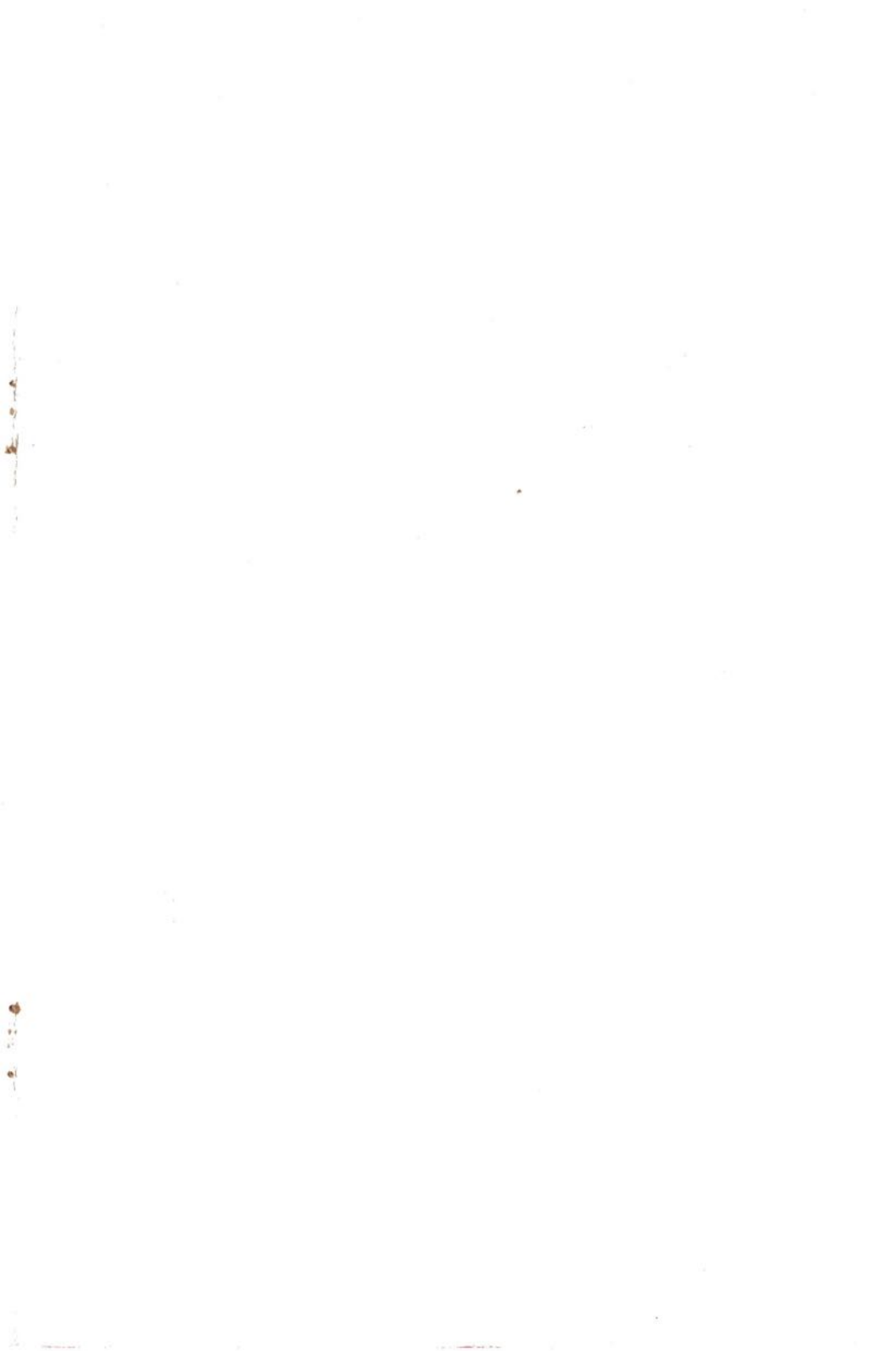
\* \* \*

Gladys Thomson will spend her two weeks' vacation in Powell River again this year. Her husband, Jack

Thompson, is still a prisoner in Jap hands, and word has been received by Gladys that both Jack and his senior officer, Col. Jack Price, are both well.

\* \* \*

Edith Greatholder, Logging Department stenographer, is planning on going back to the land on her vacation this summer. Edith is going to join the ranks of the Land Army for two weeks. Hope she takes along a bottle of hand lotion!





# POWELL RIVER DIGESTER



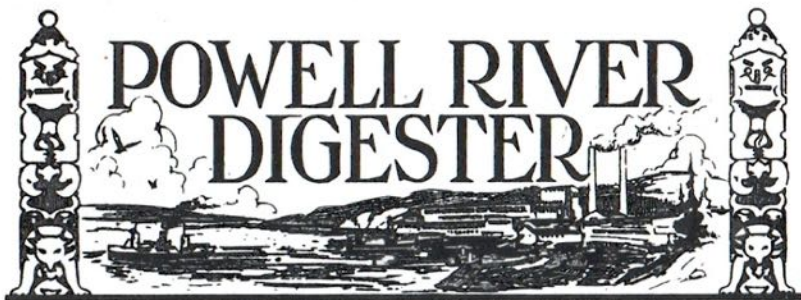
Vol. 19

JUNE, 1943

No. 6







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

*Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.*

VOL. 19

JUNE, 1943

No. 6

**F**OR the past number of years one of our principal pleasures, as well as duties, has been frequent visits of our executive and research staff with executives and staffs of concerns using our products. During the recent past, and probably for the duration, pressing operating problems have and may continue to prevent carrying out this pleasant and necessary part of our endeavors.

We have missed the information, suggestions and help that came from these visits. We hope conditions will soon return enabling us to resume these contacts, but, in the meantime, if any suggestions from our pressroom and executive friends can be sent along we will appreciate this method of attempting to constantly improve our product for its final use by our consumer friends.



*Two of the Bren gun carriers brought over by the "invaders", clatter along Ocean View Avenue. Both of these had been bombed out of action earlier in the battle.*

**A**T approximately 3.30 a.m. Sunday, June 6th, the dark of a moonless Powell River night was suddenly illuminated by the brilliance of a bursting star shell. Followed the staccato bark of high powered rifles, the rattle of barge chains and the rapid slush of armed men through ankle deep water and sand.

The enemy was at our gates. The "invasion" of Powell River was on. Hundreds of enemy troops poured from landing barges out of the blackness

## "Enemy Forces" Invade Powell River

### Dawn Assault Repulsed After Fierce Fighting

of night, carried the beach in a quick rush and dashed through trails and woods to attack the screen of defenders stationed at the beach to harass the landing.

The invaders were a battalion of troops from a special Battle School on the West Coast. The defenders were men of Powell River's Reserve Company of the B. C. Regiment, under Capt. Leslie W. Checkland.

The operation was part of an exercise arranged by a Combined Operations School on the Pacific Coast, and was designed primarily to provide the troops with something of the prob-



*A group of "invaders", who penetrated the outskirts of town, were captured on the steps beside the Company Guest House by local defence troops.*



*Top: Enemy troops, with their barges, photographed on one of the landing beaches. Next, the ack ack gunners mount a Bofors gun on the beach at dawn. Below, husky invaders push a truck off the beach. Bottom, the gun crews hitch behind a truck, preparatory to moving position.*

lems, natural and physical, that might be encountered in actual battle along the Pacific Coast seaboard.

The story of the "invasion" has already been ably reported in our local weekly press and in Vancouver dailies. In the nature of things, there are many tactical features of this important exercise that should not be made public. For this reason, and for reasons of space, we make no attempt here to tell the story of the Invasion of Powell River—a story that has already been discussed exhaustively in the local barracks, and by spectators who witnessed the fighting. The illustrations accompanying these notes will provide a general picture of the more salient and uncensored features of the "show".

To touch only in broad outline on the general course of the battle, the "enemy" attempted a pincers movement against Powell River. Specially trained Commando troops landed on surrounding hills while the main bodies, with their tanks, ack ack guns, Bren carriers and infantry, landed in barges on our beaches. When the umpires called "time", the verdict was pronounced.

**"Powell River defenders put up a stout defence. Only two out of eight major objectives were captured, and the main defences of the city were not breached."**

Behind this statement is concealed the events of a memorable and instructive night and morning. Powell





*Top: Lieut.-Col. J. G. McGlasban, O.C., E Company, snapped at company headquarters with Capt. L. W. Checkland, E Company, in charge of local defences. Next, a group of enemy prisoners being marched to the cages. Below, Rifleman Jim Menzies takes a bead on the enemy. Bottom, the bridge at Second Beach destroyed by the defenders.*



River defenders saw something of blitz warfare. They saw how well trained and well conditioned troops could overcome apparently impregnable natural obstacles. They witnessed the close co-ordination of the naval and military units, the split second timing that is essential to success in modern warfare. They saw the combination of foot and armored troops working to a well ordered and systematic plan; troops moving with almost incredible speed through woods and barriers; the unfolding of a co-ordinated scheme of attack; strength being hurled against weakness at decisive points. They saw Canada's Active Army in action and were highly impressed with the toughness and disciplined training of the men of Gen. Pearkes' Pacific Command.

The defence of the Powell River area was entrusted to Capt. Checkland of E Company, with his second-in-command, Lieut. John Dunlop, M.C., assuming command of E Company field operations. Both these officers are experienced soldiers, and their dispositions were such as to earn the commendation of Col. Cook, in charge of the Combined Operations School.

The exercise provided many an object lesson for the junior officers, N.C.O.'s and men of E Company, who were participating in their first major field scheme. And in all modesty, it may be fairly stated, that the

*The "invaders" adopted some smart camouflage to surprise the defenders. Here is a cleverly concealed truck, ready to move off.*



Reserve Unit was able to spring a few surprises on the invaders, and to introduce several original tactical efforts not in the military text-books.

The "invaders" encountered heavy and sustained opposition, in front of a series of strong points defended in depth by E Company. The net result of the "invasion" locally was to instil a fresh interest in Reserve training and to provide all ranks with some first-class and much needed practical tactical instruction.

A closing note. The citizens of Powell River, one and all, wish to express to the Officer Commanding the assault troops, their appreciation of the fine bearing and gentlemanly conduct of his men while in our area. It was a pleasure and privilege to have such fine young men in our midst; and if there was anything lacking in our hospitality, it was due solely to an unwillingness to interfere with military arrangements or to delay the hour of departure.

And, finally, we wish to congratulate Col. Cook and his officers of the Combined Operations School on the splendid work of "Combined Ops".

## The Cover Picture

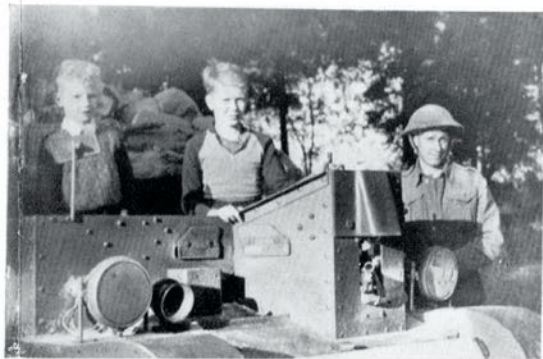
This month's Cover Page, by Powell River Studio, is a composite view of outdoor life in Powell River in the merry month of June. The tennis courts are in action; the lawn bowlers are out in all their glory; kiddies through the beaches and all Powell River enjoys the June sunshine.

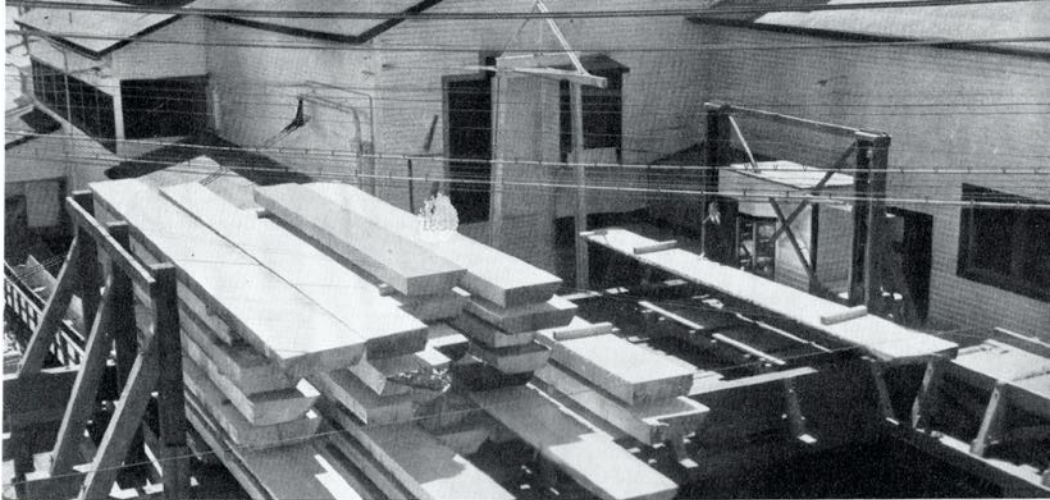
## Apology

We wish to apologize to our readers for the mistake appearing in our May issue regarding the caption for the Cover Page. Two pictures were sent down, one to be used as an alternate, if reproduction of the first proved difficult. Unfortunately, the captions of the pictures became mixed at the printing office, and the wrong one used.

We wish to express our regrets to Flying Officer Jack Higham and John McIntyre, whose picture, along with the Victory Flag, was originally supposed to have featured our cover.

*After the "invasion" every kid in town tried to get a ride on the Bren Carriers. Right, the enemy prepare breakfast for their troops.*





*View of cant storage, showing hoist in action. The cants are raised by the hoist, dropped into the storage and returned to the plant for further cutting during a quieter period of operations.*

**T**HE development and successful manufacture of the all-wood aeroplane may rank among the outstanding examples of Allied inventive fertility in this Second World War.

The all-metal plane had been the accepted type for all designers, and it required courage, vision—and fast and accurate talking—to convince de-

With their co-operation, Great Britain turned out the first all-wood aeroplane, the famous Mosquito, which in its own field has no peer in this war. In this development, the Powell River Company, by reason of its large spruce-cutting mill at Powell River, has been privileged to share. It is a source of pride to officials and employees alike that by far the largest

## **New Cant Storage Speeds Up Production of Vital Aeroplane Spruce**

signers that an all-wood plane would prove a success.

Luckily Allied, and particularly British, manufacturers, by reason of the separate Air Command of the R. A. F., were less restricted, less stereotyped in their thinking. Not tied to Army or Navy thinking, the R. A. F. were air-minded, and its leaders were a group of enthusiasts, and in some instances visionaries. They were men of original minds and of progressive thought.

portion of aeroplane spruce cut in any Canadian operation, goes through the carriage and saws of Powell River.

In recent weeks, as part of the general extension of the plant conveyor system, a new cant storage system, designed to increase the output of this high-grade "Mosquito Timber", has been installed. The system further permits the spreading of work on the head rigs over the full day's operation.

The extension allows the storage of large cants during a busy period

and their return at a quiet period of sawmill operations. These cants weigh up to 8000 pounds each, and the saving of time in their return to the sawmill, under the storage system, is self-evident. The cants are stacked by means of an electrically operated

forked lift truck. The entire system was designed and built by Powell River technical and operating staffs.

Keep the "Mosquito Timber" moving is the slogan of the carriage crews, and is the basis on which the new storage system was designed.

## Ralph E. Smith Appointed Company Representative in Eastern Canada

**M**R. RALPH E. SMITH has been appointed to the staff of the Powell River Company, and will undertake special contact and public relations duties for the company in Eastern Canada. He will represent the Company in negotiations or discussions with various

Mr. Smith brings to the service of the Powell River Company a broad background of technical training and administrative experience. He graduated as a Forest Engineer from Toronto in 1926, taking post-graduate studies at the Forest Products Laboratory, Madison, Wisconsin. In the decade following graduation he accumulated a wide experience in the practical and administrative branches of forestry. He did extensive timber cruising work for the Ontario and Dominion Governments; and for several large sawmills and logging operators on the Pacific Coast. Latterly he was engaged on export sales and shipping for export houses.

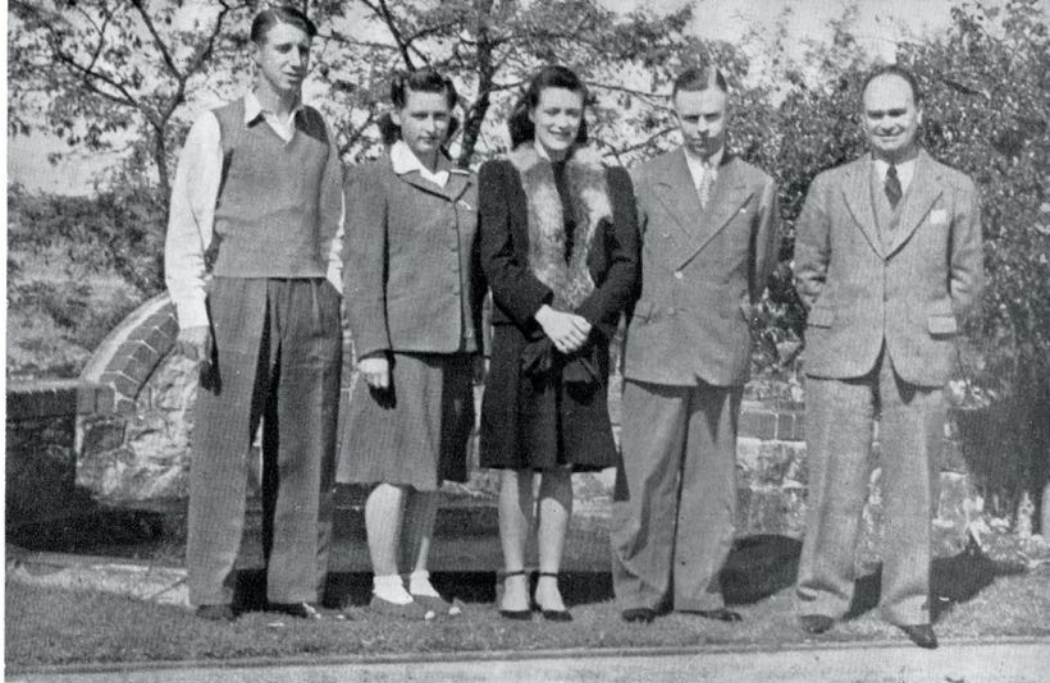
In 1936, Mr. Smith was appointed Timber Commissioner to Australia, New Zealand and Pacific Islands. From 1941-43, he was Adviser on Timber to the Commonwealth Government.

Mr. Smith returned to Canada in March, 1943. He joined Powell River Company in May, 1943.

*Ralph E. Smith, who has been appointed Special Representative of the Powell River Company in eastern Canada.*



government departments which control the output and distribution of timber and pulp and paper production. Much of Mr. Smith's time will be spent in Eastern Canada in close touch with problems affecting Powell River and the industry on the Coast.



Above are two well known Pacific coast newspaper executives and their wives, snapped in a recent visit to Powell River. Left to right: Mr. Don Cromie, The Vancouver Sun and Mrs. Cromie; Mrs. Blethen; Mr. F. Blethen, Seattle Times and Mr. Roy Foote, Assistant Manager, Powell River Sales Co.

## Newspaper Executives Drop In For Brief Visit

THE spirit of international accord was very much in evidence this month when representatives of two great newspapers, and their wives, dropped in for a brief visit. Our visitors were Mr. Don Cromie, General Manager of *The Vancouver Sun*, and Mrs. Cromie and Mr. Frank Blethen, Production Superintendent of *The Seattle Times*, and Mrs. Blethen. Mr. and Mrs. Blethen included Powell River as a port of call during their honeymoon trip.

We take this opportunity of wishing the two newly-weds all kinds of

good luck, happiness and prosperity.

The visit of these two young newspaper executives brought back memories of other visits here by their fathers, the late Robert Cromie, publisher of *The Vancouver Sun*, and the late General Blethen, publisher of the *Times*. Both visited Powell River many times, and were well known to many residents.

Other visitors to the coast were Mr. Maurice E. Randall of Price & Pierce, Montreal, Que., and our old friend Milton R. Bailey of Bulkley, Dunton Pulp Co. of Kalamazoo, Mich.

---

He: "What are my chances with you?"

She: "Two to one. There's you and me against my conscience."



*The 1943 Junior Matriculation Graduation class, Brooks School, Powell River. Front row: Lois Taylor, Norma MacFarlane, Myrtle Cummings, Mr. Gordon Johnson (class teacher), Alice Johnson, Jean Terrien, Dorothy Dunlop. Middle row: Mary Smythe, Hilda Hawkins, June Hardie, Violet Sykes, Marge MacGillivray, Mavis Van Vleet, Noreen McPhalen, Peggy Lawson, Dorothy Black, Kay Lawrence, Helen Macindoe, Millicent Cumberland. Back row: David Hansen, Ken Hutchison, Dick Gritten, Jack Hodson, Ron Baker, Ken Pritchard, Bob Johnston, "Cy" Appleby, Doug Johnston.*

## Thirty-two Powell River Pupils in Graduation Class

**A**t the end of June, 32 boys and girls will graduate from the Brooks High School, proud possessors of the coveted Junior Matriculation certificate. The generally high standard of Powell River graduating classes has been well maintained this year, and Supervising Principal, Mr. J. Waugh, is quietly satisfied with the material he has turned out.

"Cy" Appleby, son of Art Appleby, of the mill staff, is president of the Students' Council and also president of the graduating class. Helen Mac-

indoe, daughter of James Macindoe, of the Insurance department, is class secretary.

Each year, the High School presents a Big Block Letter and a special sweater to an outstanding male and female student of the graduating class. The award is given to the student who has the best all-round record for student activity, scholarships and sports. This year's male winner was popular "Cy" Appleby. The race for honors between the girls was so close that Big Block sweaters were awarded to both Marge MacGillivray, daughter of Grinder Room Superintendent Bill MacGillivray, and Myrtle Cummings, daughter of Dave

(Continued on Page 15)

## Research and Development Plan Being Worked Out in Detail

THE far-reaching Research and Development Plan outlined in the April issue of THE DIGESTER is being worked out in detail by Director Harry Andrews and his technical and operating assistants. Already deliveries of "waste" from logged-off areas are being made, and practical experiments undertaken to pave the way for the fuller development and unfolding of the plan.

In this issue we intend to outline briefly something of the general program envisaged and something of the problems and considerations to be faced before the details and distribution of the various component parts of the plan could be dovetailed and co-ordinated.

Wood is the raw material, the very life-blood of our industry, and we are fortunate in being located in one of the world's great wood-producing areas. With its utilization as lumber and in pulp and paper products, wood has become one of the nation's most vital basic materials.

The accelerated demand for timber and timber products in the Pacific Northwest has inevitably been accompanied by the over-cutting of the natural growth of the forests, and by process waste. In the manufacture of lumber, about 40 per cent of log has been burned as waste or used uneconomically as fuel; and in the processing of chemical pulps, about one-half is waste. Loggers have disdained the small timber and have only cut logs above a certain diameter, with the result that at least one-third of the total volume of the timber remains as waste in the logged-over areas. Strong economic reasons have contributed to such conditions, and

complete salvage of the total waste undoubtedly presents a big problem. If, however, this industry is to survive, it will have to find an economic solution for the conservation of our raw material. And it is essential that plans guaranteeing a steady supply of basic material be fashioned.

Each of the wood industries of the Pacific Coast has, in general, concentrated on one type of manufactured product, and, accordingly, have purchased their log requirements on that basis. In some instances, lumber and veneer and pulp and paper, in each case, have gone hand in hand; but there has been no general scheme designed to manufacture a range of products that completely used all the raw material from the timber stands; and that is based on what would be best served by the different properties of the raw materials. It seems logical that a procedure directed along these lines should prove beneficial in the conservation of raw materials, in



ensuring the highest monetary return as manufactured articles and to the general economic position of the industry.

General industrial experience has shown that an industry in basing its economy around one major item of production eventually finds operating, sales and employment problems become more increasingly difficult than is the case with an industry properly diversified. Progress and changing conditions—invention and new ideas—demand diversification of existing products and development of new ones, if the industry is to remain healthy and continue to prosper.

The Research and Development Plan has been designed with the idea

of achieving a solution to the above problems. To recover from our timber stands the maximum amount of wood, consistent with economic and practical consideration; to provide for a continuance of the supply; to utilize the tree, or portions of it, for the purposes for which they are best constituted. To determine a profitable diversification of products; to develop new products.

The Powell River Company should be able to carry out this plan to a successful conclusion, because of a unique position in the forest products industry, resulting from its location, size and variety of operations, equipment, facilities and personnel.

## Sgt.-Majors on Parade

Here are two well-known figures about town, C.S.M. Ray and C.S.M. Jack Wright. Sgt.-Major Ray has been in Powell River for the past four months as special instructor in battle drill. Company Sgt.-Major Jack Wright, of the Machine Room Staff, is E Company's senior N.C.O., succeeding C.S.M. Sandy Allan, who was called up as a permanent instructor for the Reserve Army.

C.S.M. Ray is being transferred back to Vancouver.

He takes with him the best wishes of all members of E Company and of Powell River generally. His cheery disposition and happy smile has earned him a host of friends in the district, all of whom will wish him continued good luck.



C.S.M. Ray



C.S.M. Wright

## The Summer Parade Gets Under Way

### And We Look Over Hats and Find Them Exciting



Harold Foley

Hats have a variety and an elasticity that permits their owners to display the individual touch without offending the canons of recognized male good taste.

Look around our own fair city in this fair month of June and you will see what we mean. Right out of the box pops President Harold Foley, on one of his frequent visits to the plant.

Look at his hat. Our President believes in flexibility. He goes in for wide, sweeping brims with a buccaneer-like flair about them. If he weren't a President, the sweep would be even wider and the flair greater.

Next in the hat line comes Resident Manager D. A.



Rex Birmingham

WE have always, after the fashion of the "far away fields look green" school, been fascinated by hats—male hats! There is something personal in hats, something that brings out the rugged individualism of the male creature. Male attire in general is a pretty sorry affair. It is conservative to an extreme, and the difference between the thirty-five dollar hand-me-down and the hundred and fifty dollar tailored creation is one of degree only. And when an attempt is made to break away from the conventional shackles of the sex—we go to the other extreme—and finish up battling the Army and Navy in the streets of Los Angeles.



D. A. Evans

Evans. There is nothing of the swashbuckling touch about D. A.'s hats, but there is plenty of individualism. Precision and exactness feature the general outline, with a lapse from the conventional in the special Welsh design. His is the well-ordered hat, not likely to blow off, and reliable in all weathers.

And then you run across chaps like Doug Taylor, of the Kipp Taylor Drug and Soft Drink Emporium. Convention takes a bit of a beating in the Taylor design. The snappish *je ne sais quoi* touch of the well-dressed young business man is much in evidence. The style is modish, slightly bizarre, but again utterly cor-



Harold Rose

The color scheme harmonizes quietly. Here are no jarring notes. The general effect is one of sartorial precision.

Otto Peterson, of Peterson's Jewelry, favors the stiff-brimmed hat, but combines a touch of precision with a strong dash of "I'll-wear-this-hat-however-I-please", and Otto usually does. But, on the whole, the Peterson design represents the rotund immaculateness of the prosperous merchant. No frills, no buccaneering effects, generally sober outlines. Correct and satisfactory.



Jim Menzies

There is one further group, the ultra independents, the Colin Johnstons and the Murray Mouats and their imitators, who scorn headgear of all or any kind, who are staunch advocates of the nudist movement—in hats only, as far as we are aware. One reason may be, that like some of the rest of us, they haven't got a cap, or maybe they think fresh air saves the hair or something.

rect and the despair of many a drug store cowboy and the pride of the staff (all girls).

Then there are fellows of the Rex Birmingham clientele. Here is the ultra for the dashing middle-aged. Rakish angle, but not too rakish, and the snappy turned-down brim and high crown.

The Harold Rose hat shows what the well-dressed civil servant should wear. There is nothing unconventional about the Rose headgear. It is immaculately correct, stiff brimmed, placed properly on the head.



Otto Peterson

Of course, there are those rugged souls who prefer caps, and only wear a hat when in Vancouver or when stimulated by wifely prodding. In this group are lads like Jimmy Menzies and Dave Evans. Utility is their aim in headgear—not fashion. They wear a cap because it won't blow off and because they are handy things to go fishing in or to fold in your hip pocket, if the weather "freshens up".

There is one further group, the ultra independents, the Colin Johnstons and the Murray



Dave Evans



*We aren't sure yet whether we will hang this above group of Powell River lads in effigy or not. They came over from the island with the "invaders" who tried to capture our fair city. These boys propelled the barges that landed on our shores. Left to right, they are: Able Seaman Dan Hopkins, Joe Kolezar, "Beppie" Tomado, Harry Riley and Henry Hatch.*

**M**IDSUMMER of June, 1943, records that 779 employees and residents of Powell River and district are now in the Armed Forces of Canada. Of this number, nearly one-half are serving in active theatres of war—and scores more are completing their train-

creditable, and, in fact, well above the average for any group of men from a single district.

Today there is scarcely a port in the Atlantic and African spheres where Powell River lads have not foregathered. The scores and even hundreds of letters which we receive

## On Active Service

ing and slipping overseas. By the end of the summer close to 500 boys from this district will be out of Canada.

The generally high record of promotions continues to mount—and today over 40 per cent of the men who enlisted from Powell River hold commissioned or non-commissioned ranks. In the Navy, the figure is nearly 60 per cent. These are highly

monthly speak casually of meeting old friends in strange corners of the world.

"I met Harry Donkersley in Gibraltar," writes Scotty Abbott. "We had a few beers together, and Harry took his plane back to England"

"Had a chat with Bert Grundle in Algiers," writes another local boy. "Saw him in Londonderry a few

months before. We had a couple of beers and talked all night about Powell River and the folks at home."

"Jack Carruthers' boat was in Bone just after the first landing. Missed him by a hair, but hope to catch up with him next time." (They missed the beers, too.)

Rex Baum writes: "Had a few days with Martin Naylor and we talked far into the night about Powell River, between beers."

And so it goes. Whenever the boys get together, they remember the old home town and wonder what the rest of us are doing back home. (The fact they seem to do pretty well on the beers is an interesting problem in abstract reasoning.)

But now, the long summer days are attaining their full sweep. The days of great events are at hand. The Allied legions are collecting their full strength. It is a matter of weeks rather than months before the first of the Allied advance will lap around the Axis feet. Hundreds of thousands of Canada's finest manhood are preparing for the assault on Hitler's European frontiers.

These days are close at hand, and it is well that we prepare ourselves for them. The flower of our Powell River manhood is today poised and ready to strike as Canada's highly trained forces lead the way against the Hun. There are grave and anxious days ahead. Not one of us can afford to sit back and remain indifferent to what faces us within an all too short time.

## E Company Goes to Camp

On Sunday, June 20th, approximately 70 members of E Company, 2nd Battalion, B. C. Regiment (R), marched down Second Street to embark for the Annual Summer Camp at Vernon.

Representatives from practically every department in the plant were included in the personnel, and they made a smart appearance as they swung down our main street.

The company will spend two weeks at Vernon, returning to Powell River on Sunday, July 4th. Jackie Rushant of Powell River Studio will accompany the Reserves to camp, and afford us full coverage on photographs. We hope to have a few prize ones on return, if some of the pre-camp reports we hear are true.

## Thirty-two Powell River Pupils in Graduation Class

(Continued from Page 9)

Cummings, Greenwood department.

To all members of the 1943 Graduating class, THE DIGESTER extends best wishes for a happy and prosperous future.

Conductor: "How many in that berth?"

Answer: "Only one—here's our ticket."

The teacher asked, "Bobby, what are the seats of the mighty?" The boy grinned, "Er, the rear view of elephants!"

## Our Post Office--A Friendly Business Centre

THE snap on this page shows the interior of Powell River's modern Post Office on an average day. Here, as elsewhere, the Post Office, during these hectic war days, is one of the busiest spots in town, and Postmaster Bill Gardiner and his staff are kept on the jump from morning till night.

In the neighborhood of 40 large sacks of mail and parcel post pass through the Post Office daily—and Powell River per capita consumption and production of letters and parcels is among the highest in the province.

There are eight outgoing mails a week. Mail comes into Powell River daily except on Saturday. The office is open on Sundays from 11 a.m. to 1 p.m. for the benefit of boxholders.

This is a concession recently introduced, and which is highly appreciated by residents.

All mail for the entire district, incoming and outgoing, is distributed from the Powell River central office.

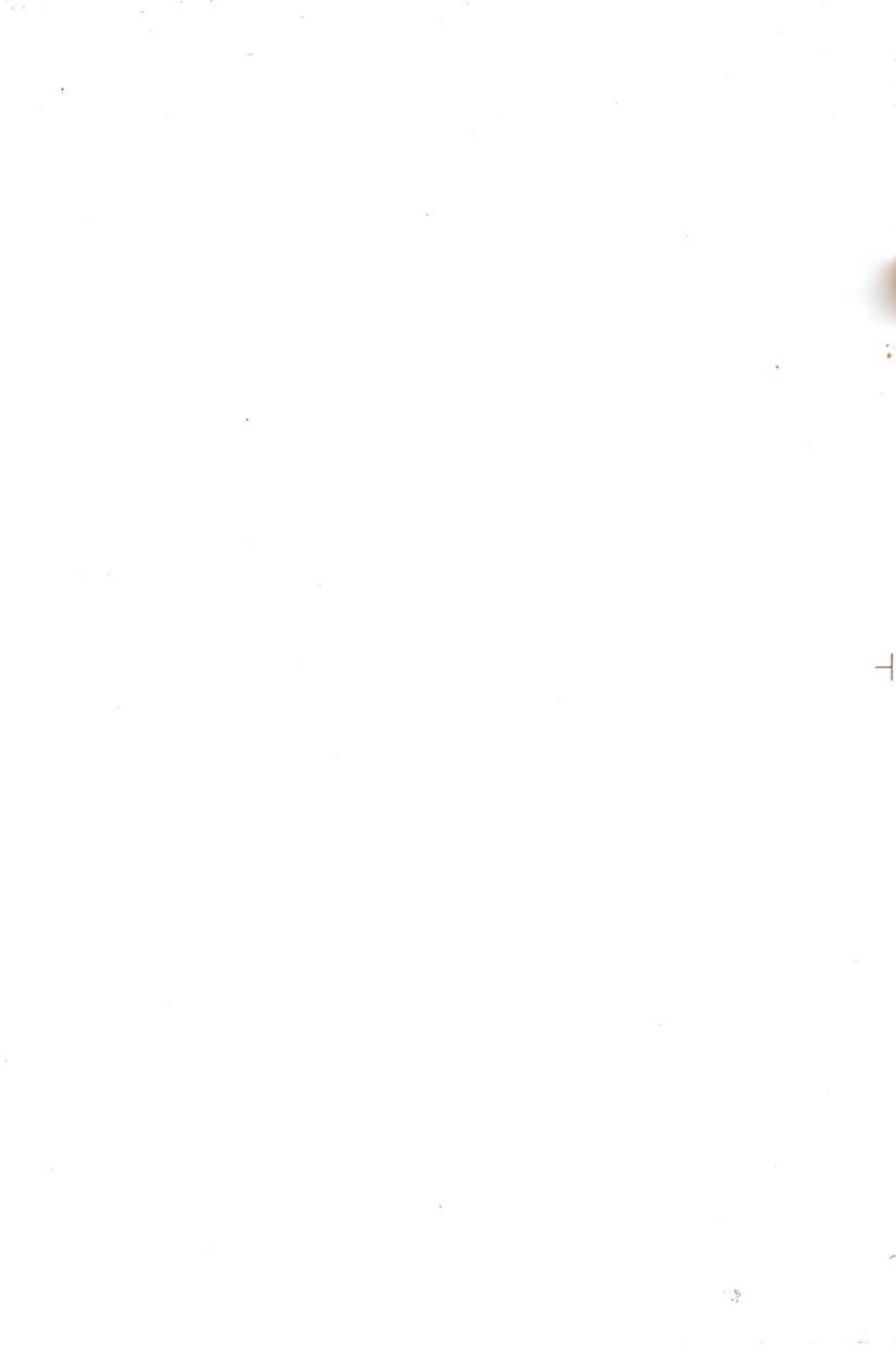
The staff, including popular Postmaster Bill Gardiner, are well known locally, and business is transacted with a minimum of friction and a maximum of harmony. The personal touch, absent in the metropolitan centre, is a feature of local Post Office routine.

The staff includes Postmaster Bill Gardiner, son of Dave Gardiner, Powell River Company Fire Chief; Miss C. Raper, Mrs. Grace Heavenor, who has a son and daughter in the R. C. A. F., and Mr. E. Tearle, who has two sons in the Forces.

*Interior of the Powell River post office, with boxholders taking out their mail. There are over 900 boxes rented to local residents.*









# POWELL RIVER DIGESTER

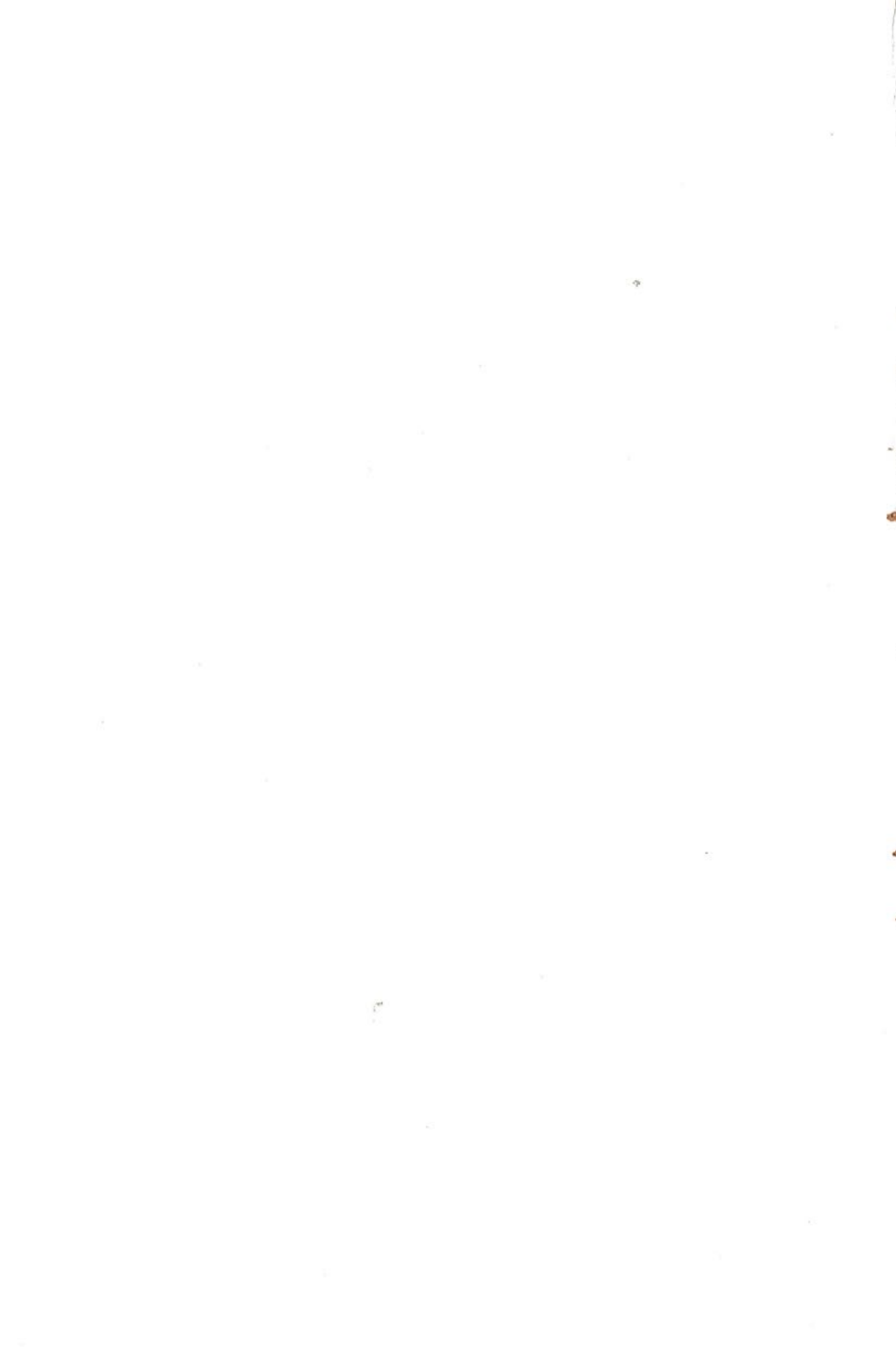


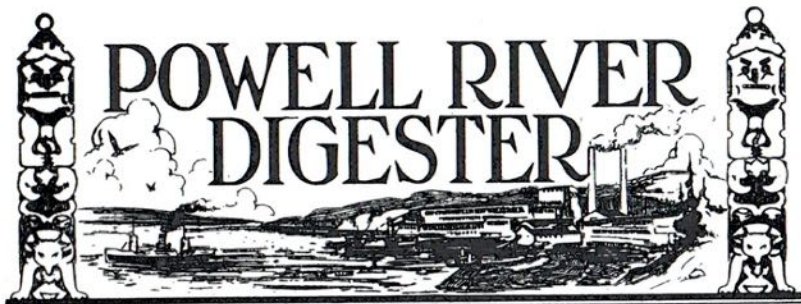
Vol. 19

JULY, 1943

No. 7







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.

VOL. 19

JULY, 1943

No. 7

## *The Cover Picture*



THIS month's Cover Picture, by Powell River Studios, is a historic one for Powell River. It shows Flight Lieutenant Harry Donkersley, D.F.C. and Bar, being congratulated by Dr. Paul Marlatt, President of the Canadian Legion Branch, after the presentation of a specially engraved watch from the citizens of Powell River.

It is the first occasion in Powell River history that such a presentation has been made to a local resident. The presentation was a token of Powell River's pride in Harry's achievements in the Mediterranean, where his courage, tenacity and resource were accorded special recognition.

The presentation was peculiarly appropriate since Harry was born, brought up and educated in Powell River.



*Above cut shows the setting up of equipment for the fuel cutting contract. Delivery of wood fuel will be made to Vancouver early in August.*

*Below: Mr. J. H. Jamieson, Powell River Company, Field Engineer, discusses the contract with Contractor Herman Roesch.*

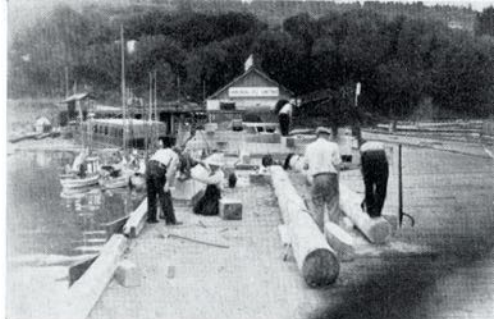


**F**OR the first time in history, Powell River, whose import of timber and logs is probably the largest of any firm on the Pacific Coast, is entering the wood export business.

Under an agreement now being ratified between the Burrard Shipbuilding Company Limited and the Powell River Company, the Powell River Company will early in August begin the shipment of bushwood fuel to the Shipbuilding Company for the use of its employees. This move is designed to relieve existing difficulties in obtaining domestic fuel supplies in the Vancouver area.

This wood, consisting largely of second growth fir but comprising also other species of wood suitable for domestic fuel, will be cut on Powell River Company property, about two-and-a-half miles south of the Government Wharf at Powell River. Scows

*Preparatory work at Government Wharf, Powell River, is under way. Most of the fuel for Vancouver will be baled to and shipped from the Government Wharf just south of Powell River.*



that deliver hogged fuel and shingle mill refuse to the Powell River plant for the generation of steam, and which have been returning to Vancouver empty, will be used for the transportation of the bushwood fuel to Vancouver. The Powell River Company is supplying the wood to the Shipbuilding Company at cost price free from royalties, stumpage and other charges.

The wood will be cut into 12-inch stove lengths, for the most part from

in boxes from trucks into the scow box by means of a gasoline-operated stiff-legged derrick being erected on the Government Wharf at Powell River, expressly for this purpose. They will be unloaded at Marpole by trucks, a portion of the scow box end being made removable to permit of the entry of trucks.

## Powell River to Supply Fuel for Vancouver

### Regular Shipments Start in August

trees of small size, varying from 3 to 8 inches in diameter.

The contractor who is to do the work for the Powell River Company, is now assembling and setting up his equipment, and it is expected that the loading of the first scow will take place the first week in August. Production will amount to about 250 cords a week.

The initial contract is for 3000 cords, but it is anticipated that if present arrangements work out satisfactorily, a greatly increased quantity will be provided.

Due to the size of the scows and the height of their superstructure, difficulties have been experienced in finding suitable places where they could be economically discharged.

The wood will accordingly be lifted

The fallen timbers will be yarded by a donkey engine to two swing saws, and will travel on rollers under the saws which will cut them into 12-inch lengths. The cut wood will fall on a conveyor that will carry it to a hopper mounted on skids, from which the trucks will be loaded.

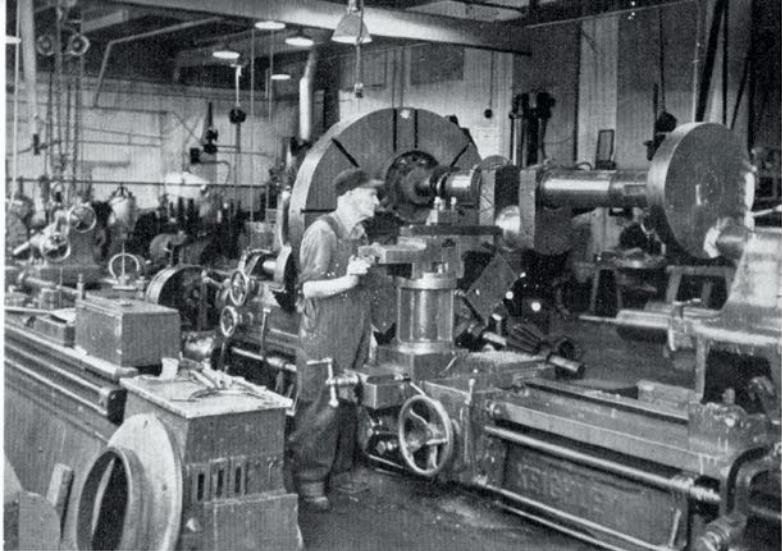
Mobile swing saws will buck piles of cordwood stacked away from reach of the donkey.

When operations get into full swing it is expected that about 25 to 30 men will be employed on this work.

Scaling will be done by Government officials in Vancouver.

---

Vera tells the sad story of the city slicker who quit flirting with the country girl when a haymaker caught him.



*Machinist Ben Randall snapped while at work on a special war contract job in the Powell River Machine Shop.*

## Skilled Craftsmen Work on Special War Orders

### Machine Shop Continues Work on Expanding War Contracts

**I**N the illustration on this page, Machinist Ben Randall is shown machining one of the parts for a diesel engine, which will soon be powering precious shipments across the seas to our troops on the world fighting fronts.

The Machine Shop is filling an increasingly important role in turning out special war contracts, and the skill and experience of men like Ben Randall is being utilized to fashion vital tools of war. These employees, mostly of long standing, have made a severe and varied test of their ability in the Machine Shop at Powell River.

Several years ago, a machinery salesman made this remark: "Our greatest competition is the Powell River Machine Shop. Your men, through long training, are doing jobs

and fabricating equipment that were once the sole prerogative of the machinery companies."

The variety and size of the mechanical equipment in a modern paper mill has made our machinists familiar with a wide range of mechanical problems and mechanical equipment. For this reason, if no other, they are in a position to tackle almost any job that comes along. They have completed quite a few difficult ones in recent months, and are looking forward to the further tests of skill and experience that are facing them in the months ahead.

---

Neighbor: "Say, have you folks got a bottle opener?"

Parent: "We did, but he joined the army."



*Harry Mitten, Steam Plant (right), receives a cheque for \$100 from General Superintendent Russell M. Cooper for a valuable suggestion in connection with Steam Plant operations. Participating in the ceremony (following around on Mr. Cooper's left) are H. Hansen, President, Pulp and Sulphite local; D. A. Evans, Resident Manager; Frank Flett, Employment Superintendent; Tom Wyborn, Steam Plant Superintendent; Pat Thompson, President, Paper Makers local; and Bob O'Kell, Assistant Steam Plant Superintendent.*

Powell River Transportation, is now serving with the Active Service forces.

Other awards of \$20 each were made to Doug Johnston, Grinder Room, and Jack Littler, of the same department; and awards of \$5 each were made to Charles Garrett and W. D. Slater, Machine Rooms, and C. Searle, Finishing Room.

## Employee's Suggestions Pay Dividends

### Harry Mitten Wins \$100 Reward—Others Share Lesser Awards

**T**HE reorganized Suggestion Box System, details of which were outlined in a recent issue of *THE DIGESTER* is bearing fruit. Both employer and employees are deriving benefits from worthwhile suggestions put forward.

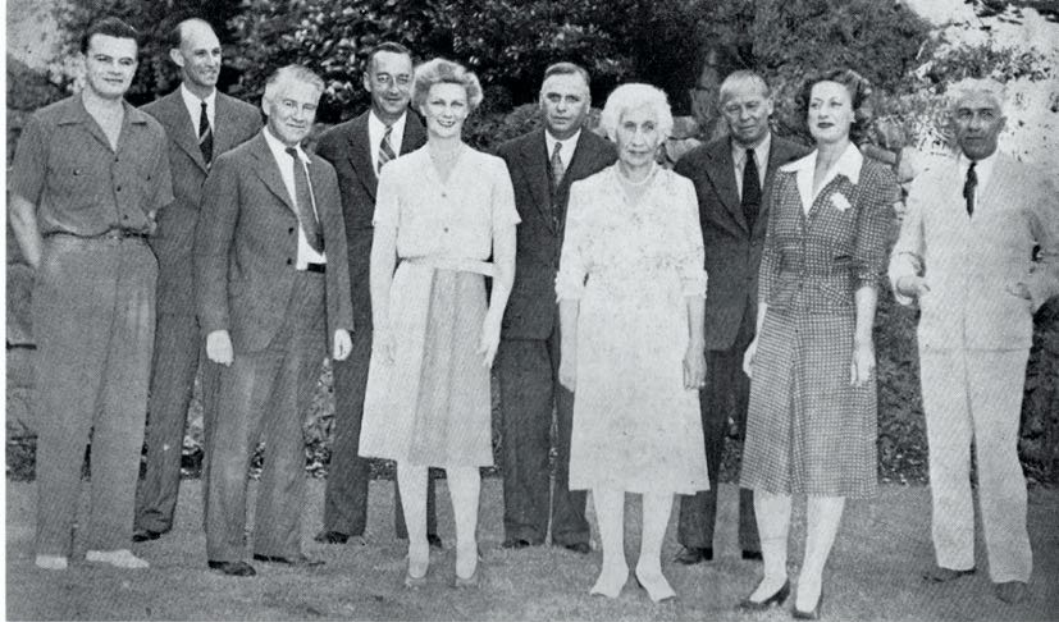
The picture on this page shows the "cashing in" by Harry Mitten, of the Steam Plant, on a carefully considered suggestion, which brought him a cheque for \$100 from the Powell River Company; and which effected a definite economy in steam plant operations.

Harry has been employed with the company for the past 10 years. The family is well known in the district. One brother, Louis, formerly with the

Several other suggestions are being studied by the Committee, and it is probable other awards will be made in the immediate future.

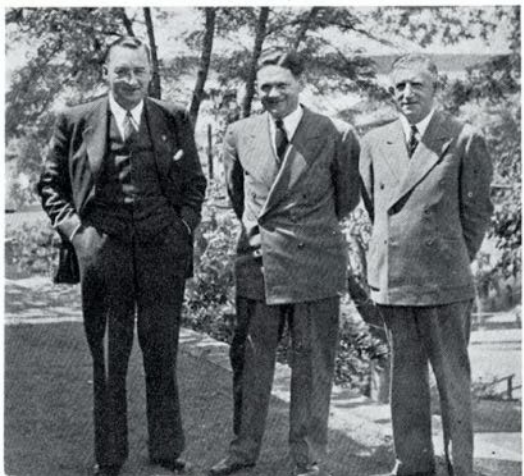
The initial success of the present Suggestion Box System is due to the common-sense, businesslike nature of the plan and to the assurance that all suggestions put in the box will be considered and judged strictly on their merits by the management and departments concerned. The employee-management co-operation on the executive committee has made this certain—and this fact, in itself, has eliminated most of the objections and prejudices which have, in the past been justly urged against the employee Suggestion Box.

(Continued on Page 15)



### Visitors

Several old and new friends were among our visitors during July. We were particularly glad to welcome Mrs. J. S. Foley, of Jacksonville, Florida, mother of President Harold S. Foley, who spent several days with us renewing old and making new friendships. Accompanying Harold and Mrs. Foley were Mr. Wendell H. Cowles, a partner of Bulkley, Dunton & Company, Inc., New York, and Mrs. Cowles, who were making their first trip to Powell River. Mr. Cowles is an authority on the production and characteristics of publication papers.



*With our July visitors. Top, left to right: H. H. Grant, I. H. Andrews, D. A. Evans, R. M. Cooper, Mrs. H. S. Foley, F. R. Ward, Mrs. J. S. Foley, Wendell H. Cowles, Mrs. W. H. Cowles, Harold S. Foley.*

*Centre: Mr. Harold Foley and his mother, Mrs. J. S. Foley, photographed during a visit to Powell River this month.*

*Left: R. M. Cooper, General Superintendent, with L. R. Matusbak, Auditor, McClatchy Newspapers, Sacramento, California, a recent visitor, and Alex Stewart of the Vancouver office.*



Our visitors were delighted with the townsite and plant, and particularly with the new Hospital and Department Store.

In the same party was another old friend who has paid Powell River many visits—Fred Ward, of the Newsprint Service Company, Los Angeles.

Other first-time visitors in July

were Mr. Fred Enders, President of Bulkley, Dunton Pulp Company, Inc., of New York, and Mrs. Enders, who dropped in for a brief glimpse of Powell River *en route* north. Mr. Prentice Bloedel, President of Bloedel, Stewart & Welch Ltd., large B. C. lumber producers, and Mrs. Bloedel, were in the party with Mr. and Mrs. Enders.

## About Year Books, Newsprint and Testimonials

### Oakland Tribune Issues New Year Book

We have just received a copy of the *Oakland Tribune* Year Book for 1943. It is a splendid issue, and covers the entire life, social, industrial and historical, of the San Francisco Bay Region.

Many scores of Powell River employees have visited Oakland in pre-war days. Our lawn bowlers are well known down that way, and to them and numerous other residents, the *Tribune* Year Book, with its wealth of fascinating pictures and articles, would be of real interest.

The *Tribune* is to be congratulated on this highly interesting, absorbingly informative and excellently printed issue.

In view of the local interest in the Bay area, we are having a copy placed in the Library, where it will be available to the public. (Yes, there is a picture of the Bowling Green.)

### Worthwhile Testimonial

In the current issue of *Buzzer*, the Blake, Moffitt and Towne Club's magazine, Ensign E. Dixon Heise pays a nice compliment to Powell River newsprint. Writing from a U. S. Fleet Post Office, Ensign Heise says:

"Several weeks ago, I went to call on our oldest customer here. I was taken through their plant and was pleased to see many cartons with our label. It's also comforting to have a morning paper printed on Powell River stock.

Thanks, Ensign Heise. We feel the same about our mornnig paper.

Shapely Showgirl: "I want you to vaccinate me where it won't show."

Doctor: "Okay! My fee is ten dollars in advance."

Showgirl: "Why in advance?"

Doctor: "Because I often weaken in such cases and don't charge anything!"



*E Company personnel on camp duties: Riflemen Stan Lloyd, Jack Hill and Frank Flett on kitchen fatigue, and Rex Needham dressed for a windy day.*

**T**HE story of "E" Company's two weeks at the Reserve Camp in Vernon has been told—and lost nothing in the telling, to anyone around who cared to listen. Some do and some don't, but the whole story, or at least, most of it, is familiar to every resident of the district.

We therefore content ourselves with a few eye-witness, miscellaneous odds and ends and leave these and the photographs to tell the tale anew. But, in all seriousness, the boys benefited greatly from the trip, both physically and mentally. It was hard work. The food was plain. The drill was new and interesting, and various "schemes" maintained interest and afforded new and valuable experience.

## **"E" Company Returns From Camp**

### **Powell River Reservists Spend Two Weeks of Stiff Training at Vernon**

And now for the headlines:

Easily the social highlight of the trip was the day "E" Company was detailed for camp duties. Sgt. Bill Cratchley, oozing oiliness, walked into the tent inhabited by Employment Superintendent Frank Flett (there wasn't much room for anyone else).

"Rifleman Flett," purred the Sergeant in his silkiest voice, "you will report to the grinder room at 6 o'clock in the morning; there are six sacks of spuds to peel!" And as he walked away, Sgt. Cratchley muttered, "And I've been waiting fourteen years for this chance."

Another social highlight was Rifleman Jack Hill's delightful rendition of "Sweetheart, Aloha", on the train trip to Vernon. He sang it to every member of "E" Company; he sang it in succession to every member of A, B, C and D Company; he sang it to the negro porter—and he sang it to every telephone pole on the way. It was a performance of sustained power and vigor.

The outstanding athletic event of the two weeks was the day the Company went out for battle practice. Frank Flett, gasping in the Okanagan ozone, made this historic remark: "My



*Jack Ellis (left) and Cpl. Jack Brown in their Bren carrier.*



*Alec Collinson enjoys a shave.*

legs are all right, but it's my wind that bothers me." The boys ran at full speed up and down the slopes of Coldstream, and—gentle wives and sweethearts—those weren't the boys you knew when they arrived back in camp that night. There is an epilogue to this scene which has to do with a quick assault on a cow pasture—and from all accounts—and appearances—the cows were easy winners.

From a cultural standpoint, the outstanding feature was Rifleman Jack Rushant's famous picture of "E" Company in repose. It's one of those short, short stories. Maybe Rifleman Jack Ellis will compose a symphony on this brilliant example of the photographic art.

Highlight of the entertainment was Driver Jack Ellis and his trusty henchmen, Driver Arnold McQuarrie and Rifleman Don Allan. These boys kept

(Continued on Page 12)



*Below Alec Collinson are a group of E Company showing their torsos to the Vernon sun. Tarzan Flett is third from left (top row); and then we see Cpl. Monty Cattermole on signalling duties. The bottom snap is whatever you want to call it, with Rifleman Ambrose McKinnon, Jack Ellis, Harry Mitten, Max Brohoff and Rex Needham on parade.*





Group of well-known local youngsters now in the R.C.A.F. Left-right: AC2 David Hughes, AC2 Malcolm Tapp, AC2 Grant Dallos, AW1 Joan Tomlinson.

**T**HE Canadians are in action. In the mountains and plains of Sicily the advance guard of Canada's fighting legions, the staunch old First Division, has gone into action with the tried armies of Generals

Powell River's finest young men are with that Army; and already it is probable a score or so of our lads, in all branches of the Service, are serving in the Mediterranean area. We are safe in assuming that among the

## On Active Service

### Canadians Land in Sicily—and Geno Again Wins Sprints

Montgomery and Patton. That the Canadians will live up to the high standard set by military experts goes without saying. The Canadian Army Overseas is without doubt one of the best equipped, most powerful and highly trained striking forces the world has ever seen.

Thus far, only the First Division, chafing under the restraint of nearly four years without a major battle, is in the Sicily show. Whether other Canadian units will follow the "First" to Sicily is a mute question. One thing is certain, the remainder of this fine army will soon be in action, either in Sicily or elsewhere.

And the Canadian Army Overseas is real flesh and blood to Powell River and to every city, town and hamlet in the Dominion. Over two hundred of

tightly packed troops on the assault barges were several home town boys; that more than one Powell River lad helped blast Pantelleria to ribbons; and that aboard the corvettes standing off shore to guard the troops against undersea attacks, were other local representatives.

All of which means that the war is now close to all of us, and that more than ever we on the Home Front are duty bound to back up these fine boys to the limit of our ability. The months ahead will be action packed. Wherever the tide of European invasion flows there will Powell River be represented—and there our lads will be fighting the battle of Empire.

An outstanding event from the Powell River overseas angle was Sgt. Geno Bortolussi's smart running in

the Divisional Sports in England. For the second successive year, the fleet Powell River youngster ran away with the sprints, winning both the 100 and 220-yard dashes. Geno's time for the century was 10 seconds flat, against high-class competition. Sgt. Aldo Bortolussi, in writing of the event to his father, said:



*Sgt. Geno Bortolussi, who, for the second year, has won the sprint championship of his division in England. He ran the 100 yards in 10 seconds.*

"You ought to be proud of that son of yours. There he was and there he wasn't. Just went by like that. Boy, was I proud of the family that day."

Up to July 15th, 794 Powell River residents were enrolled in the forces. By the time this issue reaches the public, the number will probably exceed 800. Among recent enlistments were four well-known lads in local school circles, David Hughes, Grant Dallas and Malcolm Tapp, who are in the R. C. A. F., and Charlie Rochet, with the Army. The fathers of these boys are all well-known company employees.

The movements of the boys are difficult to track down in these days of swift and unannounced travel. Sev-

*Cpl. Norman Hill, who has just received his second stripe. Norm has been overseas with the Seaforts since December, 1939.*



eral local lads have arrived in England and many others have just landed in Africa and the Mediterranean.

### Sales Company Issue Newsprint Table

The Powell River Sales Company has just issued a Newsprint Table, giving the weight per 1000—8-page papers, according to standard size newspapers.

This well considered table is self-explanatory, with examples for guidance of the publisher and pressman.

Anyone who has not yet received a copy of this useful little pamphlet may obtain one by writing to the Powell River Sales Company, Standard Bank Building, Vancouver, B. C.

A political orator addressing a noisy meeting was interrupted by someone throwing a block of wood on the platform. The speaker picked it up calmly and showed it to the audience.

"I see one of our opponents has lost his head," he said.



*Flt. Lieut. Harry Donkersley, D.F.C. and Bar, speaks over the mike to thank local residents for their welcome. The ceremony was held before a large crowd at Willingdon Beach.*

## Harry Comes Home

### Local Hero of Battle of Mediterranean Receives Presentation from Home Town Folks

**O**N Wednesday, July 7th, Flight-Lieutenant Harry Donkersley, D.F.C. and Bar, was officially welcomed "home" by thousands of his friends and fellow citizens of Powell River.

Harry had arrived in Powell River 10 days previous. No official reception party had been organized out of deference to Harry's own wish to spend the first part of his leave with his family and relatives.

On July 7th, at Willingdon Beach, in a setting which Harry knew so well and where he played as a youngster, Powell River paid its official tribute to this modest youngster whose ex-

ploits gained him two decorations and a presentation to His Majesty the King, at Buckingham Palace. Representatives of all public and military bodies were on hand; and supporting Harry on the platform were members of his family, his proud mother and father, and his equally proud if not prouder grandfather and grandmother. Both Harry's father and grandfather had served their country in the last war.

"A chip off both old blocks," was the succinct way in which one spectator summed up our young airman, and that is high praise, here or elsewhere.

### "E" Company Returns

(Continued from Page 9)

Powell River on the map for twenty-four hours daily. They were the most popular trio in camp. Out at Kalamalka Lake, six hundred voices yelled for Jack Ellis and Sweet Violets—and his rendition was well up to his usual high standard.

First choice for using the old bean is accorded unanimously to Sgt. Bill Blacklock. He grabbed off the job of Battalion Orderly Sergeant for the entire two weeks and made a first-class job of it. The kudos were com-

ing in from all sides. And Bill, with the old soldier lore working at full pitch, didn't do badly for himself either. "The place is not nearly as dry as the natives make out," was Bill's summing up. A neat and concise summary.

Luckily for all concerned, the troops were not privileged to watch "E" Company officers on the day they went out to battle practice. Over that scene a deep, dark, impenetrable veil is drawn. It may only be swept aside

(Continued on Page 15)

## Our Youngsters Go Commando . . . and Mollie and Jack are Married

**T**HE snaps below are glimpses of topical Powell River. Ever since the "Invasion of Powell River" a couple of months ago by picked Commando and infantry units from a Combined Operations School, every youngster has been a Commando.

The kids are over us, on top of us and around us. The unwary walker, seeking solitude along our wooded summer glens, is liable at any moment to hear a thud in front of him—and a voice piping out from the surrounding thicket—"Bang, you're dead. We are Commandos."

And along the streets, youngsters from four to twelve have buckled on their fathers' old army belts and made, or had made for them, a wooden sword or dagger. No one is safe, except the youngsters. Some of the more inventive ones are even starting to build barricades on our main highways—and most

of our local Commandos have already "fought on the beaches, in the landing places and in the hills." Practically all of them have attached themselves to the Eighth Army, and

several near Montgomery berets are in evidence.

The illustrations here show what we mean. Philip Jamieson, aged  $5\frac{1}{2}$ , is adopting the role of Commando, while his father, Bill Jamieson, of the Statistics Department, trains with the Active Forces at Vernon.

The second picture takes us far from Commandos and warlike manoeuvres. It is a brief glimpse of Mollie Taylor, formerly of the Shipping Office, and Cpl. Jack Parkin, of the Department Store, shortly after their marriage on June last. Jack is with the Active Forces in Wookstock, where he and Mollie hope to set up a



*Philip Jamieson*



*Jack and Mollie*

(Continued on Page 14)



*Powell River children enjoy a ride on the home-made Merry-Go-Round, built by local members of the Fraternal Council for their big show on July 5th.*

## Local Ingenuity Goes to Work

### Fraternal Council Members Build Children's Merry-Go-Round

On July 5th, celebrated this year as a National Holiday in Powell River, local residents saw yet another of those wartime improvisations that paid dividends and further enhanced our local reputation for getting things done and putting on a good show.

The annual "Shindig", staged by the Fraternal Council, enjoyed its usual success, financially and socially. One of the most popular entertainment features, in so far as the kiddies were concerned—and who else matters on such a day—was the Merry-Go-Round—on which hundreds of our youngsters disported themselves during the day.

It was deservedly popular, for the whole affair was built and designed locally by residents, most of whom were company employees. The Council, with Tom Peck, Floyd North and Bob Allsopp and company in charge,

brought out their carpenters, begged or stole the wood, and used an old automobile engine to drive the Merry-Go-Round on its many journeys. It was not a finished affair, as old A. P. Barnum would consider a finished affair, but it was a highly satisfactory, ingenious and eminently workable Merry-Go-Round, as the illustration shows.

A first-class job, a credit to the lads who built it, and to the energetic committee of the Fraternal Council who conceived the idea.

Carry on, boys!

### Our Youngsters Go Commando

*(Continued from Page 13)*

temporary housekeeping establishment ("light housekeeping," says Mollie).

To both of them our best wishes, and a special "health and good luck" to Mollie from the entire office staff.

You picked a winner, Corporal!



*Group of Canadian prisoners of war in Germany, enjoying a game of hockey. Flying Officer Gordon Cooper of Powell River is in the centre of the front row.*



## With Our War Prisoners

### Canadians Organize Hockey Teams in Germany—Tommy Looks Towards Home

The accompanying snap is a picture of an all-Canadian hockey team—but not in Canada. It is a snap of a group of Canadian prisoners of war in a German prison camp. Even this can't keep these lads who were brought up on hockey sticks down, and they have organized their own team in camp.

In the front row, third from the right, is Flying Officer Gordon Cooper, brother of our Plant Superintendent, Russ Cooper, who was shot down in a raid over Germany last year. Sticks and equipment were obtained through the Red Cross, and Flying Officer Cooper states the boys are able to keep fit and mentally alert, despite the general depression of a prison camp.

And speaking of prisoners, we are reminded that our own Flying Officer, Tommy Gardiner, is still in an Italian camp, near Naples. All his old pals around town are keeping their fingers crossed, and even money bets are being made that Tommy will be back home on leave within the next six months.

We think it a good bet, and have advised Fire Chief Dave Gardiner to look out for a fatted calf well ahead.

### "E" Company Returns

(Continued from Page 12)

by Captain Bill Checkland himself—and personally we think he will let the secret remain for future generations to puzzle over.

No. 1 choice for the best aesthetic interpretation went to "E" Company for their version of the Cokey-Okey. Led by Rifleman Jack Tunstall, forty riflemen startled the natives and other companies alike by their realistic picture of a group of south sea islanders after the first missionary had landed.

And the prize for the most emphatic and resounding performance goes to Rifleman Dice and Cormier for their practical and timely imitation of Sam and His Musket. And, like Sam, they finally picked them up after a few kindly and well-meant remarks from the sergeants. They were more polite, even, than the colonel.

### Employee's Suggestions

(Continued from Page 5)

The system now in force in Powell River guarantees to the employee that every consideration will be accorded his suggestion; and that suitable recognition will be accorded his efforts.

Recruiting Officer: "What is the name of your parents?"

Draftee: "Mamma and papa."

## Around the Plant and Townsite

First reaction to the Italian crisis was the following ad, posted up by one of the mill wags:

*For Sale* — 8 million bayonets, practically unused.

*Apply* — B. Mussolini, c/o M. Badoglio, Rome.

And we asked Don Colquhoun what he thought should be done with Mussolini.

Oh, well, Don always had a vivid and forceful imagination!

\* \* \*

Which recalls Don MacGillivray's famous story, told before the Duce entered the war.

At a diplomat's banquet, somewhere in Italy, Count Ciano, a bit flushed with Sicilian wine (it was stronger then), shouted:

"Italy is on the march. The Duce will lead Italy to a new destiny. We have 8 million bayonets. Italy marches forward. Who can stop us?"

From the back of the hall, a quiet little chap attached to the British Embassy interjected: "What about the Customs, old chap?"

\* \* \*

### Returns from Overseas

Two well-known Powell River residents have just returned from overseas duty, Sapper Jack Harper and Pte. Bill Clutterbuck. The boys came back as escorts with German prisoners. They stated many of the prisoners were taken in Africa and that the Germans were still as cocky as ever.

When asked to explain the Tun-

sian defeat, one of the prisoners said: "We didn't have a chance there. The British kept us from getting supplies." Interesting mentality, what!

\* \* \*

### Still Going Strong

Despite the heavy assault by three-quarters of our populace on potatoes, carrots, etc., Harry Andrews, Harold Fleury, Arthur Woodward, Jim Macindoe and a score more of 'Mum enthusiasts, prefer culture to carrots. They may not eat this winter, but who wants to eat if he can carry off a prize at the 'Mum show.

At least, that is Arthur Woodward's thesis, and if Arthur has come down to that, nothing can be done about it.

\* \* \*

There is even a rumor that Joe Small is going in for 'Mums in a big way. Maybe Joe thinks they are cabbages, we dunno!

\* \* \*

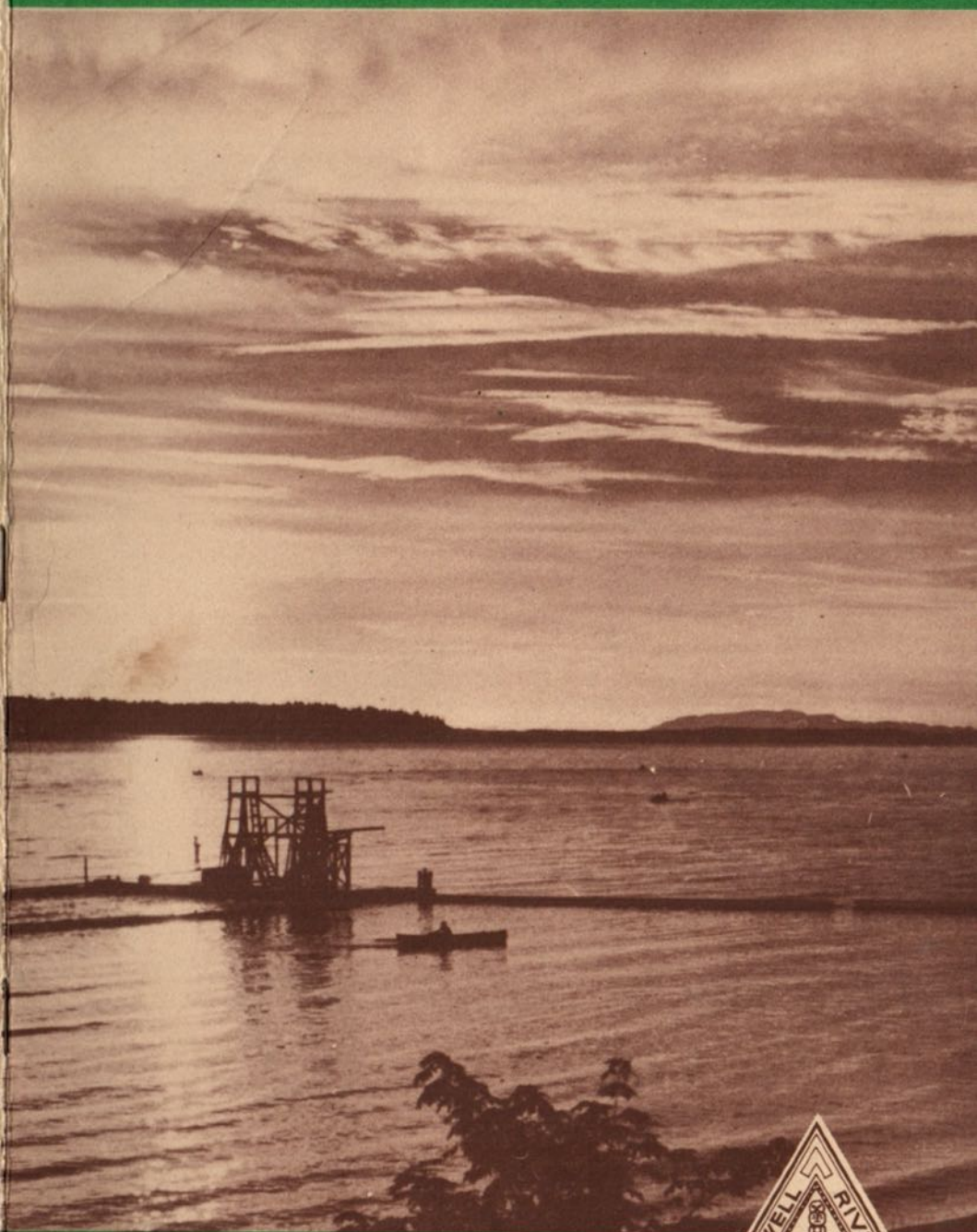
The fishing off shore has been spotty recently. J. K. Simpson, our dignified bank manager, claims a catch of six salmon on one night. Frank Flett has the next boathouse, and says the story is without foundation. Hal Gwyther, who now most casually neglects a starving wife and family for the siren call of the Sockeye and Spring, seems to strike a fair average.

Guess the fish are where they always were—where you ain't!





# POWELL RIVER DIGESTER



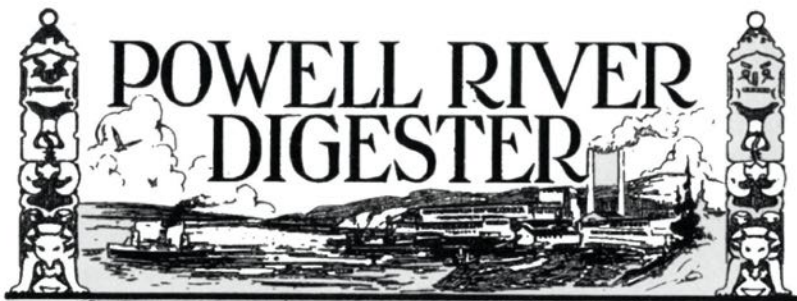
Vol. 19

AUGUST, 1943

No. 8







J. A. LUNDIE, Editor

Published Monthly by THE POWELL RIVER COMPANY LIMITED

Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.

VOL. 19

AUGUST, 1943

No. 8

## *Heroic China Carries On*

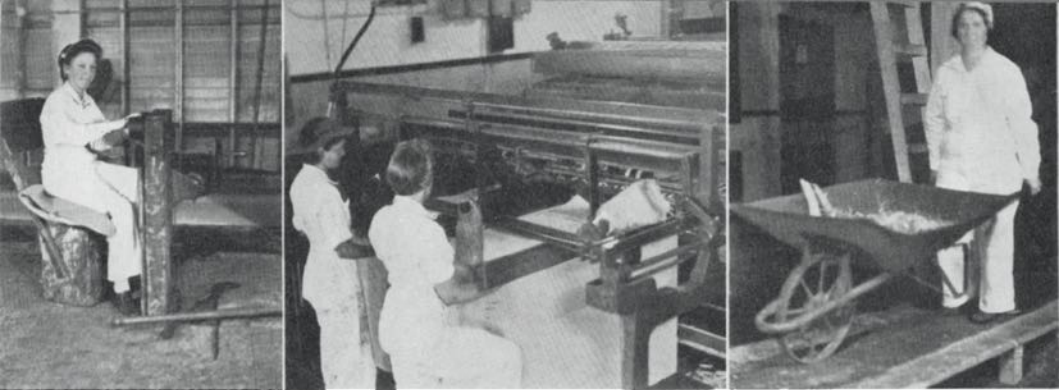


**T**HE "Help China" Drive is under way throughout Canada. Statistics and pamphlets telling the story of China are being used by canvassers in all parts of our country to assist Canadians to assist China.

We haven't read any of these pamphlets. The simple, stark story of China's heroism, China's martyrdom, is known to all of us. It is a story of a fortitude seldom, if ever, paralleled in history. It is a story of a people, whose living standards and education are far below those of ours. It is a story of a people who preferred the worst their own land could offer to the slavery of a conqueror. It is a story of a great people who, with their own bare hands and unconquerable souls, have resisted for six long years the onrush of the modern barbarians.

Heroic, imperishable China lighted the first torch for freedom—and now China asks for our help to nourish the ravished bodies of her peoples and to heal her sick and suffering.

It is a privilege to help you, heroic China!



Women do all varieties of jobs in the plant. Left: Button "man" Helen MacKenzie, sawmill. Centre: Beatrice Raby (left) and Florence Douglas, cutters. Right: Helen Kurutz, sawmill sweeper.

## Women Employees Perform Wide Variety of Jobs in Plant

### Scope of Activities Expand Rapidly

**T**HE theory—and it was never more than a theory—that woman's place is in the home—has been severely battered by the urgent and insistent demands of war. Many fashionable and wishful conceptions have been heaved over the side for the duration—perchance forever—and this is one of them.

The abduction of women from the home and their induction into industry has nowhere been accompanied by a more drastic dislocation of the mental processes than in Powell River. Almost exclusively, Powell River was a man's town! For over 31 consecutive years, no female, however voluptuous, however charming, however efficient, had ever infiltrated through the Time Office industrial records. These showed a succession of unbroken male employees.

Naturally, this sharp break with tradition and practice was viewed with misgivings in many quarters. In some it was viewed with more than misgivings. There were shaking of heads, some wagging of tongues, when

the first overalled women workers began to appear in the lab, in the beater room, in the screen room—and other sections of the plant.

Today, no one shakes his head. The wagging of tongues has stopped. The girls come and go, in their overalls and with their lunch pails under their arms, without comment. They are part of the organization, accepted as such, and efficiently filling the shoes of the men they replaced.

There are upwards of 80 women employed in the Powell River plant. They are working on all jobs and on all shifts. It is a common sight to see a line of girls entering the mill around midnight—and a similar line leaving the plant on the way home.



They are taking over men's jobs—not merely filling in on day-shift work.

In every instance, the women employed in the Powell River plant have taken over jobs formerly held by men now in the service or in direct war industries. Fourteen of the women replace husbands who are in the Armed Forces.

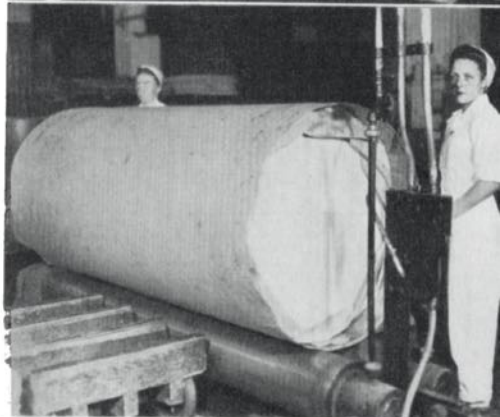
Many of the women employed by the Company are mothers of from one to four children. Their employment under such conditions is subject to definite and rigid regulations. A woman with children must show conclusively that they are being looked after by a competent person and are receiving the same care and training as before. Mrs. Moriarity, Employment Superintendent for women, is very definite on this point and personally investigates every application sent in by mothers.

In certain departments, a definite educational standard is required of women applicants. All laboratory pulp and paper testers must have a matriculation certificate or its equivalent before being accepted.

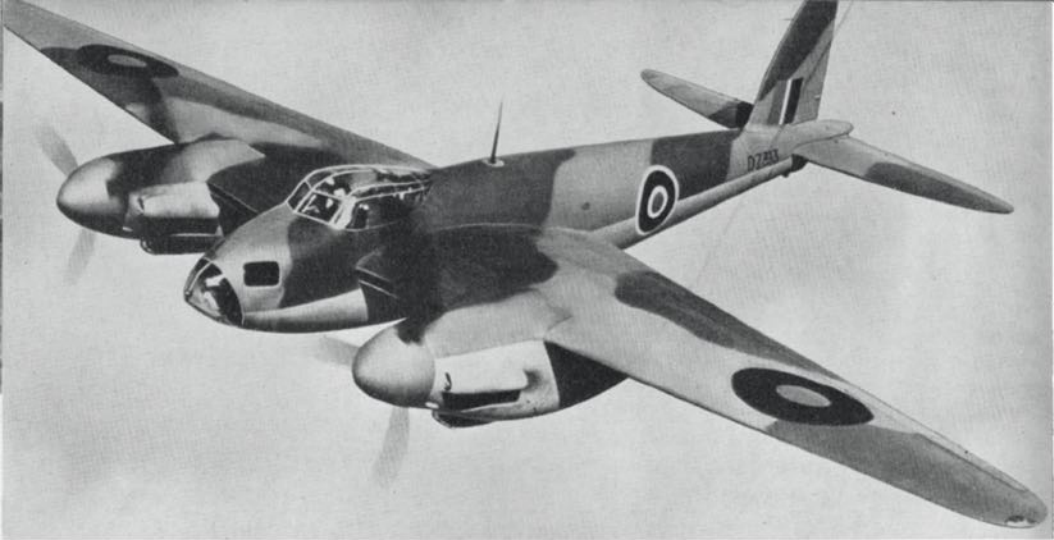
Women are gradually being injected into all departments of the plant. Recently, a long-time tradition was broken when women Broke Hustlers appeared in the sacrosanct machine rooms. They are now working as screen tenders (considered beyond the female influence), finishing room cappers, wet machine operators, conveyor operators and scores of other essential jobs throughout the mill. Five out of six laboratory paper testers are women.

The experience of the Powell River Company with women employees has

(Continued on Page 5)



*Women on the job. Top: Margaret Manwood (left) and Lena Harrick, wet machine operators. Centre are Cappers Rboda Auline (right) and Nancy Crowtber. Bottom: G. E. Imerson, on the Broke Beaters.*



*The all-wood, streamlined Mosquito, one of Britain's aces in the aerial war against Nazi Germany. Packing a lethal load of bombs, and capable of speeds in excess of most fighters, the Mosquito is one of the war's outstanding developments.*

**W**HEN Flight Lieutenant Harry Donkersley, D.F.C., returned to Powell River last month, he stated, in response to a question asked by one of the local boys: "The Mosquito is the latest

cut from the great north stands of British Columbia is hauled by barge and Davis raft direct to Powell River. In the Powell River sawmill the spruce is sawn and conveyed a few hundred yards to the Kelley Spruce

## The Mosquito Timber Goes Out

### High-grade Spruce from Powell River Keeps Our Aces Flying

thing in aeroplane construction. All the boys want to fly Mosquitoes."

It was with a modest sense of pride that we were able to tell Harry that his home town was in the "Mosquito business"—and that Powell River was one of the largest manufacturers in Canada of aeroplane spruce timber.

Today, the Mosquito is in massed production in Canada—and shipments of the vital spruce wood used in its construction are leaving Powell River regularly.

The famous Sitka spruce timber,

plant, where it is resawn to required sizes.

Timber grading in this plant is of the fine tooth comb variety. The graders scrutinize every piece that comes along the conveyor. The slightest blemish, the slightest doubt—and the piece is rejected. The graders know that the lives of thousands of Canadian boys, among them fellow employees, may pay the penalty of faulty or careless grading. Nothing but the finest and most perfectly grained "stick" is allowed through—and even



*Above shows the Mosquito before and during construction. Left: the loads of big-grade spruce timber are ready for shipment from Powell River. Right: Shows construction of Mosquito planes in a Canadian factory.*

*Three other views of the Mosquito from raw to finished stage are shown left. Top: The Mosquito takes on its bomb load. Centre: Head Grader Steve Drayton scrutinizes a spruce stick at the grading sheds. Bottom: The grading shed, where the big-grade spruce is checked through.*



then, careful re-checks of all aeroplane timber are again made.

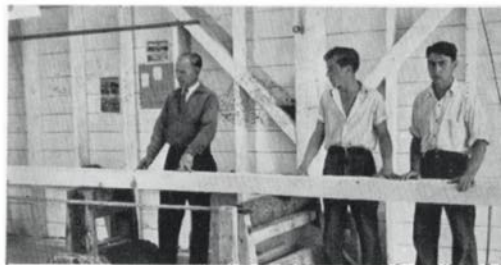
Superintendent Don MacGillivray, veteran of the famous Seaforths in the last war, has a high sense of personal as well as public responsibility in demanding perfection in spruce sorting—as have all the employees in this department.

“The boys are doing a job for us,” says Don—“and the least we can do is to guarantee them the best material in our power. And that is what we are trying to do.”

### **Women Perform Many Jobs**

*(Continued from Page 3)*

been very satisfactory. They have, for the most part, shown unusual alertness and surprising adaptability. They have responded to the careful instructions given by experienced workers and have proved themselves efficient replacements for our employees who are serving their country on the war fronts of the Empire.





*Bill Roberts, one of our oldest long service employees, shows off the new trucks used for paper handling on the wharf.*

**F**ROM time to time we have made reference to the resource and ingenuity of our plant operating staffs in maintaining plant operations in the face of wartime curtailment of essential materials.

Every day some new expedient must be adopted; some substitute must be found; a new experiment must be

## The Maintenance Substitutions, Economies Materials All in

tried; economy of vital materials must be the watchword. The plant wheels must turn and it is only by incessant watchfulness and the full exercise of skill, experience, co-operation and ingenuity that production may be maintained at the required level.

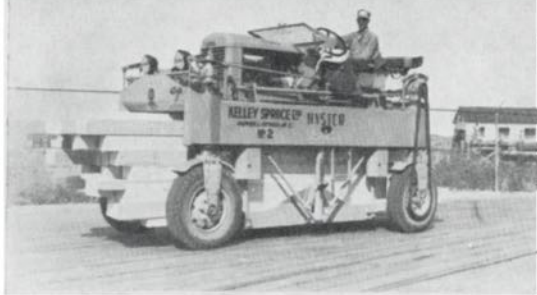
Today, for example, copper has a high priority rating among vital war materials. Yet copper is, or at least has been in steady demand by the pulp and paper industry. Manifestly, the curtailed supply of copper must be met with the use of substitute materials.

In the Powell River plant, considerable copper equipment has been re-



*Millwright Foreman Theo Caron stands beside the wooden rodded Decker Screen, which replaces the former copper rodded equipment. The use of wood rods, introduced by Theo, has maintained the efficiency of operations and curtailed the use of vital copper.*

*Assistant Beater Foreman Bill Cram (right) and Wally Norman (bottom left) use the new circular saw to cut up butt ends for repulping.*



*Modern Ross Carrier used for hauling of high-grade spruce at Powell River.*

placed by temporary, and in some cases, permanent substitute materials.

An interesting example of local practice has been the elimination of copper rods in the Decker Screens. There are many scores of these rods in each Decker, and when the rods were worn the entire Decker frame had to be discarded. Foreman Millwright Theo Caron developed the idea

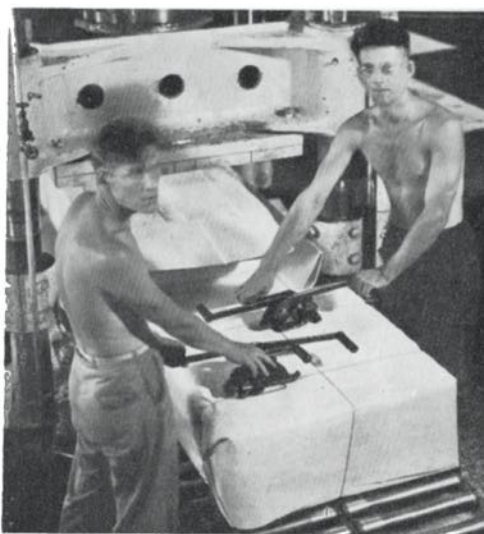
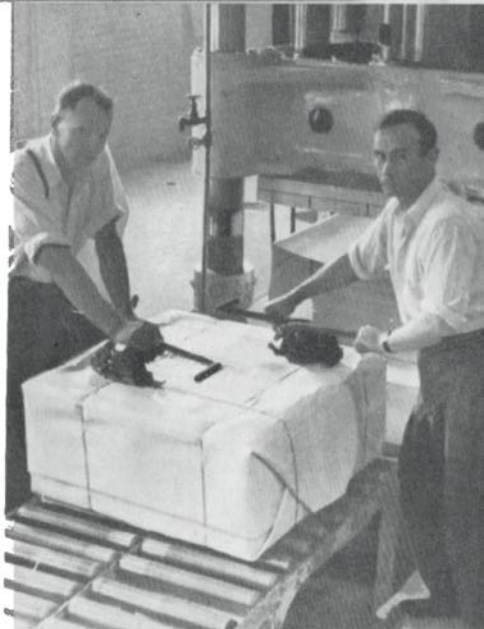
## Crew Carries On

### and Conservation of Vital the Day's Work

of using wooden rods in the Deckers. Along with Millwright Reg McGuffie, the wooden rods were installed in place of the valuable copper ones. The renovated Decker stood up to operating conditions; and all Deckers are now being similarly outfitted. In addition to the copper rods saved, the use of wood prolongs the life of the old frame and saves further valuable material.

Down in the Kamyr plant, Sulphite Superintendent Frank Hamilton is carrying on the conservation of vital materials. The wire strands on our sulphite bales have been reduced from

(Continued on Page 9)



*Top: Jim Rogers (left) and W. Devaney show the former method of packing sulphite bales with four strands of wire, now replaced by the three-strand bale.*

*Bottom: Bill Mattick (left) and Bob Court of the Kamyr staff, demonstrate the new three-strand pack for sulphite bales.*

THE month of August marks an anniversary in the history of Powell River. Thirty-two years ago, on August 1, 1911, the Powell River Company drew up its first newsprint contracts to start an association with the publishing towns of the Western Hemisphere that has endured and expanded through the years.

These original contracts were for 1912 only, and possibly there may have been hesitation or doubt in the minds of publishers over Powell River's ability to "deliver the goods" beyond that period.

## We Celebrate An Anniversary

### Many Customers Have Used Powell River Newsprint for Over Quarter of a Century

This Company was pioneering the newsprint field in British Columbia. The attempts to found a pulp and paper industry in British Columbia up to the start of construction at Powell River in 1910 had been failures—and public and private confidence was lacking. There had been several abortive, and frankly, not too sincere attempts to start this new industry in British Columbia. There had been considerable speculation in pulp leases which had been granted by the B. C. Government as early as 1901. Small pulp mills had been operated spasmodically at Swanson Bay and Port Mellon between 1909 and 1912. After a short term of life, they departed, temporarily at least, from the scene via the receiver route, through lack of energetic marketing, or insufficient demand.

The real history of the pulp and paper industry in British Columbia begins with the completion of the stable and permanent newsprint plant

at Powell River in the fall of 1911. In April, 1912, the first ton of newsprint ever manufactured in Western Canada was aboard a waiting freighter on the first lap of its journey to the publishing houses.

The story of Powell River, since these fledgling days of 1912, has been one of steady and uninterrupted progress. The stability and permanence of the new industry was immediately recognized and the 1912 customers renewed their contracts for two, three or four years. Today, most of these original customers are still using Powell River newsprint. Powell River had demonstrated its ability to "deliver the goods".

For almost a third of a century, through peace and war, both the newspapers and ourselves have faced and solved many serious problems. Both have grown in strength and stature. The press has taken a responsibility of growing importance to the people of its community and

nation. The extensive research, meticulous testing and pioneering in advanced manufacturing methods have won confidence in Powell River newsprint throughout the world. Powell River Company has on its list of users many newspapers with years of continued patronage:

10 customers, 30 years and longer; 7 customers, 25 years to 30 years; 2 customers, 20 years to 25 years; 12

customers, 15 years to 20 years; 9 customers, 10 years to 15 years; 11 customers, 5 years to 10 years; 12 customers, 2 years to 5 years.

We take this opportunity to thank our valued "old" friends for their past confidence, and to assure them and also our more recently added customers, that we will continue to do our utmost to give the best possible newsprint service and quality.

## The Maintenance Crew Carries On

(Continued from Page 7)

four to three strands (see inset). By judicious alteration of the packing, the three strands, now used on all Powell River export bales, provide the same protection afforded by the four-strand bale. Economy, conservation of material and maintained efficiency have gone hand in hand.

In the Beater Room, the old practice of cutting roll butts by axe power is being superseded by the method demonstrated by Assistant Superintendent Bill Cramb in the accompanying snap. Superintendent Bill Hutchison has installed a small circular saw and has modernized Beater Room logging.

The wharf, too, despite the hundreds of war shortages, is modernizing its equipment. The new "Jeeps", with their automatic lifting devices, are speeding up transportation along the wharf and saving vital manpower.

These are a few of the jobs being done and some of the equipment

added to keep our customers supplied with high-grade Powell River newsprint, despite curtailments, priorities or other retarding features.

## The Cover Picture

This month's cover, by Powell River Studios, represents a switch from personalities to scenery. It is a sun-down view of Willingdon Beach, showing the raft and the background of picturesque Malaspina Straits.

Willingdon Beach, officially opened and named by Lord Willingdon when he was Governor-General of Canada, is operated by the Company for the residents of Powell River. Situated amid quiet, beautiful and peaceful surroundings, it is a Mecca for our youngsters in the summer months. The Powell River Company maintains a Life Guard and Swimming Instructor from June to September, and mothers are assured their children will be safe and under supervision while at the beach.



*Members of B. C. Pulp and Paper Council photographed recently while visiting Powell River. Back row: Elmer Herb (left), Jack Nunn, H. Hunt, F. C. Garde, Jack Wright, John McIntyre, Mike Lotbian, George Smith, Bill Barclay, Jack Wilson. Seated: Jack Young (left), Bill Ray.*

## Visitors

### Many Old Friends Drop in During Summer

The summer months have afforded us the opportunity of welcoming many old and new friends to Powell River. Among recent visitors were Mr. and Mrs. Leo Chapman and daughter. Mr. Chapman is partner in Carter Rice & Co. of Seattle, and was formerly Sales Manager for Blake, Moffitt and Towne. He has been intimately associated for many years with the distribution of Powell River newsprint.

Another popular visitor was Mr. James Ritchie, assistant press foreman of the Edmonton *Journal*, and his son Donald. Mr. Ritchie has handled Powell River newsprint for many years, and is a great booster for our product.

Mr. A. R. McGill, account executive of Cockfield, Brown & Co. Ltd., Montreal, spent a week with us early

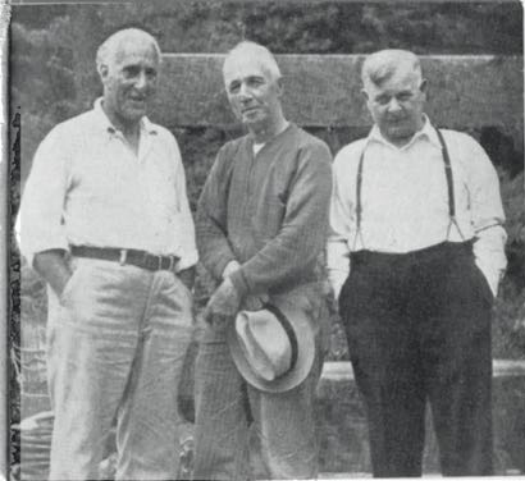
in August. Mr. McGill is adviser to the Joint Publicity Board of the Canadian Pulp and Paper Association and Newsprint Association of Canada.

Other summer visitors have included Mr. and Mrs. Edward Brooks of Minneapolis, and family; Mr. Bob Scanlon, San Francisco, and Mr. D. Hamilton, and Mr. C. Delbridge of the Vancouver *News-Herald*; Messrs. Geo. Cunningham, Ivor Crimp, Joe McMenimen, W. T. Whitehead and James Lightbody, well-known Vancouver business men; Messrs. D. Hartnell, Geo. McMartin and J. Worthington, of the Hammond Cedar Company; Mr. Geo. Stoune, of the Public Works Department; Mr. Galt, Sumner Iron Works.

The members of the B. C. Paper Distributors' Council were recent

(Continued on Page 13)





*Three thugs on the loose: John McIntyre (left), Jack Wright, Mike Lothian.*

three vagrants have appeared and re-appeared—and when they get together farmers lock up their daughters, liquor vendors (even in the glorious days of long ago) turned pale and counted their supplies, little children ran to their mammas, strong men stuffed cotton into their ears.

## Three of a Kind . . . Or Humanity Rampant

**T**HE picture on this page is one for posterity. Certainly it will be placed in the Powell River archives — and it is almost equally certain that the Vancouver Daily *Province* will demand a copy for their most exclusive morgue. It is by no means uncertain that Chief of Police Donald McKay may not have a very personal interest in the portrait.

We showed the snap to several old-timers around Powell River. "Undisguised Thuggery", "Rogues Abroad", "Crooks in the Sunshine", "Wolves in Shirt Sleeves", were only a few of the less vigorous comments that greeted us on all sides.

If a more lusty trio can be dug up among any of the publishing houses or paper mills on this fair coast of ours, then that publishing house or paper mill should get in immediate touch with the nearest police station.

For upwards of thirty years, these

That's the Terrible Three—John McIntyre of Powell River, Jack Wright and Mike Lothian of the Vancouver Daily *Province*. These three rascals were together on a trip up Powell Lake this month—and even the fish headed for the bottom of the lake.

In conclusion, we can't help weakening a bit. They are rather likeable old scoundrels, so we hoist a long one to you, John, Jack and Mike!

---

### Visitors

(Continued from Page 12)

guests at the Company Lodge on Powell Lake. Included in the party were: Lorne Graham, Barber-Ellis, of Vancouver, Limited; Harry Miller, Columbia Paper Co.; George Smith, Norfolk Paper Co.; Bill Ray, J. C. Wilson & Co.; Ken Davey, Coast Paper Limited; Elmer Herb, Westminster Paper Co.; Jack Nunn, Vancouver Pacific Paper Co.; Mike Loth-

(Continued on Page 13)



*Capt. Denny Green*



*Pilot Officer Doug Campbell*



*A.B. Walter Batterham*



*Trooper Gordie Datzell*

**T**HE Powell River district has suffered its first casualty in land fighting in the present war. It is with deepest regret that the district received news on August 10th of the death of Serg Zilnick. Serg, aged 21, who served with the

Over in England, local lads are riding the skies over Germany every night. Rex Baum, Aldo Bortolussi, Norman Johnston, Lionel Rorke, Martin Naylor, and a score of other boys from this district have been in the thick of these tremendous events that

## On Active Service

### Serg Zilnick Killed in Action in Sicily—Frank Foyston Wins the D.F.C.—Spud Takes a Jaunt to Africa

Loyal Edmonton Regiment, who, with the Princess Pats and Seaforths, were in the thick of the heavy fighting around Adorna. His father is employed with the Powell River Company, and is well known in the area.

#### Another Award

And from the Middle East comes word that Flying Officer Frank Foyston has been awarded the Distinguished Flying Cross for meritorious service. Frank went overseas in 1941, flew over Germany, and was later transferred to the Middle East Command. He has been shot down or crashed at least five times, and has been in upwards of two score operational flights. He joins Flight Lieutenant Harry Donkersley as another Powell River fighting ace.

are weakening enemy production and morale.

#### The Price of Freedom

We have paid the price of freedom. Twelve of our finest youngsters have paid the supreme sacrifice under Continental and British skies.

Out in Sicily, more Powell River boys are in action with the Seaforths, with the Artillery, with the Tank Corps and with the Navy and Air Force.

#### Spud Gets Around

Last week, Flying Officer "Spud" Raimondo dropped in for a brief visit, with his prospective bride. Since his last visit, Spud has been around. He has ferried bombers across to Africa and has had some exciting and anxious moments.



*Instructor Flying Officer "Spud" Raimondo (centre) of Powell River, and a group of Australian and R.A.F. boys who are taking their training under "Spud".*

The pace of conflict is quickening all over the globe. The lull before the storm hangs over the battlelines of Britain, of Africa, of India. In the

are facing grim days. Let there be no mistake about this. There is nothing academic for Powell River in the picture now. It is a sternly personal issue, with hundreds of our sons preparing to give everything they have for the country and home they love.

Let us remember this. Let us remember what our boys are facing in these perilous days. There can be no letting up, no facile optimism, no relaxation in our war effort or war thinking, while 300 Powell River boys



*Left to right are two well-known brothers who have brought credit to Powell River: Sergt. Geno Bortolussi, who has won for the second successive year the sprint championship of the Canadian Army Overseas, and Sergt. Aldo Bortolussi, who bombed Hamburg three times and was in the last big raid on Mannheim. Right are two well-known Powell River brothers, Cpl. George Rennie and LAC Dave Rennie. George is overseas and Dave expects to follow shortly.*

months ahead, the entire strength of Canada overseas will be hurled into action. For all of us there will be proud, yet anxious days. Nearly 300 Powell River boys, exclusive of Navy personnel, are in the Armed Forces overseas, poised and ready for the decisive months to come.

Inevitably, the war is and will be in our midst to a greater degree than ever before. The best of our men are facing grim ordeals, and we at home

are facing the grimmest and most decisive hours in history.

### Visitors

(Continued from Page 11)

ian and Jack Wright, Vancouver Province; Jack Young, Pacific Mills Ltd.; F. C. Garde, Empire Shipping Co.; Wm. Barclay, Powell River Sales Co.

BUY WAR SAVINGS CERTIFICATES.

## Around the Plant and Townsite



*Ed and Dave*

Above are two of Powell River's inveterate fishing fraternity, Eddie Manion and Dave Evans. Ed and Dave took themselves, their boat and fishing truck to Campbell River—home of the giant Tyees. Ed caught the big fellows shown above.

\* \* \*

While on the subject of fish, Assistant Superintendent Walter Snyder of the machine room carries off honors for the best specimen taken from Powell Lake this year. Weighed over seven pounds, but a young trout was discovered inside—and the dressed weight reduced to six pounds. Still a sizable trout.

Most of the office staff wish the government would ration rope. It would definitely curtail the odoriferous menace of that stove pipe Bill Parkin smokes around the corridors. Talk about your smoke bombs and German gases!

\* \* \*

We aren't going to say much about those Sulphur Gulch beards that have frightened the wits out of half the youngsters in town—and even had the local police investigating some of our best citizens as suspicious characters. Somebody saw Tommy Murphy walking along Ocean View and immediately phoned the police office. Sam Jackson narrowly escaped a similar fate—and Bud Railton was almost hailed before the beak as a Balkan anarchist. Anyway, the pictures will probably appear in our next issue, and the worst will be known.

\* \* \*

Wonder what Russ Cooper and "D. A." would look like, the former with a Mike Levinsky trim and D. A. with a Van Dyke. Oh, well, nobody will ever know, but it would be an interesting experiment.

\* \* \*

Rome has just been declared an open city by the Badoglio Government. The old adage that "All Roads Lead to Rome" will be well exemplified in the next few weeks. The traffic jam on the roads to Rome will make a New York policeman pink, yellow and green with envy.

## Vancouver Office Notes

Roy Foote and Harry Grant were in Powell River during the month. Roy is still in a semi-convalescent stage, since his trip to Vernon with the Reserves in June. The biggest laugh of his trip came when he told several members of E Company that the Seaforths had made the best showing of any outfit in Vernon. "If Roy heard what the battle school instructors said about the Seaforths," remarked Andy Kenmuir, "he wouldn't have the nerve to admit he belonged to the outfit."

And Tip Garvin, Ireland's gift to Canada—and a very welcome gift, we are forced to add—has recently returned from a holiday spent around the Big Bar ranch in Clinton. Tip wore spurs that jingle-jangled, rode horses that snorted—and took long moonlight rides with romantic cowboys. She was right at home on the range, and, boy, when she came around that mountain in the moonlight with her cowboy, there was springtime in the Rockies. From all accounts, Tip roped in a lot of things beside steers. Good roping, Tip!

\* \* \*

Bill Barclay, manager of the Sales Company, was up Powell River Lake for a few days with some publishing house representatives. But we have seen the pictures of that trip—and gently draw a kindly veil over the picture—and turn in the usual report:

"Mr. William Barclay, manager of the Sales Company, accompanied a group of visitors up Powell Lake. Mr.

Barclay later returned to his desk in the Vancouver office."

When somebody told Lockie Campbell the British had captured Syracuse, he waxed hot in indignation. "What the blazes do those fellows think they are doing," growled Lockie. "Syracuse has the best hockey team in that league—and is a forum for the Maple Leafs."

\* \* \*

When somebody asked Don Allan last week if he thought the Bourbon dynasty would be restored in Spain, Don replied with a shudder: "Don't care what they do in Spain as long as they don't import the stuff into Powell River. The Rye and Scotch dynasty is good enough for me—and that goes for the entire cricket club."

\* \* \*

Congratulations to Bob Fletcher and Johnny Williams on their fine achievement in winning the Oakland doubles trophy at the B. C. Lawn Bowling championships, held in Vancouver. The "Oakland" is one of the major trophies of the annual championships, and the victory of the two Powell River lads was won against some of the best bowlers in the province. These two experts also went to the semi-finals of the Wee McKay doubles, emblematic of the British Columbia championship. The Powell River rink, consisting of Bob Fletcher, Johnny Williams, Walter Haslam and Arthur Richards also went to the semi-finals in the Bowser Rinks—the B. C. rink championship award.



*Miss Canadas, who helped put Powell River's "Stamp Out the U-Boat" campaign well over the top. Left-right: Misses Kay Lawrence, June Fullerton, Noreen McPhalen, Lois Baynton.*

## Powell River Stamps Out "U-Boats"

### Local Miss Canadas Exceed District Quota

**P**OWELL RIVER'S duty in the recently concluded "Stamp Out the U-Boat" was to buy enough stamps to drop five depth charges.

In a brief campaign, the district went over its quota, and to make a good job of its depth charging activities, included a sixth for good luck.

The credit for the success of the drive goes largely to those four energetic young Miss Canadas, shown above. Kay Lawrence, June Fullerton, Noreen McPhalen and Lois Baynton. These youngsters, in their natty cos-

tumes, did a rushing stamp business at the banks and stores on pay day. Public institutions, stores and banks, all contributed their share—and Powell River again went over the top in another community war effort.

It is hoped that the depth charges purchased will find their way to ships on which Powell River personnel are serving. Our naval boys, over 100 of them, have already contributed their share in knocking out U-Boats—and we have no doubt, they will take special care with the six new ones sent from the folks at home.







# POWELL RIVER DIGESTER



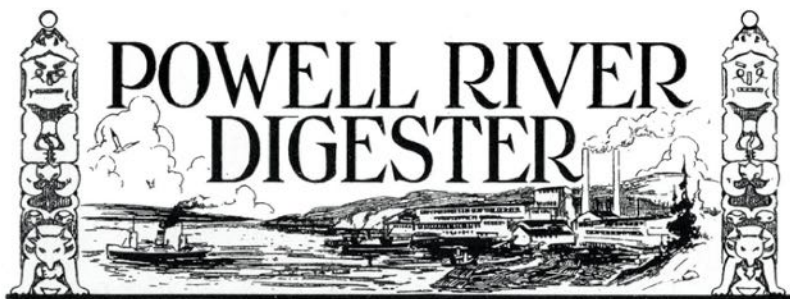
Vol. 19

SEPTEMBER, 1943

No. 9







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

*Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.*

VOL. 19

SEPTEMBER, 1943

No. 9

## THE PURPLE BAND



A distinguishing external feature of a wrapped roll of Powell River newsprint is the conspicuous PURPLE BAND which runs around the top and bottom of every roll. The PURPLE BAND is a distinguishing mark of Powell River newsprint, and is recognized wherever it appears on its widely extended journeys.

To keep in step with our newsprint, the PURPLE BAND will in the future be used on the front cover of THE DIGESTER.

This band is now a recognized hallmark of quality in the newsprint world, and is symbolic of one of Powell River's well-known pulp and paper products. As such, it will be perpetuated on the front cover of all future issues of THE DIGESTER.

## Thanks, Mr. Churchill!

**A**S we enter the fifth year of war, the peoples of Canada and the Empire, and indeed of all the United Nations, move forward with relief in their hearts and confidence in their bearing. It has been a long, uphill pull. We have planted our feet firmly on the long but straight road that leads to victory.

In this issue, THE DIGESTER pays its tribute to that great man, who, more than anyone else, is responsible for

awaited the inevitable. The wolves and jackals, licking their chops, prepared to divide or fight for the carcass. Within the Empire itself there was anxiety and uncertainty.

Men's minds were stunned by the catastrophe of France. Within the ranks of the British cabinet, flutters of bewilderment and doubt were not absent. The flutters were even more pronounced in the congressional and senatorial halls of the United States.

### A Bulwark in Our Darkest Days, and a Leader in the Hour of Victory

our successful survival, for the maintenance of our will to victory, for guiding us through the Stygian blackness of 1940 and 1941, for leadership unparalleled in the history of mankind.

And so, to you, Mr. Winston Churchill, gallant old warrior that you are, we dedicate, on the anniversary of the fifth year of war, our Active Service column for the month.

How many of us living today will ever forget that terrible day, June 17, 1940, when the great Empire of France, torn from within and assailed from without, collapsed.

Britain and the Empire stood alone.

In the long history of our people, there had never been a more grim or more sombre hour. Never had the shadow of defeat and disintegration hovered so darkly over the British Empire.

Fascinated, fear-stricken neutrals

This was a moment when the slightest betrayal of fear or indecision on the part of our leaders would have been disastrous. Never had the scales of British history been more delicately balanced. A single false note—a second's faltering, and the balance would have tipped.

It was a moment for great and inspired leadership. It was your moment, Mr. Churchill, and you, valiant descendant of the great Marlborough, were faithful to your trust. Your words, on that dark day, will rank among the inspired orations of history . . . ***"We will fight on the beaches, on the landing places and in the streets . . . we will fight on the hills . . . we will never surrender."***

And high on the British masthead, beside Nelson's famous signal, you nailed another message that has in-

spired this generation as it will inspire countless future generations of Britons:

***“Let us so conduct ourselves that if the British Empire lasts for a thousand years, men will say, ‘This was their finest hour.’”***

The spirit of Britain and the Empire leaped exultantly to your challenge. Men’s hearts beat faster. Chins went up. The wolves and jackals hesitated, held back. The “jitters” of the neutrals became less pronounced.

Here was the call for which, subconsciously, we had all awaited over twenty drab years. Here was the voice of the old bulldog breed, the call of a fighter to a fighting race. It plunged deep into the soul—a soul which had nearly been stifled by a dreary succession of mediocrities and muddled leadership. Your words brought back memories of a thousand years of glorious achievement. They warmed again the cold cockles of our national pride. In the ghostly community of the Styx, Drake and the Earl of Chatham must have exchanged happy smiles.

You shattered, with one devastat-

ing sweep, the fashionable, depressing mentality that for twenty years had made of honest patriotism a thing to be ashamed. You stripped away the sickening cynicism that for two decades had blighted the soul of our youth, the demagoguery that had softened a great people, in a hard world.

“It is a glorious privilege,” you said, “to fight for one’s home and country”—and an entire Empire echoed a startled “Yes, by God, it is!”

You spoke as only Winston Churchill, with his uncanny sense of the progression of history, could speak—and the spirit of an unconquerable people rose to follow an unconquerable leader.

In the terrifying maelstrom that almost overwhelmed us, we found our souls—and our leader.

And so to you, Mr. Winston Churchill, as we set foot on the path that leads to Victory and Liberation in this, the fifth year of the war, we say simply and sincerely,

“Thank you, Sir!”

Sergeant: “Take off that gas mask.”

Rookie (indignantly): “Hey! That’s my face.”

Lieut. J. Blacklock



PO B. Gallicano



Pte. Len Taylor



AW1 Betty Parkin





*The first instructional school for women aircraft workers in Powell River. The women above are taking a preliminary course of three weeks before starting in on the manufacture of aeroplane parts.*

## New War Work For Powell River

### Bomber Parts Now Being Assembled Locally

**F**URTHERING the Company's policy of utilizing to the fullest extent their facilities at Powell River for war work, arrangements have now been made with Boeing Aircraft of Canada Limited to carry out assembly work on bomber parts.

In order to prepare for this work, the Company has started a training school, under supervision of the Government War Emergency Training Schools. Approximately twenty-five employees, most of them women, are now undergoing preliminary training. This is only a beginning, and as efficiency increases, several score more employees will be added to the muster roll.

The work is being carried out in one of the Company paper storage

sheds, which is being refitted to provide suitable accommodation for both men and women employees.

The sub-contracts to assemble important bomber parts are a definite expansion of existing facilities. Today, our skilled machine and mechanical labor is taxed to capacity with the manufacture of essential pulp and paper products and direct war work. It is interesting to observe that almost one-half of our machine shop labor is consumed directly in the man-

ufacturing and processing of war orders. The bomber parts contract, therefore, involves the training and instruction of additional craftsmen.

Many applications are being received from local women for employment in this new war contract, and these will be absorbed as fast as they can be trained. It will be the policy of the Company to exhaust the local supply of applicants before bringing in help from other quarters.

The sub-contract to assemble aeroplane parts is attracting many local women, who hitherto have not rushed to secure employment. Powell River is so well and creditably represented in the Air Force, so many of our sons are flying on the Empire's battlefronts, that local women find in this type of employment a direct means of supporting their sons or brothers who fly the skyways of Europe, Africa, India and Ceylon.

## Laboratory Keeps Ahead In Research

### Technical Staff Studies Post-war Problems

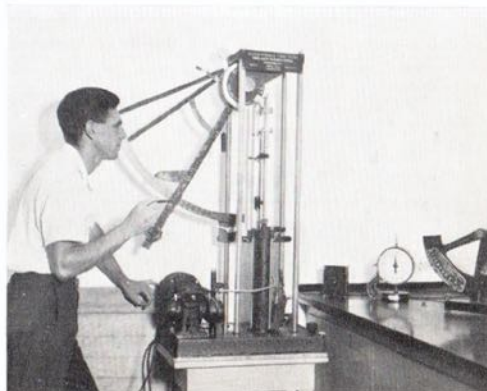
In the past three decades, Powell River technical control men have made substantial contributions to the development of the pulp and paper industry in Canada. Under the direction of Control Superintendent Harry Andrews, and Plant Chemist Dick Bledsoe, our research and control equipment and facilities have expanded steadily in recent years. The construction of the new laboratory building two years ago, and the installation of the latest in scientific equipment, has accelerated this expansion.

Despite the many problems and the many headaches—inevitable accompaniments of a nation at war—our research and control department has successfully carried out two basic principles: the maintenance and continued improvement of the high grade quality

of paper products bearing the Powell River label, and a research policy that carries forward into the post-war years.

Today, many experiments are being undertaken that may well have a vital bearing on the use of basic raw materials for paper making; plans and research, designed to utilize waste material, are well advanced; at the same time, in the face of material restrictions the day by day requirements and demands of our customers are being satisfactorily met.

*Frank Dickson, of the Laboratory Staff, carries out a tensile strength test on a Powell River product.*





*Piles of Powell River  
high-grade Sulphite  
Pulp in the storage  
sheds.*

## Powell River Pulp Assists War Effort

### Local Product Used in Many Diverse Phases of War Manufacturing

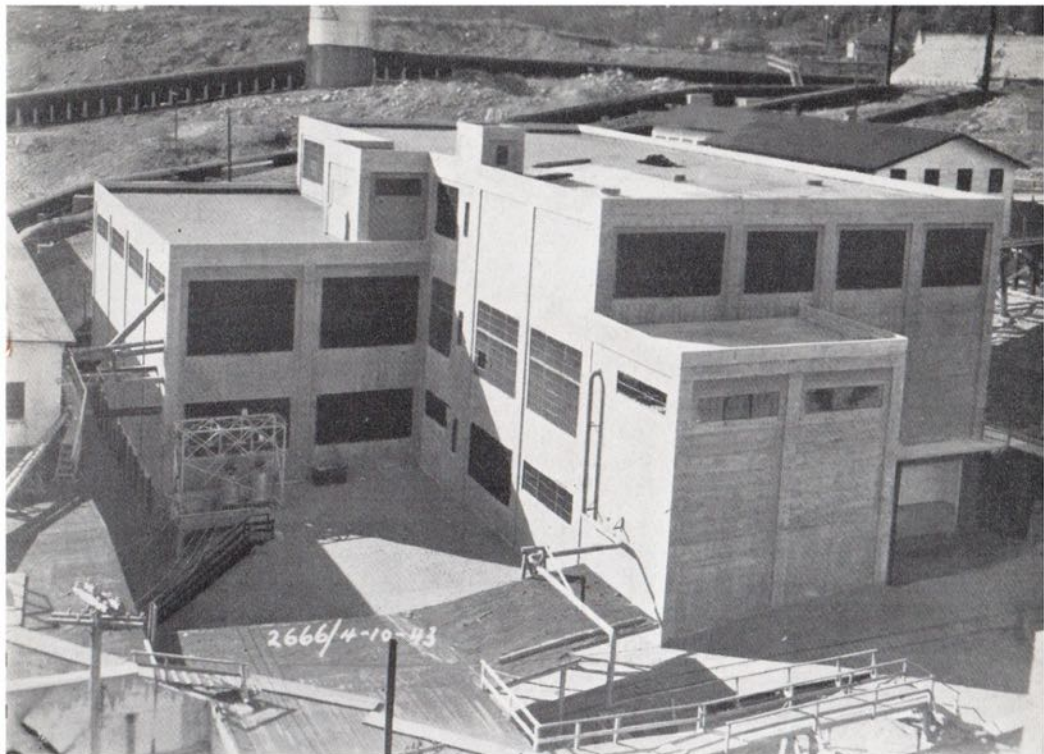
**T**HE need for wood pulp on the North American continent is, today, far in excess of the available supply. Coincident with the alarming shortage of pulp wood, has come the tremendously increased war demands for pulp and paper products. Every ounce of pulp produced finds a waiting user—a demand which expands daily as the United States War Juggernaut swings into its full stride.

Many paper makers and paper mill workers, with eyes fixed on mammoth piles of steel-cased shells, rows of iron and steel tanks, aeroplanes, guns, precision instruments, have afforded little thought to the importance of their own product in the direct fabrication of the instruments of war.

This is as true of Powell River as elsewhere. Here, we are familiar with the big piles of high-grade spruce lumber which goes into the making of the Mosquito and other British planes. But the thousands of bales of pulp and other paper products seem somehow less tangible and often difficult to associate with the more spectacular instruments of war.

Today, Powell River strong unbleached sulphite pulp is used to make paper and board, in the United States as well as Canada. Paper and cardboard made in Powell River packs food and medicine for the Armed Forces, carries their shells and ammunition, provides the basis of countless other commodities of war. How many of us know that pulps are used in the nitrating into explosives, making plastics, substitutes for metal, component parts of electrical apparatus, military radios, Air Force housings, etc. And in the manufacture of such wide and varied essentials as synthetic fibres (rayon), fragmentation bombs, cargo chutes, aerial delivery chutes, mosquito net-





*The newly-completed sulphite plant at Powell River, considered one of the most up-to-date and modern on the continent. The erection of this building has facilitated and improved the quality and quantity of Powell River's pulp output.*

tings, powder bags, gas protection capes and helmets, various types of clothing for the Services, including paratroop jump suits, shirts, uniform linings, identification badges, hospital wadding and surgical dressings, etc., pulp is an integral ingredient.

The above does not take into account the hundreds of essential uses for Paperboard, Building Boards, Newsprint and other papers.

The maintenance of an adequate supply of pulpwood is unquestionably essential to the continued and efficient war effort of this continent. The fact is appreciated by the U. S. Government, whose agencies have stated that "the end of 1943 will see utilized 70 per cent of synthetic fibre production for front line war uses. The bal-

ance, Civilian Supply Agencies state, is far below rock bottom necessities for civilian use."

In the production of strong unbleached sulphite pulp—and indeed in the production of all other pulp and paper products, Powell River employees are making a direct and vital contribution to the United Nations' war effort.

---

A woman arrived for the wedding late. As she came rushing up to the door, an usher approached her for her invitation.

"I have none!" she snapped

"Are you a friend of the groom?" asked the usher.

"Certainly not!" the woman replied. "I'm the bride's mother."



*Above are fifteen of the first women employees to enter the service of the Powell River Company, just one year ago. They are, top row: Elizabeth Cameron, Beatrice Raby, Agnes Johnson, Anne Macaskill; second row: Ada Grabam, Margaret and Barbara Manwood, Ruby Eutner; third row: Gen Waugh, Audrey Bissett, Arline Huxter; fourth row: Ruth Cattermole, Florence Douglas, Margaret Bestwick, Betty Smith.*

Mrs. C. R. Marlatt (right), director of the "Jam for Britain" campaign, is shown at work with her assistants.

## More Jam For Britain

### Local Ladies Continue Canning of Overseas Shipments

WHEN the debits and credits of this war are completed by the inevitable swarm of demon statisticians, the work of our women volunteers on the Home Front may receive its just place in our War Effort.

Certainly this contribution has been tremendous. The accumulated war hours worked by the thousands of women voluntary workers has diverted many thousands of men from non-essential war work. The millions of sweaters, socks and comforts of all kinds, sewn or knitted by the women, has enabled our rolling mills to use their labor for the production of vital war commodities. The efforts of our women in hospitals, in canteens, in a hundred and one varied and widespread activities are truly gigantic and impressive. In Powell River, our women are carrying on with their sisters throughout the Dominion. This month, a very important activity is under way, as the local Red Cross Branch supervise the big annual shipment of jam for Britain. This year, under direction of Mrs. C. R. Marlatt, the jam makers hope to exceed their record shipment of last year.

It is no easy task, the business of jam making. The fruit has to be picked, and all this is done by volun-



Local Red Cross members picked, made and canned over a ton of jam, which will be sent overseas and distributed through Red Cross agencies in Britain.

tary labor—and anyone who thinks that assaulting a vine of the cultivated blackberry is an easy job hasn't tried this particular form of commando training. Private individuals, members of the I. O. D. E. and other local organizations have assisted the Red Cross; farmers, land-owners and tenants have donated their crops; residents, despite the paucity of gasoline, have loaned their cars. Mrs. Marlatt, Mrs. Jean Foote, Mrs. S. Dice and their assistants have devoted several weeks of willing labor.

It is a fine job these ladies have done and are doing, but it is only one in the ceaseless round of daily activities that feature Powell River at war.



*Above, Mr. Harold S. Foley, president of the Powell River Company, is snapped at Powell River with members of the Boren Congressional Committee, who visited Powell River on August 28th. In the above group are Congressmen Richard Harless (left), Lyle H. Boren, Harold S. Foley, Lindley Beckworth, Elton J. Layton and O. T. Smith.*

## Boren Congressional Committee Visits Powell River

ON Saturday, August 28th, Powell River was highly honored by a visit from a group of well-known United States Congressmen. The party consisted of Congressman Lyle H. Boren of Oklahoma, chairman, and Congressmen Richard Harless of Texas, Lindley Beckworth of Arizona, and Mr. Elton J. Layton, publicity agent, and Mr. O. T. Smith, secretary. Another member of the committee, Congressman Chas. A. Wolverton, was unable

to accompany the party to Powell River.

This special committee was unanimously appointed by Congress to investigate and report on restriction and curtailments placed in the Canadian Pulp and Paper industry by the demands of war. The shortage of pulp and paper products in Canada has been the subject of discussion and study in the United States Congress, and the subject was vital enough to cause the appointment of a special

congressional committee to visit Canada and meet with Canadian Government and paper industry officials. After a most extensive survey of the industry, both in the Eastern States and in Eastern Canada, the committee came to the West Coast to gain first-hand knowledge of the situation in British Columbia, and are returning to Washington by way of the Pacific Northwest.

Accompanying our distinguished visitors were the Honorable A. Wells Gray, Minister of Lands for British Columbia; C. D. Orchard, Chief Forester; Harold S. Foley, President of Powell River Co., and Mr. J. A. Young, Vice-President of Pacific Mills Limited. At Powell River the party was welcomed and conducted on a visit through the plant by Resident Manager D. A. Evans and General Superintendent Russell M. Cooper.

Despite their short stay, and even despite the weather, our visitors found much to commend in the organization, equipment and shipping facilities offered at Powell River. Congressman Boren, interviewed locally, stated:

"Workers in the pulp and paper industry in the United States are exempt from military service, because maintenance of the industry's progress is considered essential to our war effort."

Congressman Boren went on to state that the business of his committee was to insure that as far as possible, the Canadian supply of pulp and paper products, on which the

United States must depend, would be maintained, or even improved.

We feel sure that as a result of this investigation, and other factors being brought to light in Canada, the Canadian newsprint industry and Canada as a whole will find the position it deserves both in wartime and in the post-war world.

Congressman Boren and his party left Powell River by plane early Sunday morning for Vancouver and Victoria.

---

### Company Director in South Pacific

We received an interesting news item from our Vancouver office, telling us that Lieut. Commander J. Glen Sample, director of the Powell River Company, has been transferred from the U. S. Naval Training Station at Great Lakes, Illinois, to the Amphibious Forces in the Southwest Pacific. Mr. Sample has paid frequent visits to Powell River, and is well known to many employees.

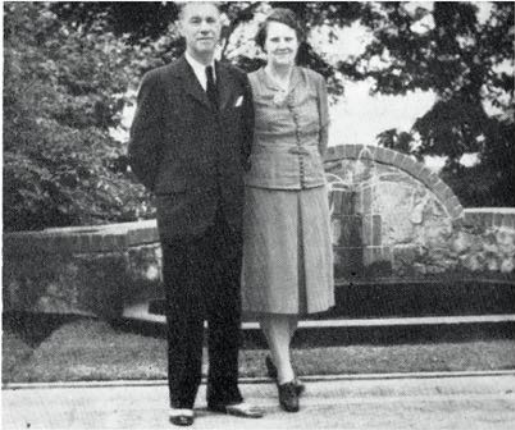
---

Two Nazis were standing on a street corner in Berlin. They noticed a man coming down the street.

"Look at that guy," said the first one. "Has he got a dumb look on him. Just like an idiot. Look at the hair dangling over his eyes like a Shetland pony."

"What are you saying!" snapped his friend. "That's Hitler!"

"You know," said the first Nazi, "It's a funny thing—on him it looks good."



*Mr. R. Robb, business manager of the Edmonton Bulletin, and Mrs. Robb, photographed during a recent trip to Powell River.*

**I**N addition to our distinguished guests, the Boren Committee, several other interesting groups visited Powell River during the past month.

The Regional Director, Gasoline Rationing, for the Oil Controller of Canada, Major P. A. Curry, and Mrs. Curry, paid us a brief but enjoyable visit.

We were very pleased to have Mr. and Mrs. Robert J. Robb of Edmonton, Alberta, for a short visit. Mr. Robb is Business Manager of the *Edmonton Bulletin*, one of our oldest customers. We have known Mr. Robb for many years, but it has been fifteen years since his last visit. During that time he has not lost the twinkle in his eye, nor the slight Scottish burr on his tongue. Mr. and Mrs. Robb came up on the day boat from Vancouver to see part of the wonderful British Columbia coast. Mr. Robb saw many changes in Powell River, but remarked that the Powell River quality and service have been maintained. We hope they will not permit another fifteen years to elapse before they visit us again.

## Visitors

A party representing many well-known industrial firms of Seattle, Wash., spent several days up Powell Lake as guests of the Company. The group included Ben S. Merritt, Western Traffic Manager, Great Northern Railway; Harry Hill, Carnation Milk Co.; Dick Allen, I. F. Lauks, Inc.; Lewis Craigen, Craigen Machinery Co.; Douglas Ball, Prine Machinery Co.; Ernie Ketchum, Ketchum Wire Works; George Adams, Adams News Co.; Van McKenney, McKenney Electric Co.; E. E. Tietjen, Great Northern Railway, all of Seattle; A. H. Hebb, General Agent, Great Northern Railway, Vancouver, and Oswald Crawford, our Traffic Manager, accompanied the party from Vancouver. Unlike many of our visitors, this party made no bones about the purpose of their visit. They stated they came to Powell River only with one purpose in mind—to pull out



*Mr. E. W. Harvey, of the Canadian Pulp and Paper Association Wartime Machine Board, was a recent visitor to Powell River.*

of Powell Lake as many trout as possible. We have not seen any figures of the "catch", but can assure our many fisherman friends there are still a few trout in the lake.

A party from Boeing Aircraft of Canada Limited included Mr. Jay Morrison, General Manager; Mr. John McGraw, Assistant General Manager; Mr. C. R. Rawlings, Assistant to the General Manager, and Mr. George Stenhouse, General Superintendent.

An inspection of the new Duck Lake Reforestation project near Powell

River was made by Mr. C. D. Orchard, Chief Forester for British Columbia; Mr. J. G. MacDonald, Assistant Forester; Mr. H. J. Hodgins, Assistant Forester, accompanied by Mr. A. Olzendam, Head of the Public Relations Department of Weyerhaeuser Timber Company, and A. W. DeLand, Forest Manager of Powell River Company.

## The Cover Picture

### Powell River Girls Carry On in Industry and in the Services

This month's cover picture, by Powell River Studios, is symbolic of the contribution of Powell River women to Canada's war effort. Each of the three girls are daughters of well known Powell River Company employees, and each of them has taken the place of a man in industry and in war.

In the centre is Mrs. Jack Leclair (*nee* Joyce Sadler), daughter of Vernon Sadler of the machine room. Joyce is the third generation of Sadlers to work for the Powell River Company. She was the first girl employed in the machine room, releasing an employee for direct war service.

Left is Miss Jean Dunlop, daughter of Mr. and Mrs. James Dunlop. Jean was a popular member of our younger set, and her father, now on the town-site, has been 19 years with the Company. Prior to her enlistment in the Canadian Women's Army Corps, Jean was employed in the Powell Stores. Today, along with 35 other Powell

River girls, she is helping release men for front line service.

Right is Miss Joan Tomlinson, daughter of Mr. and Mrs. Alan Tomlinson. Alan has been with the electricians for the past 14 years. Joan was formerly employed by the Powell River Company as a business machine operator. Today, another girl is being trained to replace Joan, who in turn as a member of the Women's Division of the R.C.A.F. releases yet another physically fit male for active service duties.

With over 100 women employed in the plant, with 810 of our male and 35 of our women residents in the Armed Forces of our country, Powell River takes a just pride in the contribution of its manhood and womanhood to the war effort of Canada.

"No, I can't see you on Thursday. I'm going to be operated on and I'll be sewed up for the rest of the week."

## Around the Plant and Townsite

THE cohoes and springs are running off the coast, and local residents are hauling them in by the bucketful, or nearly by the bucketful. From the look of things, half the households around Powell River will be eating canned salmon this year. What if you don't like salmon? We dunno.

\* \* \*

Hal Gwyther has been pulling in five- and six-pound cohoes consistently. Caught nine in one day, and at the time of writing, the average is being maintained. The Straits are thick with fishermen these nights, and even Arthur Woodward, not by any means one of the select corps of fishermen, caught a ten-pounder. That's how easy it is to take 'em out.

\* \* \*

The old stand-bys, Dave Evans and Alan Tomlinson and Mrs. Tomlinson are still on the job, and doing fairly well. Dave, a worm and fly man, is a bit sheepish about hauling them in via the troll route—but then Dave is a Welshman, and there is a long, cruel winter in front of us.

\* \* \*

The prize story so far centres around the Arthur Woodward catch. Arthur, enjoying the scenery, didn't notice the bend on the line when the salmon struck. He rowed along, and his line caught among some kelp on the bottom. He hauled it in, to find a ten-pound salmon on the end—dead! The fish had been drowned!

\* \* \*

The victory gardeners are now reap-



*The above represents the third generation of Powell River citizens. They are the four sons of Mrs. Robert Bryce (nee Wilma Sadler). Mrs. Bryce's father was an old-time employee of the Powell River Company, and her two brothers, Evan and Vernon, have been employed by the Company for nearly thirty years. Mrs. Bryce, whose husband is in the Navy, is employed in a secretarial and dispatching capacity in the plant. The four boys in the above picture are: back row, Buddy (left) and Leonard; front row, Kenny and Donnie.*

ing the harvest. The tomato crop is one of the most extensive in years, and fellows like Eric Stenstrom, Alec Knudsen, Jack Smith and Pete Jack and Ned Sweeney—and 500 others—are eating regularly now, and along with the other vegetables, have canned enough for a winter's vegetarian paradise.

\* \* \*

Powell River "E" Company, B.C. Regiment (R), have nearly completed their Wildwood range, and with a bit of luck, the local troops will be firing live ammunition into the butts within



a month. Last week-end the boys poured the concrete base for the targets, and completed the cement walk behind the butts.

\* \* \*

Warren Gayton and Dick Bledsoe alternated as cement mixers. They looked as if they both had been dragged through a dust storm, and then dropped in a Powell River sand heap. Harry Andrews picked a soft spot for himself. His job included turning the mixer handle over every four minutes.

\* \* \*

Sid Burn, Jack Tunstall and Monty Cattermole hauled the concrete buggies, the worst bull job of all. The usually dapper Jack Tunstall looked so natural on the concrete job that somebody started talking a foreign language to him. When Jack replied "Me no speeka da English," there was nearly a riot.

\* \* \*

The new range has been built to Army Engineering specifications, and is a highly creditable job by the men of Captain Checkland's command.

\* \* \*

Possibly by the time this issue reaches press, the Sulphur Gulch beard contest will be over—much to the delight of a score of wives, a few sweethearts, and 99 44/100 per cent of the population. It certainly gives you an idea what our grandmothers had to face and overcome. The more one sees of these beards, the greater our respect for grandma and her iron constitution.

\* \* \*

The combined Union Sports at

Willingdon Beach saw some of our great outdoors' men in real action. As most of the prizes were around the \$10 and \$15 mark, their efforts are easily understandable. In the biggest grunt and groan contest of the day, the log bucking contest, Dave Preiss of Cranberry sawed his way to victory over Vic Price of the machine room, in 3 minutes, 30 seconds. Vic took 15 seconds longer to do the job. Larry Husband was third, with a 4:05 performance, and Hibbert Long and George Nassichuk went through the log in a dead heat, time 4:10.



*Walter Snyder, snapped with a month's prize-winning trout, captured during the recent foremen's picnic.*

And just in case any of you fellows who used to throw horseshoes still think you are good, don't make any rash statements until you look over Ed Thompson and Joe Derton, not to speak of Sam Roberts. Ed tossed nine ringers out of thirteen shots in the singles, and the other lads were only the odd jump behind.



This page is devoted exclusively to the dissemination of information to assist our GOVERNMENT in explaining the purpose and working of the many and varied regulations necessary under WAR conditions.

**T**HE fight against inflation, which Canada is waging with success unequalled in any of the warring nations, is today one of our major problems on the Home Front. The enforcement of this policy is impossible by coercive administration alone; it must have the full support of the Canadian people if it is to function efficiently, and avoid the calamitous effect of spiralling wages and prices. All of us, if we are sincere in our determination to fight on the home front as our boys are fighting on the battlefronts, must accept the restrictions and exercise the self-discipline and restraint necessary to obtain the full benefits of victory.

What does inflation mean? Here are a few examples, culled at random from present and past experience:

**Here is how Price Control works to the advantage of the wage-earner:**

How far can \$50 be made to stretch? Housewives who remember the inflation year of 1920 know that, when prices skyrocketed, \$50 has not much buying power.

In London, Ont., a large department store recently made up a window display to show what happens when prices are allowed to get out of hand. The display showed that, in the infla-

tion year of 1920, shoppers paid \$23 for 100 pounds of sugar, \$21 for 100 pounds of rice, \$6 for 100 pounds of potatoes. This comes to \$50.

Today, in the fourth year of the war, under price control in Canada, a housewife can buy the same amount of sugar, rice, and potatoes, **and 92 other articles for the same \$50.**

**Not far from home, we can find similar high prices prevailing where no price ceiling is in effect. Here is what is happening in Newfoundland:**

Twenty-two cents a quart for milk! That is the current price in Newfoundland where there is no price control. Other commodities are selling at correspondingly high prices. Following are some examples: Beef, \$1.05 a pound; eggs, \$1.20 a dozen; butter, \$1.25 a pound; grapefruit, 25 cents each.

**You will do a real service to your friends by reminding them to take good care of their ration books.**

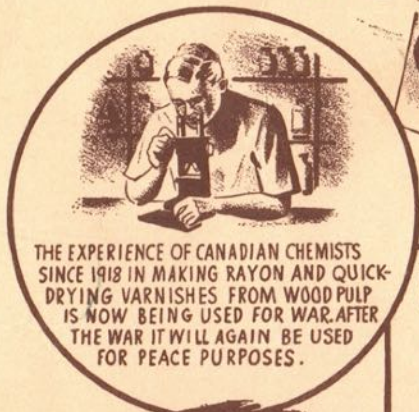
Reports show that ration books are being lost in Ontario at the rate of seven daily. Fifteen per cent, however, are not really lost. Books have turned up in garbage cans, in waste-paper baskets, on back shelves, and, once at least, in a baby's bassinet.



IMPORTANT FACTS ON PULP & PAPER WAR EFFORT

## HOW THE PULP & PAPER INDUSTRY HELPS BLAST THE AXIS

NO OTHER INDUSTRY  
COULD FILL THIS NEED



THE EXPERIENCE OF CANADIAN CHEMISTS SINCE 1918 IN MAKING RAYON AND QUICK-DRYING VARNISHES FROM WOOD PULP IS NOW BEING USED FOR WAR. AFTER THE WAR IT WILL AGAIN BE USED FOR PEACE PURPOSES.

IN MAKING HIGH EXPLOSIVES WOOD PULP HAS LARGELY REPLACED COTTON LINTERS. TODAY CANADA MAKES SUCH EXPLOSIVES AND EXPORTS CHEMICAL PULPS TO BRITAIN.

THE PRODUCTS OF THE INDUSTRY go into many things besides explosives. Shells, depth charges, land and naval mines, radio equipment, parachutes for dropping flares, all contain paper or paper products. Without paper no war could be fought . . . no country could function successfully in time of peace.

IN PEACETIME . . .  
CANADA'S GREATEST  
MANUFACTURING INDUSTRY

**THE PULP AND PAPER**  
INDUSTRY OF CANADA

# POWELL RIVER DIGESTER



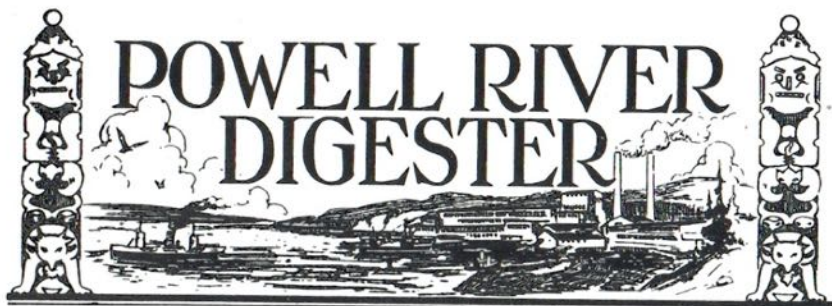
Vol. 19

OCTOBER, 1943

No. 10







J. A. LUNDIE, *Editor*  
Published Monthly by **THE POWELL RIVER COMPANY LIMITED**  
*Manufacturers of Newsprint, Pulp and Paper Products*  
*Mills at Powell River, B. C.*

---

VOL. 19

OCTOBER, 1943

No. 10

---

## Give Us the Addresses and We'll Supply the News and Cigarettes



**T**HERE are now nearly 900 residents of Powell River and district in the Armed Forces. One of our chief tasks in these difficult days is to keep the record of our men and women in the forces up to date. This record is necessary to enable the Powell River Company to send regular parcels of cigarettes, copies of the special *News Letter* to the men in the forces, and other comforts mailed from time to time.

Equally important is the desirability of compiling a complete service record for post-war publication. We can only keep this list up to date through the co-operation of parents, relatives and friends. So whenever you have a change of address, rank or number, whenever a Powell River boy joins the forces, please let us have the information as soon as possible.

Already many parcels of cigarettes have not reached our boys overseas because of change of address or movement to another camp or theatre of war. So we cannot appeal too strongly to all parents, relatives and friends of Powell River boys in the forces to send in this information as soon as received.

**SPEED THE VICTORY—BUY BONDS.**

---



Nearly 40 employees, most of them women, are now engaged in manufacturing aeroplane parts at Powell River. Above shows the crews at work in the converted paper storage shed where the Powell River Company is carrying out a sub-contract for aeroplane parts with Boeing Aircraft of Canada, Ltd.

## Women Employees Pass Century Mark

Girls Build Plane Parts, Work on Machines, Run Beaters and "Hustle Broke"

**J**UST over a year ago, in September, 1942, the hitherto unchallenged male supremacy in the Powell River plant was shattered when Miss Mary Cavanaugh of Cranberry dropped the first card ever punched by a woman employee into the Time Office rack. Thirty-two years of unquestioned masculine supremacy received its first challenge.

And a real challenge it was, is, and probably will be for some time. By the end of the month over twenty women employees had been enrolled. As we go to press in October, the number has swelled to over 130, and the end is not yet in sight. The girls are penetrating every nook and cranny. Even the former sanctum sanctorums, Kelley Spruce, the Machine Room and

Machine Shop are being uplifted, enervated and revamped by their presence. Last month four girls were taken on by Kelley Spruce, and late in September the sacred portals of the Machine Shop gave way before the onslaught. Two women, Mrs. Agnes McPhalen and Mrs. Phyllis Pye are now employed temporarily on the machines.

There are still a few sections where the male defenders are putting up last ditch stands. In the Blacksmith Shop and Foundry, in the mechanics' crews, gallant stands are being made — but latest advices indicate the defences are crumbling. On unimpeachable authority we have a late flash that those Yeomen of the Guard, the Bull Gangsters, have surrendered their first





*Mrs. Rose Heward and Mrs. Gus Gustafson, regular employees in our Kamyr Plant, which turns out high-grade sulphite pulp for export.*

outpost to the inexorable advance of the ladies. Wait till the boys overseas hear about this one.

How long the few remaining citadels will hold out we do not know. But we do know the day we find a bobby-pin inside the Blacksmith Shop, the Revolution will have come—and it may not be far off. Even this home of the strong and manly is not invincible, and the attackers are skilled and persistent in manoeuvres.

Meanwhile, most of the originals who, one year ago, led the attack, are still with us, and with their augmented sisterhood are carrying on—and on the reluctant testimony of last ditch male diehards, making a pretty good job of it. In the new Boeing's plant at Powell River, upwards of thirty trained girls are now turning out vital aeroplane parts.

Carry on, girls!

### **Newspapers in Demand**

The newspaper is probably the reading material most widely demanded by U. S. service men, says Miss Alice J. Garwood, assistant librarian of the 2nd U. S. Service Command.

In an article on "Reading Interests of Service Men," Miss Garwood said

*Page Three*

that home town papers were requested most often.

This is as true of Canada as of the United States. Our own Powell River boys overseas are always asking for the home paper; and almost every army camp of any size on this continent boasts its own Army, Navy or Air Force paper. The Royal Canadian Air Force paper, *Wings*, and the well-known *Yank*, are outstanding among the thousands of papers and periodicals printed by the Services, and two new army publications, the *Golden Arrow* of the Eighth Infantry Division, Camp Laguna, Arizona, and the *Alert*, publication of the Harbor Defences of Los Angeles and Fort MacArthur, are among recent publications using Powell River newsprint.

*Men and women work together on the Home Front —Below Steve Kulik and Mrs. Elizabeth Razzo.*





*Left: Crane dumping a load of fuel wood aboard a waiting scow at Powell River. Right: Wood for Vancouver industry, a scow load of bush fuel cut from Powell River Company property.*

## Fuel Wood Goes Out to Vancouver

**S**EVERAL months ago, we mentioned in these columns the wood cutting contract by which the Powell River Company agreed to supply bush fuel wood for the Burrard Shipyards in Vancouver.

Work on this contract is going steadily forward, and to date six scow loads of fuel wood have been shipped to Vancouver. All the wood is cut from Powell River Company property and consists for the most part of second growth fir, mixed with some hemlock and alder. The contract employs about twenty men with a donkey and three trucks constantly in operation.

The fuel wood is hauled by truck a distance of about four miles to the Government wharf at Powell River, where it is dumped into scows.

The origin of this contract was the

strain on Vancouver's domestic and industrial fuel supplies. Many industrial firms in Vancouver are engaged in vital war production; and the problem of maintaining regular fuel deliveries along with domestic demand was proving something of a headache to civic officials in the city.

Under these circumstances, regular deliveries of wood fuel to the Burrard Shipyards by the Powell River Company have been instrumental in maintaining a direct and vital war industry, and enabled Vancouver officials to accumulate supplies for the expected heavy domestic demand this winter.

The photographs accompanying this article will afford the reader some conception of how Powell River is assisting the City of Vancouver in its knotty problem of fuel supply.

*Left: Another view of the crane ready to drop its load into the scow. Right: Fuel is hauled by trucks to the wharf. Here the truck is ready to discharge its load.*





# *Fifteen Per Cent Contribution--- Ninety Per Cent Participation*

★

**That's Our Goal in the Fifth Victory Loan**

★

**C**ANADA'S Fifth Victory Loan is now under way. Finance Minister Ilsley asks the record sum of \$1,200,000,000 from the pockets of Canadians. He frankly expects more, and we think we can give it to him.

Six months ago, under more difficult economic conditions, Powell River subscribed \$220,000 in the Fourth Victory Loan, \$20,000 over our quota.

## **We Can Raise Our Quota, But . . .**

This time we are asked for \$225,000. There is little doubt that we will raise our quota—and possibly more. We believe the Loan psychology in Powell River today is a real source of gratification to officials. Everyone is pitching in, brimful of confidence. Mill committees are blanketing the plant, outside salesmen have completed their plans. Rallies have been held; new and dramatic appeals are being made. Competition in all departments is keen. We will raise our district quota.

## **We Have to Do More Than That, If . . .**

The story doesn't end there. The district quota is \$225,000. But the mill quota, for which a separate pennant will be flown, is \$148,000, calculated on a basis of 12½ per cent of the payroll. This amount must be raised by the plant. This does not, however, entitle us to fly the Victory pennant for the plant. To obtain this, we must have a minimum participation of 90 per cent of all employees. Then and only then can we raise the Mill Pennant of Victory. If we obtain our 90 per cent contribution and exceed our quota by three per cent, then we can raise the Super Dooper Pennant with Three Stars.

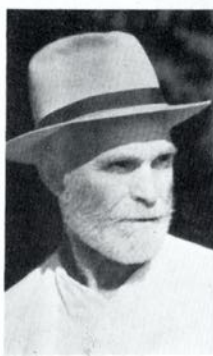
## **We Are to Fly the Three Star Pennant, and . . .**

That, roughly, is the situation the plant canvassers are facing. They are out to raise the Three Star Pennant over the plant. **THEY WANT 15 PER CENT OF YOUR SIX MONTHS' EARNINGS AND AT LEAST 90 PER CENT OF EMPLOYEES CONTRIBUTING.**

## **That Is Our Objective**

That is the mark we are shooting for in this, Canada's Fifth Victory Loan. If we want the Three Star Pennant, there can be no letting George do it. It's All for One and One for All.

So Let's Hot Up the Fires!



Some of the bearded brutes who came to town for the big "Sulphur Gulch" day. Left: Tommy Murphy (the wannab!), Evan Sadler, Bill Donneworth, Charlie Rasmussen.

## The Woods Are Full of Them

"Sulphur Gulch" Day Brings Out Fine Stand of Second Growth

**L**AST month the Powell River Elks, maintaining their reputation for ingenuity and community progressiveness, staged their first "Sulphur Gulch" show. It was one of the most successful and refreshing of the many fine community endeavors that have featured the work of the Brother Bills in their long career of public service in Powell River.

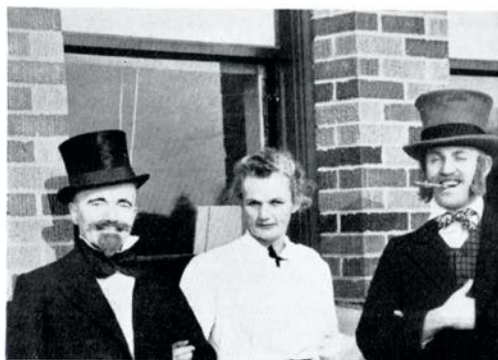
Months of intensive organization were necessary—and it was easily the best and most cleverly advertised affair of its kind ever staged in the townsite.

The attendance justified the work of willing committees. Dwight Hall was jammed on two successive nights by a bewildering throng of whiskered gents, cowboys, sheriffs, cowgirls and "Gay Nineties" belles. It was all good, clean, hilarious fun, and a credit to the Elks organization.

Mrs. Smithurst won first prize for ladies' costume and interpretation. As "Diamond Lil", her performance and costume were outstanding. Tommy Murphy won the prize for the best beard, with Sam Jackson as runner-up.

Page Seven

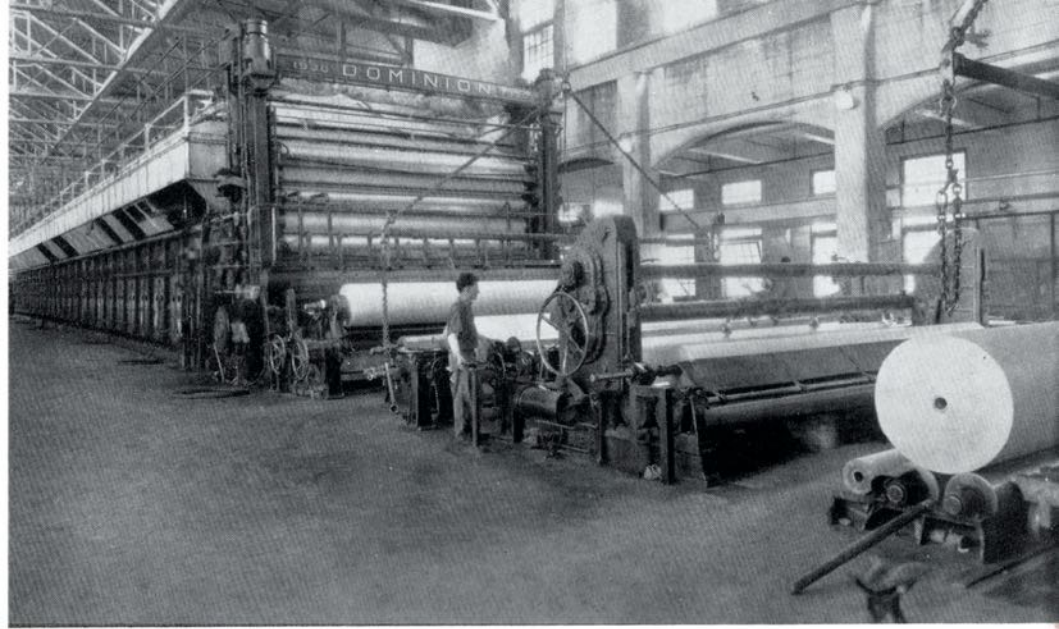
Mr. and Mrs. Jack Loukes took the award for the outstanding couple. Just one of those old-fashioned duets from the "Gay Nineties".



Three "Gay Nineties" roustabouts seen at the "Sulphur Gulch" show are Government Telegraph Agent George Wood (left), Mrs. Heavenor (Post Office staff), and Postmaster "Lugs Brady" Bill Gardiner.

Three more "Sulphur Gulch" miners who left their diggings when pay day up at the mines sounded—Wharfinger Bert Ward (left), Russ Evans, Bud Railton.





*One of Powell River's modern newsprint machines running smoothly, with Alan Donkersley starting up a reel. Newsprint capacity of the seven machines at Powell River is 730 tons a day.*

## Newspapers Have Place in Nation's War Effort

**T**HERE is, for the first-time visitor to a modern newsprint mill, something almost awe-inspiring in his first glimpse of a modern paper machine.

A mechanical colossus, with its multiplicity of perfectly geared parts, all rumbling away in perfect cohesion, it is a striking monument to the ingenuity of modern mechanical and engineering skill. The wet end, with the wet stock rushing express-like over the big bronze wire; the presses clothed in their gigantic blankets; the mass of drying cylinders, each almost equal in height to the average woman; the calendar stack, with its several hundred tons of steel rolls; the swiftly-revolving reels—all these forming the machinery of one continuous, harmonious opera-

tion—display the modern machine in the full meridian of its power and efficiency.

Today Powell River newsprint machines, their full capacity curtailed by the inevitable restrictions of a war-time economy, still send their produce to the publishing houses of the world. Newspapers as mediums for the dissemination of vital and authoritative war news play a valuable role in our war effort. Hundreds of newspapers are being printed for Allied units in all corners of the globe, and in this effort newsprint from our own plant has a prominent share. The millions of pamphlets that are dropped on enemy territory, the other millions of posters and pamphlets for war loans, war campaigns, war publicity, are

manufactured in Canadian mills.

Newspaper space has been invaluable in recruiting men and women for the armed forces and for war-time industry. Display and classified ad-

vertising have proved an ace in the government's hand for war propaganda. In this, as in many other ways, the powerful force of newspapers is solidly behind the drive for Victory.

---

## Around the Plant and Townsite

Opinion around the Plant and Townsite is mixed concerning the recent announcement that Italy is now a co-belligerent, whatever the term implies. Angus Armour of the Sales and Shipping finds his worst fears realized. When Italy entered the war Angus said, "Well, it's not so good having them against us, but think of having them with us, whew!"

\* \* \*

### Kindly Thoughts

Fred Parsons has several brilliant and well-conceived ideas about the whole situation, but so far we have been unable to put his statement in print. As soon as Fred starts talking about it, his kindly feelings get the better of him and he almost breaks down.

\* \* \*

And up in the Townsite Office we asked Townsite Superintendent Stan Macfarlane what he thought about the Italian situation. His reply consisted of five gusty sputterings, seven consecutive convulsive gulps, three deep breaths, and then came the flood—and with the flood we were on our way to more restful climes.

\* \* \*

### A Bit Worried

And Charlie Garrett voices the apprehension of ex-service men of the

last war over the new Portuguese situation. "I hope," muttered Charles, rather nervously, we thought, "that the Portuguese confine their participation to geographic concessions."

\* \* \*

### A Stout Citizen

And harking back to the "Sulphur Gulch" show, we have yet to hear any praise of what, in our opinion, was one of the finest efforts of the tournament. We refer to that good and stout citizen, Bert Ward, wharfinger, who for over twenty years has given his time to the community of Powell River—and whose beard was, in our biased mind, just about as natty a piece of fungus development as we have seen in many years. Bert, too, is a real Empire citizen. He fought in the Boer War, in the first World War, and on top of that, tried to enlist when the present conflict broke out. Brother Bills, there's a citizen among citizens.

\* \* \*

And we had intended to say something about that costume of Helen Gowdyk's—and something of Helen's "Gay Nineties" antics (which smacked more of the hep cats of 1946), but Helen saw us first—and talked us out of it. Rather a persuasive lassie, too, if you know what we mean.



*AW1 Edith Taylor, snapped in a characteristic pose during off duty moments at her station in an Eastern Canadian Air Force centre.*

**W**HEN the famed British Eighth Army, which included the First Canadian Division and auxiliary units of the Canadian Army, stormed ashore on Sicily, Powell River lads were in the forefront of the action. Sergt. Zilnic of Lang Bay, serving with the Loyal Edmontons, paid the supreme sacrifice as his battalion engaged the Hun in a fierce action left of the Catania plains. Gunner Howard Rowe landed with the first wave and described his particular beach as "a soft touch". Howard was sent to hospital with a touch of malaria encountered later in the campaign. Trooper Jim Bagley, of the Tank Corps, took part in the initial assault on the Sicilian beaches, fought through to Messina and is now on the east coast of Italy with Montgomery. Other Powell River men now with the Eighth Army include Trooper Ewart Hassell, Lieutenants Ken Barton and Jack Gebbie.

Company Sergeant-Major (yes, boys, that's the latest title) Dave Jack of the Seaforths didn't go to Sicily

*Page Ten*



*Wren Frances Hughes*



*Pte. Verna Arnold*



*Pte. Albert Adams*



*Pilot Officer Gene Messmer*



*Pte. Ralph Kenny*



*Sgt. John Gibson*

*Two well-known Powell River Air Force lads snapped together recently—AC2 David Hughes (left), and AC2 Malcolm Tapp.*





## On Active Service

### Powell River Boys Participate in Assault on Sicily and Italy

with his outfit. In Dave's own inimitable style he describes his experience: "Just before the outfit left for Sicily, they lined us up and hauled all us old crocks out and told us we were staying behind. Believe me, it was tough seeing that bunch go and not being able to sail with them. Guess it looks like England for us—until the going gets really tough and the S.O.S. goes out for the "old reliables". It is now more than probable that quite a few additional lads from these parts are now with the Central Mediterranean Forces.

Powell River personnel in the Forces is now 873, including 42 girls. Already local girls bid fair to emulate the high standard set by Powell River men. Two of the girls, LAW Jean Banham and LAW Doris Humphrey are now overseas. And recently word was received that Bette Parkin and Frances Haigh both graduated with honors from their respective classes. Several of the girls have attained corporal's rating, and private wagers are being made on who will first attain the lofty rank of sergeant.

Powell River has paid the price of Victory and Freedom. Already thirteen of our boys have paid the supreme sacrifice, four others are missing, three are prisoners of war and several have been wounded. These are the hard facts that accompany Victory. They are facts we should all bear in mind when the Government of Canada asks us to contribute our utmost to the



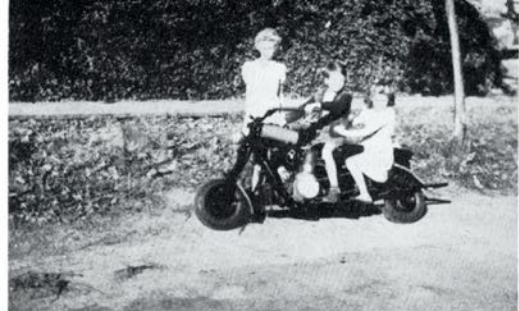
*Three popular Powell River youngsters get together at an aerodrome overseas: LAC Jackie Grundle (left), LAC Bob Garnall, LAC Pete Holbourne.*

forthcoming Victory Loan. More dollars mean more and better equipment—and more and better equipment means the saving of Canadian—and Powell River blood.

### Used Cores Make Good Fuel

From our Sales Company headquarters we are advised of yet another war-time improvisation which may assist some of our publishers with their winter fuel supply.

Recently it has been discovered that used cores from Powell River newspaper rolls make good fuel. A suggested way to use them is to saw to the proper length with a carpenter's hand saw. They can be stuffed with coal or coal dust wrapped in newspaper—or with sawdust. They will burn well in furnaces or fireplaces.



*Left: Local youngsters climb aboard the McKinnon scooter and find it beats bicycle riding. Half the neighborhood has been clamoring for free rides since Mac put his machine on the road. Right: Inventor Ambrose McKinnon stands beside his latest brain child, a scooter that goes. In the background impatient youngsters look on.*

## Mac Puts a New Scooter in Circulation

Local Inventor Comes Through with Another Ace

**A**MBROSE MCKINNON, Local Inventor Extraordinary, has again crashed the headlines. Some years ago Mac turned out a miniature locomotive which has been the joy and delight of hundreds of kiddies at union carnivals. That particular machine was constructed of odds and ends, pieces of tin, old wire, copper, etc.—and won high praise from prominent railroad officials. In that engine, Mac had incorporated one or two ingenious devices, which, had he wished, might have been patented.

The new McKinnon "Special" is a scooter which has aroused the admiration of the local automotive fraternity. The scooter has already been through its trials, which it negotiated at an even 30 mile-an-hour clip.

The scooter is made from discarded Henderson, Harley-Davidson and Francis-Barnet motorcycle parts with a 32-year-old engine (1911 Indian) intermingled with bed rails, 12-inch planks, V-belts and bicycle sprockets with Ford, Willys-Knight and Chevrolet pieces added to spice the concoction. It was not designed by anyone, not even the builder. It just grew

from day to day. It has innovations not even the Mosquito Bombers possess, a rope starter and a Model T Ford carburetor.

The B. C. Government registered it as a motorcycle. According to Mac, any resemblance to a motorcycle is purely coincidental. The first thing that catches the eye is the wheelbarrow wheels with heavy duty tires. The inevitable question, "How come, the tires with the rubber situation and priorities as they are," brings the answer, "Bought before Pearl Harbor."

It climbs all the hills with ease, something that factory-built scooters introduced here some time ago couldn't begin to do. Labor Day saw the initial run by Mr. Hans Rud, Sulphite Mechanical Inspector, after which it was thoroughly tried out by members of E Coy, D. C. O. R.

Here are comments from local experts:

*Hans Rud*—The greatest thing on two wheels, including lawnmowers.

*Driver Cpl. Jack Ellis*—It rides as easy as the 1500 trucks we have at Vernon.

(Continued on Page 13)

*Safety Committee of the Electrical Department, who have scored a two and a half year consecutive Safety record. Left-right: Eddie Aquilin, Sam Dice, Bill Burgess, Bob Norman.*

## Two Years of Safe Workmanship for Electrical Shop

**D**ESPITE the inevitable dislocations due to changing personnel under war conditions, accidents, particularly serious accidents, have been kept at a minimum level. At present the accident ratio in the plant is encouraging to officials and safety committees.

Powell River has faced a situation common to all industrial firms in these strenuous times, namely, inadequate and untrained help. This probability was recognized soon after the outbreak of war, and the Safety Committees under John McIntyre underwent an intensive reorganization. Older employees in the plant joined committees to urge on, and teach, the new employee a safety conscious attitude towards his work; sensible safety notices were posted in every department; each new employee was interviewed and given detailed instruction by Safety Engineer John McIntyre.

Today this work is being carried on under Evan Pirie, and the results of the early organization are being felt. No one is satisfied to rest on his Safety laurels—but we may have every reason to be gratified for the results achieved through the co-operation of Safety Committees, department foremen and mill personnel.



In this issue we point with some degree of pride to the hard working Safety Committee of the Electrical Department, under whose inspiration the department has worked without an accident for two and a half years. The committee, Eddie Aquilin, Sam Dice, Bill Burgess and Bob Norman, are all older employees of the company and have done a fine job of safety. The co-operation of Superintendent Ewart Craigen and Assistant Superintendent Dick Woodruff has at all times been afforded the committee—and the entire electrical department share in the credit for this fine example of safe workmanship.

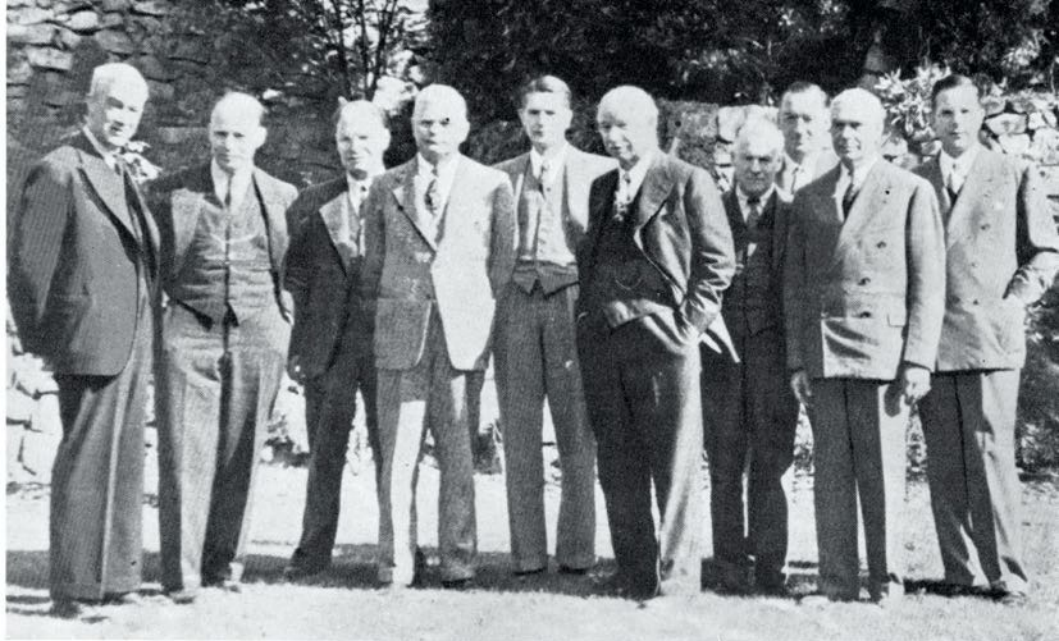
---

### A New Scooter

(Continued from Page 12)

*Sgt. Major Wright*—It ought to be adopted by the Army for despatch riders.

After a month's trial it will be turned over to Mr. John West, retired, a respected resident of Lund, for whom it was built. But don't let this above levity (which was written by Mac himself) fool you. It's a swell piece of work and a distinct credit to a darned smart local inventor.



*Left to right: Robin Bell-Irving, Vice-President, Powell River Co., Vancouver; R. B. Wolf, Manager, Pulp Division, Weyerhaeuser Timber Co., Longview, Wash.; R. C. Bledsoe, Plant Chemist, Powell River Co.; H. T. Kendall, Vice-President and General Manager, Weyerhaeuser Sales Co., St. Paul, Minn.; Prentice Bloedel, President, Bloedel, Stewart & Welch Ltd., Vancouver; R. M. Weyerhaeuser, Chairman of the Board, Northwest Paper Co., St. Paul, Minn.; D. A. Evans, Resident Manager, Powell River Co.; R. M. Cooper, General Superintendent, Powell River Co.; Stuart Copeland, President, Northwest Paper Co.; F. K. Weyerhaeuser, President, Weyerhaeuser Sales Co., St. Paul, Minn.*

## Visitors

**P**OWELL RIVER was honored recently by a visit from a group of well-known American business men, representing the Weyerhaeuser interests. They included Mr. Fred K. Weyerhaeuser, President of Weyerhaeuser Sales Company, St. Paul; Mr. Rudolph Weyerhaeuser, Chairman of the Board of the Northwest Paper Co.; Mr. Stuart Copeland, President, Northwest Paper Co.; Mr. H. T. Kendall, Vice-President and General Manager, Weyerhaeuser Sales Co.; and Mr. R. B. Wolf, Manager, Pulp Division, Weyerhaeuser Timber Co., Longview, Wash. With the party were Mr. Prentice Bloedel, of Bloedel, Stewart & Welch, and Mr.

R. Bell-Irving, Vice-President, Powell River Company Limited.

Mr. Weyerhaeuser and his associates were here by the special invitation of President Harold S. Foley of the Powell River Company Limited to show to Powell River residents, and particularly mill personnel, films of the Weyerhaeuser Company's recent successful experiments with hydraulic barker machines and some features of the company's woods operations. A capacity audience attended and displayed a keen and appreciative interest in the running commentary of Mr. R. B. Wolf. Our visitors, after the film showing, expressed their personal appreciation of the sincere in-



*Left to right: Mr. Howard W. Parish, publisher, Seattle Star; Miss Gloria Parish; Mr. John X. Johnson, director of the Seattle Star; Mrs. Johnson and Mrs. Parish, photographed as they disembarked from a three-day cruise of B. C. waters, during which they visited Powell River. Mr. Parish and his party expressed great delight with the mill, the people and town of Powell River and the stirring beauty of the B. C. coast. We all hope they will pay us another visit soon.*

terest and eager questioning of Powell River mill personnel.

Two old friends, directors of the company, came back for a short visit—Mrs. Helen Scanlon Sample, wife of Lieutenant-Commander J. Glen Sample of the U. S. Navy, now on active duty in the South Pacific with the U. S. Amphibious Forces, and her brother, Bob Scanlon. Mrs. Sample has the honor of being the first lady director of the company. Just another example of the fine way in which the women of the United Nations are taking the place of their men-folk in the Armed Forces. Bob Scanlon was his usual cheery self and poked around looking up old friends and old haunts in the district.

In the second half of September another group of visitors dropped in

for a few days' visit to the plant and some fishing up Powell Lake. These included Mr. A. E. Cadman, Secretary-Manager, Canadian Pulp & Paper Association, Montreal; Clifford Harrison, editor, *Seattle Star*; Frank Webster, business manager, *Seattle Star*, and Jack Wright of the Vancouver Province.

Other well-known friends and visitors during the month included Mr. E. Howard Smith, president, Howard Smith Paper Mills, Montreal; Mr. Don Cromie, Vancouver Sun; Mr. Ralph E. Smith, eastern representative of the Powell River Company, and Mr. George Rawlings, production superintendent, Boeing Aircraft of Canada Limited, Vancouver.

**Speed the Victory—Buy Bonds.**

# ALL TOGETHER ON THE HOME FRONT



This page is devoted exclusively to the dissemination of information to assist our GOVERNMENT in explaining the purpose and working of the many and varied regulations necessary under WAR conditions.

***If in doubt about Ration Cards, etc., consult your local Ration Board. Here is what local Ration Boards have already done in other places.***

***Ration Board had to fix this:***

When Allis Hutchison, R.R. No. 1, Shanty Bay, Ont., went to get his mail the other day, he found that a cow had knocked over the mail box and swallowed the family's canning sugar rations. The family copy of the *Barrie Examiner* had been chewed up, too. History does not record what was done about the *Examiner*, but the local Ration Board replaced the pre-digested sugar coupons.

***L.R.B. Co-operates with R.C.N.:***

According to the Royal Canadian Navy, weird and wonderful are the adventures of ration books—chewed up by pets, lost in rubbish, stolen in purses and politely returned by the thieves, sent to England in gift boxes and sent back with letters of thanks—these are only examples of what can, and does, happen. Most recent yarn concerns a ration book picked up in a small boat adrift in the Atlantic. It was turned over by the Navy to a local Ration Board, for return to its owner who had left it in the boat when rescued.

***Blame Hitler***—If you find it harder to get photographic film, don't curse

your druggist or photo dealer. He operates under a monthly film quota which restricts his sales. In these difficult times, he's trying to treat all his customers fairly; so don't blame him for universal film shortages. Now is the time for all good amateurs to make every shot count.

***Some of our readers may ask, "Why do we have to turn in a used tube whenever we buy shaving cream or toothpaste?" Here is a part of the answer:***

***Tubes, Collapsible, Armed Forces, for the use of:*** From medicine chest to Mediterranean battle fronts goes tin recovered from old toothpaste and shaving cream tubes. Enough tin for 20 corvettes has been reclaimed since September, 1942. Tin from tubes has gone into the manufacture of tanks, ships, planes and water bottles.

From September, 1942, when it became necessary to return a used tube on purchasing toothpaste and shaving cream, until the end of June this year, 205,661 pounds of tubes have been collected.

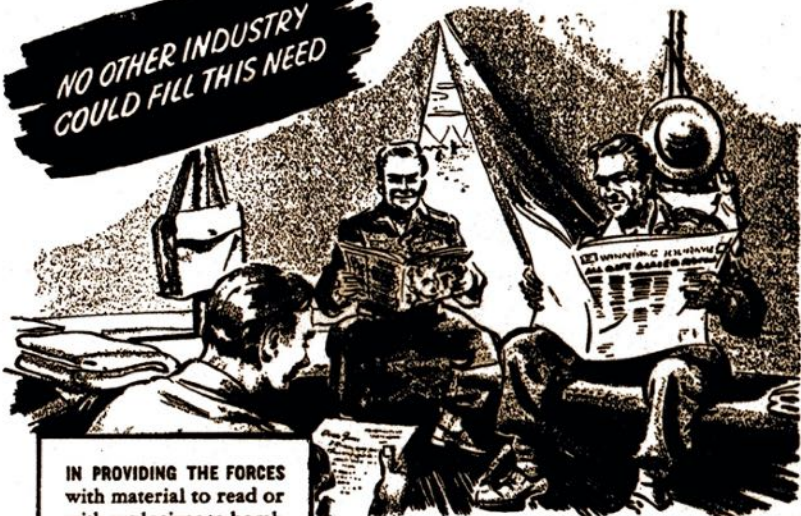
One large toothpaste tube contains the same amount of tin as 20 ordinary 16-ounce food tins. Tin recovered from one tube is sufficient to plate 20 water canteens, or supply tin ingredient in 20 rounds of shells.



IMPORTANT FACTS ON PULP & PAPER WAR EFFORT

## HOW THE PULP & PAPER INDUSTRY HELPS ENTERTAIN OUR FORCES

NO OTHER INDUSTRY  
COULD FILL THIS NEED



IN PROVIDING THE FORCES with material to read or with explosives to bomb the enemy, the workers in Canada's pulp and paper industry are doing an essential job. Today the woodsman's axe and the high-speed paper machine are important implements of war.

LETTERS, NEWSPAPERS, MAGAZINES FROM HOME—THESE ARE THE FINEST ENTERTAINMENT OF THE BOYS OVERSEAS. THERE IS NO SUBSTITUTE FOR THE PRINTED WORD.

SINCE THE WAR BEGAN, MILLIONS OF MAGAZINES AND NEWSPAPERS HAVE BEEN COLLECTED FOR THE SERVICES. ALL HAD THEIR ORIGIN IN THE FOREST.



IN PEACETIME...  
CANADA'S GREATEST  
MANUFACTURING INDUSTRY

**THE PULP AND PAPER**  
INDUSTRY OF CANADA



# POWELL RIVER DIGESTER



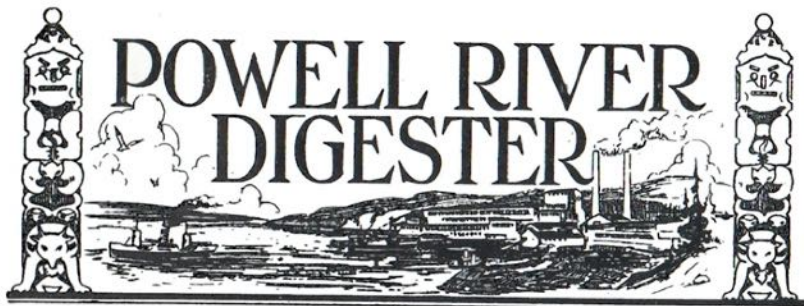
Vol. 19

NOVEMBER, 1943

No. 11







J. A. LUNDIE, *Editor*

Published Monthly by THE POWELL RIVER COMPANY LIMITED

*Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.*

---

---

VOL. 19

NOVEMBER, 1943

No. 11

---

---

## We Are Doing Our Part



ELSEWHERE in these pages, something of Powell River's effort in Canada's Fifth Victory Loan is told. Throughout the campaign, Powell River led or was within an ace of leading the entire province of British Columbia in her per capita contribution. We raised nearly one and one-third times our quota.

This fine achievement brings Powell River's home and battle fronts into close liaison. Our financial contribution—our share of the fuel necessary to provide the sinews of War—is far in excess of what was asked of us.

Our donation of young manhood to the cause of Country and Empire is something of which we may well be proud. Today, 920 residents of the district are serving in the armed forces—a contribution representing more than 12 per cent of our population. This is far in excess of the general Canadian average.

On the Home and Battle Fronts, our citizens are doing their duty.

---

---



*Don Lauder, District Organizer (left), presents the Victory Pennant to Pat Thompson, Chairman, Plant Committee, signifying that Powell River plant had passed its objective with a total loan participation of over 90% of personnel. In the picture, left to right, are Bill Alton, Don Lauder, D. A. Evans, Pat Thompson, Jack Stiggins.*

## ***Powell River Goes Over the Top In Fifth Victory Loan***

**Our Quota—\$225,000**

**We Raise—\$285,000**

CANADA'S Fifth Victory Loan has passed into history. The Dominion quota of \$1,200,000,000 was well over-subscribed, and Canada has once more shown her determination to stand nobly behind her men in the field until the day of victory.

In Powell River, we have every reason to feel a sense of modest pride in our achievement. We were set a quota of \$225,000. We shot that quota to ribbons and turned up with a final figure totalling close to \$290,000. We led the province for the

greater part of the drive. We were the second unit to gain our objective; and in the final standing we are near the top of the Provincial heap with a 127 per cent total.

Particularly striking and praiseworthy was the fine effort of the Powell River plant. Company employees exceeded their \$148,500 quota by nearly \$20,000, and on top of that enabled the plant to fly the prized pennant for 90 per cent or more participation—93 per cent of the entire company personnel purchased bonds, to set an all-time record.

*The Victory flag and pennant flies proudly over Powell River to announce another Victory Loan oversubscribed.*

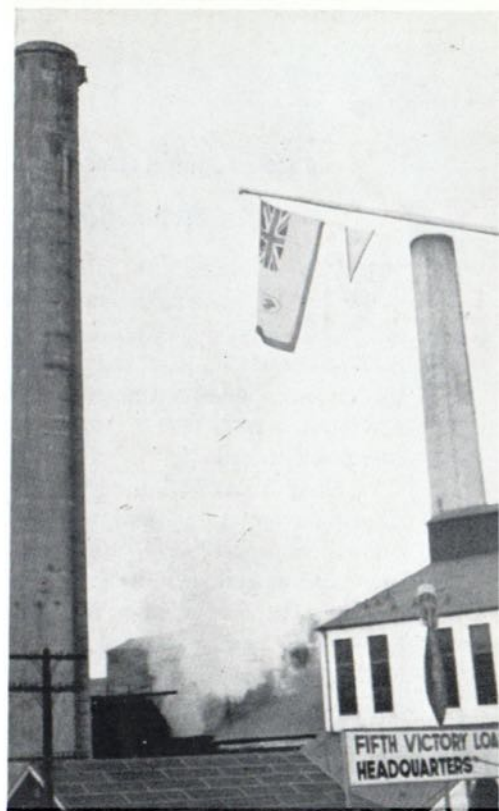
We cannot praise too highly the energetic work of the Payroll Savings Committee and their hard driving plant salesmen. These several score men and women worked like beavers, and the splendid response of the employees justified and lightened the many arduous hours these workers spent in visiting prospects.

To District Chairman D. A. Evans and Vice-Chairman Jack Harper, District Organizer D. A. Lauder, Chairman of the Plant Payroll Division Pat Thompson, Plant Sales Manager Jack Stiggins, Publicity Manager John McIntyre, and through them to the entire sales staff of the Powell River District we extend heartiest congratulations on a job well and truly done.

---

### The Cover Picture

This month's cover, a quick snap by Jack Rushant of Powell River Studios, catches Corp. Fred Pullen, company welder and member of E Coy., B. C. Regiment (R), perched high on a target just erected at the unit's new Wildwood Rifle Range. Fred was putting the last touches on a greasing job as the camera caught him.



"Why did they name your sister 'Surrender'?"

"When my father and mother took their first look at her, they both said: 'I give up!'"

---

Hot: "I just received a telegram from my sweetie, but she omitted her name."

Stuff: "What makes you so positive it is her?"

Hot: "There are four 'Stops' to the ten words!"

*Members of the hard working committee, whose driving force was an inspiration to salesmen in all departments: Bill Alton, Don Lauder, Pat Thompson, Jack Stiggins.*



## *The Canadian Newsprint Industry Has Done a Good Job*

**M**R. HAROLD S. FOLEY, president of Powell River Company Limited, addressed Pacific Northwest Newspaper Association at Portland, Oregon, on October 30th. His subject was the important current topic of the newsprint situation and gave the viewpoint of the Canadian manufacturer. So many readers are vitally interested in the newsprint supply, that a number of impressive statements given during his speech are quoted.

"I know of no time in history when it has been more important to achieve complete accord, not only between Americans and Canadians, but between the newspaper publishers and the producers of newsprint.

"The newsprint situation may conceivably improve, but it will improve only if we are prepared to be realistic now, appraise the true facts, and work out a policy of long term co-operation.

"A serious shortage of newsprint exists today, and there are a variety of sound reasons for that shortage.

"Shipments from Canada during the first nine months of this year represented 73 per cent of the total United States supply. The percentage, high as it is, has actually been increasing. For that period in 1942, Canada supplied 71 per cent of the United States' supply.

*Harold S. Foley*

"It now looks as though there will be a maximum deficiency as between supply and consumption of more than 200,000 tons.

"The apparent consumption for the United States this year is placed at an average of 310,059 tons monthly. The indicated supply is 292,500 tons monthly, of which Canada is undertaking to supply 210,000 tons, the United States 70,000 tons and Newfoundland 12,500 tons.

"Canada's newsprint control pools all productive Canadian capacity for equitable distribution throughout the world, but particularly in Canada and the United States.

"Before the war, Scandinavian pulp and paper entered the United States and other world markets in considerable volume and their elimination has forced the tremendous load on the production facilities of this continent.

"In Canada our greatest concern has been the shortage of manpower and this is easily understandable when you realize that Canada, with a population of 11,500,000 has enrolled more than 725,000 in its armed forces. That is apart altogether from the diversion of labor from peacetime industry into war plants which have produced a vast quantity and variety of essential war equipment and supplies.

"Canadian National Selective Service has taken some positive action during this week to raise our manpower rating classification to a category that will help to a great degree. In addition to this, the Canadian Army has recently returned from Overseas 1,700 men of their Forestry Corps. These men will be available for woods work immediately.

"Newsprint is not the only product of pulp wood. In Canada, only 46 per cent of our pulpwood cut goes into our production of newsprint. Wood pulp has an amazing variety of uses, many of them extremely important to the war effort.

"Of the 3,040,000 tons of newsprint paper which the Canadian industry expects to produce this year, only about 6 per cent is required for the restricted home consumption in Canada.

"Canada this year expects to meet 73 per cent of the United States' requirements, 29 per cent of the United Kingdom's, 81 per cent of Latin America's, 45 per cent of Australia's and 70 per cent of the requirements of all other non-Axis countries. This is a tremendous war-time task.

"The shipments of newsprint from Canada to the United States last year were 617,000 tons over its shipments in 1939, and 500,000 tons above its five-year pre-war average shipments. Canada was able to more than double the loss of shipments which were sustained by United States publishers who had previously bought from overseas manufacturers.

"The facts and figures for 1943 are more impressive. Canada will ship to the United States this year nearly 350,000 tons more than she shipped in 1939, when Canada was at peace. United States mills this year, on the other hand, will ship 146,000 tons, or 15 per cent less than in 1939. The volume of orders placed with Canadian manufacturers still exceeds the allotted 210,000 tons annually.

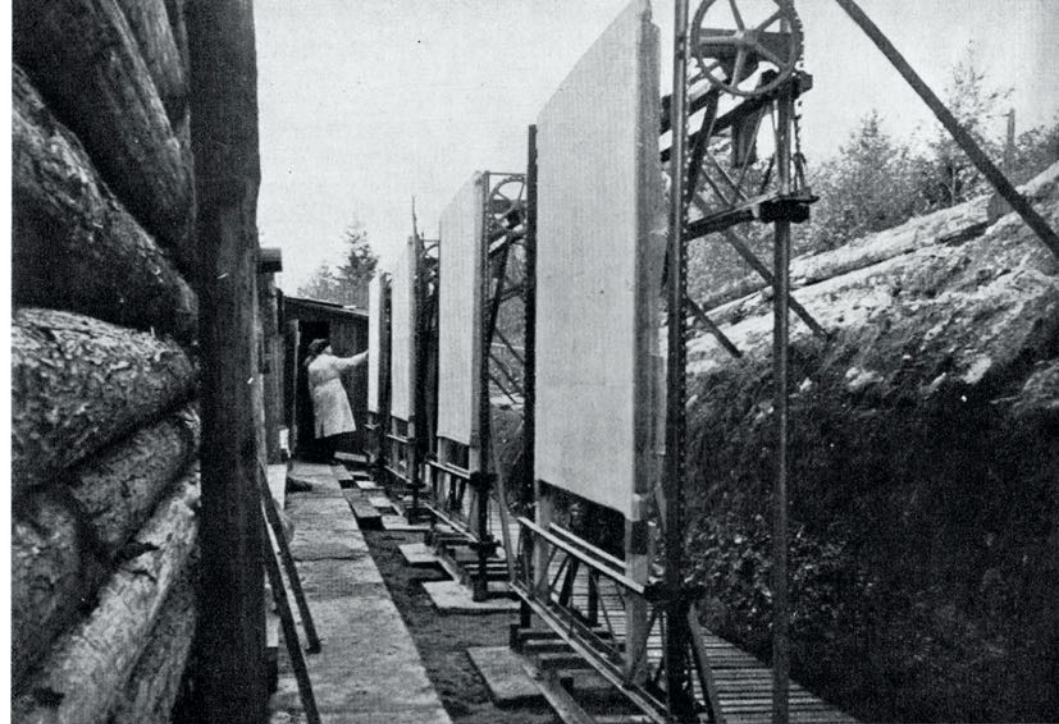
"In addition to our contribution to newsprint, Canada has been called upon to support the paper industry of the United States by shipping 1,300,000 tons of pulp into the United States, or more than double the tonnage delivered before the war.

"Although you have experienced an \$8.00 increase in your price of newsprint, I can assure you this does not begin to offset the increased cost of delivery which must be borne by the manufacturer, and increases in materials and labor. In British Columbia, the price of the major ingredient, wood, has increased 88 per cent in the last three years.

"I am sure you will agree that our industry has made the best of a difficult situation. What happens during the next few months with respect to the supply of newsprint on this continent, will depend, to a great extent, on the co-operation among the consumers of newsprint, the publisher.

"The newsprint industry of Canada values the good will of the publishers of the United States and we hope to so conduct ourselves during this emergency that we will have you as good and dependable friends when conditions return to normal.

"In view of all its handicaps, the Canadian newsprint industry has done a good job!"



*Major Ruffell, R.C.E., inspects the new rifle range built by members of E Company, B. C. Regiment (R), at Powell River.*

**P**OWELL RIVER'S E Company, B. C. Regiment (R) have completed construction of the new Wildwood Rifle Range. Early this month Major Ruffell, R.C.E., inspected the range and pronounced the official seal of government approval on the work of E Company.

This range is the first of its kind ever built in the Powell River district. It conforms to the rigid specifications laid down by the military authorities, and represents the biggest voluntary construction job ever performed in the area.

The entire project was done voluntarily by the officers, N.C.O.s and men of E Company. Capt. L. W. Checkland, O.C. of the unit supervised construction, with Lieuts. Har-

old Moorhead and "Bolo" Gordon in charge of direct technical and engineering details. Owing to parade duties and plant shift work, all labor was carried out on Sundays. This means that the men of E Company have sacrificed most of their Sundays during the past year.

Several weeks were spent in clearing operations, blasting stumps, clearing brush and building roads. At the butts, a trench 100 feet long, 8 feet wide was dug to an average depth of 6 feet—through clay, gumbo and rock. Equipment used was a free arm movement at the end of a long handled shovel. About 150 yards of dirt were excavated.

Another task was the logging and hauling of about 100 cedar logs for the butts. A stand of cedar was lo-



# E Company Opens New Rifle Range

**Voluntary Labor Performed  
by Unit Personnel**

cated about 10 miles away. The men cut and logged these from out of the daddy of all mosquito swamps. They were loaded and hauled to the range, manhandled into position, broad axed and spiked. The logs used for front and back of the butts represent an area 200 feet long, 15 feet high.

Behind the butts, steel targets were sunk in concrete—mixed and poured on the usual Sunday's outing; concrete walks were laid; drains were dug and a target house erected.

The Wildwood location was given its final inspection on Sunday, October 31st by Major Ruffell, who fired the first shot. A member of the 1930 Bisley team, the Major had lost none of his former skill. He plunked bull's-eyes into the target with monotonous and uninterrupted regularity.

Members of the unit are proud of their work. They have every reason to be. It has been a long and arduous job. It has been done only at the cost of much personal inconvenience and time. The job is finished now—and five score or so wives in the area will heave mighty sighs of relief—and enjoy a rest on Sunday mornings.

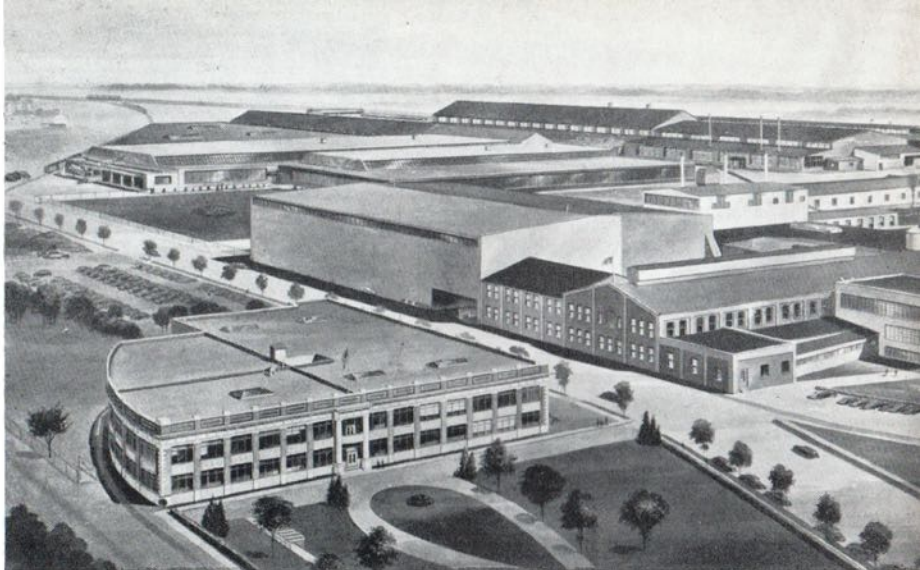
*Corp. Fred Pullen acts as marker for local sharpshooters at the new range.*

*Major Ruffell, an old Bisley shot, fires the opening round to officially open the range.*

*Front view of the butts from the 100-yard mark again shows Major Ruffell dropping in another bull.*

Page Seven





*Plant of the Sutherland Paper Company, at Kalamazoo, Michigan, where Powell River high grade sulphite pulp is converted into many and widely extended essential products.*

 **UTHERLAND PAPER COMPANY**, Kalamazoo, Mich., U.S.A., is extremely busy these days converting Powell River unbleached sulphite pulp into a great variety of products for war and essential civilian use.

K ration comes in breakfast, dinner, and supper units—three packages with a combined weight of 32.86 ounces, but measured nutritionally they provide 3,725 calories to maintain strength, vitality and efficiency among the United Nations' fighting men.

## **Powell River Pulp Converted Into Many Essential Products**

### **Food Products of All Kinds Packed at Kalamazoo**

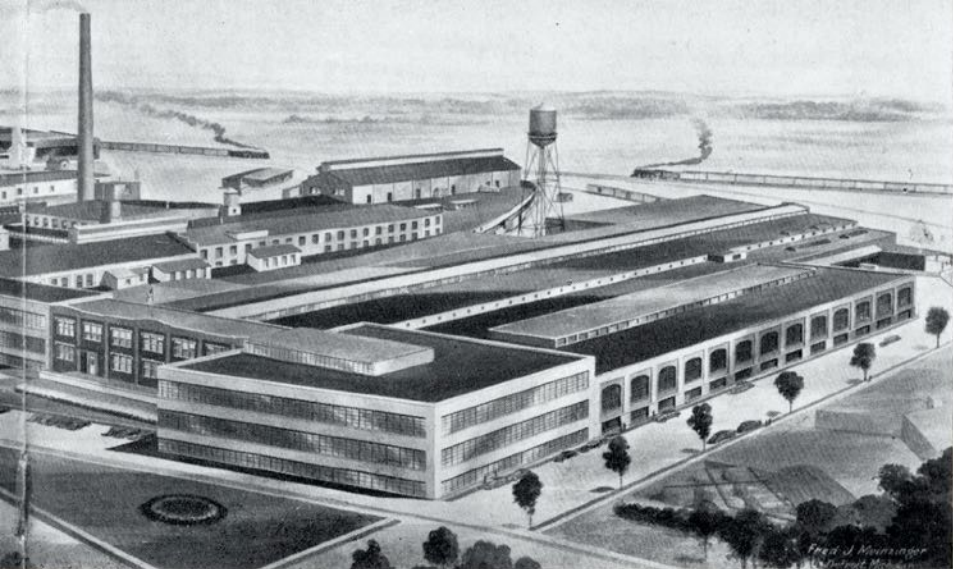
Four-cylinder machines produce in excess of 350 tons of paperboard every day, and that stock goes to Sutherland's three huge converting plants where a wide range of paperboard products is fabricated.

The Standard Division, for example, is equipped with a battery of printing presses, cutting presses, folding and gluing equipment, cellophaning machines, and laminating machines. Produced at the Standard Division are field ration K cartons.

The same plant produces five-ounce packages for dried eggs. Sutherland Paper Company will make 200 million dried egg cartons for lend-lease during 1943. Most of the filled packages are shipped to Great Britain, using just one-twelfth the space that eggs in the shell would require.

#### **CARTONS FOR REPLACEMENT PARTS**

Another Standard Division assignment tied in closely with the war effort is the production of replacement parts cartons. It's the job of



the workers in this plant to produce these cartons by the millions—there are more than 350 different sizes of them—in order that needed replacement parts will be properly protected and identified for our men who are attacking.

Paper handle cups, paper plates, and paper bottles for army, navy and war production plants are manufactured at the Specialty Division. These paper service items save valuable time, save manpower and protect the sol-

diers, sailors and war workers against epidemics. In addition, the Specialty Division fabricates countless paper cans to replace packages made of tin, steel and other materials needed on the fighting front.

#### 85% OF PACKAGES FOR FOOD

But, this is only part of the story. The Sutherland Division, with its streamlined paraffining equipment, is manufacturing innumerable protective cartons for lard, shortening, but-

(Continued on Page 15)

*Some of the uses of Powell River pulp after conversion at Kalamazoo are shown in this interesting snap, which will be appreciated by all local housewives.*





ACI Ossie Stevenson,



Lieut. Ken Macken,



L.A.W. Mary Loukes,



L.A.W. Joan Simmonds.

## On Active Service

**T**WENTY-FIVE years ago, November 11, 1918, the guns of the First World War were silenced. An armistice had been declared and a war-weary world took up once more the tasks and responsibilities of peace. Throughout these years between the First and Second World Wars we paid tribute to those men and women who died for their country and for an ideal they believed was worth fighting for.

Today, in another November, the youngsters of a new generation are carrying on our unfinished quarrel with the foe and paying the cruel price of freedom. Twelve youngsters whom we all knew and loved have already been killed in action.

Three more of our boys, Flt. Lieut. Tommy Gardiner, Pte. Joe Davenport and Sgt.-Pilot Frank Granger, are prisoners of war. High hopes were entertained that Tommy Gardiner, in an Italian prison camp south of Naples, might have been released or escaped before the Italian surrender. These hopes have dimmed as word came through of the sordid intrigue and double dealings that featured the

selfish gyrations of venal Italian officials around this period.

And from Sicily comes word that Gnr. Howard Rowe has had a brief bout with malaria and was confined to hospital for several weeks. Howard is probably back with his unit now.

And in the Mediterranean, local lads like Jackie Carruthers, Scotty Abbott, Eddie Riley and many others have fought their Oerlikons and light guns in the face of blazing Stuka attacks. For months these lads on our corvettes had little, if any, protection save their own skill, their own courage and their own weapons.

Every day over Africa, over Germany, over Italy, one or more of our boys are carrying the air war behind the enemy lines and bringing the day of liberation closer.

This is November, the month of Remembrance—and we in Powell River have much to remember.

We mourn that gallant group of fine young gentlemen who left us in the flush of youth and who fell in battle against the foe—and we send godspeed and good luck to that host of youngsters who carry forward the torch their comrades have flung.

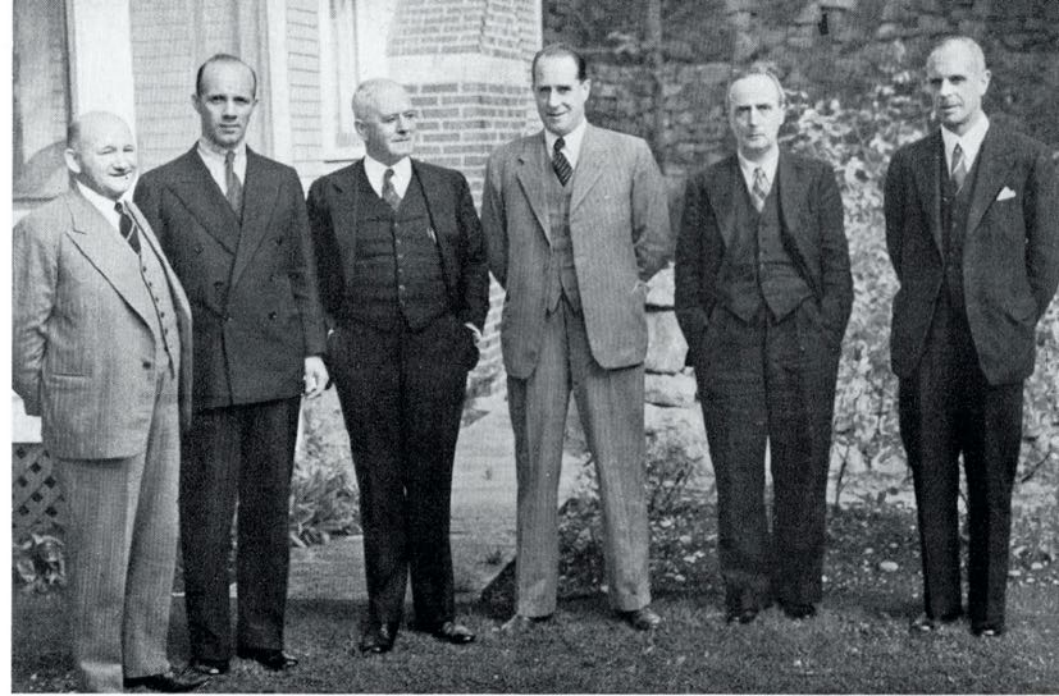
At the Going Down of the Sun—and in the Morning  
*We Will Remember Them*



<i>Name</i>	<i>Unit—Date</i>	<i>Place</i>
Sgt. McMullen, Frank	R.C.A.F., March, '42	Flying Accident, England.
Flt.-Sgt. Brooks, Lucien	R.C.A.F., April, '42	Malta, Leading Hurricane Flight. Attacked by Large Enemy Formation.
Flt.-Sgt. Daubner, Bill	R.C.A.F., May, '42	North Sea. Leading Coastal Patrol Flight Against Enemy Shipping.
PO Gilmour, Willie	R.C.A.F., Aug., '42	Scotland, Flying Accident.
PO Morris, John	R.C.A.F., Oct., '42	England, Flying Accident.
Sgt.-Pilot Woodruff, Jack	R.C.A.F., Oct., '42	Germany, Raid.
PO Marlatt, "Hob"	R.C.A.F., Dec., '42	England, Crashed in Fog.
PO Carey, Bert	R.C.A.F., Dec., '42	North Atlantic, Ferrying Bombers.
Flt.-Sgt. Daubner, "Bud"	R.C.A.F., June, '43	Canada, Flying Accident.
LAC Bell, J. M.	R.C.A.F., July, '43	Canada, Flying Accident.
Pte. Zilnic, S.	Edmontons, July, '43	Sicily.
Pte. Drayton, H.	Inf. R.U., Sept., '43	England, Mortar Explosion.



AC2 Frank MacDonald, of Powell River, is congratulated by the Camp O.C. on his track achievements. Frank ran off with the sprints in a recent eastern sports meet.



*Left to right: Clarence Fraser, C. Shaw, Don MacGillivray, B. Gattie, J. H. Pyke, C. David.*

## Visitors

PROMINENT on the list of distinguished visitors who dropped in on us during the past month were Mr. J. H. Pyke, of the British Ministry of Supply, and Mr. Cyril David, Deputy Timber Controller. Our British guests, making their first trip to Powell River, were accompanied by Mr. Brian B. Gattie, of the British Timber Control Board, Vancouver; Mr. C. Shaw of Ottawa, and Mr. Clarence Fraser of Vancouver, both connected with Canadian Timber Control. Both Mr. Pyke and Mr. David expressed the opinion that there would be a tremendous demand for B. C. timber in Britain for post-war reconstruction. This demand might reasonably be expected to continue for many years. In Powell River the visitors inspected

the Powell River Company plant, and expressed surprise and gratification at the amount of direct war work being done by the company.

In November, Mr. G. H. Selous, British Trade Commissioner in Vancouver, and Mr. Arthur D. Cobban, Vice-President of Great Lakes Paper Co., Fort William, Ont., accompanied Mr. Harold Foley on a visit to the plant. The visitors were shown technical features of our mill by General Superintendent Russell Cooper and Control Superintendent Harry Andrews. They reached Powell River in the middle of our War Loan campaign and commented on the enthusiastic response made by local residents and the capable organization of the district.

Other visitors were Mr. Clarence

*Two old friends: Mrs. Helen Scanlon Sample, first woman director of the Powell River Company and her brother, Robert H. Scanlon, who is also a company director. Mrs. Sample is the wife of Lieut.-Commander Glen Sample, now on duty with the U. S. Navy in the Pacific.*



Carlander, General Manager, and Mr. Howard Lovejoy, Operating Manager, of the Puget Sound Freight Lines, Seattle.

Old friends of the Westminster Paper Company and their wives added to our recent roster of visitors. This party brought in Mr. and Mrs. J. J. Herb, Elmer and Mrs. Herb, Fred F. Foote and Mrs. Foote, Ray and Mrs. Onkels, and Bill and Mrs. Cummings.

Also visiting Powell River were Buddy Foley, son of our President, H. S. Foley, and Clive Baxter, son of Beverley Baxter, well known Canadian journalist and British M.P.

Two other well-known figures in the industry, Dr. John S. Bates, of Bates Valve Corporation, and Howard Simons, consulting engineer, spent several days with us in October.

## A Twenty-eight-year-old Record

As an example of the Safety-minded and Safe-practising employee, no better example could be found



*George Dicker, who has worked for 28 years without a lost time accident.*

than our Railroad Division Superintendent, Harry Dicker. As a locie driver for over 25 years and as head of his division, since that time, he has the proud Safety record of never

having lost a single day's work through accidents, nor, has he had an employee, working with him, receive an injury.

As a locie driver, Harry has been exposed to numerous hazards during his better than a quarter of a century of service.

In Harry's own words, his formula for avoiding accidents is: "You've just got to think ahead, especially when you have a green man as helper. Never be in too much of a hurry to work safely. Keep your mind on your job at all times and realize that Safety is something for all of us to practise and is not something to learn today and forget tomorrow."

That's sound advice, Harry, and we pass it along to employees, old and new. You have a Safety record to be proud of.



*Crews put finishing touches to new machinery and building for the supply and delivery of sawmill refuse.*

## New Hog Machinery Installed

Engineering Staff Pioneers New Development to Handle Sawmill Waste

**A**PPROXIMATELY fifteen years ago the Powell River Company initiated the extensive use of hog fuel, or sawmill waste, as boiler fuel. The company was a pioneer among the industrial firms of British Columbia in the use of sawmill waste as fuel.

In the early stages the supply problem presented something of an obstacle. Sawmills were not equipped to make regular deliveries, and the company were forced to depend on what supplies they could scrape together from different mills.

This difficulty was soon overcome. Sawmills saw in this new demand by the Powell River Company an opportunity not only to dispose of their waste and refuse. They saw an opportunity for a new and profitable sub-

sidiary operation. As a result of the original Powell River demand, certain mills installed special hog machinery and signed contracts for regular deliveries of hog fuel. For the past twelve years a large part of Powell River's industrial fuel has come from the sawmills of British Columbia.

The Powell River Company have now pioneered a further development in the supply and delivery of sawmill refuse. The month of October witnessed the installation of equipment which permits the importation and handling of unhogged refuse.

At Powell River, a new wide hopper type conveyor, capable of handling all normal saw and shingle mill refuse, has been completed. With this equipment, Powell River can now accept deliveries of unhogged refuse from any



mill in the province. We have now reached the stage where we can successfully hog any quantity of fuel material received.

An interesting and unique counterpart of the Powell River installation is the introduction by the Powell River Company of conveyor machinery in two British Columbia cedar mills. Conveyors, designed and their installation paid for and supervised by members of our engineering staff, have been installed in Red Band Shingle Mill, owned by Bloedel, Stewart & Welch, and the North Western Cedar Products mill in Vancouver.

This means that the entire refuse of these plants will now be shipped to Powell River as fuel. As a result of this agreement, the two companies have been enabled to shut down their refuse burners—removing a potential insurance hazard and locating a market for their waste products.

Another interesting feature of this policy is the utilization for the first time by the company of complete shipments of cedar fuel. Previous hog fuel consignments contained small quantities of cedar, but the Red Band and the North West Cedar Products mills will supply only cedar.

The new installation at Powell River and the use of all cedar shipments is further illustration of the company's intention to explore and develop every possible production angle. The use of cedar provides a new and hitherto untouched source of fuel supply. The completion of the new Hog Plant increases the scope and

future guarantee of fuel deliveries. And without any loss of efficiency, the installation is expected to result in an oil saving of over 2000 barrels monthly.

The planning, construction, design and installation of the new fuel installations were done by the Powell River Engineering Staff under the direction of Resident Engineer Harold Moorehead.

---

## Powell River Pulp

(Continued from Page 9)

ter, ice cream and other vital food products. These packages protect products which go both to the military services and to civilians. In all, 85% of the packages made at Sutherland go to package one kind of food product or another.

The Sutherland Paper Company has 2200 employees waging a home front fight. A total of 530 of its workers have already joined some branch of the armed services.

Yes, Powell River pulp figures importantly in Sutherland Paper Company's part in World War II.

---

Father: "My son, promise to give up women, liquor and all your bad habits, and I'll will you fifty thousand."

Son: "Gwan! What would I do with fifty grand and no bad habits?"

*Part of the new hog machinery installed inside the building.*

*Page Fifteen*



# ALL TOGETHER ON THE HOME FRONT

This page is devoted exclusively to the dissemination of information to assist our GOVERNMENT in explaining the purpose and working of the many and varied regulations necessary under WAR conditions.

"The law of the Medes and Persians, which altereth naught" is a legend in the political and judicial history of the world. In the economic life of nations there is another immutable law, which altereth naught; and which is as true today as it was when Hiram and his craftsmen quarried the granite for King Solomon's temple.

The economic truism that "WAGES LAG BEHIND PRICES" is the basis on which the War Time Prices and Trade Board are fighting the Battle of Inflation in War Time Canada. The vicious spiral of massed wage increases and rising prices—always a jump ahead of wages—has been more successfully combated in Canada than in other allied nations. As a result of price controls Canada has held its increased living cost down to 17 per cent compared with Britain's 28 per cent and 20 per cent for the United States.

And here is the significant feature of this control. Had the Canadian index gone up as rapidly as in Britain and the U. S. it would have cost Canadians nearly 350 million dollars annually.

Keeping inflation down is one of the biggest tasks our Government faces today. It is a task that, to be

successful, must have the co-operation of every citizen. If the flood gates of control are ever forced by the selfish, personal and thoughtless acts of the citizens of Canada, the ensuing flood will engulf our entire nation. In place of the ordered, reasonable security of income and expenditure we will have the feverish runaway race between wages and prices—and the dice are loaded against wages.

And here is another monthly reminder—

**Corn Syrup Ration can be increased**—As usual in war time, Canada has a bumper crop of babies. WPTB has recognized this fact by providing them with a large normal ration of corn syrup—two "D" coupons a month, each good for 14 fluid ounces. Where infants two years old or less need a larger ration, Local Ration Boards will exchange extra "D" coupons for regular sugar coupons from the baby's ration book—two "D" coupons for each regular sugar coupon.

---

"Lips that touch wine shall never touch mine," declared the fair co-ed. And after she graduated she taught school for years and years and years—



IMPORTANT FACTS ON PULP & PAPER WAR EFFORT

## HOW THE PULP & PAPER INDUSTRY CARRIES COMFORT TO PRISONERS OF WAR



NO OTHER INDUSTRY  
COULD FILL THIS NEED

EACH WEEK CANADIAN PRISONERS OF WAR  
LOOK FORWARD TO THE RED CROSS  
PARCEL OF FOOD—THEIR ONLY CONTACT  
WITH THE OUTSIDE WORLD.

DURING THE YEAR THE CANADIAN RED CROSS  
PACKED 5,200,000 CARDBOARD  
CONTAINERS FOR SHIPMENT  
OVERSEAS TO PRISONERS  
OF WAR.

THE RED CROSS is doing a magnificent  
job in caring for Allied prisoners and,  
by supplying strong, light board for reducing  
the weight of packaging, pulp and paper  
workers are backing them up. This is just one  
of the many ways in which Canada's greatest  
peacetime industry is helping the war effort.

IN PEACETIME . . .  
CANADA'S GREATEST  
MANUFACTURING INDUSTRY

THE PULP AND PAPER  
INDUSTRY OF CANADA

# POWELL RIVER DIGESTER



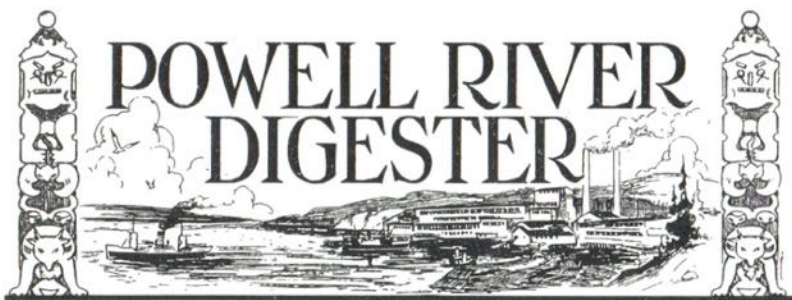
Vol. 19

DECEMBER, 1943

No. 12







# POWELL RIVER DIGESTER

J. A. LUNDIE, Editor

Published Monthly by THE POWELL RIVER COMPANY LIMITED

Manufacturers of Newsprint, Pulp and Paper Products  
Mills at Powell River, B. C.

VOL. 19

DECEMBER, 1943

No. 12

## Season's Greetings



*To all Powell River members of His Majesty's Forces wherever they may be, on sea, on the widely scattered battlefronts of the Empire, in the air, or in training camps in Canada*

*To all our friends on this continent and abroad, and*

*To all residents of Powell River and District and their families, the DIGESTER extends the Compliments of the Season and best wishes for Christmas and the New Year.*



*The modern Powell River, showing part of the plant, waterfront and townsite.*

## Thirty-three Christmases Have Watched Powell River Grow

**I**T is just over 33 years ago since the first clearing and construction gangs slipped ashore off lighters to start construction work at Powell River.

In that 33 years our stature has grown. The Powell River plant is known and its organization respected in the business life of this continent;

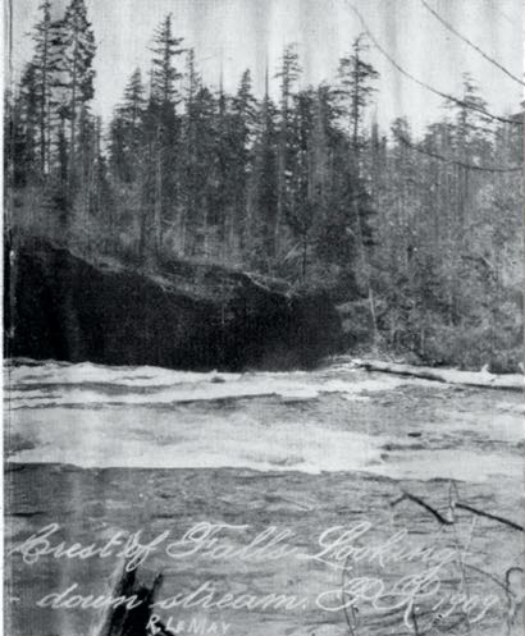
the products manufactured at Powell River enjoy a reputation for dependability and quality in the world of paper products.

The community of Powell River, represented by its citizens, has kept pace with the growth and reputation of our products. Our sons and daughters have won distinction for

*What Powell River looked like 32 years ago. A few bunkhouses for homes, a store, rooming house and a few tents marked the beginning of the growth seen above.*







*And this is what Powell River itself looked like before construction of the 50,000 H.P. dam now in operation. Snap on left was taken in 1909, a few months before clearing operations began.*

In these days of war, the Service Record of Powell River is one of which we are all proud. Per capita, the percentage of residents in the Armed Forces of our country is one of the highest in Canada.

Scores of these youngsters, who today are waging ceaseless war on blue water, under Mediterranean skies and in the air, were born in Powell River, sons of those sturdy pioneers who have watched more than a quarter of a century come and go—and who on this 33rd Christmas can look back with quiet pride in their share of moulding and building a community and an industry.

themselves and their town in the social, educational and recreational world in the days of peace.

*Here are the first paper machines, partly in place, the rest of the equipment still in crates, preparatory to installation. Date, 1911.*





*The Big Winners. Right is Pete Hunter, Wharf Superintendent, who won first prize for the best bloom in the show, and also carried off the grand aggregate. Left, Clarence Kirkwood, prize-winner of the best plant.*

## Mum Display Finest on Record

Local Association Stages Successful Exhibition



The Annual Mum Show of the Powell River Amateur Chrysanthemum Association has expanded into one of Powell River's outstanding community events. The show, held on November 17 and 18, was a distinctly finished exhibition. The displays were the finest on record; the crowd the largest in the association's history and the organization and arrangement of exhibits excellent.

The association has come a long way since its inception as a small club three years ago. Today it is the

*The officials step into the limelight. Association President Tom Fleury (left) and Secretary Jim Macindoe show their delight as Mr. Johnston, honorary vice-president, looks on.*

*Mrs. Bob Hainsworth snapped as she inspected some of the prize specimens which featured this year's show.*

Page Four





*John McLaren, winner of the Novices' aggregate, smiles happily with the results of his first 'Mum venture.*

fashion show of the district, with displays that reflect high credit on the executive and members.

This year the association displayed over 1500 blooms amid a setting that drew commendation from the visiting judges, Mr. Jack McGlashan, Mr. Fred Tremblay and Mr. W. Johnston. A definite feeling that the mum show had graduated from the experimental to the finished stage was in evidence everywhere—and this feeling was confirmed by the praise of the judges.

Mr. Pete Hunter, Wharf Superintendent, carried off major honors for the best bloom. Clarence Kirkwood was awarded the "Best Plant in the Show" prize. Mr. Hunter also carried off the highest aggregate honors, with John McLaren winning the "Novices' Aggregate".

The mum show was sponsored by the Lukin Johnston Chapter, I.O.D.E. and netted the Order nearly \$200 for the furtherance of their war work.

## Some Interesting Facts on Our Accident Records

By EVAN S. PIRIE, *Safety Inspector*

Since the picture of the Safety Committee for the Electrical Department appeared in this column two months ago, other department members have taken an added interest in just how good or bad their Safety Records are.

As a bit of encouragement to all employees and Safety Committee members in particular, here are a few figures on our Safety Record for ten months this year as compared with the corresponding period last year.

For the first ten months of this year we have had just 50 per cent of the accidents we had last year and our total days lost from accidents are only 65 per cent as great as in the same period in 1942, so we are definitely making progress.

On periodical inspections of the plant by the Workmen's Compensation Board inspectors, the mill has been found very satisfactory and well guarded. This is borne out by the fact that only 7 per cent of our accidents can in any way be attributed to faulty equipment, lack of guards or breakdown of machinery. The other 93 per cent is due to inexperienced help, thoughtlessness or carelessness on the part of the injured men.

With these thoughts in mind let's all remember Safety, both at work and at home, keeping in mind that if we are too busy for Safety, we are too busy.

The younger a man is the more he understands about women.



*Harold Moorhead*




*Russell M. Cooper*



*Ross Black*

## Combined Staffs Get Results

### Departmental Co-operation Maintains High Product Quality

 SINCE the outbreak of war, the operating and mechanical problems of producing the widening range of pulp and paper products have assumed rather formidable proportions. These problems are not peculiar to Powell River; they are part and parcel of a war-time industry faced by inevitable shortage of equipment, materials, manpower, skilled help. To overcome these problems, to maintain operations, to maintain the quality of our output, to provide or devise substitute materials to meet the new intensive and often changeable demands of the times—this requires a high degree of skill, co-operation, experience and understanding.

That such qualities are present in the Powell River organization has been proved by the operating performances of the plant for the past two years. Production has been maintained, machinery has been repaired, necessary installations have been made, substitutes have been found and quality upheld.

The co-operative and resourceful spirit of all ranks, with everybody pitching in to add their quota to the common cause, has been a pleasant and happy feature of our operating schedule in these difficult days.

All departments, mechanical, operating and technical, have shared honors in this successful fight. In this brief note, we pay tribute to three of our mechanical and operational leaders, and through them, to all employees in their departments or under their control.

This month's "Big Three" are General Superintendent Russell Cooper, Resident Engineer Harold Moorhead, and Mechanical Superintendent Ross Black.

#### **General Superintendent Russell M. Cooper**

Came to us from the east three years ago, after wide experience of technical and operating problems in eastern plants. Brought his eastern parkha along—but took vigorously to western life. Has a good sense of humor and

achieved high degree of co-operation, personal and general, with and between his foremen and superintendents. Very active in community life, chairman of half a dozen plant committees. Served overseas in the last war at age of 17.

### **Resident Engineer Harold Moorhead**

Took his degree in Mechanical Engineering at the University of B. C. Worked several years in the east and came to Powell River as resident engineer in April, 1941. Has one of the busiest jobs in the plant and is rapidly developing that slightly harassed look which all young engineers assume when asked, "How is the steel situation today, Harold?" As a mechanical engineer, works closely with the mechanical superintendent. Plays golf, rather fancies himself at bridge—and in between engineering and superintending meetings, finds time to take over the duties of 2nd Lieut. in the Reserve Army. One of those over-six-footers, and has to put in a special order for boots and socks and long-sleeved coats. Appears rather bashful, but don't count on it, girls.

### **Mechanical Superintendent Ross Black**

Must have been born with a blueprint and a mechanical gadget. Spends most of his spare time looking at pictures of machine or lathe work. Took his degree in Mechanical Engineering at University of British Columbia. Works closely with Harold Moorhead and his staff—and between them they have performed some interesting stunts with substitute materials and repair of old equipment. Ross joined us in 1935,

worked as a laborer, later as a mechanic—and four years ago was promoted to Mechanical Superintendent. A very serious young man and a hound for work.

*The Common Denominator* (and this is rather tough in these manless days). All three of these energetic lads are married and all have children. Ross is head man in this show with three, Russ a poor second with two and Hal an ambitious third with one.

---

### **Names Still Make News**

"Names Make News", even if the "names" don't always agree. For example, Employment Superintendent Frank Flett's recent bout with the chicken pox was very much in the nature of a public field day.

Daily bulletins on Frank's condition provided the subject of many discussions at "supers" meetings. Cards of sympathy flooded the mails—one of these rather unfeelingly hoped Frank would profit by the lesson and leave the chickens alone in the future.

\* \* \*

We received a letter from Pte. Russ Lambert from Jamaica last week. He said, among other things, that "of course there is lots of whiskey here—but the price of rum has gone up. *It is now \$1.50 a quart.*" John McIntyre and Gus Schuler are just wondering if maybe a little cruise in West Indian waters isn't just the tonic they need for that run-down feeling. Bill Cramb goes one further and asks "Why not move the population of Powell River *en masse* to Jamaica.

---

Adam had no mother-in-law and no taxes. That's why it was Paradise!

# Wood Pulp a Canadian Discovery

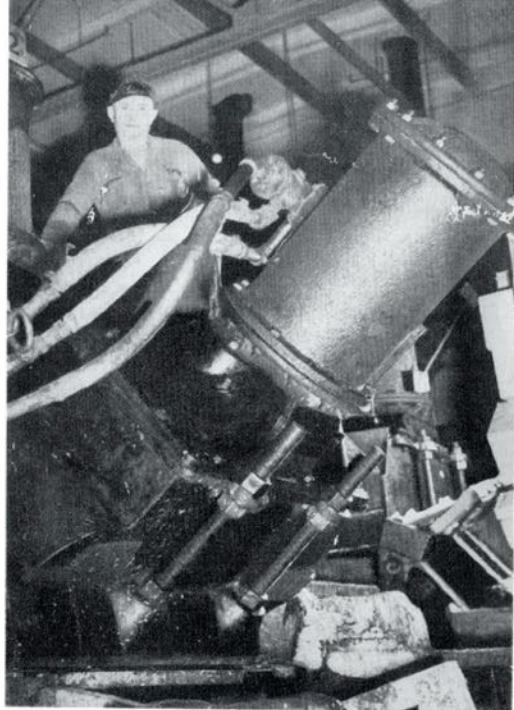
Powell River Specialists in Front Line of Research Work

against the rotating grinder stones which speedily reduce them to pulp. The blocks are washed and subjected to a thorough cleansing process before admittance to the grinders. The same care is exercised with the resultant pulp. This is subject to a special washing process before being pumped to storage tanks. The cleanliness of pulp is a *must* in the Powell River grinder room, and several years ago, a special "washer", involving the construction of additional buildings and machinery, was introduced for this one purpose. In the development of the modern methods of wood conversion, Powell River control and technical staffs have played an important role.

The conversion of wood pulp is of comparatively recent origin—and in the discovery and utilization of wood in the manufacture of pulp products, Canada has been in the front line.

It was not until 1838 that the first experiments with wood pulp were attempted. The honor of the first successful conversion of wood pulp is now generally attributed to a Canadian, Charles Fenerty of Sackville, Nova Scotia. The German scientist Keller, perfected similar experiments in 1840.

Out of the experiments of Fenerty sprang the dominance which Canada today enjoys in the pulp and paper



*Grinderman Paul Razzo stands beside one of the big three-pocket grinders in the Powell River plant. Each grinder produces 14 tons of wood pulp per day.*

**A** ROW of eight-inch howitzers lined wheel to wheel." In these words, a prominent U. S. newspaper official once described his first impressions of the big grinder machines in the Powell River plant.

The description is an apt one. With their squat noses pointed skyward, with the suggestion of leashed power in every line, sited in rows with military precision, these huge wood masticators have all the appearance of a regiment of artillery on parade.

The function of these stout machines is the pulping of wood. The rectangular blocks approximately 32 inches long with 8-inch faces, are fed through three pockets and pressed

markets of the world. The successful conversion of wood to pulp is the foundation of the present status of the paper industry in Canada. Following Fenerty's tests, newspapers gradually discarded the old rag stock in favor of wood stock. By 1870, wood was in general use—and within the next ten years had completely replaced rag and other materials.

In 1866 the first groundwood mill on this continent was established at Valleyfield, Quebec; and the honor

for the first sulphate mill goes to the Brompton Pulp & Paper Company, which entered the field in 1908.

In experiment, research and in the discovery and utilization of new improvements to the industry, Canadian inventiveness and resourcefulness have played a full and leading role. In Powell River, we are proud of the share our own specialists have taken, and will continue to take, in the development and progress of the pulp and paper industry.

## Vancouver Office Notes

Harry Chambers, one-time office boy and later assistant to Tunney Morrison in the vital job of seeing that all railroad shipments of newsprint and pulp are properly dispatched and documented, has left Powell River Sales to take up aircrew training with the Royal Canadian Air Force. Harry has been found to be a "killer" with the ladies—we hope the Japanazis find him the same way.

Jack Graham spent a week in Vancouver between postings from an Initial Training School to more serious business in a Navigation School with the R.C.A.F.

The annual golf competition for the S. D. Brooks Trophy, after many postponements in the final round for undisclosed reasons, was finally wound up just before it looked like snow might come. Roy Foote, Assistant Manager of Powell River Sales Company, was beaten one up on the 18th hole by Dave Stenstrom, well-known paper mill consultant. We haven't figured out yet how he got in there.

The office bowling league is going great guns this year with Floyd Kurtz, Commodore of the Kingcome Navigation fleet, leading the list of averages.

### The Cover Picture

This month's Cover Picture attempts to reproduce the thoughts of our boys overseas at this period—their longing to be back home and the memories of Powell River and all their old and pleasant associations here. We know that on Christmas Eve wherever they may be, their thoughts will be with us, as ours are with them—in the hills and plains of Italy, the deserts of North Africa, the training camps on the Channel, the oceans of the world.



*John North, Head Pattern Maker in the Powell River plant, on the job at his work bench.*

Suggestions from employees still continue to click the turnstiles. In the past month cash prizes have been awarded to the following employees for suggestions advanced.

to see Employment Superintendent Frank Flett. Frank's first impression, to John's indignation, was that he was too old to go back into harness but allowed himself to be dissuaded—he has never regretted it for a moment.

His opinion of Powell River is summed up in a personal message he wrote to Resident Manager D. A. Evans, thanking the Company for the \$100.00 award.

## ***John North Wins Suggestion Award***

### **Employee Suggestions Continue to Pay Dividends**

John North, Pattern Shop.....	\$100.00
Andy Devlin, Millwrights .....	25.00
Eric Baldwin, Machine Room .....	15.00
Fred Parsons, Barker Mill .....	10.00
George Crooks, Railway Div. ....	5.00
Bert Marrison, Machine Room .....	5.00
Harry Myers, Kelley Spruce....	5.00

"I have worked in England, United States and Canada, but I can honestly say I have never been so happy and contented as I have been this last two and a half years in Powell River."

Thanks a lot, John—and we rather like you, too, old man!

When our President, Mr. Harold Foley, was in Powell River recently, he asked especially for the privilege of presenting the Company's \$100.00 cheque to Pattern Shop Foreman, John North.

Some years before the present war broke out, John North had retired after a lifetime spent in the Pattern Making trade—retired, as he thought, to a well earned rest. The drain of young men from our industries brought John back into the fold, to "keep the old flag flying". One morning, two and a half years ago, John walked into the Time Office and asked



*Fountain in the city of Regina, for which John North fabricated all the patterns.*



# Visitors

## Former "A. P." Correspondent Pays First Visit to Powell River

Our visitors during the past month have been representative of many well-known Pacific coast industries. Prominent on the list were Mr. A. Wilson, editor of the *Pacific Pulp & Paper Industry*, and Mrs. Wilson, who were making their first trip to Powell River. Mr. Wilson was conducted on an extensive tour of the plant by Mr. John McIntyre, and outside of the odd creaky joint, resulting from John's penchant for climbing every stairway in sight and out of sight, was very enthusiastic over the organization and personnel of our mill. Mr. Wilson has had extensive experience in the newspaper business. He was seven years in England, reporting for Associated Press. He came back to America just before the war and was with "A. P." in New York, for two years. He resigned to take over the editorship of the *Pacific Pulp & Paper Magazine*.

We were glad to have with us D. L. Jeffries, San Francisco representative of Newsprint Service Company. While he was at Powell River a strange phenomenon occurred. The town, instead of enjoying the usual balmy weather, was enshrouded in a San Francisco-like fog. Don spent most of his time at Powell River explaining to his friends that this was the first thick fog he has ever seen, because the famous "San Francisco variety" is really only a high mist.

Mr. L. Blair, lumber sales manager

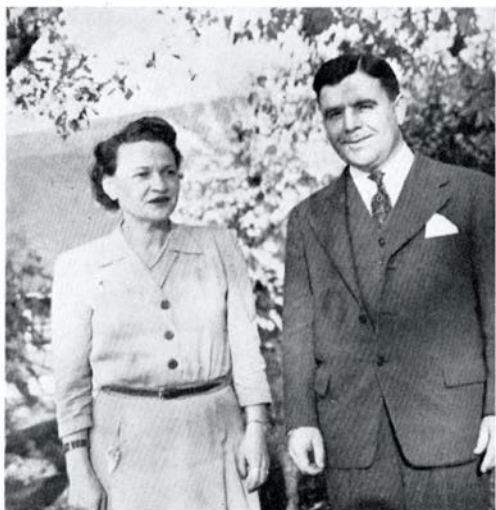
*Mr. A. Wilson, editor of the "Pacific Pulp and Paper Industry", snapped with Mrs. Wilson during recent visit to Powell River.*

Page Eleven

of Price Brothers & Co. Ltd., Quebec, paid us a short visit. Mr. Blair expressed amazement at the beautiful flowers blooming, also the arid condition of the liquid refreshment supply.

Other visitors included Mr. C. Dewey Anderson, managing director of the Salmon River Logging Co. Ltd. of Vancouver; Mr. Claude Yuill and Mr. F. W. Harvie, of Pacific Lime Co. Ltd, Vancouver; Mr. J. Sheasgreen, superintendent of Comox Logging & Railway Company, Ladysmith, B. C., together with seven members of his organization.

Mr. Don Farris and Mr. George Turner, of Vancouver, Mr. Ed Rorke, of *The Vancouver Sun*; Mr. Fred Foote, Westminster Paper Co. Ltd.; Mr. Peter Southam, *Vancouver Daily Province*; Mr. J. A. Young, Pacific Mills Ltd.; Mr. Archie Hazeldine; Mr. J. C. Berto and Mr. John E. Leirsch, of Aero Timber Products Ltd., Vancouver; Mr. R. C. Cumine, Dept. Munitions and Supply.





Sgt. Frank Mannion



LAC Alex Dunlop



Corp. Chas. Robson

## On Active Service

### Christmas, 1943, Finds Powell River Boys on Widely Scattered Fronts



PO Doug Ingram



OUR Fifth War-time Christmas is here. It is the fervent hope and wish of millions of people and the expectations of other thousands, that this will be our last Yuletide under the disruptive shadow of war.

The sharp pangs of war have already bitten deeply into many a Powell River home and throughout our community. The loss of these splendid, fearless youngsters will temper our merry-making and inevitably recall memories of brighter days when they were with us and joined us around the Christmas board.

And so our first thoughts in this season of reflection and memories will go out to all the parents and relatives to whom this cannot be a Merry Christmas. And we will raise our glasses to those stout lads who, in every theatre and in every service, are going all out for us and the home they love.



Driver Bill Price



"Skipper" G. Levy



Corp. Dick Johnston



*Corp. "Brick" Harper*

We will drink a special toast to our boys who will spend Christmas in custody behind the enemy lines, with the not unreasonable hope that they and their hundreds of comrades from Powell River, will be with us in person before another year has passed.

On this Fifth War Christmas, over 900 men and women from Powell River are in the Armed Forces. Included in this number are 37 members of the Wrens, C.W.A.C and R.C.A.F. (W. D.). In recent months scores of our boys in all branches have been transferred to the Central Mediterranean area to join the scores of Powell River lads already in that sector. At least a dozen are with the British Eighth Army. Others are serving along lines of communication between Sicily and the Sangro; still others are finishing preparatory training in North African ports. Over in England, hundreds await the order to move into the battle lines of land, sea or air.



*Corp. Rusty Taylor*

Powell River boys have been in the forefront of many spectacular air and sea battles, and in recent weeks comes word of the exploits of our own Flying Officer Bill Gallager, co-pilot on a coastal bomber that sank an enemy U-boat in the Bay of Biscay.



*Corp. Jack Cballis*

Yet all these lads, wherever they are, behind the mists of the North Sea, in the mountains of Italy, over the desert sands, in the steaming jungle of India or Ceylon, in billets in the United Kingdom, will think of Powell River and of the happy days behind and the happier days ahead.



*Corp. Jack Pelly*



*Sgt. Cliff Walker*



*Spr. Bob Lye*



*The Powell Stores display of B. C. products, snapped late in the evening. The window dressing earned high praise from visiting officials.*

## **Annual B. C. Products Week Held**

### **Powell River Company Displays Products**



*Part of the Powell Stores window display of B. C. products during recent B. C. Products Week show.*

ON Friday, November 10, the Annual B.C. Products Show attracted a capacity audience of interested Powell River residents. The show was sponsored by the Powell River Board of Trade on behalf of the B.C. Products bureau.

Many attractive exhibits were exhibited by B. C. Manufacturers and most of the stores in the district ar-

anged displays during this B. C. Products Week. The Powell River Company's display proved of general interest and many local residents were surprised at the range and variety of paper products now produced by the company (see accompanying photograph). In addition, the company's display of war work produced, and still being produced, in the plant, and which included aircraft, marine and auxiliary parts, equipment for air fields and army camps, was a revelation to many visitors—even to some of our own employees.

The manufacture of special airplane parts is now proceeding smoothly. Most of the kinks and initial troubles have been ironed out. Production is meeting and even exceeding schedules. The number of employees on this vital phase of war production is nearing the 100 mark; and Boeing officials express satisfaction at the type of work turned out.



*Scenes from the Annual Ex-Servicemen's Ball, sponsored jointly by the Powell River branch of the Canadian Legion and "E" Company, B. C. Regiment (R), Powell River. Above shows the Grand March under way, with Rifleman Jack Hill, left, of E Company, carrying the Union Jack, and Corporal Bill Lewis, of the Canadian Legion holding the Legion flag. Below: Rifleman Pat Thompson, chairman, Payroll Savings Committee, Fifth Victory Loan, receives winning ticket for a \$100 bond from Wren Frances Hughes, R. C. N. V. R., daughter of Mr. and Mrs. S. B. Hughes. Jack Stiggins, Russell M. Cooper and District Chairman D. A. Evans participate in the ceremony.*



# ALL TOGETHER ON THE HOME FRONT



This page is devoted exclusively to the dissemination of information to assist our GOVERNMENT in explaining the purpose and working of the many and varied regulations necessary under WAR conditions.

We have mentioned the dangers and subsequent economic disruption attendant on INFLATION regularly on this page. We make no apology for doing so again. This issue has become so vital that the Prime Minister of Canada made it the subject of a special address to the people of Canada in his last radio address to the nation. A recent newspaper's editorial sums up briefly the pith of the Prime Minister's address in these words:

***"Those old companions, Supply and Demand, are at loggerheads once more. With all the eagerness of a Gestapo agent seeking a new victim, inflation is waiting to pounce."***

INFLATION has already taken a few sharp bites at our flanks. But it can't pounce if we decide it shall not—and don't leave it to the other fellow to exercise the self-denial necessary.

And now for a few quick ones for the prospective purchaser.

***There's a price ceiling on rebuilt electric washing machines.***

If you intend buying a rebuilt electric washing machine, remember that there's now a price ceiling on it. Depending on age and type, electric washers must sell within a price

range of \$39 to \$95. In no case may the rebuilt price be more than 90 per cent of the original retail selling price of the machine when new. Thirty-day guarantees must go with rebuilt machines priced at \$50 or less. Higher-priced machines must be guaranteed for 90 days.

***Eggs for breakfast are under the ceiling, no matter what size and grade. Here is good news for the household budgets.*** A recent WPTB Order has readjusted wholesale ceiling prices for all grades and sizes of eggs. Prices are now set for 25 cities, and for rural areas covering most of the inhabited parts of Canada. The retailer's mark-up is now limited to a maximum of six cents instead of eight cents as formerly. Note that, when a producer sells direct to the consumer, whether on a public market or otherwise, he is governed by the wholesale ceiling price for his area, and may add at most the six-cent mark-up allowed to retailers. Ceiling prices apply throughout the year, with market prices fluctuating under the ceiling according to season and market conditions.

He: Deep in my heart I love you dear. My love for you will never stop.

She: But if it goes too deep, I fear, there'll be room for others at the top.



IMPORTANT FACTS ON PULP & PAPER WAR EFFORT

## HOW THE PULP & PAPER INDUSTRY HELPS SAVE THE LIVES OF WOUNDED SOLDIERS

NO OTHER INDUSTRY  
COULD FILL THIS NEED



THANKS TO THE BLOOD PLASMA PREPARED FROM BLOOD OBTAINED FROM VOLUNTARY DONORS, THE LIVES OF MANY SEVERELY WOUNDED SOLDIERS HAVE BEEN SAVED.

CARDBOARD PROTECTS THE INDIVIDUAL BOTTLES OF PLASMA AGAINST BREAKAGE AND CARDBOARD CARTONS CARRY THE PLASMA TO THE FRONT LINE HOSPITALS.

CARDBOARD IS USED not only for packaging blood plasma; it is helping in the battle of the Atlantic by reducing the weight of shipments and making larger cargoes possible. It is also releasing such scarce materials as tin. The industry is doing a *real war job*; it will play its part, too, after the war.

IN PEACETIME  
CANADA'S GREATEST  
MANUFACTURING INDUSTRY

**THE PULP AND PAPER**  
INDUSTRY OF CANADA