

Powell River

DIGESTER



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Powell River
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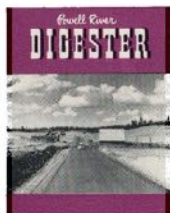
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Through the pages of this journal we hope to tell our readers about Powell River and its products.



The Cover Picture

The cover picture fits in with our stories on the Cariboo, B. C.'s Last Frontier. It shows a section of the famous Cariboo Road near the 100 Mile House.

MRS. WATSON — GOOD CITIZEN



Mrs. Doreen Watson

MRS. DOREEN WATSON is Powell River's "Woman of the Year" for 1950. Last month, Mrs. Watson, one of the community's most active social and welfare workers, was elected Good Citizen for 1950.

In an area like Powell River, where there are so many active workers on scores of community endeavours, her selection out of a strong list of popular candidates, is an honor which the very modest Mrs. Watson appreciates keenly.

Mrs. Watson is a leading figure in the Imperial Order Daughters of the Empire, is extremely active in church affairs and many other welfare activities.

Quiet and unassuming, she was astonished when she learned that her name had been submitted to the district committee—and even more astonished when she was pronounced "Powell River's Good Citizen" for 1950.

Mrs. Watson's choice is a very popular one. She has, for years, gone about her welfare activities without fanfare or fuss. She has always been ready to lend a helping hand in case of need and distress—and her interest, enthusiasm and utter sincerity have brought well-deserved recognition.

She has been welfare convener for the I. O. D. E. for the past four years; a director of Camp Artaban; an examiner for Boy Scout and Girl Guide tests; Powell River representative for the Province Welfare Clothing Group, and an active Red Cross worker.

These are among her more or less official responsibilities. But much of her work is done quietly and on her "own", and there are many people in the Powell River district who have been recipients of her unofficial and spontaneous acts of kindness.

Mrs. Watson is a native daughter of British Columbia, and has been a resident of Powell River for 22 years. Her husband is Mr. Ben Watson, sulphite supervisor.

In addition to her many and varied welfare activities, Mrs. Watson is an enthusiastic and expert gardener. She and Mr. Watson are "Gladiola" specialists—and their blooms, most of which find their way into hospital wards—have a district-wide reputation. In between times, she does a highly capable job of housekeeping—and her cakes, according to husband Ben, are as dainty and delicate as her "Glads". She is also a prolific reader—and how she finds time to do all the things she does without breaking step is a mystery to most Powell Riverites—especially when they also remember that she has been a Sunday School teacher in the Anglican Church for the past 15 years, is secretary of the Altar Guild and president of the Woman's Auxiliary for both senior and junior girls' groups of the church.

The Good Citizen Award is sponsored by the Knights of Pythias Lodge and the *Powell River News*. Mrs. Watson is the seventh winner of the gold brooch presented annually to the Good Citizen.

SHE'S THE ONLY ONE IN THE WORLD



Mrs. Nancy Hodges

WHEN the Twenty-second Legislative Assembly of the Province of British Columbia was convened in February, 1950, the House was treated to a spectacle unique in the long history of British Commonwealth parliamentary institutions. The visitors' gallery was packed to overflowing—and members stood in respectful curiosity as the Sergeant-at-Arms boomed out, "Make Way for Madame Speaker"—and Mrs. Nancy Hodges, M.L.A., the world's only woman Speaker, walked with measured tread through the wide doors and took her place on the throne-like chair of carved oak.

When, following the Provincial Election of 1949, Premier Byron Johnson announced that the new Speaker of Provincial Parliament would be Mrs. Hodges, muttered gasps of consternation, surprise—almost incredulity, were audible. The Premier's pronouncement fell like a bombshell among the more staid Victorians, behind whom flowed centuries of the best British parliamentary tradition. "Now look here, old boy, it just can't be done." "No precedent for the move, what!"—and from others, solemn shakes of the head, "A woman as Speaker—well, well." But these preliminary judgments have since yielded to generous admiration and provincial pride as tributes poured in from all sides, and the press of the world acclaimed an appointment which as far as research may determine, makes Mrs. Hodges the only woman to ever occupy the Speaker's Chair in any parliament in the world. (There is even an unfounded rumor that Winston Churchill, ever alert to the spectacular, gazed regretfully at Lady Astor and muttered, "Now why didn't I think of giving 'our Nancy that job!'"

The people of British Columbia enthusiastically endorsed the Premier's choice, with its touch of the spectacular and dramatic—and with good reason. For Nancy Hodges has been in the Legislature for over 10 years, and has been one of the most colorful and dynamic figures in our parliamentary and public life. In accepting the high post of Speaker, she made this pertinent observation, which sent rippling chuckles along the benches:

"I am very proud of the honor that has been accorded me, but I wonder if this is a deliberate stratagem on the part of the Prime Minister. The Speaker is not allowed to take part in the debate in the House—and that is a hardship on any woman, particularly on me."

The House agreed.

Holding her tongue has never been one of Nancy's fortes. In the House she was never at a loss for a tart reply or the "retort courtois"—and as one member observed, "the Legislature will be a dull place with Nancy out of the cut and thrust of debate."

Between 1941 and 1945 there were five women in the House, Mrs. Hodges and Tilly Rolston on the government benches, and Mrs. Dorothy Steeves, Mrs. Laura Jamieson and Mrs. Grace McInnes, representing the C. C. F. minority. In this period the verbal brushes between the brilliant, deadly Dorothy Steeves and the keen-witted, incisive Nancy were the talk of the Capital. Today the three C. C. F. rivals have disappeared, but Nancy Hodges and Tilly Rolston still carry the women's burden, and carry it well. She has been a stout and ardent defender of women's rights and doughty fighter for their principles.

In 1946 she attacked the Government for replacing women with veterans. If these indiscriminate dismissals continue, she warned, "I'll go on the hustings myself and canvass for pensions for women at 40." Her 46 male colleagues squirmed uneasily, torn between women's votes and soldiers' votes. But dismissal of women, even from Federal offices, ceased.

But incidents like this could be multiplied a hundred fold. Nancy Hodges has always been an active and vigorous fighter for the women of British Columbia. She has been an asset to the House, and a credit to her constituents—and her wisdom, experience and background have helped propel many a hotly debated bill through a tense and nerve-taut assembly.

That, in brief, is Nancy Hodges, Speaker, politician and parliamentarian. But her fame and her popularity do not rest on her acquired skill as a politician or her unique position in parliamentary life.

She was born in England 63 years ago, graduated from London University, and took up journalism as a career—a profession which she has followed throughout a long and useful life—and which neither the serious responsibilities of marriage nor the lure of politics have erased. She married into the newspaper business when she espoused Harry P. Hodges, then an enterprising young journalist in his middle twenties. They came to Canada in 1912—and in 1916 arrived in Victoria, where Mr. Hodges became legislative correspondent for the *Victoria Daily Times*.

(Continued on Page 3)



CONSTRUCTION PROGRAM PROCEEDS



EARLY last September authority was granted to embark on the second development program since the end of the war. This program has a two-fold objective: to increase newsprint production by approximately 130 tons per day and to replace or renew some major facilities which have reached the end of their useful life either because of depreciation or obsolescence.

The foregoing sounds very clear cut and definite, and our entire organization has devoted much time and effort in the last few months developing ways and means for carrying it out.

Since last summer nearly every member of the Powell River organization has become involved in the planning necessary before such a program can take physical shape in the form of new buildings, machinery and equipment. Representatives of the Engineering Department average two or three meetings a week (as well as innumerable small discussions) with the Operating, Service and Technical Personnel. At these discussions details as to flow sheets, type of equipment, plant lay-outs and scheduling are considered and agreed upon.

Once general agreement is reached the Engineering Department issues specifications, enquiries for quotations, equipment requisitions, makes lay-out drawings, progress schedules, manpower schedules, and with incurable optimism and foolhardiness, even submit final cost estimates and expenditure schedules.

This all sounds very concise, however somebody always wants to probe further and find out what has been accomplished in the tangible form of new structures. The evidence of towering structures may not be yet seen, but much of the essential foundation work is under way — and the structures will not be long. To date a rock breakwater west of the new wharf has been completed and dredging has been progressing at the new wharf site for three months, although very little evidence of this activity shows

above the water. New access roads have been made along the length of the Powell River-Stillwater transmission line, and a start has been made on clearing — all necessary before the big steel towers are cemented into place.

In general, practically all major equipment is now on order and emphasis has shifted to expediting and scheduling deliveries. This is a phase of a development program which has become very important in the last 10 years, and we have representatives visiting every plant where orders have been placed. More often than not it is found necessary to also contact some or all of the sub suppliers. To date we have no indication that all equipment will not be available when required. Under present conditions, however, no one can protect themselves fully against the uncertainties of the future. We are keeping our fingers crossed.

The immediate future calls for concentration on completion of all building drawings and specifications and the placing of contracts for this work. The making of detailed equipment lay-out drawings will proceed concurrently with this as well as the ordering of miscellaneous minor auxiliary equipment.

Present schedules call for the wharf structure to start taking shape immediately. The erection of new chip bins should start inside the next two months. Construction of the Stillwater transmission line will commence in April. The barker mill, groundwood mill and steam plant extensions will all be under way prior to the middle of summer.

If all goes well the Stillwater transmission line will be completed this summer, and the new wharves by the end of October. Numbers 5 and 6 paper machines will be speeded up by the end of the year, which requires the groundwood mill and barker mill extensions also to be in operation. By the summer of 1952 the complete program will be finished and another 40,000 tons per year of Powell River newsprint is expected to be available.

SHE'S THE ONLY ONE IN THE WORLD

(Continued from Page 2)

He has just retired as editor of that famous sheet after 34 years' service. His knowledge of legislative background, of the vagaries of political life have, in no small measure, contributed to Mrs. Hodges' masterly handling of many controversial issues.

In 1917 Mrs. Hodges filled in for an absent lady reporter, and that started her back in the reporting game. For the next 26 years she was a regular reporter on the *Times* — but eight years ago started writing that widely read column "One Woman's Day", which appears regularly, and which Victorians turn to with glee, relish, exultation, or impatience — for her column, at times, like Nancy, may be unpalatable — but it is never dull.

In the space at our disposal, it is impossible to do anything like justice to Nancy Hodges and her widespread public activities. But few women on this continent have a more exacting program of work. She averages two speeches a day — and only recently addressed a breakfast

club at 7 a.m., a service club at 6 p.m. and a political gathering at 8 p.m. In between times she writes her column and attends to her duties as a housewife, in which she takes considerable pride — and which she performs with the same capability and adroitness as she does her other duties. She starts her day at 6.30. "The minute I get up I put the oven on and put the fish in for breakfast. Harry's on a diet, so we can't have fried fish, and baking it takes longer."

At the biennial convention of the Federation of Canadian, Business and Professional Women's Clubs, held at Halifax last year, Mrs. Hodges was the unanimous choice for Canada's "Woman of the Year". Replying to the speech nominating her to this honor, Nancy didn't mince words.

"You've got to stop passing resolutions and thinking they are the be-all and end-all of all things. Get right down and fight with the strongest weapon you have — the vote."

Which is a good note on which to end this outline on Mrs. Nancy Hodges.



Powell River Company logging supervisors and Company officials meet at Hotel Vancouver for four-day discussion.

THE LOGGERS TALK IT OVER

THE basic purpose of this gathering is to bring our key men together where differences may be adjusted, and new plans discussed—all in an atmosphere of complete frankness.

In these words, Vice-President of Powell River Company, George O'Brien, outlined the reasons for bringing the Company's logging supervisors to Vancouver for their third annual get-together last month.

Over 30 logging supervisors, engineers and key men in the woods division were present for these discussions. They had come in by plane and boat from widely scattered points along the coast of British Columbia—from Stillwater, the farthest south, to Justkatla, in the Queen Charlottes, nearly 500 miles to the north.

This policy of an "internal loggers' convention" was started three years ago by Powell River Company. It was realized that exchange of views and contacts between superintendents and foremen in isolated camps, separated by long distances was an impossibility. It was, however, felt that such contacts would be beneficial—and that interchange of ideas and experiences—would inevitably contribute to efficiency of operations. Equally important, it was considered, would be the opportunity afforded for supervisors to get any "gripes" out of their system, and to air their various problems or criticisms in front of management and in company with their fellow loggers.

The plan has been very successful. It has brought more harmony and understanding and many ideas advanced at the "convention" have been put into force in the camps. And it has placed operators in closer sympathy with overall policies—and brought management closer to problems of the man on the job. And to the wives, most of whom accompanied their husbands to "the big city", the idea was a brilliant one.

This gathering of Powell River loggers is no hit and miss affair. It is a serious and well-planned business, for which a regular agenda is prepared—and which sits steadily from 10 a.m. to 4 p.m. for four days.

All leading Company officials are in attendance and special guest speakers are brought in for the occasion. Papers, dealing with a variety of logging problems, are

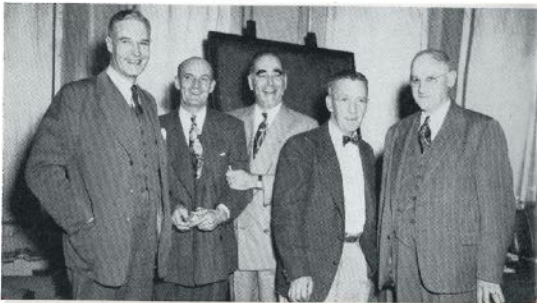
presented by different superintendents—and these are thoroughly questioned or debated in the question periods, in which everyone joins—and which is not noted for backwardness in coming forward.

This year's convention opened in the Hotel Vancouver on January 11—and carried over until the 15th. George W. O'Brien, Vice-President, and Norman English, Manager of Logging Companies, were co-chairmen, and welcomed the representatives.

In his opening remarks, Mr. O'Brien emphasized "that employees play a main role in our production team—and that a good superintendent should understand his employees, appreciate their problems, learn their characteristics and do everything possible to make them willing and co-operative members of the team. If successful, this policy makes for happy human relations in your camps, and is directly reflected in production efficiency.

Touching on the 1951 outlook, Mr. O'Brien stated: "We will need all the logs we can get in 1951. Defence requirements will force a heavier demand for wood products—and the manpower problem will be intensified. Controls, of one kind or another, appear indicated—and if we are to successfully meet and surmount these difficulties, we must put ourselves in the best possible position in the shortest possible time."

Assistant Vice-President John Liersch; Superintendent George Bell; Norman English, manager of logging companies; Superintendent Hamilton Waddell, and Joe Tucker, timber cruiser, get together at the conference.



"The Company, in line with its long-range policy of wood reserves and conservation," Mr. O'Brien declared, "had purchased additional timber limits—and had lined up a heavy cruising and engineering schedule for the year. New road systems would be developed in all camps.

"It will be a busy year for us all—and it requires team work and co-operation all along the line to keep moving at capacity."

In his official address of welcome to the supervisors, President Harold S. Foley outlined prospects for 1951, emphasizing the probable impact of speeded up National Defence on the over-all economy of the country. He stated that shortages in labor and materials might have to be faced.

He spoke on the necessity of wood conservation and pointed out that the use of salvage wood in pulp and paper operations would form an increasingly important phase of logging in the years ahead. "We are leaving no stone unturned to ensure the stability and permanence of our operations and maintaining a wood conservation policy is foremost," he stated.

"We can formulate policies," he concluded, "but the responsibility for carrying them out rests with you men who control our operations at the source."

In closing, Mr. Foley offered this suggestion to the group—"Protect our forests—and they, in turn, will protect us."

Practically every phase of operations was discussed and aired during the meetings. Gerald Jeffs delivered a challenging paper on logging and cookhouse costs, which provoked widespread interest, and which brought out many worthwhile suggestions.

Tom Murphy and Joe Tucker proposed recommendations for fire protection and good housekeeping; Peter Demidoff and Ed Fortin spoke on the necessity for better understanding and co-operation between the logging engineer and the operators; George Bell, Claude Germyn and Hamilton Waddell debated the economic value of a separate road construction unit that would travel from camp to camp. This particular subject, out of which several valuable recommendations issued, was hotly contested.

Ted Stromme, lightened the atmosphere by an interesting and factual account of his recent visit to Norway. Assistant Vice-President John Liersch, who recently accompanied a group of British Columbia foresters to Sweden and Norway, spoke on "Forestry in Scandinavia", outlining the present wood supply situation in that area, and some of the technical advances made in newsprint and pulp production.

Well-known members of Powell River's logging staffs: Berger Hanson, Superintendent Ted Stromme, General Superintendent Tom Murphy and Safety Supervisor Bruce Low.



At the dinner, the photographer snapped the "Stillwater Group"—Mr. and Mrs. H. Waddell, Mr. and Mrs. Bill Copeland.

The labor problem was ably handled by Harold Henderson, who recounted the many headaches confronting the employment office in their efforts to obtain men for the woods. "In this time of short labor supply, quality has to be often sacrificed for quantity—and there is not too much of either available."

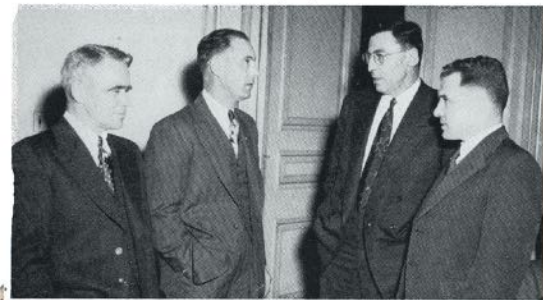
Perhaps one of the most interesting events of the meeting was the panel discussion on labor led by Supervisors Bell, Black, Fleming, C. Germyn, O. Germyn, Henderson, Murphy, Stromme and Waddell. George O'Brien, Norman English, John Liersch and Bruce Low, representing management, participated in the panel. With the labor problem already a difficult one and threatening every day to become more acute, this frank round table talk was timely and valuable. Problems of building schools, analyzing complaints, suggestions for improving our hiring set-up—and possible additional sources of labor supply were all thoroughly threshed out.

Guest speakers at the meeting were Mr. R. V. Stuart, of Forest Industrial Relations, who analyzed labor relations in British Columbia; Mr. Alan Williamson, Powell River Company director, who delivered an interesting and instructive address on investments; and Mr. Roy Evans, Safety Director, B. C. Forest Products Co. Ltd., who discussed in detail Job Training in the logging camps. This challenging and fascinating plan caught the interest and imagination of all.

On the evening of January 12 all the logging supervisors and their wives were guests of the Logging Department at a special dinner-dance.

As an observer at the conference, the writer considers it among the most interesting gatherings of the kind he has ever attended. There was nothing of the conventional air about it. It was a serious business, with no holds barred and no punches pulled. The papers presented were all thoughtful, well prepared and practical. Interest was maintained throughout—there was no holding back or shyness on the part of anyone. Criticisms, where made, were put frankly—and many men, after discussing and hearing the other fellow's troubles, discovered he was not alone in his problem—and that co-operation, mutual information and discussion ironed out a lot of difficulties.

Everyone returned to camp with a clearer outlook on each other's difficulties, a better understanding of Company policy—and a clearer conception of what lies ahead.



JUST A SMALL FLURRY

THE inborn and rugged honesty of the West finds typical expression in this picture of snow in Powell River. We could quite easily have said, "No, we haven't any snow to speak of this winter." It snowed for a couple of days, caused a mild inconvenience — and disappeared completely three days later before a balmy wind and a "few" drops of kindly western rain.

But we do want to say that within three days from the terrible, "unusual" and totally below-the-belt condition portrayed in these candid views, that the gardeners were back on the job — daisies, unhurt, opened inquisitive petals, and tulip and crocus buds were totally unscathed. Not even a film of ice on the shallowest lake as "typical" Powell River banana belt atmosphere again took over.

Anyway, that was our first and only snowfall (up to the end of January) in an exceptionally mild winter. But that "rugged western individualism" compels us to admit that a few flakes did fall—but, heck!—you won't count that in, will you? In our book, it's a non-compensable accident,



Second Street, Powell River, during mid-January snowfall.

and they don't pay unless you are off the job for three days. Just another minor accident then. Nobody hurt, very little extra demand on the fuel—and 48 hours later a nice warm sunshine, winking kindly above the perspiring gardener.

Nice shots for our archives, though, and something to tell our grandchildren about.

THE BOYS TRY CURLING

WINTER sports, as they exist in Eastern Canada, have little place in Powell River's sports agenda. Normally our snowfall is of short duration. Ice skating is very spasmodic, depending on outdoor lake freezing—and rarely do citizens enjoy more than a maximum of two weeks' skating in a year. (Up to the end of January, not a lake in the district had even looked like freezing.)

Bob Fletcher (left), Mark McCartney, Tom Wyborn, Russell Cooper, Powell River's curling challenge.



But many of our residents, brought up in the hardy atmosphere of ringing blades, flashing sticks and bob sleigh runs, hanker after the pleasures of their youth—and last month their hankering was too much for four of our prominent citizens. Resident Manager Russell Cooper, Groundwood Superintendent Bob Fletcher, Steam Plant Superintendent Tom Wyborn and Mark McCartney, well-known district merchant, headed off for Vancouver to take part in a curling tournament.

None of them had played for at least 15 years, but this trifling fact failed to daunt them. Bob Fletcher and Tom Wyborn were lawn bowlers of province-wide fame—and after all, curling on ice couldn't be much different from bowling on grass.

It was a little different—but surprisingly enough, the Powell River rink put up a good show, and except for one end, held their own in competition with a rated Vancouver squad. Russ Cooper and Bob Fletcher were in top form—and Vancouver curlers are praying they don't build a rink in Powell River and send out teams to disrupt the quiet of Vancouver.

This is the first record of a Powell River rink playing a competitive match in curling—and interest has spread about the district. If any of the lakes freeze over this year, it is a certain fact that a lot of lawn bowlers will be purchasing curling stones.

OUR MILL GARAGE

BACK in 1942, with scarcity of labor on one hand and the expanding needs of modern industry on the other, Powell River's mechanization cycle started off in real earnest. Up to this period mechanized units had been injected into the plant, but in small numbers and scattered areas.

With the introduction of three Clark loaders for handling newsprint on the docks mechanization grew and now facilities were necessary to repair and maintain the new equipment.

So, in the spring of 1942, a new fledgling sprung up—the mill garage, with two employees and around a dozen vehicles of all kinds as their victims.

Today the Garage, under direction of "Slim" Hodgins, employs a staff of seven men, and is responsible for the upkeep and operation of several score trucks and vehicles.

In the years following 1942 the mechanization process expanded. To the original "Clarks" were added a fleet of 20 Towmotors, Hysters, fork trucks, lumber carriers and other equipment.

Before the mill garage was organized, truck and other vehicle repairs were done in the main Powell River Company garage in the townsite. Now, all motor transport can be placed in the garage within a few minutes from any point in the plant.

The Garage is one of the busiest spots in the plant. On an average day, at least fifteen machines of all shapes and sizes come in for repairs, some major, some minor, some for a new battery, some for a new engine. With their long and intimate servicing of plant equipment, Slim and his men are able to diagnose the complaint and produce a cure with maximum speed and despatch. Whether it be the huge Gerlinger wood carrier or the little "pip squeak" that manoeuvres about every nook and cranny of the plant, it's all in their day's work.

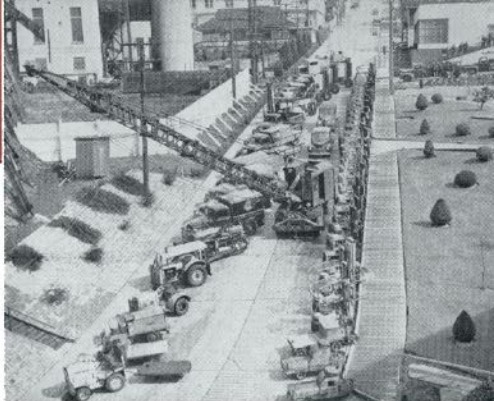
A special stores branch, with complete parts for every type of vehicle, is maintained as part of the garage set-up. A quick call to stores and the necessary equipment aboard a gas driven machine is at the garage within a few minutes.

All parts taken from the various machines are carefully sorted out, and if repairable, are set aside for slacker hours. A large portion of such parts are being steadily refurbished and taken back into stores.

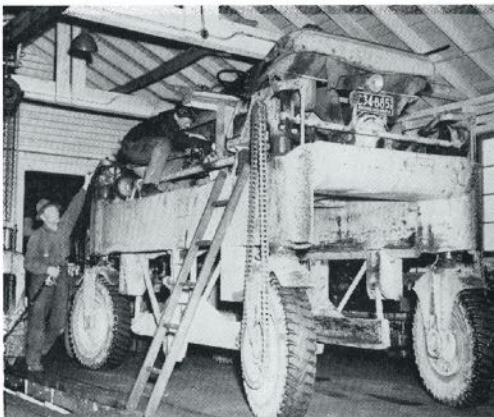
In addition to the transportation equipment, carriers, jeeps, etc., the garage is responsible for maintenance on 8 locomotives, 8 boats, 2 caterpillars, compressors, mixers, mobile crane, lawn mowers, etc. Gasoline consumption for all gas driven vehicles approximates 900 gallons daily.

It is a compact little organization, this garage crew. All of them have been with the Company many years, and are thoroughly conversant with conditions under which their equipment operates. They are proud of their record in keeping the rolling stock moving, and by their skill and team work have been and are a vital link in keeping our production at top levels and our machines efficient, second to none in the industry.

Page Seven

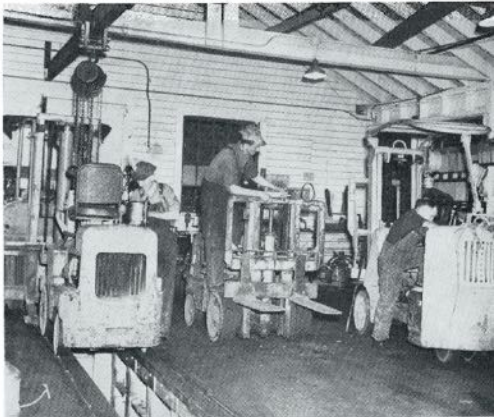


Mechanical equipment in Powell River plant keeps plant garage busy on repairs and maintenance.



Garage crew repair one of the giant Gerlinger Carriers.

Slim Hodgins (centre), Jimmie Tate (left), and Walter Patrick check over fork trucks and jeeps.



A PULP AND PAPER PIONEER



Alfred Carmichael

THE newsprint industry as we know it today in British Columbia had its birth when Powell River Company turned out its first rolls of newsprint in April, 1912.

Yet, long before this, groups of far-seeing and energetic individuals were exploring the possibilities for pulp and paper production in B. C. Among these was Mr. Alfred Carmichael of Victoria, now head of the real estate, insurance and timber brokers firm which bears his name. In the early history of pulp and paper development in British Columbia, Mr. Carmichael played a leading role, and today stands in the front rank of pioneers who laid the foundation of this great industry in our province.

Alfred Carmichael arrived in Canada from England in 1890 at the age of 16 years, and was employed on the construction of the early paper mill ventures at Alberni in 1891. This mill was completed in 1894—and wrapping, book and other miscellaneous paper manufactured. In 1896 the plant closed up and was never reopened, thus ending the first attempt to start the industry in B. C.

Mr. Carmichael's connection with Powell River dates back to 1898. In that year, in company with Mr. Bertie Boyd, he explored the B. C. coast north of Vancouver—including Howe Sound, Gordon Pasha Lakes, Powell River and Jervis Inlet. He was greatly impressed with the potentiality of Powell Lake—and recalls that the elevation of the falls at that time was 118.6 feet above sea level.

"As a result of this trip," Mr. Carmichael says, "we recommended Powell River as the best site for a modern

pulp and paper plant." Mr. Carmichael goes on to say that a corporation known as B. C. Power Corporation was formed in 1899 to acquire water power rights on Powell Lake.

"I was paid \$60," he recalls, "to stake the water rights at Powell River. I travelled by skiff and rowed across the straits to Powell River. I put in the necessary stakes and posted notices. A few weeks later I joined an expedition to the goldfields in the Klondyke—and thus ended my connection with the pulp and paper industry in British Columbia."

Although not now connected with the industry, Mr. Carmichael maintains his early interest in its operations, and particularly in Powell River, "where there was not a soul in sight, not even an Indian," when he first landed in 1898. He is a prolific source of the early development between 1890-1900—and his diary of these early days reads like a romance.

He took and preserved samples of the first sheet of paper made in Alberni, and these are now in the archives of Victoria.

Here are a few extracts from Mr. Carmichael's diary of these early days in British Columbia which may be of general interest.

September 30, 1891 (Extract from Daily Colonist):

"Machinery for Paper Mill." As was stated yesterday, Mr. Carmichael, secretary of the B. C. Paper Mills Company, has gone to Alberni with a party of men to clear and prepare a site of the proposed manufactory. At the same time, Mr. Hewartson left for England to purchase necessary machinery. It is intended to have the mill turning out paper of every grade within a year.

February 22, 1892. "The literary meeting is to come off tomorrow, our program is as follows: Essay on readings from Scott by Mr. James Thomson. Dickens by Mr. Howitt, Shakespeare by the Rev. Mr. Smith, and if time I may give a reading from Longfellow. Things are terribly dull in all business lines. There is said to be two thousand idle in Victoria and wages are awfully low. One can hire a man for Chinaman's wages, five shillings a day, a drop from ten shillings."

March 13, 1892. "Oxen are used here instead of horses. They are awfully slow in their movements, but nevertheless are most useful, as they can work where a horse cannot. We will use a fine pair (Tom and Dick) for logging."

December 19, 1892. In this letter I gave the dimensions of the flume under construction to bring water to the mill wheels. It was five feet high, ten feet wide and seven hundred feet in length. The planking was cut in the sawmill installed to supply material with which to construct the building, and afterwards to supply Alberni District.

January 3, 1893. In this letter I told of a concert at which the bachelors of the district had to provide the

(Continued on Page 16)

POWELL RIVER—VANCOUVER ROAD PROSPECTS BRIGHTER

ONE of the questions most often asked by our friends outside—and even inside British Columbia is:

“Is there a road to Powell River? My wife and I would like to drive up next year when we are in Vancouver.”

For 25 years or more we have apologized for our seeming isolation—but have always come back fast with, “Well, there’s no road as yet—but you can come overnight by boat or take a day cruise from Vancouver. Some day we hope to have a road, though.”

Well, folks, that day is drawing nearer, or, shall we say, the prospects are brighter. Early this year, the press carried headlines announcing that the Powell River-Vancouver Highway would soon be a reality—and that a concession for ferries across Jervis Inlet in the north and Howe Sound in the south had been let to a Canadian subsidiary of the Blackball Ferry Lines of Washington.

The idea of a road link between Powell River and Vancouver has stirred to action and excited the interest of Powell River residents for the past quarter of a century. Back in 1928, Robert H. Scanlon, a director of Powell River Company, now resident in San Francisco, led, as president of the Powell River Automobile Club, the fight for the road. He took a delegation to Victoria, interviewed the responsible Minister and prepared extensive briefs on the subject. Came the depression of the thirties and the project languished until the end of World War II.

For the past seven years, the Powell River Board of Trade has vigorously pushed the idea—and with B. M. MacIntyre, M.L.A., an active supporter, have pressed the proposition in season and out. Granting of the ferry concession to the Blackball Line is the first concrete step in the negotiations, and the likelihood of a link-up within the year is not impossible.

Lest, however, our readers in distant points have visions of a quick and gay dash up and down to Powell River via automobile, a further bit of explanation may prove useful. If the proposed road and ferry connection is completed, the only deviation from the present status will be the ability of residents to leave Powell River more or less when they want—or when the ferries decide. There will be no saving in time, as the combined road and ferry trip will consume at least six hours—or average boat time. The cost for a family may be less, but not much less.

Let’s picture quickly the route of the traveller coming to Powell River from Vancouver. He will start off from Stanley Park, cross the Lions Gate bridge—and wind their way through West Vancouver to Horseshoe Bay, on the shores of Howe Sound. Here he puts his car aboard the ferry—and in about an hour and a quarter he has reached the opposite shore at Gibsons. He now encounters “secondary” and still bumpy roads of the Sechelt peninsula—drives up through Roberts Creek, Sechelt, Half Moon Bay, Pender Harbor and on to Egmont on the south shore of Jervis Inlet—a distance of about 45 miles in all. The Jervis Inlet ferry whisks him around behind Nelson

Island, and out to Thunder Bay—on the north shore—at least an hour’s sea travelling. And on to the last 20-mile lap into Powell River, which, if he has hit his ferry connections right, he may reach in about five and a half to six hours out of Vancouver.

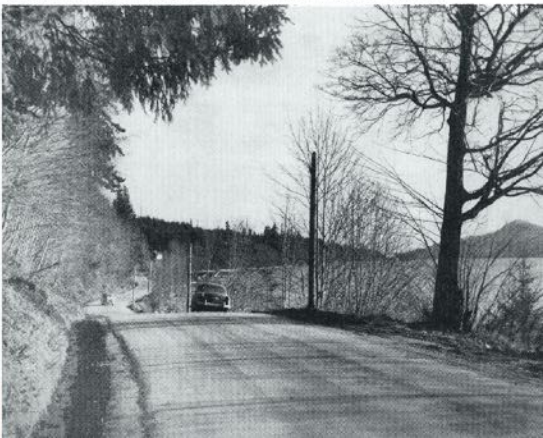
At present the complete roadbed has not been laid. There is a road from Powell River to Thunder Bay, but a lot of work will have to be done at the southern end this summer if the ferries come in. On the 45 miles along the Sechelt peninsula there is a gap of about 10 miles from Egmont to Pender Harbor south. The Minister of Public Works has announced, however, that as soon as the ferry concession is completed, work will begin on this last section. Considerable additional construction and repair will be necessary in various areas—and certainly the most optimistic supporter of the road would not call any section a speedway.

That is the position of the Powell River-Vancouver Highway at the moment—ferry service guaranteed, along with completion of the last road link.

Undoubtedly this highway will prove a welcome addition to hundreds of Powell River residents, now cramped for car space and not always satisfactory boat schedules. Certainly, while not a speedway, the route comprehends scenic attractions unsurpassed in any road of similar length in our province. Many people hope that the plan will be carried a step further—and a regular car ferry installed between Powell River and Comox on Vancouver Island. This would bring into being a beautiful and useful “circle” tour, starting at Vancouver, touching Powell River, carrying on down the Island through Nanaimo or Victoria—and return via ferry to Vancouver. Certainly it would be an unrivalled scenic trip—sandy beaches, lovely lakes, green forests, the isles of the Gulf of Georgia—and fishing and hunting almost anywhere along the line.

Well, folks, there it is—and if we are not overly optimistic at Powell River, we are at least hopeful. Be seeing you and your trailer this summer—perhaps!

Typical road scene along proposed Powell River-Vancouver Highway.





RAY PRESTON
Millwright



HELI RICHARDSON
Groundhand



ALEC COLLINSON
Welder



JIM PHILP
Welder



LOUIS EDGATO
Sculptor



JOHN B. RILEY
Sales and Shipping



J. A. LUNDIE
Editor, District



WALTER COOPER
Welder



GORDON JONES
Millwright



MARINO BORTOLUSSI
Groundhand



WESTON GOLLEY
Electrician



NORMAN SHAW
Machine Room



LARRY GOUTHRO
Machine Room



JACK WURREN
Carpenter



JOHN K. KYLE
Comedian



ED
DUCE
Boiler Room



BOB FLETCHER
Groundhand, Lead



TOM OLDALE
Boiler Room



DOUG GOUDIE
Instrument Shop



FRANK FLETT
Foreman, Millwright



ALF SHEEHOW
Electrician



JOE CROSBY
Welder



LIONEL BATTAGEL
Groundhand



ARTHUR BEA
Mill Shop



HUGH MICKLE
Machine Room



ALLAN WATSON
Sculptor



JIMMY ROBERTSON
Welder



DAN MACISAAC
Machine Room



FRANK OLDALE
Groundhand



ALLAN WATSON
Sculptor



FERNIE
TONICO,
Sculptor

THIRTY MORE EMPLOYEES JOIN 25 YEAR CLUB

ON January 17, thirty Powell River Company employees became eligible for membership in the Company's 25 Year Club. This year's group raised the total active membership to 210, of which 163 are still actively employed with the Company.

Mr. M. J. Foley, Executive Vice-President, presented the specially engraved gold watches to the new members, and Russell M. Cooper, resident manager, welcomed them on behalf of the Company. Tom Fleury, Club President, was chairman.

The Powell River Company's 25 Year Club was initiated seven years ago—with the purpose of according special recognition to employees who had given years of loyal service to the Company. Today these men and women are intensely proud of their membership in what has been termed Powell River's most exclusive club—and the Annual Presentation Dinner is one of the high lights of Powell River's social season.

Each member is presented with a beautifully engraved gold watch on the completion of his twenty-five years' service. The presentation is made at the Annual Dinner to which all members and their wives are invited. In addition, each club member receives special benefits if off work due to illness or disability. These benefits extend over a full year and take the form of contributions for loss of wages while off the job. An employee in the club is allowed full wages for his first three months' illness; half pay for the next three—and one-third for the remaining six months. In 1950 alone, the Company paid out over \$13,000 on behalf of members of its 25 Year Club.

In his presentation address Mr. M. J. Foley drew an interesting comparison between conditions in Powell River in 1925 (the year the new members joined the Company) and today.

"When you joined the Company," he declared, "Powell River was in the middle of an 8½ million dollar expansion program, which saw the installation of Number 5 and Number 6 newsprint machines. We had an average of 890 employees as against 1900 today. We produced annually 75,000 tons of newsprint; in 1950 the figure had risen to an all time high of 295,000 tons of newsprint and 40,000 tons of pulp. Our investment in 1925 represented \$15,000,000; today it is over 65 millions. Population for the entire district was less than 3,000, against over 9,000 in 1950.

Mr. Foley reminded his audience that in order to maintain a strong competitive position and satisfy as far as humanly possible the demand for more newsprint, Powell River Company was spending a further \$12 millions between now and 1952. "These developments," he emphasized, "are necessary to meet the demands for more and more newsprint and are largely possible because the Company is in a healthy and prosperous condition.

"Welfare benefits for employees have kept pace with our industrial expansion. The Pension Plan had been revised and broadened; additional Group Assurance covering had been provided—and the average wage rate at Powell River is substantially higher than that of British Columbia, which, in turn, is the highest in Canada.

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"It is a privilege and a pleasure to meet and talk with the men and women who have built up our Company and Community over the past forty years. I know you are all proud of your membership in the club and of your long association with Powell River Company—and I know the Company is equally proud of your long service and your contribution to its continued growth and development."

Following the presentation, special entertainment and dancing were provided for the guests—and between this and the inevitable tide of reminiscences of early days, the evening was generally voted as one of the most successful on record.

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RAY FRESTON,
Millwrights



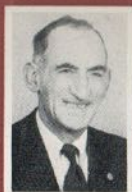
NELS RICHARDSON,
Groundwood



ALEC COLLINSON,
Wharf



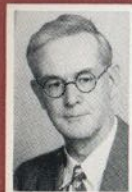
JIM PHILIP,
Wharf



LOUIGI ZUCCATO,
Sulphite



JOHN
Sales



NORMAN SHAW,
Machine Room



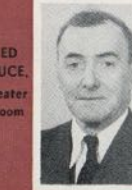
LARRY GOUTHRO,
Machine Room



JACK HURREN,
Carpenters



JOHN A. KYLES,
Comptroller



ED
DUCE,
Beater
Room



BOB FLETCHER,
Groundwood Supt.



TOM OLDALE,
Beater Room



DOUG GOUDIE,
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Personnel Manager



ALF SHEEHY,
Electr.

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J. DUNLOP,
Shipping



J. A. LUNDIE,
Editor, *Digester*



WALTER COOPER,
Wharf



GORDON JONES,
Millwrights



MARINO BORTOLUSSI,
Groundwood



MERTON GOLLEY,
Electrician

THE EMPLOYEES YEAR CLUB

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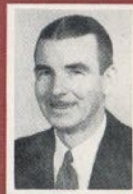
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JIMMY ROBERTSON,
Wharf



DAN MACAULAY,
Machina Room



FRANK OLDALE,
Groundwood



ALLAN WATSON,
Sulphite

DUNLOP,
Shipping

JOE CROSBY,
Wharf

LIONEL BATTAGEL,
Groundwood

ARTHUR REA,
Mill Store

HUGH MCKIE,
Machine Room



ERNIE
TOIGO,
Sulphite



"SLIM" DELBRIDGE OF THE NEWS-HERALD

SEVERAL years ago, the British Columbia Daily Newspapers Association selected Mr. Clayton B. (Slim) Delbridge as their president. Apparently it was a very happy choice, and apparently, too, "Slim" has been a successful and popular president, for he has been regularly re-elected to the office since then.

His original election to this key post in the western publishing world was a sincere and spontaneous recognition of a job well done — of a triumph against odds that at times seemed well nigh insurmountable — and which had already left a trail of bruises and shattered hopes in their wake.

Since the end of World War I in 1918, only one daily newspaper has been established in any of the major cities of Canada — and the establishment of that paper, the *News-Herald*, is one of the most inspiring stories of tenacity and determination in the history of B. C. journalism. In both Canada and the United States many efforts have been made to start new dailies, but in the past 20 years, only two of these have proved successful — the *News-Herald* in Vancouver, Canada, and the *Daily Mirror* in Los Angeles.

The *Herald* venture is all the more remarkable in that it started off on a shoestring in the depression days, and in the face of repeated advice by doleful Dons that the morning field in Vancouver was a hopeless prospect — that it had been tried, weighed in the balance and very definitely found wanting.

When Mr. Delbridge took over as Business Manager of the *News-Herald* in 1939, everyone told him frankly he had a white elephant on his hands. The *Herald* organization at that time was a little street sheet, which had been started with high hopes as a co-operative venture, owned and operated by the staff. Its financial standing, in kindest language, was uncertain, and in 1939 was in the near defunct stage, with sales ranging up to 19,000 copies (on a good day).

Within three years, he whipped an organization into shape, removed the uncertainty from its financial position and turned it into a substantial business and public service enterprise.

His success was such that it was no surprise when in 1942 he became the publisher of the *News-Herald*.

Since then he has doubled the newspaper's circulation. This was no mean achievement when it is considered that during the war years, newsprint rationing came in to thwart his efforts.

This rationing came at a critical time in the newspaper's expansion, and braked the momentum of rapid growth in circulation, advertising and revenue which had set in.

Yet in the face of such disheartening circumstances, Mr. Delbridge went ahead consolidating his organization and putting it on a permanent foundation.

By 1944 he had so firmly established the position of the *News-Herald* that the publishers of the rest of Canada recognized his work by granting him a full membership in The Canadian Press. This brought to the *News-Herald* the full leased wire services of The Canadian Press and the Associated Press, and the prestige that goes with such services. Previously, Vancouver had the unenviable distinction of being the only city of comparable size and importance in the country without the advantage of the morning services of these great news-gathering organizations.

Then Mr. Delbridge added further prestige to the *News-Herald* by linking into it the leased wire of the *New York Times*, thus bringing to Vancouver for the first time the foreign and domestic service of this internationally famous paper, and giving Vancouver in conjunction with the other wire organizations as comprehensive a news service as enjoyed by Portland, San Francisco and Los Angeles and the other great cities of the west.

Mr. Delbridge was born in Kenora, Ontario, but came to Vancouver with his parents when he was one year old. Because he was always tall and lean — he is now six and one-half feet — the kids at school called him "Slim", a nickname which has stuck to him and by which he is known all across Canada.

At Britannia High School he played rugby, and was a member of a basketball team which won the British Columbia championship. Later, he became a top pitcher in the old Powell Street Baseball League. He went to the University of British Columbia in 1924, graduating with the degree of Bachelor of Arts in 1928.

Fresh from college, he started as a junior clerk with the firm of Gillespie, Hart, headed by John Hart, later to become Finance Minister and Premier of British Columbia. And he learned about finance from a master.

For the next 10 years Mr. Delbridge was affiliated with various investment and financial firms — a background that afforded him much of the experience in business and in contacts which were invaluable when he entered the publishing game.

He is an active member of many community organizations, and spends quite a lot of time at the Shaughnessy Heights Golf Club, where for years he has been a low-handicap golfer. He is one of the keenest of duck hunters. Also, he is an enthusiastic fly fisherman, his expeditions each year taking him to lakes in various parts of the province.

Mr. Delbridge was married in 1934 to Evelyn Carmen Berto of Vancouver, and has one daughter, Sallie, 14.

On his record it is easy to understand why "Slim" Delbridge has been elected to the presidency of the B. C. Daily Newspaper Association. Anyone who remembers the *News-Herald* in its shoestring days — days when everyone wondered where the next nickel was coming from — in face of the jeers of an unsympathetic public or the condescending sympathy of friends, will appreciate the job

(Continued on Page 13)

ADULT EDUCATION IN CANADA

By HELEN SMITH



THE little red schoolhouse is enjoying a boom. Not only is Junior trooping through its doors in unprecedented numbers, but mother and dad are following close behind.

Today nearly one million adults in Canada are enrolled in a staggering range of study courses dealing with every subject from A to Z. With the aid of the Canadian Association for Adult Education in Canada, educational groups across the nation are helping men and women in all occupations who are dissatisfied with "model T minds in an atomic world". Adult education is a way of releasing the energies that lie within people, which would otherwise remain dormant.

Only 15 years old, the Canadian Association for Adult Education was incorporated at Macdonald College in 1935. It has no axe to grind, it is interested in and stands for nothing except adult education; it is without political or sectional affiliations. It is made up of a council of 100 members with every province represented. Serving on its executive at the present time is a bank president, a labor leader, the president of the largest farm women's organization, the Chief of the Education Branch of the Dominion Bureau of Statistics, two university presidents, a farm leader and key persons from a great many other occupations and interests.

The very heart of adult education in Canada lies in its voluntarism. With the exception of a few of its leaders, it is composed mostly of men and women who have had no previous experience in this type of training but were drawn to this work from successes in other fields. As the CAAE puts it: "A good deal of the vitality in Canadian adult education has been the result of amateurism. It hasn't gotten into grooves."

The Association takes it for granted that men and women have mental and spiritual resources capable of solving their own problems and that it is the function of the adult education movement to make available the knowledge which will bring out their best. Education is not the pumping full of people's minds, it is the stimulating of an enquiring mind—a way of helping those who want to get on in this world and a plan whereby Canadians learn to take a hand in the life-and-death decisions of their government.

These adult study groups are free agents—they study without compulsion—after work, in their spare time. They seek to acquire knowledge and understanding—not win degrees. They form a cross-section of Canadian life that is concerned with the actual and living problems of people—they study everything from marriage and child welfare through worker-employer relations to the causes and prevention of emotional ill health, but they insist that

all discussions be on a practical level. There is something for everyone—from the housewife who wants to learn to cook better, to the new Canadian citizen who needs to be taught the language of the country and the ways of his new home.

Governments, universities and private organizations are all involved in adult education and the job of CAAE is to stimulate and correlate the work, helping individual societies and groups make the most of their efforts and acting as an exchange for materials. It is not a government agency, nor does it attempt to standardize adult education or direct it from a national office. Programs are developed locally, worked out and operated by people on the spot and familiar with local conditions. The Association gives advice and counsel when asked, provides basic help through radio, movies and literature, and with the co-operation of other groups, sponsors the two most successful radio forum programs in the world: Citizens Forum and Farm Forum. Canada makes more extensive use of radio and films than any other country in bringing learning to men and women who are eager and willing to expose their minds to new ideas or learn some new skill—their opportunities are as broad as their interests.

No distance in this vast land that is Canada is too great for the long arm of adult education. It reaches out to thousands of men in isolated bush, mining, railway and road camps of the north and west who have received their first and only chance for education through Frontier College during the past 50 years. Simple English has been taught to 70,000; more than four million magazines and books have been distributed in the camps. Last year between 12,000 and 15,000 men attended informal discussion groups on current events, literature, citizenship, history, geography and other subjects. To these men working on the rim of civilization, Frontier College has been sending the choicest students from Canadian universities to become laborer-teachers.

The job these young men do is unsung, and in many cases unknown—but the results of their efforts may have far-reaching effects on the future of Canada.

"SLIM" DELBRIDGE

(Continued from Page 12)

Publisher Delbridge has done. He tackled it with gusto and confidence—and his energy aroused first the amazement and soon the recognition and plaudits of friends.

As president of the B. C. Daily Newspapers Association, "Slim" has brought into the organization the same combination of drive, imagination and intuition that carried the *News-Herald* from a struggling street sheet to a popular and internationally known morning daily.



The Main Street of Quesnel, historic Cariboo city, at the north end of the Cariboo Road.



Until the advent of the P. C. E. Railway in 1921, all freighting along the Cariboo Road was done by horse-drawn stage coach. Above is a freight team unloading in Quesnel in the early part of this century.

THE CARIBOO—LAST FRONTIER OF THE WEST

IN the eastern section of the lower half of British Columbia is the great, broad central plateau known as the Cariboo. To the American or to the Eastern Canadian the fame of the Cariboo focuses on the wild game, the black bear, the moose, caribou—the wolf and the deer that roam its forests, its plains and its mountains. To British Columbians, it is something more. It is a rich and as yet scarcely touched section of the province, which looks to the future, and about whose past clusters much of the romance, adventure, daring and high resolve that characterized the development and making of Western Canada.

Since 1805, when Simon Fraser started on his historic voyage down the Father of Waters—the mighty Fraser, through the fifties when the exultant cry of "Onward! Still Onward!" rose from the lips of lusty adventurers along the gold tracts, into the twentieth century when the Iron Horse made its first appearance and new resources were tapped and developed, the Cariboo impressed its mark indelibly in the storied history of British Columbia.

This vast hinterland, still sprawling, still sparsely inhabited and even unknown to many British Columbians, has been variously labelled the Last Frontier, or the Last Great West—and the appellations are not ill chosen. While the softening and penetrating influence of modern civilization is slowly spreading through the land, the frontier aspect is still alive—or in many instances only recently eliminated. Thirty years ago residents of Quesnel, old fur-trading centre at the junction of the Quesnel and Fraser Rivers, saw their first train—and scores of Indians fled in panic as the puffing monster slowly crossed the newly constructed

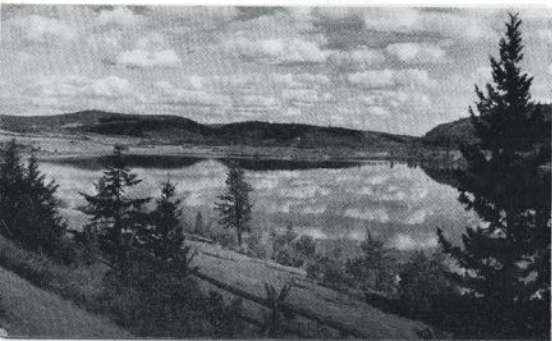
bridge. Paddle steamers still plied between Soda Creek and Prince George; and the stage had not yet yielded to the automobile.

In these 30 years the Cariboo has turned its eyes resolutely on the future—and not without regret shed much of its colorful past to meet the new challenge. New and permanent mining camps, like those at Wells and Bralorne, are in full operation. Logging camps and modern saw-mills have sprung up everywhere. Pulp and paper firms, looking to the vast acreage of cottonwood, hemlock and spruce in the Quesnel area, are laying the foundations of a new industry. The old towns like Quesnel, Fort George, Lillooet, Clinton, have undergone a face lifting. Modern stores and business houses have largely replaced the old shacks and wooden structures which, only a few years ago, were seen everywhere. Road construction has opened up the country to the tourists and the surge of railroad extensions is facilitating movement of produce. The rich heritage of the Cariboo is coming into its own.

The Cariboo today is the Texas of the west. In the northeast section, between Williams Lake and Quesnel, stretch the famous range lands, which for many decades have constituted the backbone of the Cariboo's prosperity, yet through it all the romance and glory of the past greets the traveller. That great arterial highway, the Cariboo Road, built by Colonel Moodie and his Royal Engineers in the fifties, spans the country from south to north. Along it the traveller passes the old hostels where the stage coach and the mule trains stopped for a brief rest before carrying on to the end of the trail. The 80 Mile House, the 100 Mile House and, most famous of all, the 150 Mile House, are still preserved in much of their pristine simplicity. At Quesnel, the stone block, marking the 53rd parallel of latitude, recalls Kipling's "There's never a law of God or man runs north of 53." Here, too, is the old Hudson's Bay Trading Post with the pole, beside which the Indians used to pile their furs. On every river and creek traces of the gold-seekers of other days may still be seen. Barkerville, once a thriving city of 5000 people in its heyday, resembles the famous ghost area of Nevada.

To the tourist, the Cariboo, with its romantic past and present attractions, is becoming one of the great vacation

Williams Lake



lands of the continent. It provides a variety of scenic beauty, of hunting and fishing areas, of restful resorts as yet comparatively unspoiled by the overstuffed comforts of the more easily accessible areas.

Ducks and geese shelter in sky-blue waters undisturbed for years; upland game birds raise their broods in the thickets of a forested wilderness; and in the countless lakes and rivers trout from 1 to 20 pounds in weight lurk in the blue depths, or await the fly in the many shadowed pools and turbulent streams.

A vast section of this famous playground is practically encompassed by the Thompson and the Fraser Rivers, and along these great watercourses, following the route of the Hudson's Bay fur brigade and the gold-seeker, modern highways now give ready access to a sportsman's paradise. Secondary roads have been built to many of the more popular lakes, where resorts, fishing camps, and dude ranches cater to the vacationist, but there are still many sections of this magnificent country accessible only by air or by the more arduous canoe or pack-horse. There are guides available, however, wherever one wishes to go.

The Cariboo Road is being rebuilt and modernized. Black top is being added at many points—and distances are now computed in time of minutes rather than in miles. Westward, toward the Coast Range is the Chilcotin country, where the dude ranches and fishing-hunting camps are widely spaced over a magnificent country offering good fishing and a wide variety of game. Main access is gained by road out of Williams Lake, but it would be impossible to suggest that one section of "the Cariboo" was superior in any respect to any other. Look at the map; roads are shown leading into a lake area where one might reasonably anticipate a greater concentration of stopping-places, but nowhere other than on the main highway has settlement encroached upon nature. Settlement has been largely concentrated in the villages and towns along the way. Clinton, Williams Lake and Quesnel, shopping centres for their areas, afford good accommodation, good food, and always good advice as to where to fish and where to hunt. There are government-inspected stopping-places at convenient intervals along all arterial highways.

Prince George, centre of a popular fishing and hunting district, is also the "jumping-off" place for the vast unsettled areas to the north and a stop *en route* to the Tweedsmuir Park area and points west. Here the Cariboo Highway meets the Canadian National Railway and joins

Old centre of Clinton, south end of Cariboo Road. Many famous guest ranches are located in this area.



Highway No. 16 which carries one west to Prince Rupert. Here, also, is the junction of the Hart Highway, which will be the connecting link with the Peace River country and Alaska.

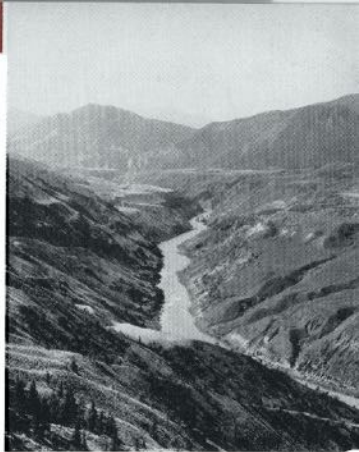
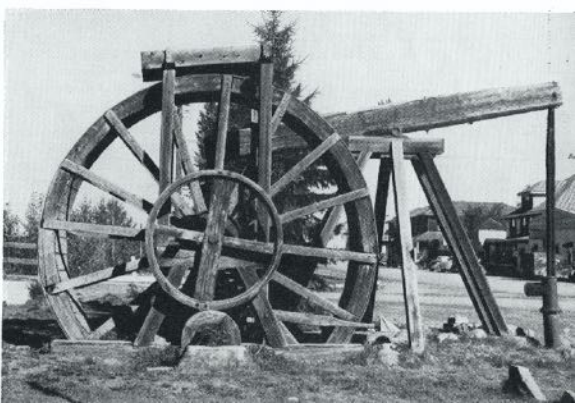
The modern city of Kamloops is the main entry point to the Cariboo—and the area has attracted tourists from all over the world.

Seventy-eight beautiful lakes lie within 70 miles of the City of Kamloops. Kamloops, Indian for "The Meeting of the Waters", has given its name to the fighting trout native to lakes all through the area. Centre of an area rich in natural and game resources, the city also makes convenient headquarters for excursions into the sparsely settled regions contiguous to the road which follows the North Thompson River. A map of the Cariboo will give an appreciation of the vast number of streams and lakes available to those with a fishing licence, and as for hunting, there are guides at every name-place. One may reach Wells Gray Park through Clearwater.

From the Fraser River to the Monashee Mountains, interior British Columbia is a country of matchless beauty. From the awe-inspiring canyons of the Thompson and the Fraser and over the open highlands, the Trans-Canada Highway offers scenery typical of almost every other section of North America. Cactus blossoms on a desert stretch and sagebrush and tumbleweed grow. Snow-capped mountains offer contrasting vistas, and the deep blue of Kamloops and Shuswap Lakes reflect the words of all poets who have tried to translate nature.

There is something about the Cariboo that gets into the bones. There is something still happily primitive about this Last Frontier—and which once experienced will never be forgotten.

The old Cornish pump still does duty on Quesnel's main street.



The famous Fraser Canyon presents a breath-taking view as it winds through the great benchlands of the Cariboo.

"D. A." PASSES ON



D. A. Evans

ON December 16 last, the flags in Powell River dropped to half mast, as the entire district mourned the passing of Mr. D. A. Evans, director and former vice-president of Powell River Company. He died in his home, where he had lived in semi-retirement for the past two and a half years.

In July, 1947, due to illness, "D. A.", as he was affectionately known throughout the district and to his wide circle of friends in the Pulp and Paper Industry, retired on sick leave — and hopes were entertained that after a good rest and relaxation from the daily strain of work, he would be back in harness again.

A PULP AND PAPER PIONEER

(Continued from Page 8)

refreshments. The concert was highlighted by a song given by George Albert Huff. He sang "Polly Wolly Doodle All the Day". My candid report reads as follows: "Mr. Huff has no voice at all, but he thinks he has. It happened that he just arrived in time to hear his name called for a song. The people cheered him over and over again. Mr. Huff liked this well and he bowed to the audience. There was only one book with words and music, the accompanist took this, so George Albert Huff tried to remember the words. He broke down. He did not mind. The people cheered and cries of 'Encore' were heard from all parts of the hall. He looked at the words again, and battled through to the end. The people roared with laughter, and when he finished cheer after cheer rent the air. Mr. Huff sang the song again, and would have a third time if the chairman had permitted him to."

Unfortunately these hopes did not materialize, and he was unable to resume active duties. But during his long absence, he never lost interest and kept in intimate touch with operations. He read reports, received scores of visitors — and in summer months spent his afternoons in his lovely garden chatting quietly with employees who were always dropping in for brief visits. "A cup of tea with D. A." in the garden is a memory which many employees and residents jealously treasure.

His passing was widely mourned, and in Powell River, where his advice and counsel had brought new heart and confidence to literally hundreds of people over the years, it was the loss of a dear and beloved old friend.

Since he came to Powell River in 1936, he entered heart and soul into community life of the area. Best of all, he liked people, and went out of his way to help and assist them in their personal as well as industrial problems. It was this intuitive knowledge of the human factor that endeared him to everyone. There is scarcely a family that at one time or another has not experienced the kindly impact of a few words of guidance and counsel from D. A.

His achievements in industry, his contribution to the pulp and paper industry, in particular, are well known and have been told many times. But we of Powell River like to think of D. A. as the man — the friendly counsellor, whose fairness and integrity were a byword — and whose hand was always ready to help the unfortunate or cheer up the depressed. He leaves behind him a record of good and faithful service to his fellow men, to the Company and to the community where he resided for 14 years.

To mourn his loss, D. A. leaves his wife, Mrs. Gertrude Evans, a daughter, Marjorie, and a son, Tom, who resides in Port Alberni. To them, THE DIGESTER extends its deepest sympathy in their bereavement — a bereavement which we, as well as they, share.

May 5, 1895. At this time the Presbyterian Church in Alberni was having a difficult time securing a minister. I wrote, "A new preacher came in yesterday, but Mr. Stit (the then preacher) is not away yet, as his money has not come and he is deep in debt. Mr. Thomson has been preaching as Mr. Stit did not care to as the church treasury was empty, and he would only get the collection which only amounts to \$1.50. The people think of him more as a horse dealer or auctioneer than as minister of the gospel."

Mr. Carmichael has, in his files, many fascinating records of the early lumbering and pulp and paper days, of which the above is just one sample. It was through his co-operation that THE DIGESTER, many years ago, was enabled to publish the first authentic pictures and data on British Columbia's first paper mill at Port Alberni in 1894 — and other illustrations of lumber being shipped from that same area as early as 1865.



Famous Pacific passenger Liner, R.M.S. "Aorangi" passes beneath Lions' Gate Bridge, Vancouver, B. C.

FAREWELL AORANGI

THE *Aorangi* has sailed out under the Lions' Gate Bridge from the Port of Vancouver on what is probably her last voyage to this shore.

She leaves behind her a trail of happy memories for the people of Vancouver. During the years she dropped anchor in this city, she became something of a legend. She brought with her a glimpse of sunny tropical shores, and was always the occasion for much excitement and color. The sight of her passengers disembarking tanned from southern suns and often draped with flower leis and carrying exotic shells in their arms as souvenirs of a wonderful trip, stirred the wanderlust in many a Vancouver land-lubber's breast.

The history of the *Aorangi* has all the adventure usually connected with the sea. Named for the Maori word for "Cloud Piercer", her story begins in Glasgow in 1924, where she was built by Fairfield Shipbuilding & Engineering Co., and was the first large passenger ship equipped with diesel engines. She arrived in Vancouver on her maiden voyage direct from the United Kingdom by way of the Panama with 434 passengers aboard in January, 1925, under the first master, Capt. "Stormy Bob" Crawford. Statistically speaking, her tonnage is 17,486, she is 600 feet long and carries a crew of 317, but statistics do not give the picture of a ship as she is remembered by the people who knew her. It is the story of her career that catches the imagination. From that first voyage in 1925 across the Atlantic and through the Panama to Vancouver she has played her part in the fast moving events of the world. Her war record is an admirable one. During the first 18 months of World War II she brought Australian and New Zealand air trainees to Canada, and in 1940 landed the first New Zealand troops in Fiji. The following year as a transport she carried reinforcements to Singapore, evacuee women and children from Singapore to Australia and allied troops between the United Kingdom, the Middle East, India and the Mediterranean. As a mother ship, equipped to service 150 tugs, she actually looked after 264, and during her operations in the Solent in 67 days she serviced 909 craft. She was also equipped as a small but efficient hospital, and it is understood the first casualties to arrive back from the beach-heads on D-Day were accommodated and treated on board the *Aorangi*.

Page Seventeen

At the end of her war service she was returned to Sydney for reconversion to peace-time standard. The termination of her service between Down Under and Canada has been brought about by different factors, but primarily she is the victim of two situations — international finance and trade unions. The Australian and New Zealand governments have imposed stringent import and export restrictions on trade in the dollar areas for anything but absolute necessities. This has made serious inroads on the freight the ship can handle, and the number of passengers she carries has now been reduced by nearly half. Formerly she carried 947 passengers, but due to demands of the trade unions in Australia this number has been slashed to 486 to better accommodate a crew of 317. Operating under such difficulties has made it impossible for the *Aorangi* to remain a paying proposition, and until such time as a solution is found to her problems, the good ship that was such a familiar sight in the Port of Vancouver will have to pass us by.

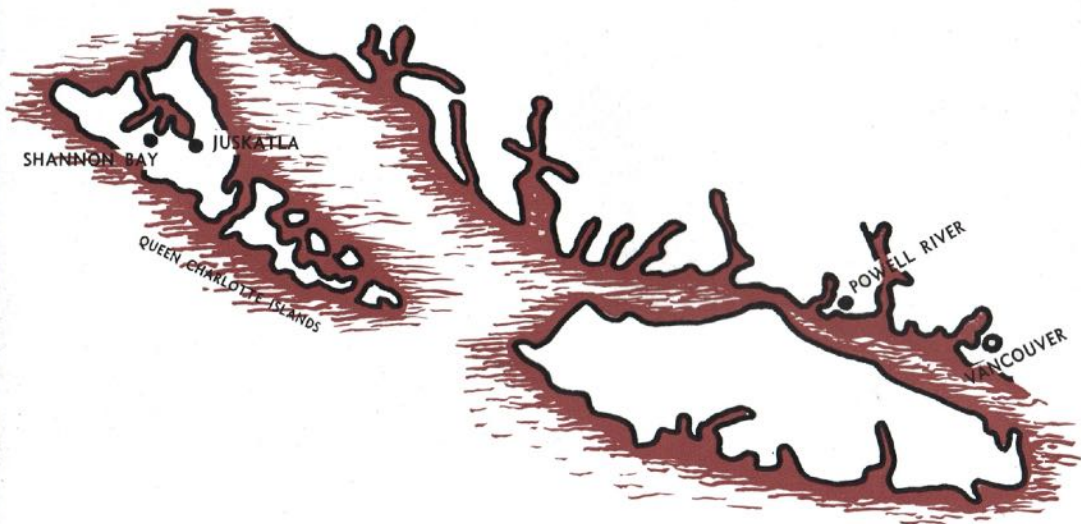
Passenger service between Vancouver and Sydney will now be taken over by Canadian Pacific Airlines and British Commonwealth Pacific Airlines.

To the scores of ship-gazers who faithfully haunt the rails along the waterfront watching longingly seaward and drinking in the sights and smells of the sea and its ships — the green and white of the *Aorangi* was one of the "regulars" and a part of the scene. Whether she will be back with us or not, no one can tell right now, but if she ever does return, she will be welcomed as an old and cherished friend.

Today the big empresses of the air are replacing the "Aorangi" and other famous ships of the Pacific. Here, Canadian Pacific Empress of the Air passes Powell River on her way north. Air lines, with craft like this, fly regularly between Canada and the Antipodes.



JUSKATLA *Kelley Logging Company's*



LOGGING is big business when over one million dollars are spent in one logging unit before the first log goes into the water.

That camp is Juskatla, located in Juskatla Inlet, part of Massett Inlet, Graham Island, in the Queen Charlotte Islands, and is the largest of ten operated by Powell River Company subsidiaries. These islands are located off the coast of British Columbia just 70 miles south of the Alaskan border, 600 miles northwest of Vancouver or 520 miles northwest of Powell River.

Juskatla is an Indian, Haida Tribe name, meaning "Tide Water or Swift Turbulent Water Running Both Ways Between Two Larger Bodies". The reference is to the "narrows" or gorge-like passage between Massett and Juskatla Inlets, through which all logs must pass before they can be taken in tow by ocean-going tugs for their journey south to Powell River.

Development work began in the latter part of 1948 and logs were first produced into the salt water in July of 1949. The work was and is being done by Kelley Logging Company Limited, a wholly owned subsidiary of the Powell River Company. The operation was started with a nucleus furnished by the Aero Timber Company, a Crown Company which opened up the territory for a short period during World War II seeking select spruce for airplanes.

Aerial view Juskatla Camp. Married men's quarters in foreground, machine shops in centre, living accommodation for single men in background.

Juskatla—single men's quarters—modern, central heating and air conditioning plant in centre.

Newest Logging Camp

The timber tributary to this one Powell River Company unit contains approximately 1,500,000,000 feet, board measure, of timber made up of 30% Spruce, 43% Hemlock, 25% Red Cedar and 2% Cypress. This timber lies between the water's edge and the 1500 foot elevation. High quality timber on gentle slopes with excellent soil for reproduction, and the large percentage of Sitka Spruce, make this operation attractive.

Juskatla is the home of a Golden Spruce, the only known tree of its kind in existence, which grows on the banks of the Yakoun River.

The camp has accommodations for 250 single, 15 married men and 15 more family houses are in the course of construction. Buildings are modern and have central heating, air conditioning, hot and cold water and electric light. The single employees are housed two men to a room. Recreation hall and theatre, baseball field, machine shops, warehouses, offices and stores complete the camp.

Nine miles of double width (32 feet) gravelled mainline roads and six miles of branch roads have been constructed to date. These are capable of handling 100 ton loads. Eventually this road network will be expanded to a mainline haul of 15 miles and approximately 100 miles of branch roads.

The camp is one of the finest and most up to date in the Pacific Northwest and complete modern logging equipment has been purchased for all phases of the operation.

Daily transportation service is provided by Canadian Pacific Airlines from Vancouver to Sandspit Airport on Skidegate Inlet, and from there via Queen Charlotte Airlines to Juskatla. Freight is brought in by Union Steamships which sail from Vancouver fortnightly, calling at Port Clements and Shannon Bay.

Logs are taken from Juskatla camp through the "narrows" to Shannon Bay, a distance of 15 miles, where in deep sheltered water they are built into Kelley deep sea rafts—each raft containing about 1,750,000 feet board measure, and towed south to Powell River. A separate camp is operated at Shannon Bay housing the 30 men of the rafting crew.

The Sitka Spruce from Juskatla all goes to Powell River where it is manufactured into newsprint at the Company's mill, and it is estimated that it will take 30 years to log this one area alone. 40,000,000 board feet were produced at the operation during 1950 and the objective for 1951 is in excess of 50,000,000 feet.

Page Nineteen

Skagit Steel & Iron Works swing drum loader loading logs on Kenworth 40 ton truck with help of "heel boom". In foreground trackside, 550 h.p. diesel yarding machine.

Two loaded trucks of logs nearing dump at Juskatla.



Juskatla—dining room. Capacity—250 men.

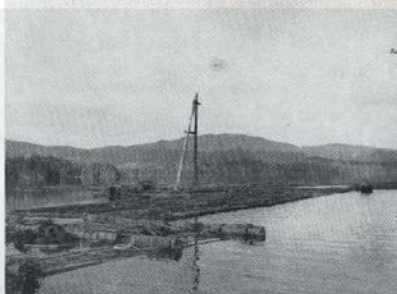


2 1/2 yard Lima shovel with steel goose neck boom loading logs on Kenworth 40 ton truck and 35 ton Columbia trailer.



Type of two-way gravelled highway at Juskatla, capable of handling 100 ton loads.

Rafting equipment for Kelley Deep Sea Rafts, Shannon Bay, Massett Inlet. Bottom of the rafts are woven with Sitka Spruce logs and galvanized wire rope.



AROUND TOWN

FIRE AT WESTVIEW

The fire which destroyed the Westview Government Wharf in January has created a difficult situation in the district. Powell River Company, by offering the use of its own wharfage facilities for coast steamship boats, has helped relieve the situation. Strict regulations against unauthorized use of the Company wharf have been put in force to avoid congestion and unnecessary obstructions. Reconstruction of the Westview wharf is expected to start immediately, but in the meantime passengers to and from Powell River district will enter or leave by the Company wharf.

OUTDOOR SKATING

Around the first of February the Powell River District enjoyed its first spell of outdoor skating in over a year. The ice on shallow Cranberry Lake finally froze over and permitted skating for about two days only. A thaw followed on the third day. Lowest temperature recorded in the area up to the end of January was 23 degrees above zero—about seven degrees of frost.

GIRLS' RIFLE TEAM

Powell River school girls are making a name for themselves as rifle shots. Recently a team of girls defeated representatives of the Canadian Legion, later a picked police squad and, finally, a group of male school teachers famed for their shooting skill. And last week the girls, averaging 95 (20 yards at a quarter-inch bull's-eye), defeated the crack squad from Powell River's Air Cadet Squadron. These boys last year won the Guthrie Trophy as the top Air Cadet Rifle Squad in Canada. Two of the girls shot scores of 98 out of a possible 100.

NEW CHURCH CONTEMPLATED

At the thirtieth annual meeting of St. Paul's Anglican Church, the committee was informed that the Powell River Company had donated the land on which the building now stands, outright to the church. The land will be available for a new church, contemplated for the immediate future.

PLANT VISITORS

During 1950 some 6862 persons visited the Powell River plant. Most of these were visitors from many and widely scattered parts of the globe. The watchmen's log book shows groups from Japan, China, Scandinavia, Western Europe, United Kingdom—and various states and provinces of Canada and United States.

FIRST SNOWFALL

Powell River had its first snowfall on January 14th, just about the time we were starting to brag about our tulips and crocuses appearing—and when the early gardeners had already spent several balmy days preparing for an early spring. However, it was not too serious and a couple of following days of rain and wind did the trick. We hope that's the end.

FIRST BABY OF 1951

Laurie Brown was Powell River's first baby of 1951—and gifts totalling \$1132 were showered on the new arrival. The First Baby of the Year is a recognized event, and around about the middle of December competition gets pretty keen, as expectant mothers and fathers wonder if they can arrange their new arrival for 12.01, January 1st.

ANNUAL BURNS SUPPER

Powell River Scots held their Annual Burns Supper on January 26, with all the usual trimmings, including 80 pounds of Haggis, the bagpipes, Scottish dances and speeches. At this gathering the principal address, "The Immortal Memory", was given by James Currie, local authority on Burns.

JUNIOR ATHLETICS

In line with their policy of promoting junior athletics and encouraging youthful participation, the Powell River Athletic Council has opened up a new Youth Centre near Riverside Oval. Operation of the centre has been turned over to a special committee, headed by W. Tyler. It is open every evening from 8 until 11 p.m.—and Sunday afternoons. Furnishings and much of the equipment was donated by interested individuals. Included in the equipment are billiard and ping-pong tables, lounge space for dancing and a soft drink canteen.

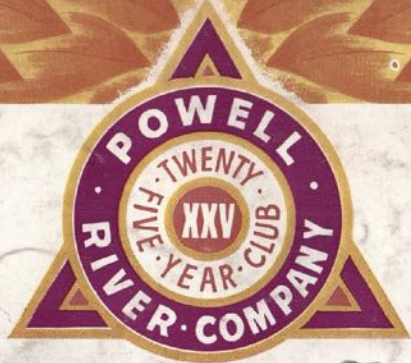
NEWSPRINT TO U. S. A.

Addressing the Powell River Board of Trade this month, Executive Vice-President M. J. Foley pointed out that all but .07% of Powell River's export newsprint was shipped to the United States. This contrasted strongly with 1945, when about 15% of our export tonnage was exported to countries other than the U. S. A. There was, Mr. Foley said, strong demand for newsprint from several countries, notably Australia and the Orient (exclusive of Red China). "The situation for 1951," he declared, "is satisfactory. Our new development program, which we hope to complete by the middle of 1952, is proceeding fairly close to schedule."



Lillooet Valley in the Cariboo.

991-69.6A



Russell M. Cooper, Resident Manager (left), looks on as John Dunlop and Ed. Peacock, both 25-YEAR CLUB members, inspect new member Arthur Rea's presentation watch.

"A QUARTER CENTURY"

To our employees A QUARTER CENTURY of service means eligibility in POWELL RIVER'S exclusive 25-YEAR CLUB, award of an engraved gold watch and special sick leave benefits. To consumers of **POWELL RIVER NEWSPRINT** it means A QUARTER CENTURY of experience in producing a high quality product. The combined experience and technical skills of our OLD TIMERS assures the continued high quality of **POWELL RIVER NEWSPRINT**.



Powell River
DIGESTER



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Number 2



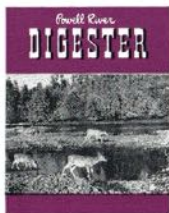
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DIGESTER

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J. A. Lundie

Staff Photographer
O. J. Stevenson

Through the pages of this journal we hope to tell our readers about Powell River and its products.



The Cover Picture

Our cover picture shows a typical scene on the Queen Charlotte Islands where deer and other wild life abound. Deer especially become very tame. Photo by C. L. Falk.

NEW FIRE HALL

SINCE the close of the war, the Powell River area has been a scene of constant activity, as expansion, development and modernization proceeds on all sides. During these hectic years, something always seems to be under way, nearing completion or just completed.

April was no exception. About the middle of the month, the focal point of local interest was directed on the new and modern Powell River Company fire hall, which is now in occupancy by the fire department—and which constitutes a further attractive addition to modern architecture in the district.

The new fire hall conforms to the latest and best in fire hall design—with dormitory facilities and equipment space planned well into the future. There is living and sleeping accommodation for 14 volunteer firemen on the second floor, with separate clothing cupboards, dressers, etc., for each man; and modern showers and washrooms, in pleasing design and finish. The kitchen has been described by members of the department as a housekeeper's dream. Large, two-oven electric range, refrigerators, special storage room, built-in cupboards and sinks of stainless steel, all contribute to the comfort of the volunteers in residence.

The main entrance is covered by aluminum, high-speed overhead doors; on the main floor is a large dining and recreation hall—equipped with billiard table, comfortable leather chairs, tables, magazine racks, etc. On this floor, too, is the equipment area, with space for two fire trucks and additional accommodation for a third unit, when and if necessary. Special offices are provided for the chief, and the duty officers with a large work and repair area for trucks.

The hose-drying tower 30 feet high, will be used for training purposes—ladder climbing, etc., as well as hose drying. The alarm system is in line with latest modern installations. The hall is provided with emergency lighting which ensures no break in communications in case of a temporary power shortage. Modern storage racks, capable of handling 10,000 feet of 2½-inch hose, complete the

general equipment of the building—of which both residents and firemen are justly proud.

Powell River's permanent Fire Department consists of two modern fire trucks, staffed by a fire chief, a leading driver and four drivers. In addition, there are the 14 volunteer firemen—all company employees—and all resident in the hall. These men are provided with living quarters—and all laundry and furnishings are supplied and maintained by the Company. They are paid a regular retaining fee—along with special rates for attendance at fires or other special duties. The monthly retainer is intended to cover regular weekly practices—and special duties, other than fires, include the tying up and releasing of all boats at the Powell River dock between the hours of 5 p.m. and 8 a.m. daily.

There is very keen competition for a place on the volunteer fire squad—and with the new firehall now open, the competition will be even stronger. The volunteers maintain their own cook and housekeeper—and all expenses are divided *pro rata* each month. In actual practice, the volunteer fireman, by his regular stipend and special duty fees lives rent free—an attractive proposition these days.

(Continued on Page 20)

Entrance to fire hall, with permanent staff of drivers and two modern trucks.



S.S. "S. D. Brooks". 1200 horsepower. Crew: 14 men.

OUR BULLDOG FLOTILLA

ACROSS the wind-whipped waters of Hecate Straits a panting tug plods steadily along. In her wake ride two million feet of valuable pulp timber, firmly clamped in the strong vise of the big Davis raft.

Slithering through the sheltered waters of the Gulf of Georgia, another tug, a flat boom in tow, chugs serenely, prow pointed towards the paper mills at Powell River.

Down the narrow waters of Malaspina Straits, two large covered barges, with the Powell River triangle on their sides, follow behind the powerful pull of yet another tug. These are the barges carrying the finished product—the purple banded rolls of Powell River newsprint to avid paper consumers of Canada and the United States—Australia or the Orient.

In the production of newsprint at Powell River, a tide-water port, the operations of the log-towing tug and the newsprint and pulp carrying barges are vital. On the inlet-slashed coastline of British Columbia are no continuous north and south highways—no railroads to carry the products of the forest to the plant or the manufactured newsprint to the railroad at Vancouver. All this work must be done via the sea route—and it is here that the Bulldog Flotilla—the tugs of Powell River Company's wholly owned subsidiary—Kingcome Navigation Company—take over.

The Kingcome fleet is composed of four tugs, the *S. D. Brooks*, *J. S. Foley*, *Ivanhoe* and *Progressive*—all veterans of west coast waters. Between them they handle the bulk

M.V. "Progressive". 350 horsepower. Crew: Seven men.



M.V. "Ivanhoe". 600 horsepower. Crew: Nine men.



of the log towing and barge shipments of newsprint and pulp.

On the newsprint carrying run is the tug *Progressive* which makes four trips a week between Powell River and Vancouver. Between one-third and one-half of the 300,000 tons of newsprint produced annually at Powell River is transferred to specially covered barges and towed to Vancouver for railhead or overside shipments. These barges, specially designed for newsprint and pulp carrying provide absolute protection in all weathers. In addition, the *Progressive* and its barges carry the major portion of the incoming freight for the Company.

The three other tugs, *S. D. Brooks*, *J. S. Foley* and *Ivanhoe*, are at sea in all weathers and at all times—bringing the product of the forests to the log pond at Powell River.

Flagship of the Kingcome fleet is the *S. D. Brooks*, named after the late S. D. Brooks, President of Powell River Company from 1933-1940 and chairman of the Board from 1940-1946.

The *Brooks*, with her 1200-h.p. engines, originally built to British Admiralty specifications, is still one of the most powerful tugs on the B. C. coast—and for over 25 years has given yeoman service. She is engaged almost wholly in towing the big deep sea rafts over the 400-mile stretch between the Queen Charlotte Islands and Powell River. On an average the big fellow will pull four million feet of pulpwood—and on one occasion entered Vancouver with a five million foot tow of cedar—a near record performance. Built to withstand the buffetings of the North Sea and English Channel, the *Brooks* is the ideal tug for the heavy weather encountered in the open waters adjacent to and south of the Charlottes.

The *J. S. Foley* and *Ivanhoe* are towing partners of the flagship. The *Foley*, as powerful as the *Brooks*, also works on the Queen Charlotte run. The *Ivanhoe*, smaller than her bulky sisters, is largely in the "flat boom" business—towing logs from Vancouver Island and coast camps along the more sheltered gulf waters. She will drag booms of one and three-quarter million feet on a normal passage.

There is very little rest for the fleet. Expanding output means more logs and more towing—and these four ships



"J. S. Foley". 1200 horsepower. Crew: 10 men.

are seldom in port any longer than it takes to discharge their booms and take on supplies. They are the jugular vein of newsprint production.

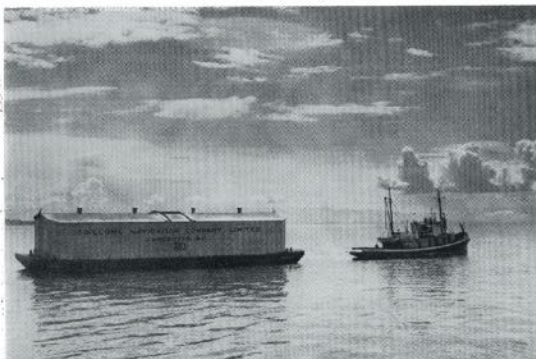
These are the giants of the bulldog flotilla, the heavy-weights who take the main strain of log towing and long-distance hauling. But in the background are the pups, the little, aggressive, fussy tugs, who act as work horses in the various camps—assembling booms, towing to boom sites—and ferrying cargoes and supplies from boat-stopping places to camp. These camp tenders and booming ground boats, with names like the *Golden Spruce*, the *Young Hustler* and others, are all part of the bulldog fleet that keeps the logs moving and the camps operating.

And in addition to all these, Kingcome Navigation Company, to handle Powell River's log requirements, has chartered other tugs to operate with its own flotilla. During a year as many as 15 different log-towing tugs will have been pressed into service.

Logging and log towing is Big Business. Logs represent the largest single item of cost in the production of newsprint; and every single stick that is felled in the woods must be eventually handled by the log-towing tug.

So next time you receive your rolls of Powell River newsprint, spare a moment to thank the ships and crews of the Bulldog flotilla which, in fair weather and foul, have maintained the newsprint lifeline.

Tug leaving Powell River with barge loaded with newsprint.



"J. S. Foley", with a big Davis raft in tow.



SPRING COMES TO POWELL RIVER

BY the middle of March, spring was out in full force in Powell River. It looked as if we were away to an early start on March 1—but a two days' snowfall caused a general slow-up in the district—and sent gardeners and other optimists scuttling back to the fireside—happily, for only a few days. Two nights' rain and two clear days—and the situation was normal again. Spring was here, at last.

The balmy air of mid-March and early April sent the whole district outdoors—and symptoms of pent-up spring fever were in evidence everywhere.

Out at the Westview wharf—our deep-sea sailors were overhauling their craft, in preparation for fishing trips and family cruises up the Gulf. Several top-ranking nimrods were hammering viciously away at boat cabins, new plankings, and painting fixtures under the watchful and critical gaze of sea-faring wives. Powell Lake, where approximately 100 pleasure boats are moored, took on the appearance and bustle of a construction project—as scores of boat owners overhauled engines, refurbished cabins and cleaned out boathouses. At the time of writing, the lake is in its early spring glory as pleasure craft chug out of boathouses on short trial runs, watched by fellow enthusiasts, admiring youngsters—and the inevitable spouse. Both on the "saltchuck" and on the fresh waters of Powell Lake, a bumper boating season is in prospect.

On Sundays the road south is crammed with early morning traffic as dozens of employees and families start spring burning and cleaning at their summer homes. Resident Manager Russell Cooper claims the loss of 10 worthless pounds as a result of his recent log-rolling activities at the Cooper hacienda, south of Grief Point. Scores of employees now are working on summer residences in the Powell River area—and these are being enlarged and landscaped each spring and will presently be attractive holiday retreats, and later permanent retirement sites.

April really saw the gardeners in action; and calloused hands, sore feet and strained backs are the common lot of the Powell River householder as he starts the spring clean-up of basement, house and garden. The annual inspection of basements by Powell River Company fire chief is about due—and this provides wives with a powerful lever to drive reluctant husbands into basement cleaning activities.



Bobby and Billie Mossey

The kids are out with the bat and ball and mask. The school yards ring out with the shouts of "second base, dumb cluck—second base," "sock it out, Eddy," as the teams warm up for the season's work. At the Riverside oval the track men, in sweat clothes, are jogging around the track, as baseball practice carries on inside the enclosure. The youngsters have their rings and lines on the ground as the oldest and still most popular of juvenile sports, "alleys" or marbles thrill the present generation as it did their fathers and grandfathers.

The girls are playing hop-scotch on every available cleared space, or dancing along with skipping ropes. The under-six tots, scorning all rules, are pedalling their bikes furiously across neighbor's lawns, up neighbor's walks and along the main highways. The wagons are out—and loads of dirt collected from the Lord knows where are dumped where neither the Lord nor parents want it.

But it's spring—and spring in Powell River, with the blue sparkling waters of Malaspina Straits always in view—and near by, evergreen encased trails stretching out inviting hands—is—SPRING!

Andy Devine and son Larry talk it over in the garden.



Mrs. Ina Needham tries to house clean around the fishermen of the family.



Ed Riley in the veterans' villa, Cranberry, starts his spring clean-up.



THE NEWSPRINT PROCESS

EDITOR'S NOTE.—For the general information of readers, we have included this outline description of the paper making process. Many who have never seen the newsprint process may find it of some interest; those who have, may find it useful to supplement their knowledge.

The making of pulp and paper begins in the woods, where the trees are felled, trimmed and carried to tide-water. Here they are made up into gigantic rafts and hauled by tug to the paper mill.

BARKER MILL

The transformation from log to newsprint begins in the barker mill. Briefly, the function of this department is to remove the bark, which is unsuitable for pulp processes.

All barking at Powell River is accomplished by the modern hydraulic method, in which the bark is stripped from the logs by high-pressure jets of water.

In the Barker Plant, the clean logs are diverted in two directions—the larger proportions to the sawmill to be cut into blocks for subsequent conversion to **GROUNDWOOD PULP**, the smaller, consisting of logs 26 inches in diameter or less, to the whole log chipper, where they are prepared for the Sulphite Process.

SAWMILL

The function of the sawmill is to reduce the logs to blocks, 32 inches long, the required size for pulping in the grinder room. The logs are first rolled on a carriage, and cut into strips by huge bandsaws. These strips, in turn, are cut lengthwise by **EDGER SAWS**; and finally run through the **SLASHERS**—circular saws spaced at 32-inch intervals, from which they emerge as pulp blocks. These blocks are transported to the groundwood mill by special motor carriers.

CHIPPER PLANT

Here, selected logs from the barker plant are introduced into the modern **WHOLE LOG CHIPPER**, which reduces it to uniform chips, approximately $\frac{3}{4}$ inch long, for the sulphite process. In 30 seconds the log, 26 feet long, emerges as a mass of chips, which, after screening, is carried direct by conveyor belt to the digesters for cooking and reduction to sulphite pulp.

GROUNDWOOD MILL

Here the blocks are fed into grinding machines which, to the casual visitor, resemble a battery of howitzer guns lined up in rows. In the "grinders" the wood is ground into pulp by forcing the blocks by hydraulic pressure against rotating grindstones. It leaves the grinders in the

form of a thick, porridge-like slush; it is thinned by the addition of water and subjected to a special bleaching process followed by washing and screening before being admitted to groundwood storage tanks.

SULPHITE MILL

We last left our chips on a belt conveyor leading to the "digester"—huge, vertical cylinders, into which the chips are introduced and subjected to a cooking process with sulphurous acid and calcium bi-sulphite at high pressure and temperatures for about eight hours, by which time the material holding the fibres is dissolved out. After cooking, the sulphite pulp is run off, washed clean, and like the groundwood, carefully screened. The pulp is then pumped to sulphite storage tanks and is ready for mixing with the groundwood pulp.

The purpose of this process is to dissolve the chips so that the wood fibres are separated in their individual state. These strong, tough fibres provide the basic strength of the newsprint sheet.

THE BEATER ROOM

Here the groundwood and sulphite pulp are automatically proportioned and then mixed in large tanks—much after the fashion of a large cake mixer—and the entire mixture is passed through a final refining process.

MACHINE ROOM

This is the final stage in the paper making process. The stock (groundwood and sulphite mixture) is fed on to a moving wire screen, where the pulp is caught and interwoven on the mesh of the screen as the water drains through. This action is assisted by suction applied from below the screen. The sheet, with a large percentage of the water eliminated, is now formed, and is carried over a series of endless felts, which carry it between special suction presses to further reduce the water content. Leaving the presses, the sheet passes through a series of rotating steam-heated cylinders, or dryers, which reduce the moisture content to that required in the finished product. The sheet then passes through a calender stack, a series of heavy steel rollers, placed one on top of the other. The weight of the calender stack, pressing on the sheet, produces the smooth finish required on the high-grade newsprint produced in the Powell River plant.

The sheet is then wound on to reels, ready for cutting to widths required by consumers. This is done on a winder provided with equipment for cutting the sheet as required, and for winding it on cores. It is then carefully inspected and packed to withstand all transportation demands encountered on its journey to the publishing houses of the world.

USE OF SALVAGE WOOD



Farm lot wood used at Powell River.

EXPERIMENTS directed to the scientific utilization of salvage wood in western pulp and paper operations has proceeded with accelerated momentum in recent years. Relogging of old areas, to include complete cutting of usable trees rather than the selectivity formerly practised, is now an important factor in the wood conservation plans of modern operators.

Powell River Company, since the opening of its first logging camp on Kingcome River in 1911, has been alert to the potentialities of salvaging operations—and at this early date, conducted the first salvage operation in the history of the industry in British Columbia. This experiment was repeated in 1923-24, when over seven million F.B.M. (1400 cords) were produced and used in the manufacture of newsprint at Powell River.

In these early days, few companies bothered about salvage. Wood supplies were plentiful; the industry in British Columbia was still in its youth—and under existing conditions, salvage operations proved uneconomical. These experiments of the Company indicated early consideration of future wood supplies—and were in the minds of our forestry department, when, in the middle forties, a new and unprecedented demand for newsprint and other wood products foreshadowed a tremendous future strain on the forest resources of British Columbia.

In 1944, Company foresters began a scientific investiga-

tion into the utilization of salvage and relogging operations. In that year, Powell River pioneered the "Ladysmith Experiment" in conjunction with the Provincial Government and Comox Logging Company, by conducting extensive salvage operations on logged over land. A substantial number of logs were taken out and successfully converted into pulp at Powell River.

Further successful salvage and small log operations have been carried out at Port McNeil, Harbledown Island and in the Fraser Valley. In 1949, an extensive project was started at Port Hardy by a subsidiary, the Alice Lake Logging Company, which is perhaps the largest of its kind yet attempted in British Columbia—and which is being actively continued.

The role of "salvage" in future programs of the Company was recently emphasized by President Harold S. Foley. Addressing his logging supervisors, he declared: "If we are to attain our objective of wood supply in perpetuity, salvage wood will be of steadily mounting significance in our logging programs. Relogging and small wood cutting are essential platforms in our wood conservation policy."

Since the impetus accorded by the Powell River Company in 1944, logs harvested from salvage operations and used at Powell River have produced 60,000 tons of newsprint. The program pioneered by the Company at Ladysmith is now being followed by an ever-increasing number of the wood-using industries in British Columbia.

Scientific, planned salvage operation has come to stay. Such operations are necessarily costly—and, in some instances, even uneconomical, but they provide further assurance that the Company is leaving no avenue unexplored in its efforts to guarantee consumers long range security of newsprint supplies.

Salvage operations at Port Hardy.



Small logs cut on experimental forest at Powell River on way to the sawmill.



PULP AND PAPER BACKBONE OF CANADIAN ECONOMY

THE Canadian pulp and paper industry is today one of the major industrial enterprises of the world; and Canada has a production five times that of any country. She provides three out of every five newspapers printed throughout the world. Approximately 75 per cent of our total pulp and paper output goes to world markets—and 94 per cent of our newsprint.

The impact of the industry on Canadian economy cannot be overestimated. Pulp and paper stands first in employment, first in total wages paid, first in export values, first in value of production and first in capital invested.

In our export markets, pulp and paper is exporting nearly \$700 million worth of production annually, and is the largest item in Canada's foreign trade. It comprises 36 per cent of all Canadian exports to the United States and 21 per cent of all exports.

And what of the domestic picture? The industry is the largest buyer of goods and services in Canada. It pays out annually \$270 million in wages; \$140 million for transportation; \$170 million for supplies and electricity—and nearly \$100 million for pulpwood.

Including woods operations, the industry provides employment for 255,000 workers, and helps directly to provide a livelihood for a million Canadians.

Pulp and paper operations have been responsible for the creation of vast sources of government revenue. For many years the Canadian Government has operated departments for agriculture and fisheries, but no such recognition has been given the vital forest industries. The pulp and paper industry has made its own way against world competition, without subsidies, price floors, guarantees or other forms of financial assistance. In war and peace it has always been a contribution to—not a drain on—the public treasury.

Because of what pulp and paper means in the economy—in employment—in exports, expenditures and domestic trade—every Canadian benefits from this great national industry.

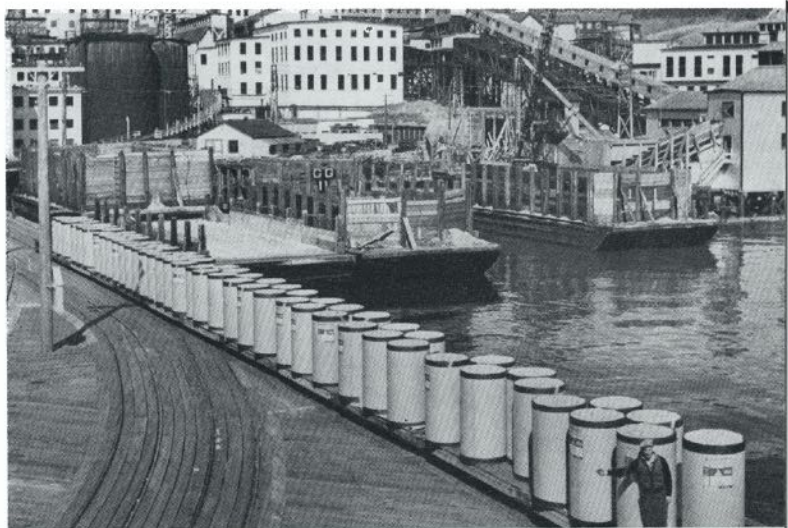
Powell River Company, as a partner in this great enterprise, contributes \$30 million of vital United States dollars to the Canadian economy annually—employs 2700 men and women in its plant and woods operations, pays out over \$10 million in wages, salaries and employee benefits, and a substantially larger amount for materials and services.

Today, 85 per cent of all newsprint manufactured at Powell River is shipped to foreign countries, and of this production practically all is exported to the United States. In 1939, approximately 15 per cent of Powell River export tonnage went to countries other than the United States. In 1950, only one per cent of all export newsprint was sent to these countries—in spite of pressing demands.

The tide of pulp and paper production is swinging westward, and British Columbia's place in the Canadian picture is growing rapidly. Many new mills are under construction or in prospect, both at tidewater and in the as yet undeveloped hinterland areas. Powell River, as the pioneer newsprint firm of Western Canada, stands first among British Columbia mills, with a capital investment of approximately \$65,000,000, a payroll of 2000 plant employees and an annual newsprint production of 300,000 tons. The Powell River area, now a district of 10,000 people, is practically dependent on the continuous operation of the mills.

Largest producer of newsprint on the Pacific Coast, Powell River is proud of its association with the Canadian Pulp and Paper Industry.

Finished rolls packaged, ready for shipment at Powell River.



THEY PAY THEIR WAY

River high school boys have accumulated in excess of \$1000 from "spare-time work" in one year. It is not difficult to imagine how incomes like this simplify or alleviate the worries and responsibilities of parents to provide higher education for their children.

This preference is carried on after the boys enter university. At the top of the Powell River Company's preference list for summer employment is "our boys who are attending university." During their five months out of school, local university students can earn enough to pay the major part of their next year's college expenses.

Every summer the Powell River group comes back home, where they can live with their parents, enjoy the association of old school chums and participate wholeheartedly in the social and recreational life of the district—and earn good wages at the same time.

As a result of their previous school experience in the plant students frequently find jobs and wages well above the minimum \$1.18 an hour rate.

Today there are more than 80 high school boys on the temporary payroll of the Powell River Company—and of these between 50-60 are regular "weekenders". For regular shifts, in addition to "clean-up" operations, the older boys are accorded priority, first because of their age, which gives better assurance of experience and stamina—and second, because of the probability that many will be attending university next year and need all the money they can accumulate.

The opportunity for unusually remunerative spare-time employment at Powell River has been a three-way asset. It has helped parents; it has helped the boys develop self-reliance and responsibility, and it has benefited the Powell River Company.

In this latter respect, the company is, in effect, providing training, background and experience for future employees. Many of the university graduates return to their original home, where their technical training, plus their knowledge of local conditions, make them valuable employees.

Many other graduates from high school enter one or other of the numerous trades and occupations available in the paper-making industry. When they leave school, and if they obtain a regular job, they have had considerable experience and developed special aptitude for different trades.



Buddy Bryce scrubs out the bird screens.

IN recent years the percentage of Powell River High School graduates who have carried on with higher education has substantially increased. This is partly due to the willingness of parents to make the necessary provisions for, or sacrifices on behalf of the future of their sons and daughters.

But to an equal degree, the ability of the Powell River youngsters to meet the heavy costs of a university education is due to local factors which enable scores of high school boys to earn substantial and regular spare-time wages.

One day each week the big newsprint and pulp machines of Powell River are idle. On this day the repair and maintenance crews and clean-up gangs are on the job, preparing the machines and equipment for the start-up on Monday morning.

For the lighter clean-up jobs, washing machines, sweeping-up operations, assisting millwrights, mechanics, pipe-fitters, senior high school students are regularly employed by Powell River Company.

The boys are paid the regular plant basic wage of \$1.18 an hour for their work. But this is only part of the story. Quite a large percentage of the group "go in" for a shift on Friday after school, and receive steady employment during Easter, Christmas holidays and summer months.

Under these conditions, a considerable number of Powell

Scotty McDougal, fresh from the Old Land, also wields the scrubbing brush.



Student R. Iloft earns his week-end pocket money.



Two high school students, Bob Cochlan (left) and Wilf Lawkin at work during Sunday clean-up.



SCULPTURE AND RELAX

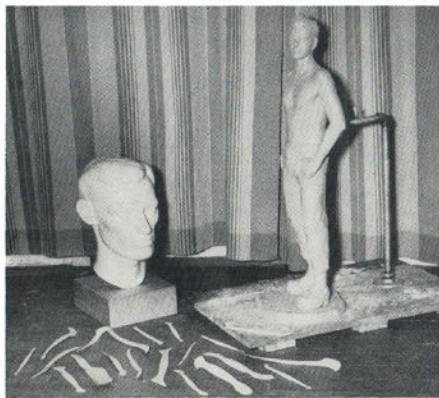
By O. J. STEVENSON

I CALLED at the Cianci home and there was Joe Dallos, School Board chairman, brooding in a corner of the sun room. A lump of clay, it's true, but still projecting some of the original's earnest personality. Through the window trees framed an expanse of sparkling water where the bay was restless in the March wind. A streak of sunlight highlighted the back of Joe's head and left his eyes in shadow, and his expression was much as I have often seen it when he presided at opening meetings of the various schools he has done so much to secure for this district.

This head of Joe is still in the clay stage, with many rough spots to be taken care of. Later moulds will be made and the head cast in bronze. Eryl Cianci was busy with a modeling tool, fussing around the chin and getting the distinctive curve of the lips just right. I watched her as she worked so carefully and carried on the conversation in her soft voice. It was a question whether sculpturing had made this girl, with hair the color of autumn maple leaves, so composed, or whether her composure had resulted from practising a hobby that required such infinite care and patience. In Victoria, B. C., the urge for self-expression first possessed her and pointed the way to sculpturing, and a period of art study in Winnipeg followed. Marriage and children probably prevented her from making a career of art, but nevertheless the urge has persisted, and many fine examples of her work decorate the living room.

Scattered around the figures being worked on and quickly available there is a fine collection of modeling tools. Brass calipers and implements of polished bone for working tools. This collection was recently the property of the late Rod LeMay. With his customary care and sureness of hand he labored for months to bring these to perfection. Starting from the raw deer bones, shaping the beautiful curves and angles and polishing, polishing, polishing. The result is one of the finest collections of tools in the possession of any artist. In his will he requested that this set be given

Sculptured figure in background with tools of the trade in foreground.



Head of Joe Dallas, chairman, Powell River School Board, is one of Mrs. Cianci's latest models.

to some deserving sculptor with the one stipulation that the artist be feminine. Mrs. Cianci was the lucky recipient. Rod was born in France, studied in Paris and Italy, and was a severe critic of the human anatomy. He resided locally before the Powell River was harnessed for energy and photographed the booming town during the hectic days of construction from 1910 till it became a well-settled industrial community. A man of many parts who contributed much to the cultural life of the town.

Sometimes a hobby becomes a vocation, in which case it seldom continues to be a hobby but builds up such pressures of necessities and deadlines that a hobby from the hobby is needed for relaxation. More often the hobby is acquired after years of application to the vocation, and is a horse stabled close for quick escape from the exacting demands of the vocation. The characteristic common to all hobbyists is the desire for self-expression. To see with the mind and execute with the hands is pleasant work, but to fulfil some other person's dream is drudging labor. Man is a creature of impulses and a rut is a stultifying way of life. He was born to roam free, physically and mentally subject only to his own whims and the exigencies of his environment. Instead of living the full life he selects a path well worn by conservative predecessors, sets up his taboos and dogmas, his prohibitions and regulations, acquires several diseases suitable to his profession and becomes a normal member of society. Some break loose and take to the open road—some seek solace in drink, while others find release with cards and dice. But to the many capable of expressing themselves manually such extremes are not necessary. That is where the well-appointed hobby horse gives an out from the daily grind. Nerves relax, perspective improves, tempers subside and peace takes over. War lords should have hobbies.

Mrs. Cianci is one of those fortunate people with the ability to reproduce in various media that which her eyes see without the benefit of calibrated rule or the exact measurements of the mere copyist. Hers is the true hobby, self-expression for the pure pleasure of doing.



J. Frank Flett

PERSONNEL SERVICES

plant operates on a six-day a week basis, 24 hours per day—and all employees are on a 42-hour week.

Personnel relations are a vital part of the Company's operations which have been broadened and expanded, step by step with the expansion and modernization of the industrial process. The supervision of personnel and public relations at Powell River is the responsibility of Personnel Manager, Frank Flett.

Mr. Flett has been an employee of the Company for nearly 26 years—all of which have been spent in close contact with employees. He is considered one of the most experienced and sound personnel men in the industry. His promotion to the key position of Personnel Manager in 1947 is recognition of a quarter century of service and outstanding ability.

LABOR-MANAGEMENT relations in the pulp and paper industry have set a standard which has been described as a model for Canadian industry. Labor disputes—strikes, or work stoppages over the past 20 years being almost unknown. The industry is on a stable foundation, and management and labor have worked out a standard of mutual confidence and understanding, unsurpassed in the nation.

This happy present position has not been reached by accident. Employees at Powell River today enjoy a living standard and an over-all degree of security and protection that has justified their confidence in management; and their appreciation has been concretely evidenced in consistently high production figures and efficiency in operations.

Powell River employees have the highest base wage rate in the Canadian pulp and paper industry; and the average wage compares favorably with the general provincial level, which, in turn, is the highest in Canada. In addition to this high wage rate, Powell River employees receive substantial benefits in the form of pensions, insurance, health, vacations with pay, recreative and welfare activities. The

LABOR RELATIONS

The standard labor contract, which sets the wage scale for the pulp and paper industry in British Columbia, is negotiated annually between representatives of management and union delegates from the various plants in the province. It is a direct across the table discussion, based on the collective bargaining principle, and over the past 15 years, by mutual compromise and fair dealing on both sides, satisfactory solution has been always worked out, without recourse to strike or lockout.

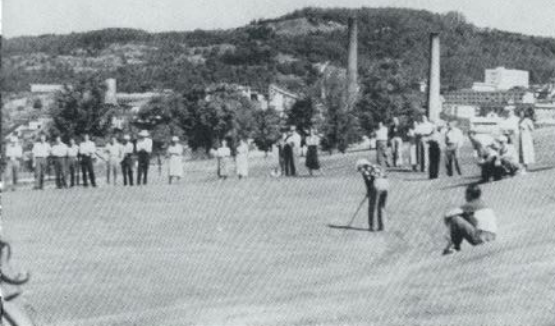
At Powell River a Union-Management Committee meets from time to time to discuss mutual problems outside the terms of the labor contract. Among the functions is the handling of the Employees' Suggestion Box—and over the past several years the committee has received 740 suggestions, of which 226 have been accepted and recognized by substantial cash awards.

EMPLOYEES' PROTECTION AND SECURITY

In 1944 the Company initiated a contributory Pension Plan for all employees. Last year this was expanded,

New hospital and clinic provide up-to-date medical facilities for employees and families.





Stan Leonard, Canadian professional star, putts in a tournament at Powell River. Mills are seen in background.



Lawn bowling green built by Company for recreation of employees.

broadened and new features added, when the Company contributed an additional \$500,000 to the Pension Fund.

Protection for an employee's family in the event of loss of the bread-winner has also been expanded in the past 18 months. Through the Group Assurance Plan, an employee has an insurance policy equivalent to the amount of his annual salary.

Every employee and his dependents are covered for hospitalization under the British Columbia Hospital Insurance Act, a service which Powell River families have already enjoyed for over a decade through their own Sick Benefit Society. In addition, employees and dependents are covered for medical fees and other costs through membership in this society which also pays cash benefits to the employee while off work through sickness. Named the Powell River Employees' Sick Benefit Society, it is operated by the employees, assisted by substantial grants from the Company.

Every employee who has 25 years of consecutive service with the Company, automatically becomes eligible for the privilege of the 25 Year Club. In addition to the presentation of an engraved watch on completion of his 25 years' service, special wage and salary guarantees covering loss of work through illness are provided, extending over a year.

These are just some of the benefits enjoyed by employees at Powell River, and are among the many reasons for the harmony and confidence which today exist between management and employees—and which is evident to any visitor or newcomer.

RECREATIVE AND COMMUNITY LIFE

All the normal athletic activities at Powell River have excellent facilities which have been provided by the Company and which are extensively patronized by employees and the general public.

In baseball and soccer, two of the most popular outdoor sports in Western Canada, Powell River will, this summer, have facilities unsurpassed on the continent. The new baseball field has an area larger than most of the Big League parks. The surface is turfed, with regular infield paths and pitching mound—along with first-class dressing room facilities. The soccer section is one of the few turfed fields in Western Canada—and its dimensions conform with established international standards.

A lawn bowling green, on which top ranking British

Columbia and world stars have frequently competed, is another highly popular summer rendezvous for residents.

A four-court concrete tennis enclosure allows full scope for both senior and junior competition.

Ample badminton facilities exist in the Community Centre of Dwight Hall—and an athletic oval with a cinder track and fully equipped for track and field sports provides further facilities for the outdoor athlete.

Last year the Company erected a new bathing house at nearby Willingdon Beach. Complete with modern lockers, showers and refreshment facilities, it was turned over without cost to the local branch of the Lions Club, who operate it during the summer months.

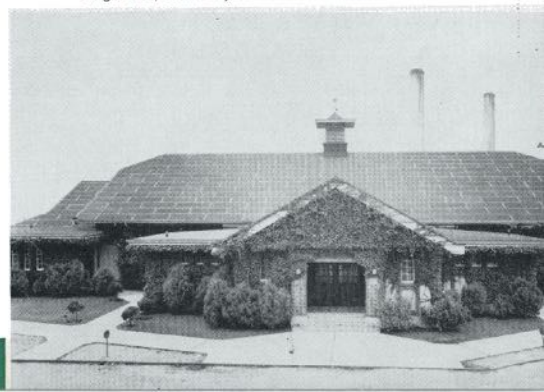
The community centre of Dwight Hall is one of the most commodious in the province—and will seat over 800 in its auditorium. It has special lodge and banquet rooms for convenience of the many fraternal and service orders in the district; special rooms for Scout and Girl Guide activities, stage and properties for plays and concerts.

In this building is housed the Company library, where a regular librarian is maintained and the latest in fiction, biography, etc., is available to the local public.

Another major social and recreative attraction is the sporty nine-hole golf course built by the Company, and now operated by the Powell River Golf Club as a private club. The clubhouse, with its roomy balcony, overlooks the picturesque islands and waters of Malaspina Strait, and is complete with modern facilities.

These and other facilities are just part of the investment made by the Company for the recreation and welfare of its employees.

Dwight Hall, community centre in Powell River.





Parliament Buildings, Ottawa.

THE present Canadian system of government, established under the British North America Act of 1867, is a Federal Union, the first of its kind in the British Commonwealth. It comprises the central or Federal government, exercising control over all matters relating to the development, permanency and unity of Canada as a whole; and a number of provincial governments, controlling certain clearly defined local matters naturally following within their jurisdictions. This corresponds generally to the Federal and State Governments in the United States.

The entire Canadian government and parliamentary system is administered in strict accordance with the principles of the British parliamentary system—with a Governor-General, representing His Majesty the King, a House of Commons and a Senate.

THE GOVERNOR-GENERAL

The functions and authority of the Governor-General are still widely misunderstood by many non-Canadians. Even today, in many sections of the United States, there are extremely foggy and vague conceptions of this office. Today the Governor-General is a direct representative and appointee of His Majesty the King—not of the British Parliament. His presence is largely an acknowledgment of the ties and traditions which bind Canada and the United Kingdom—and of Canada's place in the British Commonwealth of Nations.

The Governor-General's position is a useful one, and there is no more popular a man in Canada today than His Excellency, Viscount Alexander of Tunis, present Governor-General. Constitutionally, however, the position is largely an honorary one—and the Governor-General has no power to disallow any Canadian legislation or to even defer any bills passed by the Canadian government. The Governor-General, in Canada, is in exactly the same position as is the King in the United Kingdom.

HOUSE OF COMMONS

The House of Commons, the equivalent of the U. S. House of Representatives, is comprised of 262 members, representing the 10 Canadian provinces (including Newfoundland) and the territory of Yukon. Representation, on a population basis, is in the following proportions:

Newfoundland	7
Prince Edward Island	4
Nova Scotia	13
New Brunswick	10
Quebec	73

"The Canadian Way of Life"

THE CANADIAN PARLIAMENTARY SYSTEM

Ontario	83
Manitoba	16
Saskatchewan	20
Alberta	17
British Columbia	18
Yukon	1

A unique feature of this proportionate representation is its relation to the Province of Quebec. In the British North America Act of 1867, Quebec representation was fixed at 65—and membership of other provinces based on the Quebec figure. Total membership in the House has increased from 181 in 1867 to 262 in 1949.

The House of Commons is elected for a period of five years, but may be dissolved at any time during that period if it no longer possesses the confidence of members. In this case the Prime Minister may instruct the Governor-General to dissolve the House and appeal to the public in a new election.

This is in contrast to the definite four-year Presidential term in the United States. Another contrast between the two systems of government is that the Canadian office of Prime Minister is an elective one. In Canada, as in the United States, the head of the party is selected at a special convention called for that purpose. But in Canada, the potential Prime Minister must be a member of the House of Commons—and must campaign for his seat like any private member. Twice the late Prime Minister Mackenzie King was defeated at the polls although his party was elected. On both occasions Mr. King had to contest another seat before he could take over his duties as Prime Minister.

THE SENATE

The Senate, or Upper House, corresponds roughly to the House of Lords in the British system. Its 102 members are not elected but appointed for life by the Governor-General-in-Council—which means the party in power! In actual practice, senatorial appointments are recognition of outstanding political services.

The position of the Senate in Canadian life has been a subject of widespread discussion in recent years. Admittedly its members are men of long political experience and background—and are often able to modify or clarify many bills sent from the Commons for their approval.

Throughout its history, the Senate has generally exercised a stabilizing influence on Canadian political life. Its members are free of the hurly-burly atmosphere often present in the heat of Commons debates; and being appointed for life, senators are largely free of charges of political opportunism. The basic function of the Senate is to act as a counsellor and adviser to the House of Commons—a balance wheel to check and give further

(Continued on Page 20)

NEW DEVELOPMENT MOVES AHEAD

"THE new development program now under way is progressing fairly close to schedule." This was the summing up of Chief Engineer Harold Moorhead, in a recent address to Powell River Company supervisors.

Reviewing the \$12,000,000 program, which will extend to the middle of 1952, Mr. Moorhead listed two main objectives:

1. An increase in mill production of 130 tons of newsprint daily.
2. Completion of major maintenance items, designed to improve security and efficiency of operations.

To date the considerable preliminary planning and installations have been largely completed, and concrete evidence of this is beginning to be seen. Sawmill reconstruction is now over 90 per cent complete. The new carriage is in operation and steel frame structures have been installed.

The extensive new wharf installations are beginning to take shape. Several hundred tons of steel piling have been driven—and two pile driver crews are working two shifts daily.

Preliminary work on the new transmission line is progressing favorably, with access roads and clearing practically completed. There is a good supply of equipment on hand and work on the steel towers will get under way shortly.

"The development program will hit its full stride this year, and from now on will proceed with accelerated intensity until the middle of next year," the chief engineer declared. Reporting progress and details on other major items, he listed the following:

1. Steam Plant:

A substantial increase in power and processed steam will be available for the new tonnage requirements next year. A new boiler, burning oil or hog fuel and fitted to use pulverized coal and eventually waste sulphite liquor, will be added. A 13,000-K.V.A. turbo-generator will provide the additional power for the new installations; and a separately fired superheater will be included for the present number 7 boiler. The steam from this boiler will be passed through a super-heater before going to the turbine. To operate the new boiler an additional 20-25 units of imported hog fuel per hour will be necessary.

2. Barker Mill:

Supplementing the large hydraulic barker and small log barker already in operation, a new ring type barker, permitting use of wood in any form—salvage, farmer lot wood, etc., will be installed this year.

3. Paper Machine Speed-ups:

Speed-ups on the paper machines will provide the additional 130 tons of paper programmed. Speeding up of 5 and 6 machines will be completed by the end of 1951—and the present equipment from the faster machines will be used for speeding up 3 and 4 machines. Included in the machine room development is the modification of the drive on No. 7 machine, which will produce regular speeds of 1550-1600 feet per minute.

And in addition the steady working up of No. 8 towards 2000 feet a minute or more will be carried on during this and succeeding years.

4. Hog Fuel System Overhaul:

When Wharf A has been torn out, a large crane will be placed on Wharf B and hog fuel introduced into the conveyor system, which will proceed along the wharf and up to the storage area.

All the wooden hog fuel structures are being replaced by all-steel installations; and the old barker mill (out of use since the new hydraulic barkers were placed in operation) will be used as part of the hog fuel storage.

Summarizing the program as it appeared at present, Mr. Moorhead stated that all major equipment was on order and that to date no "insurmountable obstacles" had cropped up to noticeably delay scheduled plans. Some materials, notably alloys, stainless steel, special sheet metal, etc., were in very short supply. "If, however, conditions do not drastically alter, we hope to complete the present program by the middle of 1952," he concluded.

An interesting angle in the new construction work has been the retention by the Company of a consulting architect, with the object of establishing and maintaining a uniform architectural design in all new installations.

Another interesting feature of the program is the introduction of ring-type grinders. We are planning on installing two of these machines early in 1952, and at present experiments directed towards the installation of these

(Continued on Page 20)

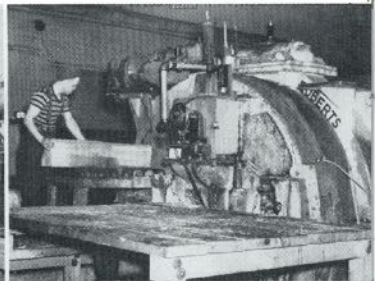
The pocket grinder now used in operations at Powell River.



The new wharf is beginning to take shape.



Ring-type grinder, on which experiments are being conducted.





Powell River Detachment, R. C. M. P.

ON August 15th last, two of Canada's oldest and most famous police forces were amalgamated into a single law-enforcing unit. On that date the Royal Canadian Mounted Police took over jurisdiction in British Columbia—and the B. C. Police, oldest body in Canada, ceased to exist as a force. Their long and honorable tradition, no whit inferior to the more celebrated, picturesque Mounties, will be carried forward by their successors.

The decision to unify British Columbia's police force was taken partly on the grounds of economy, partly on the desire to centralize control and eliminate the not inconsiderable overlapping that occurred before August 15th. While general control of Provincial Police activities was in the hands of the B. C. Police, the R. C. M. P. maintained strong detachments in the province who were responsible for all federal investigation work, narcotic control, smuggling, etc. Now, this entire work is controlled by the R. C. M. P., who are responsible for all law enforcement, federal and provincial in British Columbia.

For several months there was considerable opposition to the move from private citizens and public organizations, and among members of the B. C. Police there were many heartaches. Not without justification, for they were Canada's pioneer police force: they were His Majesty's guardians of the law a full decade before British Columbia entered Confederation. Their history records the days when the province was a Crown Colony, with a governor reporting direct to London—when border incidents were always cropping up—and when lawless adventurers, lured by gold discoveries, roamed the country. The khaki-clad B. C. Police have a proud record—and while the force has gone from the province, its long career of loyal and faithful service remains.

The Royal Canadian Mounted Police are a world famous corps. They were formed in 1873 by Sir John A. Macdonald as a special force to combat smuggling of liquor and other contraband material across the border. They were originally the North-West Mounted Police, and their territory extended from the 49th parallel to the frozen tundras of the Arctic. The scarlet-coated Mountie and his horse were for many years the sole symbol of law and order in the territories now embraced by Alberta, Saskatchewan, Manitoba and Yukon Territory.

In the Riel Rebellion of 1885 the famous stand of the Mounties at Cut Knife Creek and at Battleford are written indelibly into the history of Canada. In recognition of

THE MOUNTIES TAKE OVER

their meritorious service, Queen Victoria granted permission for the force to use the title of "Royal"—and it became the Royal Northwest Mounted Police. In 1920, the Mounties' operations became Dominion-wide in scope, and the original name was altered to Royal Canadian Mounted Police—the title the force holds today.

The R. C. M. P. is now responsible for all law and order in British Columbia—outside of the authority vested in the metropolitan police employed in the larger cities of Vancouver, Victoria, New Westminster, etc. Their special narcotic and C. I. D. departments operate in plain clothes, but carry on the duties for which the force was primarily organized in 1873. The "Mountie" on general duty today wears "Browns"—with the yellow-striped trousers and hat band. For special occasions—parades, escort and court duties, the picturesque scarlet and gold uniform is worn.

In Powell River, as elsewhere in B. C., the Mountie has forsaken his horse for the modern conveyances of boat, auto or plane. It is a common spectacle to see the police car, with the dignified Mountie, surmounted by his yellow banded cap reading traffic lectures to flustered offenders.

The local branch, consisting of six constables and Sergeant McWhirter, has responsibility for a territory extending from Bliss Landing in the north to Welcome Pass in the south—a distance, as the crow flies of about 40 miles. They have in their hands a fast police boat which covers the sea approaches throughout the area; and special planes are available at any moment for a rush job. (But up in the far north lands, the lone Mountie and his dog team are still carrying on in the tradition and habits of the past century.)

The people of British Columbia have now accepted the Mounties in the full confidence that the tradition of service built up within their own ranks and cemented by the honorable leavening inherited from the B. C. Police, will be maintained unsullied and clear in the years ahead.

The Royal Canadian Mounted Police is still one of the world's finest police forces. It is a compact, highly trained corps, demanding the same high standard of service and responsibility that the Queen asked of her redcoats in the anxious days of border disputes and Indian uprisings.

Sgt. McWhirter



FORESTRY IN SCANDINAVIA

Condensed from speech by J. E. LIERSCH, Assistant Vice-President

THE history of the development of forestry in Norway and Sweden is almost identical, and in a great many respects is similar to our own. In the early days, when timber had relatively little value, and the population was small, no particular attention was paid to the way in which the woods were handled. Only the finest lumber trees were cut. As export markets developed for sawn products, a greater and greater drain of the best material in the forests took place, but the first really heavy inroads on the forests were made in connection with the iron industry.

During the 17th and 18th centuries, the iron industry reached its zenith in Scandinavia. Great quantities of charcoal were used in the smelting process, and as there is no coal in Sweden or Norway, the forests supplied the demand. During this period great estates and the larger companies were developed and had acquired vast acreages of forest land for the production of charcoal, but around the first of the 19th century many of the iron mines were depleted, and the sawmill industry was coming into its own. At about the same time the countries realized that their timber resources had not only become more valuable, but had been badly depleted. As a result, a general interest, both public and private, was created in the preservation of the forest. Prior to this there were isolated cases of good forestry to be seen—especially on the large family estates, but these had been managed on the classical German lines, which now have little or no place in the modern practical forestry in vogue throughout Scandinavia. Generally speaking, however, it may be said that the development of modern forestry and legislation governing forest practices have taken place over the last 100 years.

Silviculture:

The guiding principle throughout Scandinavia seems to be to extract the maximum growth capacity of the soil in the form of wood. In other words, all their silvicultural activities are influenced by the main object of maintaining the yearly production of wood on any particular acre and site at the highest level economically obtainable throughout the life of the stand. This object is attained through careful attention to the adequate establishment of a new crop immediately following the final "regeneration cutting" of the stand, and then after the new crop is established, by frequent and light thinnings throughout its life. Usually the first thinning or "cleaning", as they call it, is done at the age of 15 to 25 years, depending on site quality and density of stand. This is the only thinning operation which does not show a return on the labor and money expended. From this point on thinnings are made every six to 15 years, and the products of these thinnings are all utilized as fuel wood, charcoal wood or pulp wood in the earlier years, and pulp wood and saw logs in the later years.

Although there is considerable divergence of opinion in Scandinavia as to how the ideal objective may be obtained—some argue for natural regeneration and others for planting or seeding—generally speaking, certain broad silvicultural principles have been developed and are more or less the accepted practice. On better sites it is general to

plant—the uncertainty of good seed years for natural regeneration, encroachment of heavy grass and bush retarding natural growth, and the fact that increased production and saving in time present a quicker monetary return from the production—are the main reasons.

Forest genetics has been developed to a relatively high degree in Scandinavia during the past 20 years. The main spur to this activity is the fact that established industries have a capacity greater than the present forests can sustain. Consequently they were faced with the problem of having to develop fast growing and better formed trees. Some intensive work towards improving strains has been done, and the results seem to be encouraging. In Sweden particularly they have carried on surveys over a number of years to determine where the best trees can be found, with the idea of setting aside such trees or groves for seed production purposes. The cones from these groves are very carefully gathered and the seedlings resulting from the seeds are again very carefully culled, so that seedlings showing poor growth or poor form are eliminated before they are planted in the forest. A considerable amount of work on grafting of forest trees has also been done and is beginning to show encouraging results. The program is a very long-term one, but people who are vitally interested in the problem feel that during the next rotation a very great improvement in growth capacity of the different soils can be obtained by gradually developing better strains of the trees.

Losses of timber through fire and insects are practically unknown and from decay are relatively small due to the fact that all their timber is growing, healthy trees and decay has not had an opportunity to get started as it has in our over-mature stands on this continent.

Legislation:

Swedish forest legislation can be summed up in the first paragraph of their Forest Conservation Law of 1949. "Forest land, together with the forest growing thereon, should be managed in such a way as to further a suitable use of the wood-production capacity of the soil, ensuring a satisfactory economic profit and, as far as possible, a constant yield."

In this law the principle of profitability is set forth. No forest owner can be forced to carry on any forest activity which will not show him a reasonable profit. This same law provides that immature forests must not be cut except by thinning, and any such thinnings made must be suitable for the proper development of the forest.

The overriding principle throughout the law is one of flexibility. Only general principles are laid down, and no specific methods for accomplishing objects are mentioned. This leaves the forest owner plenty of scope in his actual operations, and also leaves the various forest boards plenty of leeway for varying practices according to local conditions. The law seems to be a very satisfactory one, and probably similar ideas, leaving authority in local hands in dealing with forest matters could be used to advantage on this continent.

THE FIRST DAYS OF PAPER MAKING IN CANADA

THE ST. ANDREWS MILL, 1803-1834

ON a May morning in the year 1804, Mr. James Brown, leading bookseller and stationer of Montreal, sat in his office at the back of the shop, scanning a letter just written by his brother Charles.

"I will thank Mr. Neilson," the letter ran, "to print 500 handbills in French only, viz.:

NOTICE TO THE PUBLIC

Cash Given for Clean Linnen and Cotton Rags
The subscriber will give twenty livres per hundred for all clean linnen and cotton rags delivered to him at his Book and Stationery Store, No. 20, St. Francois Xavier Street, corner of Notre Dame Street, Montreal. May, 1804. JAMES BROWN.

"N.B.—There is a paper mill building above Montreal, for which I am to collect the rags from the country, and to sell their paper sent from the mill. They will begin to make paper about the first of August next—I hope you will be able to get paper very reasonable from that source."

This was the first intimation to the world that production of paper had at last begun in Canada. The mill to which Mr. Brown referred, was then under construction at St. Andrews, Quebec—but it was not until September, 1805, that the first run of wrapping paper was made. The subsequent history of this first paper-making venture is a story of ups and downs, uncertainty and confusion, and sharp dealings between partners.

By 1807, the population of Montreal had grown to 12,000 people, who were served by three weekly newspapers, all of whom received their newsprint from the St. Andrews mill. Mr. Brown was the selling agent for the mill's products, and in the Montreal Gazette of 1807 this advertisement appears:

Memorial Tablet, St. Andrews' Mill, P.Q.



WRAPPING PAPER, &c.

from St. Andrews Paper Mill

300 Reams of Wrapping Paper

30 Gross Bonnet Board also

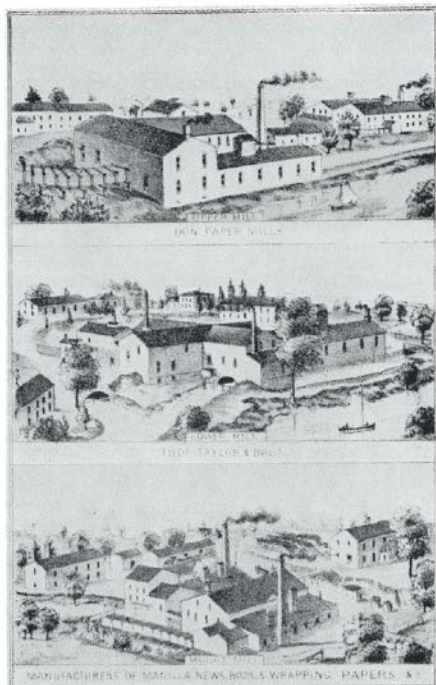
Blue and Blotting Paper which will be sold cheap for cash at the Subscriber's

Book and Stationery Store, facing the Seninary

Cash given for clean Linnen and Cotton Rags and Cordage.

Montreal, 3rd August, 1807.

JAMES BROWN.



Don Valley Paper Mills in the early 19th century, built by Eastwood and Skinner.

After this initial spurt, production declined, and Brown became involved in a lawsuit with his partner Ware. Production, however, continued spasmodically, and by 1810 the mill was again going briskly. In 1834 the North River was swollen unusually high with melting snows—and huge chunks of ice were carried crashing and pounding against the mill. The dam gave way—and was never rebuilt. This ended the life of Canada's first paper mill.

THE ACADIAN PAPER MILL 1819-1876

Of all the gay young sparks whose exploits enlivened the old town of Halifax during the early years of last century, none was better known to fame than a young German-Haligonian called Anthony Holland. Nature had endowed him with a splendid physique and a boundless store of energy, and these attributes, combined with a fear-

less, outspoken wit, a charming manner, and a penchant for daring escapades, made him one of the most sought-after and most talked-of young men about town.

It was inevitable, then, that when in January, 1813, at the age of 27, he began the publication of a weekly paper entitled the *Acadian Recorder*, his fellow citizens should flock to buy it and see whether Anthony's public utterances would be as bold as his private ones. In 1818, this enterprising young daredevil, with his paper's circulation increasing every year, decided to go into the paper business himself. Accordingly on November 14, 1818, he inserted the following ad in the *Recorder*:

RAGS RAGS RAGS

The subscriber intending to erect a Paper Mill the ensuing season, he requests families to be careful of their
LINEN AND COTTON RAGS

A person will be employed in the Spring to collect them through the town. In the meantime they will be taken in (and a liberal price given) at No. 1, Corner of Duke and Water Sts.
Halifax, November 14th, 1818.

A. H. HOLLAND.

The site chosen for his mill was near the opening of the Hammond Plains road, on the Nine Mile River, not far from the place where it empties into the northwest corner of Bedford Basin. The ruins of the building can still be seen there. According to George Mullane, Halifax historian, "the old paper mill was built of stone in the lower storey, while the upper one was formed of wooden slats like Venetian blinds, to allow the air to circulate and dry the newly-made paper."

A little over a year after the advertisement for rags first appeared, the columns of Holland's paper carried the announcement that all kinds of wrapping paper might be had at his office, "from the Acadian Paper Mill, Hammond Plains." Two months later the *Recorder's* seventh anniversary was marked by two notable changes: Holland took into partnership with him as joint owners of the paper his brother Phillip and Edward A. Moody; and the paper itself appeared for the first time printed on newsprint from the Acadian Paper Mill.

In 1830 Anthony was killed in a fall from a horse, and from that date the history of the enterprise is somewhat vague. Between 1837-1838, the mill under new ownership produced 86 reams of newsprint at about \$5 per ream; 106 lbs. of sheathing paper at \$7 per ream; smaller quantities of gray wrapping paper, tea paper, blue blue demy, log paper, etc. The total value of these products was about \$6000—and the cost of production around \$4800.

The plant persisted through various changes until 1856 when it had fallen down from old age—but the owners built a new one further up stream for a total cost of \$1000.

In 1876, due to fire, the main building was destroyed and the whole enterprise came to an end.

THE CROOKS' HOLLOW MILL

On January 30, 1826, the government of Upper Canada (Ontario) approved an act "Providing for the payment of £125 for the first person or persons as shall produce . . . satisfactory proofs that he or she have erected and brought into operation, a paper mill . . ."

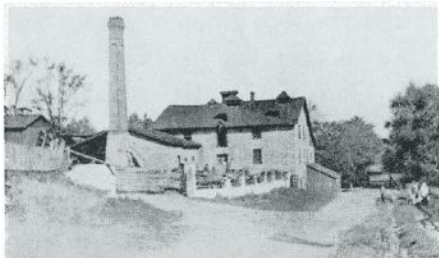
A race between James Crook and Eastwood Skinner of Toronto began—and history records that the honor went to Crooks by an eyelash. His mill, 30x40 feet, was in operation early in 1827, and the premium of £125 was paid over by the government.

In May, 1828, William Lyon Mackenzie, then editor of the *Colonial Advocate*, stated:

"This number is printed on imperial sheet of Upper Canada paper at \$5.50 per ream. We think a finer sheet might be afforded at that price, but the paper makers think otherwise."

In 1879 the old Crooks paper mill was burned down, for the second time, but was not rebuilt. The Stuff family continued to make paper in the old grist mill for the next 41 years—that is, for half a century altogether. In 1902 they were making three tons a day of rag and brown felt, manilla, and fly paper on their 54-inch cylinder machine. James Stuff died that year; but the sons carried on until 1920, when they sold out to the Adams Cellboard Co., who in turn sold to the Greenville Paper Mill Co. Strangely enough, the president of the Adams Cellboard Co. was C. E. Marriott, a grand nephew of the Helliwell who became owner of the Crooks mill. The old cylinder machine has been added to considerably, and is now 56 inches wide; but the four dryers from the old Miller mill are still in active operation, turning out a fair quality of butcher paper.

Thus, for 110 years, paper making has been carried on at "Crooks' Hollow"—a remarkable achievement, considering the great changes that have been wrought during this 20th century in everything that affects the paper trade.



Crooks Paper Mill (formerly grist mill).

AROUND TOWN

POWELL RIVER PIPE BAND

Powell River's pipe band continues to make the headlines. Soon, kilted, bedecked and bejewelled, they will head eastward to participate, as one of the feature attractions, in the famous Calgary Stampede. It should be a real stampeede when some of those untamed prairie broncs, with the wild wail of the pipes as a stimulus, start a few Highland flings on their own.

LOCAL NIMROD

Gunnar Johnson, of Powell River, holds what is probably a unique record among local nimrods. Last month, prowling the woods near Lund, several miles north of Powell River, armed with a light 10-gauge shotgun, he ran across a cougar near the main road. One shot from his shotgun sent the big cat reeling back into the bush, where it threshed and flailed, apparently in mortal agony. The arrival of a mounted police officer, with a powerful rifle, wrote finis to the cougar flailings. Johnson claims the animal was on its last legs and would probably have died from the effects of the buckshot.

BOARD OF TRADE

Powell River Board of Trade, with newly elected President, Mr. John Morris, manager of Canadian Bank of Commerce, in the chair, held its 1951 organizational meeting recently. Committees appointed for the year included: Membership, Agriculture and Forestry, Welfare and Social Services, Harbors and Wharves, Public Services, National Affairs, Roads, Airport and Transportation, Publicity and Public Relations.

AUSTRALIAN HIGH COMMISSIONER VISITS PLANT

"No Canadian company has been more understanding of Australia's problems regarding newsprint shortage." This opinion was expressed this month by Rt. Hon. F. M. Forde, Australian High Commissioner, during a brief visit to Powell River.

"Australia appreciates that your Company is committed to definite contracts and can not make large deliveries of newsprint," the Commissioner continued—"but it has always been co-operative and helpful."

The dollar shortage, Mr. Forde stated, had compelled Australia to seek newsprint supplies from non-dollar countries, but these were inadequate and enforced rationing of newsprint was necessary among publishers.

Touching on Canadian-Australian trade, the High Commissioner said that in the past year it was close to balance. There was only a \$2 million dollar balance in Canada's favor as against \$65 millions over the past four years.

There is a severe labor shortage in Australia, and Mr. Forde stated that there were 120,000 jobs available, and this had severely affected the vital production of coal, which was far short of demand.

The High Commissioner held out strong hopes for the success of the immigration policy now being undertaken

PIANIST HAZEL SCOTT

Heading cultural activities in Powell River during April was the appearance before a capacity audience of pianist Hazel Scott. The concert was sponsored by Powell River Air Cadets.

SULPHUR GULCH SHOW

Powell River Elks are making extensive preparations for their big forthcoming Sulphur Gulch Show. A Sulphur Gulch Queen will be nominated and arrangements are being made to send her on a special trip to Hollywood. This tempting bait will again ensure a good Queen entry list from the districts. Another feature of this year's ticket-selling campaign is the nomination of a "Mystery Man"—Mr. Sulphur Gulch. The citizen apprehending Mr. Sulphur Gulch will receive a cash award.

POWELL RIVER'S AIRPORT

With further assistance promised by the Dominion Government, Powell River's airport is beginning to look like a reality. Officials are optimistic that it will open this year and that the volume of traffic will far exceed expectations.

ROAD SURFACING

The steady expansion of road facilities in the Powell River area is being carried forward this year. Surfacing of six additional miles of highway has been guaranteed in government estimates. This means that the picturesque seashore road from Powell River south will be more popular and more extensively traversed this summer.

by his government. Immigrants from the British Isles to the number of 100,000 annually were being brought in, along with another 100,000 from other European countries.

"Canada," Mr. Forde felt, "had an enviable destiny among the nations of the world, with its great oil and mineral areas, its timber and other natural resources."

Mr. Forde has been High Commissioner to Canada for the past four years. Previously he has held top posts in the Australian Government, and for two weeks following the death of Mr. Curtin, was acting Prime Minister, a position he has filled on several occasions. He was Deputy Prime Minister for four years, and during the war held the portfolio of National Defence.

He was accompanied on his visit to the plant by Mr. H. S. Foley and Mr. M. J. Foley.

Rt. Hon. F. M. Forde, Australian High Commissioner.



SEEDLINGS PLANTED BY JUNIOR FOREST WARDENS

"PROTECT our Forests—and they will protect you."

These words were part of a message recently addressed to Company logging supervisors by President Harold S. Foley; and they form the basis of the educational program which is being vigorously pressed by officials of our forestry department.

Particular emphasis is being placed on youth training and impressing on our future citizens the importance of the forest industries in the growth, development and future prosperity of their country.

Early this month, the Powell River Company's forestry department, as part of this policy, arranged for the planting of 10,000 fir seedlings in a selected area, close to plant operations. The seeding was done by the Junior Forest Wardens of Powell River—and about 40 enthusiastic youngsters turned out for the job. Joe Pegues, of the forestry department, was in general charge, assisted by Alan Chard, Company engineer and head of Junior Forest Wardens in the district.

The affair was arranged as a special day's outing, with the picnic atmosphere as a dominant theme. The boys were on the job bright and early Saturday morning—and after careful instructions on seed planting and some interesting highlights on the importance of forest conservation and protection, tackled the seeding job with vigor and enthusiasm. To assist the general enthusiasm, the Company had arranged for ample supplies of wieners, buns, pop and other side lines—and these topped off what all the boys described as a swell day.

The periodic planting of seedlings in the area has been a regular policy in recent years—and the junior forest wardens are placed in charge of the operation. Several years ago, a similar planting was initiated in another section—and last year the boys were taken on an inspection of the area to observe the growth, even in a few years, of the seedlings they had planted.

A few days before the planting of the new area, Powell River Junior Forest Wardens were hosts to a selected group of Vancouver wardens, sent to Powell River by the Canadian Forestry Association. The Vancouver youngsters saw a paper mill, most of them for the first time—and spent several hours in the Company's experimental forest.



Two keen young wardens place a seedling in the ground.



Junior forest wardens on the job planting seedlings.



Boys at entrance of Powell River Company's experimental forest area.

SULPHUR SUPPLY AUGMENTED

A COMMON problem shared jointly by Powell River Company and the users of its products is the desire for more newsprint. To help meet this demand, the Company, between 1948 and 1952, will have increased its output by nearly 50 per cent—and still the demand continues for more newsprint.

Today over 99 per cent of Powell River's export tonnage goes to the United States, and firm contracts have been made for the entire plant output in 1951.

This year the efforts of the Company to maintain its obligations to United States users of newsprint is seriously threatened by the American Government's cut-back on sulphur supply—a vital component in the manufacture of newsprint.

Faced with probable curtailment of output due to sulphur shortage, Powell River began looking for Canadian sources of sulphur supply—and the results of these efforts were made public on April 5, 1951 in a joint statement by Harold S. Foley, President of the Company, and Mr. W. M. V. Ash, President of Shell Oil Company of Canada.

For the first time in history Canadian sulphur, produced from petroleum will be used by British Columbia pulp and paper manufacturers. The new supply will come from a \$500,000 plant to be built by Shell Oil Company at their Jumping Pound gas field near Calgary, Alberta. The plant will have an initial output of 10,000 tons, and will be in production within the year.

A similar arrangement was worked out with Mr. C. U. Daniels, President, Royalite Oil Company Ltd., on Saturday, April 7.

They will immediately start erection of a sulphur recovery plant to be in production within eight months, having a capacity of 9,300 tons annually.

The decision to build these plants came quickly after Washington's announcement of a sulphur cut—and followed negotiations between Shell Oil Co. and Royalite Oil Co. and Powell River Company, acting on behalf of a west coast pulp and paper group.

The new sources will help greatly in staving off the possible curtailment posed by the Washington decision. The entire output of elemental sulphur from the plants has been contracted for on a long-term basis by Powell River Company on behalf of themselves and the group. Commenting on the successful culmination of negotiations with the oil companies operating in Alberta, President Harold Foley stated:

"The cut-back on sulphur deliveries came as a shock to Canadian newsprint manufacturers, who have been working at capacity in an endeavor to supply the demand of United States consumers. Through the co-operation of Shell Oil Company of Canada and Royalite Oil Co., Powell River hopes to overcome the curtailment of its sulphur deliveries from the United States and to maintain somewhat near normal shipments for American publishers and other users of our products."

Work on the new sulphur extraction plants will start immediately. Their production will augment the normal source of supply from Texas, and will give further assurance that this industry is straining every effort to keep production at the highest possible level and maintain its long record of uninterrupted deliveries.

New Fire Hall (Continued from Page 1)

Throughout the years, scores of well-known youngsters have stepped in and out of the "volunteer" ranks—and today many of our prominent citizens and key men in the Company look back with pride and nostalgia on the days when they went into action with the volunteer brigade.

The retention and operation of first-class fire-fighting equipment and highly trained personnel has been a feature of the Company policy throughout the years. A full scale fire in the Powell River townsite and plant is unknown—and is a major reason for the high ranking Powell River enjoys in fire insurance circles of the continent.

The new fire hall is just another guarantee of high-grade protection for householders in the community, for the Company is protecting their property, and for the consumers of our product, further assurance that everything possible is being done to protect deliveries to their doorstep.

The Canadian Parliamentary System (Cont. from Page 12)

study and scrutiny to bills that affect the well-being of the Canadian people. In this respect the second house has always discharged its responsibilities honorably and fairly.

Today the present House of Commons is predominantly Liberal. Of its 262 members, 193 are Liberal, 42 Progressive Conservatives, 12 C.C.F. (Socialist), 10 Social

Credit—and five Independents. Except for a five-year period between 1930-1935, the Liberals have been in power steadily since 1926. Actually the long Liberal reign in Canada closely parallels the Democratic supremacy in the United States since 1932.

Basically, as Canadians, we like to emphasize (for it is still not clear in many quarters) that Canada is a nation, legally and constitutionally. The only tie with the Government of the United Kingdom is one of tradition and common understanding in which the King is King of Canada as well as of the United Kingdom. The Canadian Government can enact any legislation it wishes, can make treaties with foreign governments, can declare war or peace. It is master of its own destiny.

New Development Moves Ahead (Continued from Page 13)

grinders in place of the present pocket grinders are progressing in the groundwood mill.

So far results have been satisfactory and appear to justify the decision to adopt the ring grinder for future operations.

The experimental machine, now in use, will handle twice the amount of wood as the ordinary pocket grinder—or approximately 30 tons per day.

The intention is to install these additional grinders for the planned increase in tonnage—and to gradually, over the years, convert the entire system to the ring type.

Powell River

DIGESTER



Volume 27

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Number 3



Powell River
DIGESTER

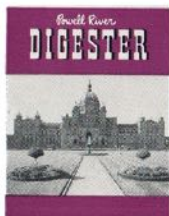
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Through the pages of this journal we hope to tell our readers about Powell River and its products.



The Cover Picture

View of the Provincial Parliament Buildings at Victoria, British Columbia. Overlooking the waters of Victoria harbor, this edifice is considered one of Canada's finest provincial legislative buildings.



Major-General Harry F. G. Letson, C.B., C.B.E., M.C., E.D.

NEW DIRECTOR

AT the Annual General Meeting of Powell River Company held April 24 Major-General Harry F. G. Letson, C.B., C.B.E., M.C., E.D., was appointed to the Board of Directors of the Company. Major-General Letson was born in Vancouver in 1896 and attended McGill College, University of British Columbia and University of London.

He served in the First World War with the 54th Canadian Infantry as Lieutenant and in World War II served successively as O.C. Vancouver Defences, Military Attache, Washington, D. C., Adjutant-General, Canadian Army, Chairman, Canadian Joint Staff Mission, Washington, D. C., in this latter post as Major-General.

Major-General Letson holds memberships in several professional societies, including Association of Professional Engineers of B. C., Engineering Institute of Canada and Institution of Mechanical Engineers, London. He is a member of Alpha Delta Phi fraternity and Vancouver Club, Rideau and Country Clubs of Ottawa.

General Letson is presently Secretary to the Governor-General of Canada, and is president of Letson & Burpee Ltd., Vancouver, B. C.

His wife is the former Sally Lang, daughter of the late Norman Lang, former managing director of Powell River Company.



Directors Anson Brooks, A. H. Williamson, J. H. Lawson, Edward Brooks, President Harold S. Foley, Vice-President J. A. Kyles and Director R. H. Scanlon at Vancouver shareholders' meeting.

ANNUAL SHAREHOLDERS' MEETING

PRESIDENT'S REPORT

WE feel sure you will agree that our efforts in 1950 were worthwhile. It was a good year for the Company, its shareholders, employees and our governments."

In these words, Powell River Company President Harold S. Foley, addressing shareholders at the Annual Meeting on April 24th, summarized operations of the Company for the past year. The same keynote was sounded in subsequent addresses delivered at Powell River and Victoria.

Six years ago a policy of making a personal report of operations to the people of Powell River was initiated as a supplement to the annual meeting of shareholders in Vancouver. This informative program has been maintained without a break—and the President's Report is of particular interest to shareholders, supervisors, merchants of the area and union leaders. This year's meeting was well attended and many residents expressed appreciation for the opportunity of hearing a first-hand report and visiting with practically all of the directors and senior executives of the Company who were in attendance.

Resident Manager R. M. Cooper (right) chatting with shareholders at Victoria meeting.



This year the Company added another page to its record by having our directors, officers and senior operating personnel meet with and report to a group of 400 enthusiastic shareholders in the capital city of Victoria. The meeting was held in the ballroom of the famed Empress Hotel before a packed audience of deeply interested and appreciative friends and shareholders. The meeting was concluded with a showing of the Company's moving picture "River of Paper".

The *Victoria Times*, reporting on the meeting, declared: "A compliment to Victoria and an innovation in normal company practice. The decision to hold a second, although informal, meeting in Victoria was a tribute to the many shareholders from these parts. It is an example which might profitably be followed by other large B. C. companies."

Emphasizing the sound position of the Company today, the President told his audiences that, despite substantial capital expenditures, the working capital had been increased slightly above last year's level. It now stands at 12½ million dollars.

Touching on production, the President reported that in 1950 total production of pulp and newsprint was 325,439 tons, an all-time record.

Costs are, however, increasing at an "alarming rate". Logs and all other manufacturing supplies are advancing by leaps and bounds. The labor agreement which will shortly be reopened with our unions will further increase our cost figures.

The sales picture is still a difficult one. Despite high production, with every man and machine working to capacity, we can not supply our customers with their full requirements of either newsprint or pulp.

Commenting on the price position, the President declared:



Mill Messenger, Milly Kromrey.

THE MILL MESSENGERS

IT ain't the 'eavy 'auling that 'urts the 'orses' 'oofs, but the 'eavy, 'eavy 'ammer on the 'ard 'ighway.

This old song of the London coster is one that will receive a sympathetic hearing from at least two people in Powell River

—our mill messengers Bob Lynn and Milly Kromrey. When it comes to pavement pounding the combined per capita daily effort of these two youngsters will probably exceed many times and by many miles that of any representative group in the area. How many miles they walk each eight hours has never been computed—but one indisputable fact remains—there has never been a fat mill messenger. All the occupants of that key post have been streamlined—and most of them have been leaders in the athletic fraternity of the district. One of the former mill messengers, Geno Bortolussi, now well up in the Sales Department office, was one of Canada's leading sprinters. He gives the chief credit to the speed and distance he had to travel each day while serving as a mill messenger.

Many a prominent figure in the Powell River organization started off in life as a mill messenger. Practically the entire accountancy staff at Powell River, including Jack Hill, Assistant Secretary of the Company, shot to fame via this avenue. In almost any department there is someone who can look back on the days when he, too, made his

several daily tours and emergency runs from the manager's office to the furthest corner of Company properties.

Their duties keep them constantly on the move—and in Powell River, built on a side hill, the inevitable law of gravity asserts itself. What goes down must come up. They climb hills, pant up stairs, climb over machines and wind a tortuous way into every nook and cranny of the plant. They carry reports to department heads and foremen every morning and afternoon; on boat days they dash up and down the long Second Street hill with bills of lading, shipping and roll lists. They pick up and sort out incoming and outgoing mail, wrap and package scores of items large and small—and in between times are answering buzzers from this or that department for an emergency trip. We repeat, there are no fat youngsters among the mill messengers.

The job is primarily an excellent training ground for future progress with the Company. In their peregrinations, they pick up an unusual knowledge of the plant, its operation and the men who run it. When they receive their first promotion they are in possession of a wide background of essential knowledge, clear-cut picture of the topography of the plant, a conception of the jargon and language of the paper mill—and an understanding of the over-all co-ordination of the many men and departments necessary in the process of turning out pulp and newsprint.

It's hard pounding, boys and girls—but it's a firm step on the ladder of promotion and knowledge.

AH! SPRING

SPRING came early to Powell River this year—following a very mild winter. Throughout April, the proverbial showers failed to materialize and sunny skies and warm weather brought out the spring costumes well ahead of time.

Early in May the beaches began to take on a mid-summer appearance—and on week-ends, crowds of summer proportions turned out to enjoy the sunshine and acquire early tans.

In the spring parade, our very modest but glamorous nymphs were much in evidence. While the air was warm,

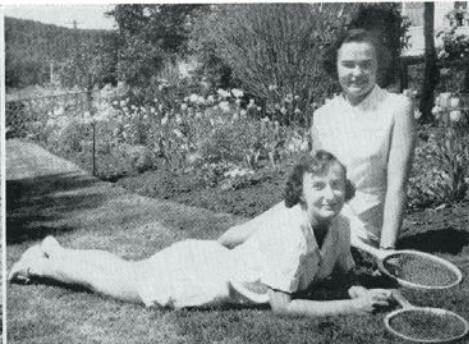
the water was not so hot—at that time of the year—and, anyway, who wants to go in the water when you can parade around in a form-fitting bathing suit. In this respect, Powell River maidens are no different from their sisters in Palm Beach, Miami or Cannes. They know what bathing suits are for—and swimming is a secondary or a third consideration.

In any case, the few quick glimpses on this page show that we did have an early spring (note the tulip blossoms) and that our girls are the healthy figurative and smiling creations for which Powell River is justly famous.

June Drury and Shirley Morris start on an early dip.



Marie Maier and Beril Goulding relax in Powell River's spring weather.



Bonnie Reavie (left) and Louise Hamerton dabble about the water's edge.





Victoria shareholders examine new wharf model.

"When we advanced our newsprint price in October, the first time in over two years, it became quite a controversial issue and received a great deal of publicity. It must be realized by both the consumers of newsprint and the public that the current price level is only out of line in that it is *too low*. The general wholesale commodity index now stands at 183, whereas the Canadian newsprint price is only 151. There is even a more marked discrepancy in the newsprint index when compared with other pulp and paper products.

"With the high capital cost necessary to produce newsprint and with prices lagging behind other wood pulp products there is a definite world trend to convert to products other than straight newsprint. To bring this to our own doorstep, of all the several new mills started or in the process of starting up in British Columbia, only one newsprint machine is to be added. By far the major portion of the new output will go into kraft pulp.

"In the light of this trend, publishers must realize that, while on the surface a low price for their basic commodity looks good, there is a hidden threat in this benevolent outward appearance and, if the shortage of newsprint becomes more serious, they may find themselves in a very dangerous situation.

MODERNIZATION AND DEVELOPMENT

"The present modernization and development program, which will extend into 1952, and which will cost approximately \$15,000,000, is proceeding reasonably well. Shortages in certain materials are appearing—and it is unlikely that the program will be completed on schedule. As a result of the several installations under way, newsprint output will be increased by 130 tons daily on completion of the program next year."

Touching on the present outlook for 1951, Mr. Foley stated that economists, versed in all phases of pulp and paper industry, forecast a continuing high level of production for the balance of the year. In view of our contract position it appears that our production and sales will be at a maximum all year.

Forecasting probable trends during 1951, Mr. Foley declared: "Following the general pattern, our costs of production this year will be considerably higher than in 1950. We anticipate a further wage and salary increase, which is warranted considering today's conditions.

"With the U. S. Government stockpiling sulphur, our contract for supply of this vital material was cut to a dangerous level. We have made arrangements for a Canadian source of supply on a premium basis. However, we consider this extra cost good insurance.

"The prevailing price for pulp is satisfactory. We intend to continue our long range sales policy of supplying regular contract customers in our established and logical markets at reasonable prevailing prices. We do not seek the lucrative spot or export markets which today are bringing two, three and four times our established contract prices.

"In view of increased costs in all phases of our operations, higher income taxes and with the loss of approximately half the premium on U. S. funds, we can not earn as much in 1951 as in 1950 unless the price of our major product is revised upwards."

Concluding, the President expressed his appreciation for the co-operation received from all ranks during the year.

"A company," he declared, "is known by the men it keeps. We have in this Company a group of people who have time and again demonstrated their ability to meet not only the normal day-to-day problems but also those which arise in time of emergency.

"Our men in the logging, production, transportation, engineering, technical, research, financial and sales divisions have, through loyalty, hard work and co-operation, achieved a record year of accomplishment.

"To these men we owe a debt of gratitude which I now publicly express to them."

(Top) Director Robert Scanlon (back to camera) shows photographs of plant to shareholders in Victoria.

(Bottom) Powell River meeting concluded with the serving of tea.



"The Canadian Way of Life"

THE GOVERNMENT OF BRITISH COLUMBIA



Premier The Hon. Byron (Boss) Johnson.



Hon. Clarence Wallace, C.B.E., Lieutenant-Governor of British Columbia.

—Photograph by Eric Skipsky

IN our last DIGESTER, we presented to our readers a quick outline of the machinery and powers of the Canadian Parliament. In this issue, we touch on the Provincial Government set-up as illustrated in the Province of British Columbia.

The official history of British Columbia dates back to the close of the 18th century, when British explorers like Captains Meares, Cook and Vancouver surveyed and mapped the coast areas of the present province. Up until July 20, 1871, the areas of British Columbia had been administered directly by the British Crown, through a Governor appointed from London.

In 1871 British Columbia entered Confederation, and its history since that time has been one of responsible government—occupying the same position in our national life as the American State or the British County or Shire. Bounded on the west by the Pacific Ocean, on the east by the Rocky Mountains, it comprehends a total of 355,855 square miles, of which 1,560,830 acres are water.

The seat of the Government is at Victoria, on Vancouver Island, where are located the Parliament Buildings and the principal offices of government.

The Province is divided into 41 electoral districts, with a total of 48 elected representatives sitting in the Legislature at Victoria. Most of these districts send one member to the House, with the exception of four electoral districts in Vancouver, which send a total of nine. The City of Victoria has four representatives.

From the elected representatives a Cabinet of 11 members, consisting of the following portfolios, is selected:

- House Speaker.
- Premier and President of the Council.
- Minister of Finance.
- Attorney-General.
- Minister of Labor.
- Minister of Railways, Trade and Industry and Fisheries.
- Minister of Education.
- Minister of Health and Welfare.
- Minister of Agriculture.
- Minister of Mines and Municipal Affairs.
- Minister of Lands and Forests.

Premier and President of the Council is Hon. Byron (Boss) Johnson, well-known business man—and in his younger days one of British Columbia's great athletes.

Speaker of the House is the Honorable Nancy Hodges, only Woman Speaker in the British Empire.

In accordance with British Parliamentary tradition, the official head of the government is a Lieutenant-Governor, serving as a representative of the King. His powers are similar provincially to those of the Governor-General of Canada. That is, he acts as the direct representative of the King and has no power or authority to initiate legislation or interfere with any legislation passed by the government. Over the years, the Lieutenant-Governors have been men who have rendered service to their province or country and whose reputation in the business and economic life has been outstanding.

Lieutenant-Governor of British Columbia is the Hon. Clarence Wallace, pioneer Canadian, and an outstanding figure in the industrial life of the west.

The functions of the Provincial Government closely parallel those of the average United States Legislature. In the taxation field, personal income tax is wholly divorced from Provincial authority. All such taxes are collected by the Federal Government and grants made on a per capita basis to the Provincial Legislatures.

British Columbia was the first Provincial Government to adopt the Coalition system. Since 1945 a Coalition Government, composed of Liberals and Conservatives, has been in power. Prior to this period, Liberal, Conservative and Co-operative Commonwealth Federation (Socialists) were the three principal parties. The Coalition has given the province sound and progressive government, and in the last election, 39 out of the 48 members of the House were Coalitionists. The Chief Opposition is composed of seven C. C. F. members.

The method of nominations for the Coalition seats may be of interest. In each electoral district Liberals and Conservatives hold separate nominating conventions, at which a candidate is selected. The two groups then come together in a combined nominating convention—with equal voting strength. The candidate selected by the Joint Convention will carry the Coalition banner in the next election—and will receive the full support of both Liberal and Conservative Associations. Occasionally, and especially in the rural areas, the same candidate may be selected by both organizations; or each may nominate a different candidate. In short, the political battle in British Columbia today is the combined Liberal and Conservative force versus the Socialists.

YOUTH ACTIVITIES

JUVENILE delinquency, as it is known in many American and Canadian cities, is almost unknown in Powell River. There are probably two main reasons for this rather happy situation.

First, the simpler and less complex life of the more compact small town, where slum conditions are unknown, and where the general standard of wages and living is high; and where temptations and environment which engender hoodlumism, and youth mob violence, are far less prevalent.

Paralleling the advantages of environmental conditions is the widespread participation of youth in the activities of the community. Youth organizations have reached a high stage of development—and the quality, initiative and vigor of Powell River youth groups have gained widespread recognition throughout British Columbia.

There is scarcely a youngster under sixteen who is not an active participant in at least one and often two or three organizations—recreational, cultural or educational.

At the centre of the recreational phase of Powell River's youth training is the Athletic Council, whose authority or guidance embraces all Junior or Juvenile sports in the area. This body of responsible citizens has for its sole objective, encouraging youngsters in all round participation in one or other phases of recreative activity. Today, in basketball alone, nearly 400 youngsters, from eight to 16 years, are playing on organized teams—midgets, juveniles and juniors. Probably half this number are regular members of the junior soccer organization. In the summer, the Council, aided by Company Sports Director Jack Frame, provides training and instruction in tennis, golf, lacrosse, baseball, track, etc. Over and above these outdoor activities, it has provided a youth recreational centre in Powell River, has assisted in the development of similar clubs in the suburban areas. It has recently taken under its protecting wing a newly formed Model Aeroplane Club.

On the cultural side, youth development has steadily expanded. Each year, under sponsorship of the Knights of Pythias Lodge, hundreds of youngsters, in addition to scores of adults, perform at the Annual Musical Festival, now a major event of the season.

Last month, the Powell River High School band displayed concrete evidence of the sound musical training

Danny Mathews, B. C. winner in High School Essay Contest.



provided in Powell River. These boys and girls swept through all opposition at a special festival in Vancouver and took top honors against competition from Vancouver's largest and best schools.

On the educational side, a Powell River boy, Dan Mathews, recently emerged as winner in a special essay contest, open to all high school students in British Columbia's Lower Mainland area—an outstanding effort.

Membership in outdoor activities such as Air Cadets, Air Cadettes, Boy Scouts, Girl Guides, etc., run into the hundreds—and each organization is a lusty and energetic group. Powell River's Air Cadet group, under the direction of Vincent Forbes, is one of Canada's crack cadet organizations. Recently, they won the Guthrie Trophy, emblematic of the outstanding all round cadet formation in Western Canada.

The Air Cadettes, an unofficial girls' auxiliary to the Air Cadets, was first organized in Powell River—and today it is one of the very few groups of its kind in Canada. In rifle shooting this group of young school girls have vanquished every men's club in the district—and have only lost one match out of six to outside teams.

Powell River churches are very active in the promotion of youth activities. Church boys' and girls' clubs have large memberships, and their activities dovetail in with the over-all program.

Powell River's youthful citizens are busy people. Their program of healthy, recreative, social and community activities is a full one—and there is no time for the less desirable pastimes which contribute, in many larger centres, to the problem of juvenile delinquency.

Powell River's Famed High School Band, which recently won provincial honors in high school competition in Vancouver.

Mrs. R. M. Cooper, wife of Vice-President R. M. Cooper, presents the Foley Trophy to Donald Maclean on behalf of his grade in Cranberry School, who won highest marks in the Festival. Right is Enid McDonald, with Powell River Athletic Trophy, awarded to highest marks for talent under 16 years of age.





R. M. Cooper



John E. Liersch



J. A. Kyles



I. H. Andrews

NEW VICE-PRESIDENTS

FURTHER recognition was accorded four outstanding members of the Powell River Company in the President's announcement at the Annual Shareholders' Meeting that John A. Kyles, Russell M. Cooper, Harry Andrews and John E. Liersch had been appointed vice-presidents. Each of them has a record of experience and proven ability in the service of the Company—and their promotions have been greeted with satisfaction throughout the entire organization.

Vice-President John A. Kyles has grown up with the Company. He joined the accounting staff 26 years ago—and has filled successively the posts of Accountant, Chief Accountant, Mill Secretary, Assistant Resident Manager and Comptroller.

Born near Glasgow, Scotland, Jock completed his training in the rigid school of Scottish accountancy. He came to Canada shortly after World War I and joined the firm of Helliwell McLachlan, well-known chartered accountants, leaving them to join the Company in 1925. In 1947 he took over the key post of Comptroller in Vancouver, a position to which he brought a wide background of financial experience and a specialized knowledge of practical operating conditions.

During World War II, Jock served overseas with the R. C. A. F. as administrative officer, rising to the rank of Squadron Leader.

Vice-President Russell M. Cooper is widely known in Canadian pulp and paper circles. He joined Powell River as General Superintendent in 1943—and was promoted successively to Assistant Resident Manager and Resident Manager.

Born near Montreal, he was brought up and educated in the east. He enlisted in World War I at the age of 16 and served overseas with the Canadian Pioneers.

His entire working lifetime has been spent in the pulp and paper industry. He started off as a day laborer with the Laurentide Company, at Grandmère, Quebec, shortly after the war. By 1934 he had risen to assistant paper mill superintendent at this plant.

In 1934 he transferred to Port Alfred—and in 1936 was promoted to general superintendent. In 1937 he joined the Ontario Paper Company as general superintendent in their modern plant at Baie Comeau—a post which he left to join Powell River in 1943.

Mr. Cooper, as Vice-President, will still carry on as Resident Manager at Powell River.

Vice-President Harry Andrews is another long service

employee, whose reputation in the industry as a top flight technical authority is widely recognized. He has had over 30 years' continuous service, joining the Company immediately on graduation from the University of British Columbia in 1920.

Harry is a pioneer in technical development at Powell River. He served first on the original small chemical staff, and later was promoted to Plant Chemist. He has held successively the posts of Control Superintendent, Director of Research and Development, and Executive Assistant.

He is also one of the pioneers of modern technology in the pulp and paper industry. He was one of the first western members of the Technical Association—and over the years his series of papers on various phases of pulp and paper manufacturing have been widely circulated.

Harry has travelled widely on the continent, studying pulp and paper techniques. Two years ago he inspected plants and examined Scandinavian methods of production and techniques. His outstanding technical experience and his intimate contact with operating problems over 30 years has been and will continue to be invaluable to the organization which he has served so well.

Vice-President John E. Liersch is one of British Columbia's recognized authorities on forestry and forest operations. He came to the Company as Forest Engineer, and in 1950 was appointed Assistant Vice-President.

In modern pulp and paper operations the problem of forest conservation and perpetuity of supply is at the top of the working agenda. In John E. Liersch, the Company has a man well qualified by training, experience and ability to supervise this vitally important phase of operations.

Mr. Liersch was an outstanding student when he graduated in Forestry from the University of British Columbia in 1926. For several years he was in the employ of the Government Forest Service—and in 1931 he took his Master's degree at the University of Washington.

For several years he was logging engineer with Crown Willamette Paper Company—and in the late 30's operated his own logging company in the Queen Charlotte Islands. In 1941 he was appointed head of the Forestry Department at University of British Columbia—and in World War II was seconded by the Canadian Government to supervise production of Aero Spruce in B. C.

John has done extensive work on reproduction investigations of logged-over land—and among his many duties today, studying and working out plans for perpetual yield operations stand in the forefront.

NEW CONSTRUCTION PROGRESSING STEADILY

WITH June well under way, the new construction and development program, which in 1952 will increase paper production by 130 tons daily, is progressing steadily. To date the program is being maintained fairly close to schedule—and no undue delays have occurred. Certain material shortages may loom up—but the generally sound planning and preparatory work has cut down the probability of extensive delays. Strict adherence to schedule cannot be expected in these days of uncertainty—but thus far results have been reasonably satisfactory.

New Wharf:

Work is progressing steadily. Piling has been practically completed—and dredging operations have been stepped up.

Steam Plant:

Excavation of the main building is complete—and demolishing of part of the old plant has been started. The new boiler, which will be set in place this year, represents the most modern and up-to-date installation of its kind.

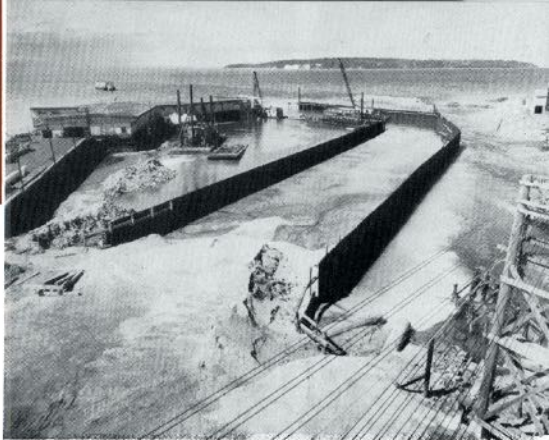
Chip Bins and Storage:

The new chip bins are well on the way with foundation and form work completed. Footings have been placed for the new chip bin conveyor. This project will be completed during the summer.

Electrical:

The foundations have been poured and construction is under way for the new plant electrical distribution system. There will be 22 steel towers, averaging 47 feet 6 inches in height in the plant area.

Preparatory work on installation of the steel towers for the pole line is well on schedule. Clearing has been completed and steel foundations set. The pole line, covering the 12.6 miles between Powell River and Stillwater, will have 84 towers, averaging 77 feet high.



Wharf piling and dredging is proceeding.

Digester and Sulphite Development:

The new digester recovery system has been completed, with recovery towers, etc., all in place. This installation will materially assist operations by recovery of gases which have previously been completely lost.

The new sulphur burner has been installed; the burner and sulphur storage building has been erected.

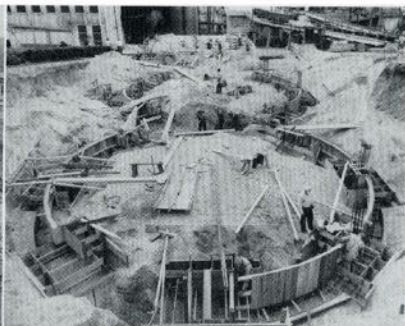
Paper Machine Speed-up:

Most of this work is scheduled for later in the year and is largely dependent on other essential installations. Preliminary installations have already been made on 5 and 6 machines.

Rounding out the construction program was the completion in May of the new lumber dry kiln for commercial lumber.

Construction Buildings:

By the end of June approximately 100 construction workers will have swelled the labor force in Powell River. New and modern living quarters, complete with cafeteria, have been erected at Riverside for the convenience of these crews. As work progresses, the construction crews will be further increased.



Steam plant excavation and foundation work are progressing favorably. At right, foundations and form work on new chip bins are under way.

BROCKTON POINT— SCENIC SPORTLAND



Lower portion of field looking towards Vancouver waterfront.

A STONE'S throw from the heart of Vancouver the ever green sportland of Brockton Point juts boldly out into Vancouver harbor. A segment of the larger section of world-famous Stanley Park, Brockton Point is the city's oldest and most beautiful scenic sportground. On its cool, inviting cricket pitch, on its well-turfed "rugger field", overlooked by the picturesque mountains of the Coast Range, some of the most famous athletic contests in Western Canadian history have been played.

The name Brockton brings nostalgic memories to old-time residents of Vancouver. Here at the turn of the century, almost all the recreative life of the city was centered. All the great touring teams focussed on Brockton—and here it was that the "Greats" of British Columbia sportsmen received their early training.

Every week-end this lovely emerald isle, carved out of the mighty giants of the surrounding forest, invited hundreds of spectators to its eye-appealing panorama. Some came by horse and buggy, others arrived in picnic launches after a 15-minute sea ride from the Vancouver docksides. But whatever game of championship or near championship calibre was on tap, Brockton was the rendezvous.

Today, the fame of Brockton Point's playing fields is international in scope. On one occasion Don Bradman, probably the greatest cricket player of all times, appeared there with a touring Australian eleven. He described the Brockton Point cricket pitch as "one of the finest in the world"—and from a scenic viewpoint, unsurpassed anywhere."

The English game of cricket has been played in Vancouver since the birth of the city; and today the game is as popular as ever with upwards of a dozen teams playing regularly. Every Saturday at the Brockton Oval the players and their friends sip tea between innings; and about the enclosure big audiences clap appreciative hands and utter dignified "Bravos" and "well played, sirs" as this or that player "knocks one for six" or a howler whips off the bowls from a wicket. Here is all the quiet dignity

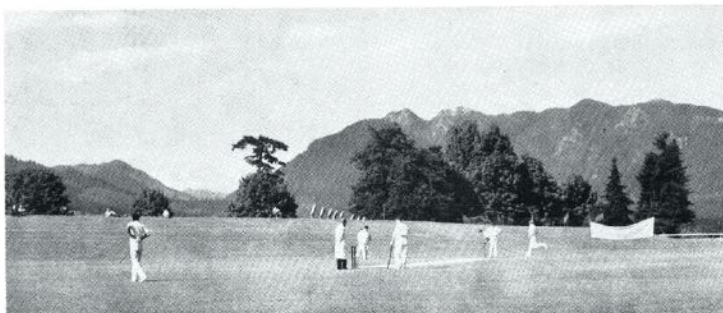
and restrained ardor of Lords or an English country clubhouse—with cool evergreens nodding benevolent heads and the lofty mountain peaks, in majestic grandeur, smiling approvingly from across the sparkling waters of the Narrows.

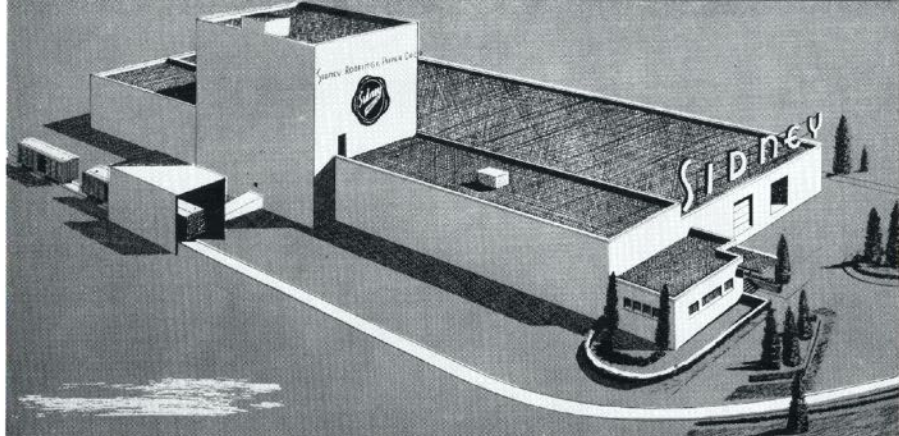
Brockton Point is almost unique in its setting and location. Although the pulse beat of a rushing modern city is less than a mile away, the spectator has the illusion of being transported to a fairy sportland in some sequestered oasis, far from the "maddening crowd's ignoble strife". Like a painted canvas, the silhouettes of Vancouver's skyscrapers overlook the park from across the snug tidal basin of Coal Harbor. On the seaward side, the great ships of the world slide silently past in full view of the grounds—while to the west and southwest the century-old firs and cedars stand in all their pristine glory.

On the Brockton ovals, on the cricket pitch, the "rugger" field and cinder track a mighty panorama of sport stars and world famous organizations have come and gone. Here in the early days of this century were played all those hectic lacrosse games that made western athletes the most feared stickhandlers in Canada. Here, those great rugger squads from Stanford and Berkeley fought Vancouver's stoutest fifteen. Here the fabled New Zealand All Blacks paraded their skill before capacity crowds; here, too, some of Great Britain's mightiest soccer aggregations—carrying such names as Jimmy Quinn, Brownlie of Third Lanark, and McGrary of Celtic displayed their wizardry. Touring Australian and South African rugger teams, Canadian and British cricket elevens have admired Brockton's lovely setting and perfect turf. Olympic track stars have gambled around its cinder track. The cream of world sportsdom has appeared and conquered in turn by the lure of Brockton.

Today the celebrated arena is still attracting the best and finest in Vancouver sports. The attraction of Brockton Point, with all its natural advantages and breath-taking beauty, is once again drawing crowds to the Oval.

Brockton Point playing field—looking north to the mountains with archery targets in centre background.





Artist's drawing of Lloydminster plant.

SIDNEY ROOFING & PAPER COMPANY LTD.

SOME thirty-two years ago the Sidney Roofing & Paper Company Limited was founded in the town of Sidney on Vancouver Island. Importing the base felt, their initial operation was the saturating and coating of the felt with asphalt.

The plant operated but a short time at Sidney and was moved to the present site at Victoria, at which time the company began manufacturing their own felt on a 72-inch, one-cylinder machine, the stock being prepared by three beaters.

In the fall of 1926 an expansion program included the purchase of a second machine, a 36-inch, one-cylinder machine for the manufacture of felt and the original 72-inch was converted into an 82-inch, four-cylinder unit for the production of paperboard and sheathings, the beater-room being supplemented with two more beaters. This program was completed early in 1927, and in the summer of that year a groundwood operation was added to the activities of the company. Viscount Willingdon, who at that time was Governor-General of Canada, turned the first ground for the foundation of this building. Production of groundwood commenced in the late summer of 1927 by an electrically-driven four-pocket grinder.

The roofing division extended its production in 1928 with the introduction of asphalt shingles and mineral surfaced roofing, and while some of the granules used for this operation are obtained from local suppliers, others are imported from as far away as Vermont and Maryland in the United States.

The manufacture of asphalt was the next step in the progress, and this was accomplished with the addition of a 300,000-gallon storage tank and blowing stills.

The demand for roofing and asphalt products necessi-

tated greater production of roofing felt, and in 1942 the 36-inch felt machine was replaced with a 72-inch machine, the stock preparation equipment being increased to seven beaters and an additional jordan.

In 1945 the control of the company was taken over by Mr. W. Garfield Weston, and a large expansion program was planned and completed in 1949. This included a complete new roofing division, the acquisition of two hydropulpers, a new six-cylinder board machine and a new steam plant.

The company operates a modern converting plant in Vancouver under the name of National Paper Box Ltd. and produces all types of rigid and set-up cartons.

This energetic and progressive company has now extended its activities to Alberta, where, in the near future, a roofing division will be in operation in Lloydminster.

The new plant, involving capital expenditures in excess of three-quarters of a million dollars, will manufacture a full line of roofing materials, building papers and insulated siding, and will use approximately 8000 tons of asphalt per year from the nearby Husky Oil & Refining Ltd. refinery.

The plant will be serviced by both railroads and its production distributed in Alberta, Saskatchewan, Manitoba and Western Ontario.

For several years Sidney Roofing has used Powell River unbleached sulphite pulp and groundwood screenings in the manufacture of its products. Recently, arrangements were made with them to manufacture roll wrapper for our newsprint rolls. This has enabled us to devote the machine time, previously taken up by the necessity of running wrapper, to the manufacture of newsprint in an effort to keep up with the increasing demand for that product.

View of Victoria plant.



SUBURBAN HOMES

TWENTY-FIVE years ago, a visitor to Powell River would have found that practically all business and social life of the area was concentrated in the approximately one square mile of territory, comprehended within the Powell River townsite.

Today, the situation, if not reversed, has vastly changed. As a result of successive plant expansions, the district outside of Powell River has leaped forward with accelerated momentum. Surrounding the once almost lone area of fertility represented by the town of Powell River are three suburban areas, whose combined populations far exceed their original mother town. Each of these are self-governing communities, with their own governments, and own town-planning bodies. The Village of Westview, with a population nearing the 4000 mark, is in itself larger than Powell River.

In the past quarter of a century, hundreds of Powell River Company employees have moved to the surrounding suburbs. They have purchased property, built their own homes—and contributed to the progress and development of the area. The movement to the suburbs, here, as elsewhere, has increased in recent years—and now some of our finest and most modern homes are to be found in the villages of Westview and Cranberry or in the district of Wildwood.

Since the war, suburban building has naturally boomed—and the process, if not unduly hampered by material shortages, will continue for many years. A principal reason for the big suburban expansion may be traced to the unusually large number of long-service men in the employ of the Company. There are now nearly 400 men who have completed 25 years of continuous employment—and many hundreds of others with 15 and 20 years to their credit. Most of these men intend to finish out their working days with the Company—and also, for the most part, will retire in the district where all their life-long friends and families live and work.

Powell River suburbs are attractive spots, with lovely scenic vistas—and within a stone's throw of all available transportation facilities. In Westview and Wildwood, they overlook the unsurpassable view of Malaspina Straits, with its evergreen islands dotted about like emeralds, and where sunrises are fairy pictures and the noise and rush of the big city are only things to read about.

And so our suburbs are growing up—and our people are moving to the country—and there are lovely homes and gardens everywhere.

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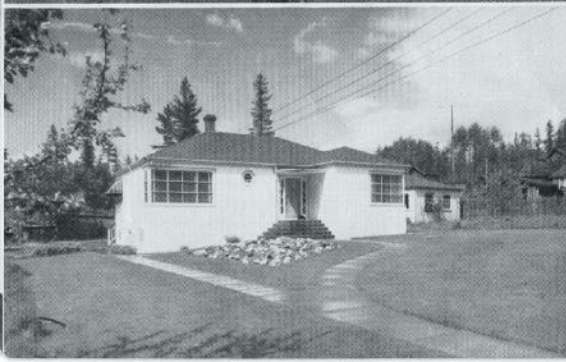
Suburban home of H. McPhalen.

Veterans' Homes in Cranberry area.

Attractive Wildwood residence of J. Devito.

New home of D. Pressinotti, Westview.

Page Ten



NEW FOREST LEGISLATION

BRITISH COLUMBIA is in the very forefront of all the provinces of Canada for progressive and constructive legislation dealing with one of Canada's most vital problems. That problem is how to regrow, as a crop under man's conscious guidance, the forests which Canadians for generations have been cutting regardless of consequence. Canada, more almost than any land on earth is a natural tree farm and Canadians must learn to think of it as such and to work to grow trees as a crop like wheat.

New legislation—a joint product of the Department of Finance and the Department of Lands and Forests—affects privately owned crown granted forest land only. It is designed to encourage every owner of forest land to turn his property into a Tree Farm.

The Hon. E. T. Kenney, Minister of Lands and Forests, and the Hon. Herbert Anscomb, Minister of Finance, are to be congratulated on what they have achieved in this matter. Now it is for the private owner of crown granted land to do his part.

Following is a speech by Mr. Anscomb delivered in the Legislative Assembly on April 11, 1951:

"TAXATION ACT" AMENDMENTS 1951

"With the exception of a few minor amendments which are sought to clarify interpretation or procedure, most of the amendments are designed to establish a new classification of lands for assessment and taxation purposes. This new classification refers to 'tree-farm lands'.

"Until recently, the forest industry of the province was developed on a liquidation of immense reserves of virgin timber, without any effort to provide scientific conservation or to provide succeeding tree crops. This, of course, meant that the tax structure was of a frontier type and was evolved solely to ensure that the Crown would be compensated for the exploitation of virgin timber as a basic natural resource.

"It is estimated that 90 per cent of that land which is or can be made productive in the province is best suited for the growing of a forest crop. It is also worthy of notice that 40 per cent of the total provincial income is dependent on the timber industry. Therefore, it is imperative that every reasonable effort is made to ensure that second and succeeding tree crops are secured, if we are to maintain the present scale of timber used by industry and if we are to make any effort to expand it.

"The Honorable G. S. Sloan, in his report on 'Forest Resources of British Columbia, 1945', recommended that

'New assessments of tenure in taxation need be formulated to encourage private forestry and to remove the costs compelling liquidation.'

"Honorable Members are fully informed on the policy inaugurated by the amendments to the 'Forest Act' in 1947 which permit a new tenure known as Management Licences with special tax provisions to encourage private forestry. The special tax provisions in this instance affect substantially Crown lands within a management licence contract; but such private lands as are included in a Management Licence are still subject to the old tax rate.

Insofar as private holdings alone are concerned, the present tax rate does not make it economically possible for an owner to develop his holdings into a tree-farm, and the Government naturally feels that appropriate and reasonable steps should be taken to encourage private foresters to practise sustained tree production on their own lands while concurrently continuing to crop at a reasonable rate and to make reasonable tax payments.

"My department has made intensive studies of this situation, and we find that 20 per cent of the better forest lands on the coast are privately owned, and that to make economically possible the practice of tree-farming on these lands, certain tax concessions are necessary, provided, of course, that assurances can be had that reforestation and conservation practices satisfactory to the Government will be instituted and maintained.

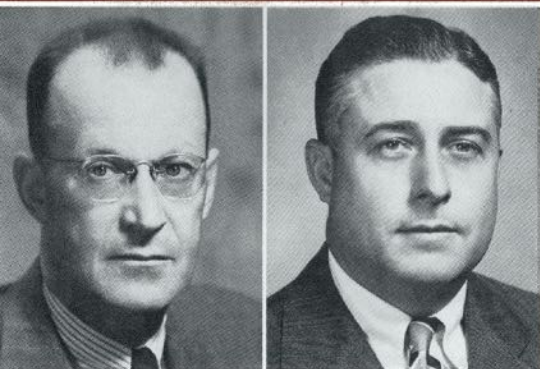
"In substance, the amendments to the 'Taxation Act' provide that tree-farm land shall be properly defined and shall include any combination of forest lands such as those that are logged over, those with young trees, or those with mature timber, that will be managed on a sustained basis in accordance with the standards set by the Forest Branch. The determination as to whether any land is being managed in accordance with sound reforestation principles will have first to be made by the Forest Branch, and it is not until it is so certified that the Assessor will classify the land accordingly.

"The owner will be asked to submit a declaration as to what lands he proposes to include in a tree-farm, and, thereafter, subject to supervision from the Department of Forests, he will be restricted as to the measure of cropping, and compelled to do such planting and conserving as is necessary to assure perpetual forest yield. The valuation of the land will be determined by its productivity as determined from time to time by market prices. The proposed tax will be one per cent on the capitalized value of that productivity for general purposes and one per cent for school purposes. As the cut of trees on lands encompassed within a tree-farm area will be restricted and controlled, thus reducing the possible income that otherwise a timber land holder might have, and because reforestation will impose upon the private holder all the costs necessary to plant and protect his new crop, the Crown will receive less revenue for some few years than it might otherwise receive if outright and rapid depletion of its natural resources were continued. In the long run, however, the temporary loss of revenue is converted not only into a stabilized income, but into increasing tax returns.

"Let me repeat that tree-farming means restricted long use in which the operator must conserve the supply of mature timber until the second growth is ready for harvest. He must plant trees, he must protect the forest from fire, from disease, etc. It is obvious, therefore, that the cost of operating a tree-farm is considerably higher than exploitative logging operation. His earnings are directly related to the value of the growth, less the cost of making it grow. The situation otherwise is a liquidation cut where the

(Continued on Page 17)

POWELL RIVER SALES APPOINT NEW OFFICERS



Wm. Barclay, Chairman of the Board.

M. J. Foley, President.

LAST May, Powell River Sales Company announced a list of new appointments and promotions. New President of the Company is Mr. M. J. Foley, who succeeds Mr. H. S. Foley.

William S. Barclay, chairman of the board, has been selling Powell River newsprint in world markets for the past 37 years. He is one of the best known men in the trade—and has hundreds of friends and acquaintances in every corner of the globe. He has been a chief executive of Powell River Sales Company since its inception; and is considered one of the most experienced and best informed "paper men" on this continent.

After his 37 consecutive years spent in the distribution of Powell River newsprint, Bill is looking forward to some relaxation of the heavy pressure of the post-war years. In his own words, "I'm letting the young fellows carry the load from now on."

The "young fellows" will probably do all right—but are awfully glad that their old chief is still on the job and ready to afford them the benefit of his advice—and unsurpassed experience whenever they need it.

Powell River Sales Company President M. J. Foley needs no introduction to DIGESTER readers, or to the Canadian pulp and paper industry, of which he is a well-known and distinguished member.

Mr. Foley, prior to his arrival in Canada on January 1, 1948, was prominent in southern United States lumbering circles, where he was Vice-President of Brooks-Scanlon Incorporated. He has been closely associated with the lumber and pulp business for over 15 years—and since his arrival in Canada has earned a reputation as one of the outstanding young executives in the Canadian pulp and paper industry.

Roy Foote, like his chief, William Barclay, is a veteran member of the Sales organization. He has spent his entire working lifetime—32 years—in the sale and distribution

of Powell River products—and as "Bill" Barclay's lieutenant—has become almost as well known in the industry as his boss.

Roy learned the paper business as a youngster at Powell River—and moved to Vancouver with Bill Barclay over 20 years ago to lay the foundations of the present Sales Organization.

His promotion to Vice-President is a well-earned one—a just tribute to 32 years' conscientious service.

Succeeding Roy Foote as Manager of Powell River Sales Company is R. G. "Dick" McHugh. Born in Toledo, Ohio, and a graduate of Ohio State University, Dick has been in the paper business practically all his working lifetime. He joined the firm of G. F. Steele & Co., well-known New York paper distributors—which was later purchased by Powell River Sales Corporation, at the time that Company was formed. For several years he was located in Houston, Texas, supervising distribution of Powell River newsprint in the Lone Star State.

For the past several years he has been in the New York office of Powell River Sales Corporation.

Treasurer of Powell River Sales Company is R. C. MacKenzie, who has been in the sales end of Powell River products for 29 consecutive years. He is the third member of the veteran sales triumvirate of Bill Barclay, Roy Foote and R. C. MacKenzie, who have been working together over the years, and probably represent one of the most experienced and efficient groups in the industry today.

"Mac", as he is known to all his friends, started off in the Powell River Time Office in 1923. He was promoted to Paymaster—and in 1926 joined the sales organization at Powell River. Later he was transferred to Vancouver as Traffic Manager, responsible for the dispatching and routing of all paper products.

He brings to his new post a wealth of background and widely extended experience in all phases of production, shipping and sale of paper products in world markets.

Rounding out the management is Alex Stewart, Comptroller, who keeps a close watch on the purse strings. He joined the Company when it was first formed in 1936. With his broad knowledge of credit and foreign exchange problems, Alex is well known in business and financial circles both locally and in the United States.

R. W. Foote,
Vice-President

R. G. McHugh,
Manager

R. C. MacKenzie,
Treasurer



THE NEWSPRINT SITUATION

TWO months ago it was announced that newsprint would be considered as an essential commodity—and that Mr. R. M. Fowler, President of the Canadian Pulp and Paper Association, had been appointed Director, Pulp & Paper Division, Department of Defence Production.

The government's declaration does not at the moment or in the immediate future alter the present status of the Canadian newsprint industry. But it does give the government definite powers of rationing, control and end distribution of newsprint, in the event of an emergency or a changed international outlook. It will not, in any way, affect the relations existing between the Canadian manufacturer and the consumer, unless necessary in the national interests. It does, however, recognize the vital role of newsprint in the Canadian economy—and its place in the fight against the enemies of democracy.

On April 25 last, Mr. Fowler, as guest speaker at the American Newspaper Publishers Association convention, outlined some of the problems affecting production and distribution of newsprint; and some of the problems that would have to be faced and surmounted in the months ahead. Some of the highlights of his address include the following:

U. S. Newsprint Supply for 1951

With certain qualifications—war, shortage of sulphur, stepping up of defence, production, necessity of supplying friends and allies of Canada and United States—it looks now as though you will have in 1951 a total newsprint supply of nearly six million tons—85,000 more than you received in 1950. This represents a 72 per cent increase in your supply over the past six years. Of this total, we anticipate you will receive 80 per cent—or about 4,800,000 tons from Canada.

Possible Delays Due to Defence

The defence programs in both Canada and the United States are likely to make it difficult to maintain the same expansion of the past four years. Already there are cases where deliveries of new equipment and machinery have postponed expected new expansions . . . other defence developments may make it difficult to maintain production at present levels. To ensure capacity production is only possible if extraordinary and expensive efforts are put forth to cut the wood and deliver it in time to the mills.

Sulphur Shortage

Supply of sulphur has already been cut severely—and if American and Canadian mills cannot obtain greater supplies, capacity production cannot be maintained. (Ed. Note: Powell River Company, through co-operation with Shell Oil Company of Canada, has arranged for a supply of chemically produced sulphur from shale deposits. This means substantially increased production cost—but will go a long way to safeguard consumers' supply in the next two years.)

Possible Implication of U. S. Price Control

Another possible impact of controls is that any fixed price control in the United States on Canadian sales of newsprint would be bound to result in some loss of your Canadian newsprint supply . . . the Canadian newsprint mills and the Canadian Government are under heavy pressure to provide newsprint desperately needed by overseas allies and throughout the world. The strongest argument against these claims is the existence of valid and binding contracts with United States publishers.

Newsprint Supply Problem in Other Countries

Increased production of newsprint in European countries does not present an optimistic picture. Scandinavian forests, chief pulpwood supply source, have had to adjust downward their annual timber cut—and this in turn curtails Britain's supply of newsprint making raw material. As things look at present, no substantial increase in European production is probable—and if the legitimate needs of these people are to be served, their supply must come from North America—and out of tonnage contracted for by North American consumers . . . your nation is exercising enlightened and far-sighted leadership of the democratic world—and this problem of newsprint distribution rests at the core of your international policies—the fight against the anti-democratic forces now loose in the world.

Co-operation and Understanding Necessary

I would not want to leave an audience such as this without a word about one of the great international issues that is of vital concern to your country and mine and is largely in the care of our two industries. I believe that the American publishing industry and the Canadian newsprint industry have, at this moment, a great responsibility and a great opportunity. We have wider and more important issues to think about than the number of tons of newsprint we can ship to you, or the difficulties of getting sulphur or machine wires or pulpwood. A few days ago our Minister for External Affairs, Mr. Pearson, made the statement that "the days of relatively easy and automatic political relations between Canada and the United States are over." He said there was much mutual understanding and fundamental friendliness between the two countries, but relations would not always be easy and smooth; there would be difficulties and frictions. Now what can we do, our two industries, to help solve those difficulties and smooth those frictions? I suggest to you we can do much. The Canadian pulp and paper industry is Canada's greatest business enterprise and newsprint accounts for about half of it. Your publishing industry is the greatest power influencing American public opinion. I hope that these two great industries can make themselves a model of international understanding and tolerance and mutual support, and in so doing make a major contribution to the strengthening of Canadian-American friendship. It is something we should not take for granted, something we should work at harder than we have ever done in the past, something that is vital to both countries in the kind of world in which we now find ourselves.

SULPHUR GULCH CARNIVAL



Sulphur Gulch Carnival Queen Irene Meittinen and her attendants.

THIS summer another girl from the Powell River area will enjoy a trip to Hollywood with all fares and expenses paid. She is Sulphur Gulch Queen Irene Meittinen.

The Hollywood trip, which has now become a regular affair in the district, is made possible through funds raised each year by the Powell River Elks at their annual Sulphur Gulch Carnival. This year, Dwight Hall was again crowded to capacity as youngsters and parents swarmed through the doors to enjoy this colorful pageant of old Klondyke days.

For the children there were costume parades and prizes—for the adults the re-creation of the old gold hall days, with barkers at every stand, with faro tables, roulette wheels and other enticing devices clicking and whirling in unrestrained exuberance (with huge wads of counterfeit bills tossed around with gayest abandon). Bearded two-gun men swaggered about the gambling halls, and fringe-skirted dance hall girls added to the atmosphere. It was all fun and revelry.

Behind the fun and revelry, however, is a serious and highly commendable purpose. All funds raised from the carnival are used by the Elks Lodge in intensifying its charity work. The moneys are directed among such worthy institutions as Crippled Children's Hospital, the Rochester Clinic and other similar organizations; and substantial funds are raised annually through "Sulphur Gulch", now one of the community's most eagerly anticipated and popular social activities.

The Hollywood trip is only a small part of the big show—but competition for "Carnival Queen" is very keen—and the public contributes handsomely in buying votes for their favorite. Hundreds of dollars come in from this source alone; and considerable favorable publicity accrues to the Elks and to Powell River by the trip.



Glimpse of Sulphur Gulch crowd on "Costume Day" afternoon.



The kiddies wait the judge's approval.

Two Klondykers, Messrs. Lynn and Lindsay, drop in on the carnival.



The older youngsters parade in costume.



BUILDING A DAVIS RAFT



A SUBSTANTIAL number of the logs used in the manufacture of newsprint at Powell River come from the Company's logging camps in the Queen Charlotte Islands, 500 miles north of the mill. For the long tow to the mill, across the open waters of Hecate Straits where heavy seas are often encountered, the logs must be built into deep-sea rafts capable of withstanding rough waters. Here in picture form we show how these rafts are constructed at our Beattie Anchorage rafting camp.

1. After logs are put in the water they are woven together by steel cables into the bed of the raft.
2. Finished bed ready to start building by piling logs on top.
3. Several rows of logs are piled on the bed of the raft.
4. Raft nearing completion.
5. Workmen tighten or buckle up wires to hold raft together. These wires are passed completely around the raft.
6. Some idea of size of raft can be gathered. Completed except for tightening of wires. Two-thirds of raft is below water. Woven together by the steel cables they can withstand the heavy seas encountered across open water.



PRODUCTION AND SHIPMENTS

IN the past two years, Canadian production and shipment of newsprint has been a subject of wide discussion. The discussion has not been confined to the industrial level. It has spilled over into the political sphere and has been a topic of international controversy. Many wild, exaggerated statements, many downright falsehoods, have been uttered by persons unfamiliar with conditions or seeking political favor.

Among the most misleading and false accusations that have been launched against the Canadian pulp and paper industry is that producers have curtailed or slowed down production for definite reasons, all concerned with personal gain.

This is untrue—of the industry generally—and in Powell River exactly the reverse is true. Our paper makers and operating crews are working at high pressure—the highest in history—to squeeze the last ounce of production out of the paper machines. Shutdowns, clean-ups, repairs are reduced to the absolute minimum, consistent with safety and continued production. Engineering staffs are installing new equipment to speed up existing machines. Sunday repair crews work well into the night to provide against loss of time during the remaining six days of the week. Production and more production to meet the expanding and still unsatisfied demands of Powell River newsprint users is the order of the day at Powell River.

Under these conditions of stress and feverish activity, there is little margin for planning or stock piling. Several years ago, under conditions of normal demand, it was possible to plan ahead, to run orders in advance and have them ready and waiting for shipment several days or weeks ahead. If a shut down were necessary, if some emergency condition forced a temporary cessation of production, no great harm was done. The slack could be taken up without undue dislocation.

Today, no such happy solutions can be found. With consumer demand in excess of supply, with each publisher impatiently awaiting every ton he can get—the producer is in an unenviable spot. No nicely labelled-rolls of newsprint, arranged in convenient shipping sizes, are relaxing in the storage sheds awaiting the arrival of a freighter. Newsprint these days is shipped white hot off the machines and rushed straight to the wharf to the hold of the fuming, fretting freighter.

If even the shortest shutdown is necessary, it means someone may have to go short or have their shipment delayed. An unforeseen emergency and the few precious tons of production lost are almost a catastrophe—and can never be recovered.

All this accentuates the shipping problem. Where once we could run definite roll sizes, transport them to the wharf—and with reasonable leisure line up a cargo in advance—now it is a rush to the wharf—and an endeavor to ship rolls of all sizes to help keep newspapers at least partially satisfied. Orderly programming is something of a nightmare. Loading is more difficult and costly. Expediency is to a large extent the order of the day.

The expanding world demand for paper products has gone far beyond the predictions of the most expert forecaster. The strain on the producer has been and is terrific. There is no margin to work on—and new production cannot be called up by a wave of the hand or the nod of a head. We, at Powell River, are doing everything humanly possible to manufacture every ton of production we can turn out. So, if shipments are sometimes delayed—if sometimes your full order is not filled, we know you will exercise patience and restraint in the realization that we are working under the heaviest pressure with only one object in view—to give as much tonnage as our machinery, crowded to the wall, can produce.

New Forest Legislation

(Continued from Page 11)

operator does not care about second growth, makes no expenditure or effort to renew a crop, and where he can cut his resources of timber as rapidly as conditions make it profitable. To this man the value lies in the mature timber on his land, and as long as this sort of ownership continues the Taxation Department will value it accordingly, and tax it at the current rate.

It is important to remember that yield of present wild and timber land taxes amounts to some \$900,000 annually, with \$475,000 under the 'Taxation Act' and \$425,000 under the 'Public Schools Act'. It is difficult to estimate what the contraction in the \$900,000 annually will be, because it depends on the rapidity with which the timber industry converts private holdings into tree-farm use, and meets the standards of the Forest Branch. There certainly will be no effect on this revenue in 1951-52 and, in our opinion, the contraction in revenue will be gradual thereafter.

"I am convinced that unless tree-farming is encouraged,

the rapid liquidation of our present mature timber on private lands will reduce the assessment base in the next 20 years to a small fraction of its present worth. With tree-farming and a perpetuation of our supply of wood, we make possible the continuation of capital investment in secondary wood-using industries who purchase land and contribute materially to an expansion of improvement and thereby produce taxes many times the value of any loss in timber land and wild land taxes.

"The principle of forest land taxation implicit in the proposed legislation is unanimously recommended by provincial foresters both in government and in industry. These amendments provide as progressive a tax plan as any in the United States and Western Europe. It makes the practice of sustained forestry economically possible for private owners of forest lands; it requires the owner to keep the land constantly productive; it relieves the Crown from public expenditure on reforestation; it assures that second growth is instituted as soon as logging is completed; it directly will protect our wild life, our sport fishing and tourist industry; it will contribute also to soil conservation and flood control."

NEW EXECUTIVE APPOINTMENTS



H. J. Burns

TWO recent promotions in the executive staff include appointment of H. J. Burns as Comptroller and Howard Urquhart as Assistant Resident Manager.

John Burns joined the Company as Assistant Comptroller on January 1, 1950. He graduated as a chartered accountant in 1938, and was employed for a time as a Corporation Income Tax Auditor for the Provincial Government. During World War II he was treasurer of Boeing Aircraft Company of Canada in Vancouver. In 1945 he became treasurer of Sorg Pulp Company, which operated a pulp mill at Port Mellon, B. C. He relinquished this position to join Powell River Company.

He brings to his new post a sound background of business and financial experience, supplemented by an inherent Irish charm of manner and affability of approach.

ASSISTANT Resident Manager Howard Urquhart has been with the Company for the past 16 years. He arrived as a young man, who had graduated with a degree in mechanical engineering from the University of Saskatchewan less than two years earlier.

Howard started life in Powell River as a day laborer on the Spare Gang. He did all sorts of odds and ends before being transferred to the laboratory to work as a pulp tester. In 1938 he was appointed Assistant to the Groundwood Superintendent—and in 1943 was promoted to General Inspector of War Work projects being undertaken by the Company. His duties included special studies of a wide range of technical subjects, connected with the pulp and paper industry.

In 1948 he was appointed Assistant to the Resident Manager, a position he held until his promotion to the key post of Assistant Resident Manager.

Howard Urquhart is recognized as an outstanding pulp and paper technician, and his promotion is a well-earned tribute to the ability and application which has always featured his work.



Howard Urquhart

Last month Powell River was honored by a visit from a group of "Exchange Teachers", who spent the week-end in the district, visiting the plant and fishing in Powell Lake. Most of these girls were on exchange from United Kingdom, with one from United States and four from Eastern Canada. They will be returning to their original schools this summer.



FIRE HALL OPENING

THE opening of Powell River's new fire hall last month attracted a large crowd of spectators and invited guests.

In attendance at the opening ceremony were Hon. Gordon Wismer, Attorney-General for British Columbia; Battleman MacIntyre, M.L.A. for Mackenzie District; Lorne Foley, Assistant Fire Chief, Vancouver, and M. J. Foley, representing the Powell River Company.

Russell M. Cooper, Vice-President and Resident Manager, officially opened the new hall by handing over the keys to Fire Chief Stan Davies, who conducted the visiting guests on a tour of the new premises.

The Attorney-General, in a brief address later in the evening, declared:

"The new Powell River Fire Hall is one of the latest and best in the province. It reflects the progress of the district and the determination of the Powell River Company to maintain its fire protective equipment at the highest level of perfection."

Assistant Vancouver Fire Chief Lorne Foley was equally enthusiastic, declaring:

"I want to honestly state that the equipment and appointments of your new hall are a credit to Powell River and to the Company, which has maintained one of the freest-from-fire towns in British Columbia."

Hundreds of visitors and guests, among them the fire chiefs from the surrounding suburban areas, inspected the premises. In the evening the Company gave a banquet in honor of the guests and visiting fire chiefs.



Officials and guests meet at the Fire Hall. From left to right: Vice-President R. M. Cooper; Hon. Gordon Wismer, Attorney-General for B. C.; B. M. MacIntyre, M.L.A.; I. H. Andrews, Vice-President.



Vice-President R. M. Cooper presents keys to Fire Chief Stan Davies at Fire Hall opening.



District fire chiefs and visitors snapped at the opening of the Fire Hall. Left to right: Pat McCullough, Wildwood; Stan Davies, Powell River; Lorne Foley, Assistant Fire Chief, Vancouver; Harry Jenns, Assistant Fire Marshal, Vancouver; Jim Tate, Cranberry; James Cant, Westview.

VISITORS



Mr. Carl-Eric Flander with Mrs. Flander and Mr. Bror Bryden.

MAKING a brief stop on a tour of Canadian and U. S. pulp and paper mills, Mr. Bror Bygden, mill manager at Anjala, Finland, was accompanied by Mr. and Mrs. Carl-Eric Flander, vice-president of the Jay Madden Corporation of New York. Assistant Resident Manager Howard Urquhart, who visited Anjala during his Scandinavian tour two years ago, accompanied the visitors on their tour of the mill.

Mrs. Flander was greatly impressed with the scenic beauty of British Columbia and could think of nothing finer than

spending a vacation on the Coast with her children.

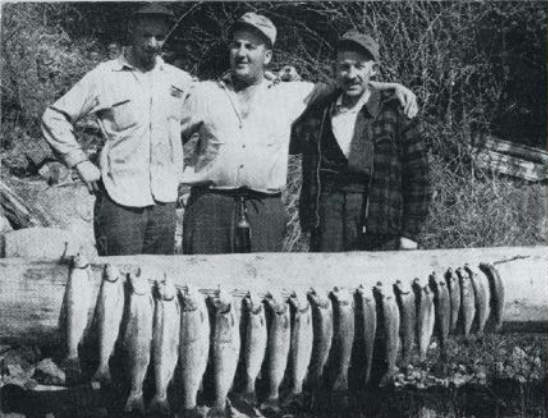
Mr. Flander and Mr. Bygden were particularly impressed by Number 8 machine, the hydraulic barker and several of our recent technical developments on the paper machines.

Recent visitors to Powell River included Mr. and Mrs. Allan J. Kilpatrick of London, England. Both took a keen interest in the processing of large timber contrasting with the small wood of the eastern mills they have seen.



Mr. and Mrs. A. J. Kilpatrick.

AROUND TOWN



Sam Dice, Godfrey Wasp and Brick Harper smile at their week-end catch of Powell Lake trout.

WITH real balmy spring weather on tap for a three-month stretch, the fishing fraternity have enjoyed a good innings. Nimrods Brick Harper, Godfrey Wasp and Sam Dice took a week-end up Powell Lake and came back with the catch shown on this page—20 cutthroats ranging from 1½ to 5 lbs. Other fishermen reported similar catches in the Gordon Pasha Lake area near Stillwater.

The salmon fishing group that nightly cast their lines off Powell River wharf have been doing all right, too. Mrs. Eyford of Powell River picked up a fat 19-lb. salmon—and others report numerous 10 to 14 pounders.

Powell River's baseball season opened on May 27, with an exhibition game between Powell River All Stars and a Vancouver nine. For the first time in many years the real and original old game of baseball dominates local diamonds. Three years ago the athletic fraternity encouraged the schools to drop softball in favor of baseball—and the dividends are now beginning to appear. The satisfying crack of bat and ball again resounds in Powell River baseball pastures. Fans are happy, larger crowds are interested—and the old-timers who never could see the game of batting a rag ball around a miniature infield—are all smiles.

Powell River airport looks like a "soon" reality. In recent weeks, harkening to an appeal by officials, scores of volunteers have turned out for rock picking and general cleaning up of the area. The dream of an airport in Powell River has long been held by many residents, who hope this summer to see a regular Vancouver-Powell River air taxi in operation. All necessary charters are now held by Queen Charlotte Airlines—and it only needs the official nod from the Federal Government to start scheduled flights.

Mr. R. D. Baker, president of Vancouver Board of Trade, in addressing a Powell River Board of Trade meeting recently, threw out the suggestion that Boards of Trade in general should drop their non-political policy and go all

out in defending the free enterprise system of government. He suggested the formation of a political education committee as an essential part of organization.

The new baseball and soccer field, to whose official opening the entire district is looking forward, may not be ready for playing this summer. The field, considered by experts as one of the finest on the continent, is "settling" nicely—turf is showing up—drainage looks good—but officials doubt if the area will be sufficiently "hardened" to allow baseball this summer. At the present moment it looks as if the soccerites may be the first to kick off on the new turf this fall. The Powell River field is the only first-class, all-turf soccer pitch in British Columbia—and one of the very few turfed diamonds in Western Canada. From home plate to right and left field the distance is 380 feet—and outside-the-park homers will be very few and very far between.

The Powell River-Vancouver highway continues to exercise the public imagination—and now that the definite go ahead signal has been given—residents are champing at the bit to get on the road. They will have to champ for a while. According to latest and most authentic information "a rather dusty highway and ferry system will be in operation early in 1953." It is probable that one of the first drivers to wheel his car aboard the ferry at Jervis Inlet will be Mr. R. H. "Bob" Scanlon, of San Francisco, director of Powell River Company. Bob was the original spark plug for the highway over 22 years ago—and he declares he will be here if he has to hoist his car on a B36 to get up.

19-lb. salmon caught off Powell River wharf by Mrs. Eyford.





Powell River has a wide reputation for healthy outdoor loving children. Here Charmain Marks and Terry Hindle prepare for a day's fishing on Lois Lake.



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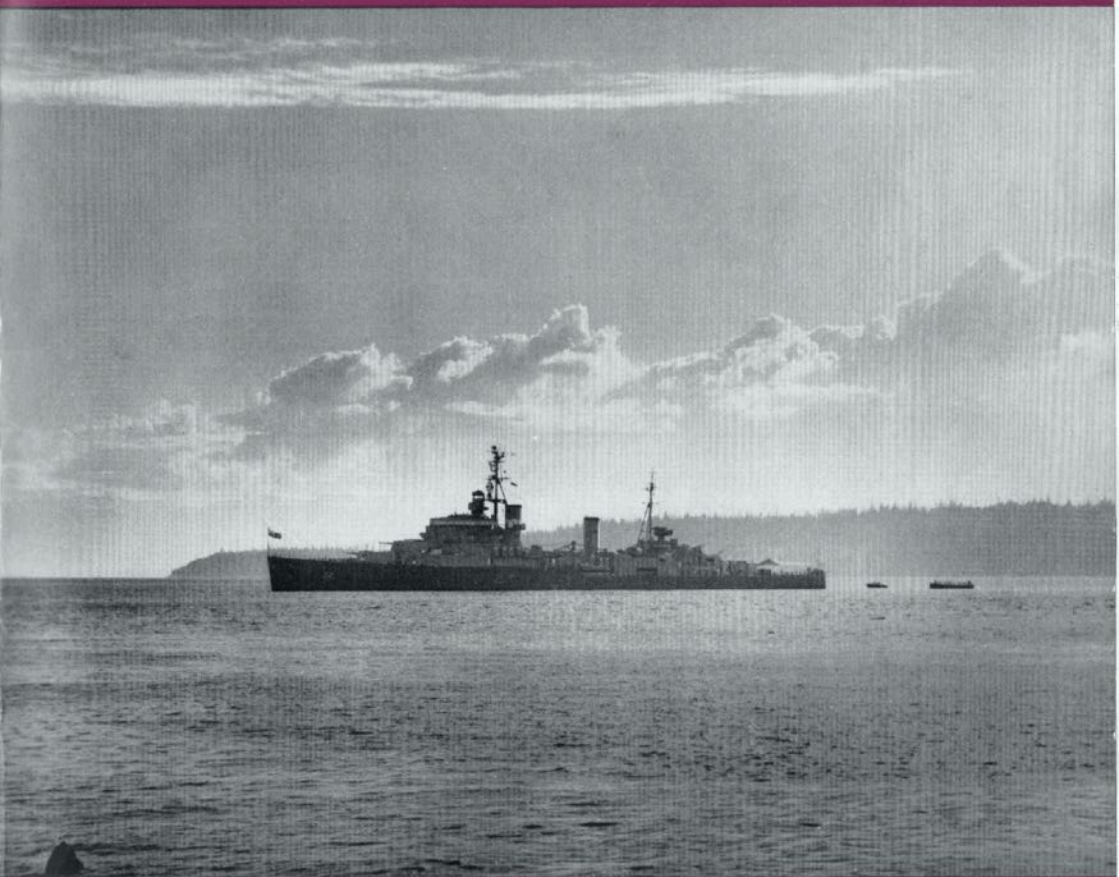
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Powell River

DIGESTER



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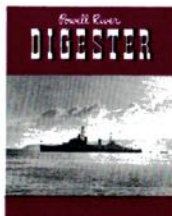
Standard Building
Vancouver, B. C.

Editor
J. A. Lundie

Staff Photographer
O. J. Stevenson

Through the pages of this journal we hope to tell our readers about Powell River and its products.

•



The Cover Picture

This month's cover picture by staff photographer, Oswald Stevenson, shows a striking silhouette of H.M.C.S. "ONTARIO", modern light cruiser and flagship of Canada's Pacific Fleet, as she lay in the roads at Powell River. "ONTARIO", with Commodore Pullen on the bridge, brought Lieutenant-Governor Wallace to Powell River.



Powell River Pipers photographed outside Palliser Hotel, Calgary. Front row: Pipe-Major Don Mackenzie, John Gibson, Jack Monteith, Wally Laird, George Taylor, Charles Henry, William Whyte. Middle row: Ian Walker, Harry Steele, Ron Russell, Ernie Silvester, Robert Farrell, Ken Hutchison. Back row: James Robertson, Art Forbes, Grant Campbell, Campbell Bryson, Cecil Poole.

THE PIPE BAND STAMPEDES CALGARY

POWELL River Company's pipers have added another scalp to their belts—the acclaim of the people of Calgary. Last month our smart-kilted lads headed east as special guests of the Calgary Stampede Committee—and from all accounts were one of the feature attractions of this world famous rodeo. The Powell River Pipe Band were the only pipers in the Grand Parade, and during their three-day visit piped themselves all over the city and into its citizens' hearts.

The band is given much of the credit for starting the Stampede off on its accustomed right foot. On opening day rain fell, black clouds lowered in the sky and thousands of damp, cold citizens awaiting along the route, found it difficult to be enthusiastic. Into this atmosphere came Powell River pipers, kilts swaying, arms swinging, and pipes skirling the martial airs of the Highlands.

Calgarian spines straightened as the stirring notes of the pipes caught their ear and their cheers and enthusiastic response to the "Road to the Isles", "Bonnie Dundee" and other blood-tingling tunes drove rain and clouds into the background. In the words of the *Calgary Herald* "The cheering tribute was only one more laurel added to an already laden wreath."

The Powell River boys had a busy schedule. They played in the lobby of the Palliser Hotel and attracted hundreds of spectators. They paraded through Calgary, marched to and played in the Hudson's Bay store. They made a special visit to the Keith Sanatorium, Alberta's T. B. Hospital, where they played for the patients. A special feature of this trip was their appearance in the children's ward, where happy youngsters kept asking for more. The band visited the Colonel Belcher Veterans' Hospital where they were greeted with acclaim by ex-service patients. They also took part in a radio show over "CFAC", Calgary.

They were in steady demand everywhere and as the only pipe band in the city during the Stampede, the people took them to their hearts. Their photographs and autographs were in voracious demand, particularly from the large number of American tourists in town for the occasion. There were scores of bands in the general parade and Powell River pipers were awarded second prize for their display.

Assistant Personnel Manager, Jack Gebbie, who accompanied the pipers, stated that he was highly pleased with the popularity of the band and its excellent piping and marching. The reception of the people of Calgary was highly gratifying and every piper returned with the feeling that he had helped further our town's good name in yet another part of Canada.

The *Calgary Herald*, long time user of Powell River newspaper, took the pipe band under their wing and were grand hosts.



Mr. Ed Waines, business manager, *Calgary Herald*, in his "Stampede" costume, was a busy man. He acted as host, guide and mentor to Powell River Pipers, who all speak glowingly of his kindness.

CONSTRUCTION PROGRESS



AS THE SUMMER months advance, Powell River Company's development program moves steadily ahead — and schedules are being reasonably well maintained.

Certain shortages and delays have inevitably held up some phases of the program—but to date, no really serious obstacles have developed. Closure of the woods during the extremely dry spell in midsummer, for example, delayed work on new steel tower construction on the Lois River power line. Workmen could not enter the wooded area through which the power line passes.

The present development program is mainly a continuance of the expansion and plant modernization that started in 1944—and for the past seven years, construction activities have gone hand in hand with maximum production efforts. In this period Powell River Company will have spent approximately \$30,000,000—a figure that helps illustrate the responsibility of maintaining a modern, progressive pulp and paper industry—and doing everything possible to fill the world demand for more newsprint.

CHIP STORAGE

Most impressive among the nearly completed work are the concrete Chip Storage Silos. Work will start immediately on the erection of steel galleries for housing the chip conveyors and installation of machinery within the storage building itself will commence shortly.

TRANSMISSION LINE

Along the old pole line from Powell to Lois River the spectacular steel tower structures are springing up. Work was held up during July by government regulations forbidding work in wooded areas during the forest closure. About one-half of the 82 towers are already in place.

PAPER MACHINES

Preliminary work essential in speeding up newsprint machines is proceeding satisfactorily. At the moment, attention is being focussed on number 5 and 6 machines, where new gears have already been installed. Other operations include installation of new beater and air compressor. These two machines, installed in 1926, have been consistent performers, and as a result of improvements of recent years have exceeded their rated capacities.

WHARF CONSTRUCTION

The steady, but unspectacular work of filling in between the steel pilings is proceeding, and each week sees the work nearer completion. The fill for the coastwise warehouse has been completed and work on the wharf office building has started. The new wharf represents the best in modern structures and combines the technical skill and operating experience necessary for the most efficient operation under local conditions. The wharf will have accommodation for the largest deep-sea freighters.

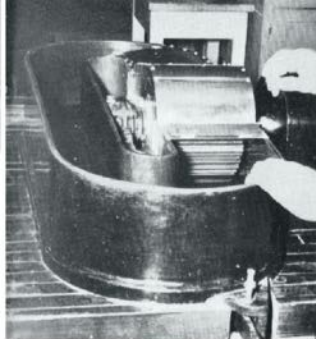
STEAM PLANT

Excavation for the new Steam Plant building is well under way. This modern plant will have an additional steam generating capacity to supply steam for the increased paper production. The new equipment will raise daily steam generation to approximately 14 million pounds against a present output of 10 million pounds.

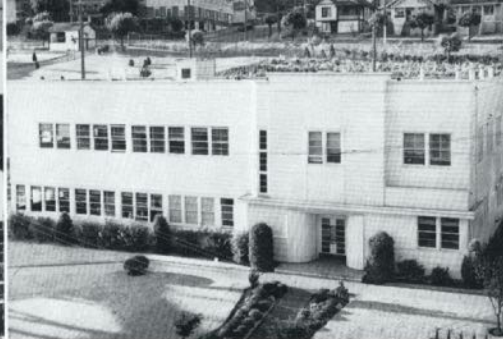
Other construction activities include clearing of a site for the new extension to the groundwood mill; and starting erection of the special towers for the electrical distribution system in the plant.

Top: The new wharf "fill" is going ahead steadily. **Centre:** Erection of steel towers for the Powell River-Stillwater power line are nearing completion. **Bottom:** New chip silos for storage of chips used in sulphite process were finished in July.

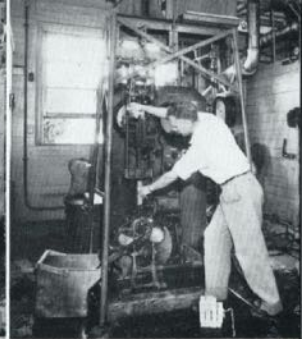




A miniature pulp beating machine is part of laboratory equipment used by research chemists.



Powell River Company's Modern "Lab".



Jack Stigings, of the laboratory staff, shows operation of experimental groundwood machine used in testing and studying groundwood pulping action.

RESEARCH AT POWELL RIVER

By DR. J. L. KEAYS, Supervisor of Research

RESearch, like democracy, is a term easy to use, difficult to define. There are probably as many definitions of research as there are individuals who have the occasion to define it. For present purposes it is assumed that research involves developing new processes and increasing the efficiency of existing ones. On a basis of this definition, research is only in part, and perhaps only in small part, carried out in a research department: much of it is done in the engineering department, in the control laboratories, in the various production departments, and by a superintendent with his feet on the desk and a far away look in his eyes.

From the following brief discussion, which might perhaps be more accurately and appropriately entitled "Some Problems of a Pulp and Paper Mill", it may be seen that the research department is a convenient place to study some aspects of some problems. A few of the many items on our present research program are taken as examples.

In the past the three principal species of wood used in the manufacture of pulp and paper on the West Coast were spruce, balsam and hemlock; they were available in large quantities at low price and were admirably suited to the manufacture of either groundwood or sulphite pulp. Since these species are no longer easily accessible in the same quantity or at the same price, the question arises as to the possibility of utilizing other species such as cedar, alder or cottonwood, with no sacrifice in product quality.

The problems involved in the utilization of new wood species may be relatively simple, or they may be exceedingly complex, as in the use of cedar for the production of sulphite pulp. For any given wood species not presently used, such questions must be answered as: what quantity will be available over a period of years, how will it be logged, brought to the mill, barked, by what process should it be pulped in order to obtain a high yield of pulp satisfactory in all respects, and what percentage could be absorbed in present operations without sacrificing the quality of our products?

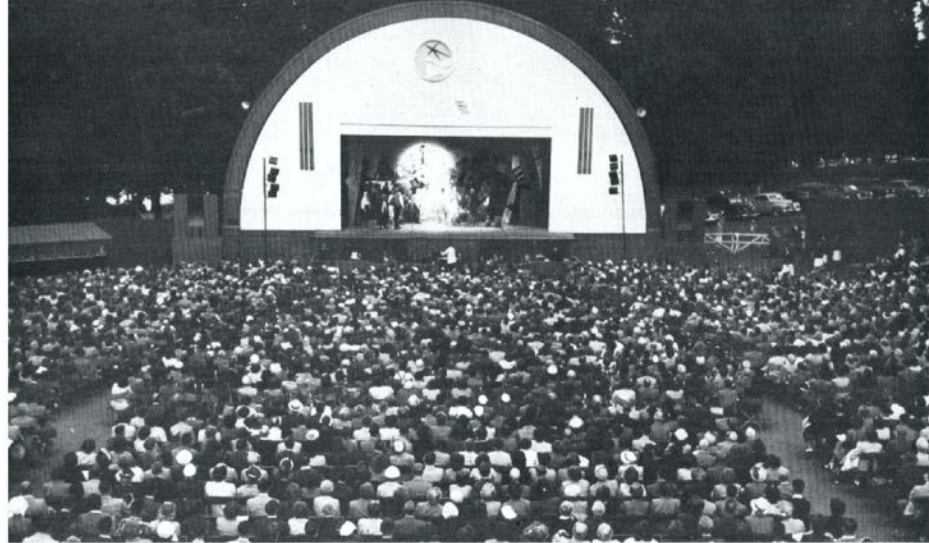
A typical example of one branch of research, involving the improvement of an existing process, is the problem of

increasing the yield of pulp from the sulphite process. There is a limiting yield in the sulphite process beyond which it would not be possible to go and still produce a pulp which would meet customer requirements for strength, brightness, bleachability, etc., but present yields are far below this limit. In order to assist in providing answers to this and allied problems in the field of wood pulping, a new pulping laboratory is being installed. This laboratory will contain the equipment necessary to conduct rigidly controlled experimentation in the field of pulping. It will include duplicate miniature digesters and auxiliary equipment which, used in conjunction with increased knowledge of the complex chemical processes involved in the preparation of chemical pulps made available in the literature, will be directed to the end of obtaining an improved product and/or more product per unit of wood used.

From the time that the raw material from the forests enters the mill in the form of logs until the time it leaves the mill in the form of newsprint, sulphite pulp, or laminated paper, a quantity of material is unavoidably wasted, at least wasted insofar as it does not become marketable fibre. This waste material is in the form of bark, chips, slivers and pulp fibre. There is a never-ending two-front war against this waste—on the one hand a struggle to reduce the waste to a minimum, and on the other hand the struggle to decide how this waste may be used to the best advantage. Should it be considered unavoidable loss, should it be sent to the boiler plant as fuel, should it be processed in such a manner as will permit its return to some part of the process, converted by relatively simple processing to building board, or by complex processing to chemical products?

In order that the forest resources of British Columbia shall be used wisely and fully it is necessary to investigate the material from which our products are made. In the interests of plant efficiency it is necessary to make every effort to reduce waste in each processing step. Finally, and of primary interest to the customer, since he is not particularly concerned about how we produce a quality pro-

(Continued on Page Twenty)



Capacity audience watches a "Theatre Under the Stars" production at the famous outdoor bowl in Stanley Park.

THE STARS LOOK DOWN AT STARS

By HUBERT S. BANNER, General Manager, Vancouver Civic Theatre Society

MOST of us have heard it said, at some time or another, that Canada's efforts to attract the tourist from south of the line are handicapped by having nothing distinctive and exclusively Canadian to offer. Scenic grandeur, hunting, fishing? These our friends in the U.S. can enjoy in their own country: cannot we produce something, even if it be only a culinary delicacy, that they will find nowhere except here?

Well, we can only answer that such critics forget one very important item which definitely is distinctive, and that is Vancouver's "Theatre Under The Stars". For my part, at all events, I know of no venture elsewhere that can weave a comparable spell of enchantment—the enchantment of Stanley Park's stately firs turning to black against the fading twilight; the North Shore mountain summits glowing rosy in the sun's last rays; and then, as night gathers in earnest, the brightly lit stage set in the heart of that shadowy fairyland, and the finest professional talent to delight you with the world's best-loved operettas.

Launched twelve years ago on a relatively modest scale, Vancouver's outdoor theatre has steadily broadened its horizon. Staffed by personalities of international repute, furnished with the finest in modern equipment, it has come to be a cherished possession of the community and a perennial source of delight to the stranger within our gates.

So meteoric, in fact, has been the progress of "Theatre Under The Stars" that the Board of Park Commissioners, responsible hitherto for its operation, found it grown too big to handle together with all their other work. Accordingly, two years ago was born the Civic Theatre Society,

a body of representative citizens drawn from many walks of life but united by a common bond of love for the theatre in general and "Theatre Under The Stars" in particular. Their mission embraces two main principles: namely, to keep the operation of the venture on a sound business basis and, at the same time, to maintain a standard of production at least as high as that which has brought "TUTS" continent-wide fame in the preceding years.

That the standard set in the past, with Mr. Gordon Hilker as Executive Producer, was indeed a high one, is universally recognized. That the Society was not content with merely maintaining that standard, but proceeded with a policy of steady improvement, may be gauged from its selection, as Production Manager, of W. N. ("Bill") Buckingham, a stage director and actor in "Theatre Under The Stars" for four years and with a reputation second to none in Canadian radio. The success of last season's productions, Bill's first as producer for TUTS certainly indicated the wisdom of the Society's selection and the enthusiasm of critics and audience alike was proof that the same high standard had been maintained.

In support of Bill, moreover, is a production staff which in itself constitutes a further guarantee of excellence. Heading the team of stage directors, as in the past, is that doughty veteran of the stage and radio, E. V. Young, aforetime understudy to Sir George Alexander and one of the founders of TUTS. With him in stage direction are three others of established reputation; namely C.B.C. actor "Jimmy" Johnston; Yvonne Firkins, out-

standing producer at Vancouver's Little Theatre; and that well-known man of the theatre, Frank Vyvyan, formerly directing, for the British Guild Players.

On the musical direction side, too, the list is impressive. Musical director, Harry Price, has been with the Canadian Broadcasting Corporation directing the "Leicester Square" program, since 1934, and in past years has directed and conducted for "Theatre Under The Stars". We have Beverly Fyfe, one of TUTS younger "veterans", who has directed several outstanding productions over the last few years.

For the twelfth season, Theatre Under The Stars is once again presenting six top-flight musical comedies in Stanley Park's Malkin Bowl. For the eight week season, directors of the Civic Theatre Society and the Producer, William Buckingham have been offering shows with a variety of pace and style.

The first production was the ever-popular musical comedy, "The Chocolate Soldier", with the melodies of Oscar Straus set to a version of George Bernard Shaw's witty Balkan comedy, "Arms and the Men".

As a change in pace for the second week, TUTS presented "Hit the Deck", a musical in the modern American manner by Vincent Youmans, composer of the great hit "No, No Nanette".

For the third week production, TUTS chose a sparkling Parisian operetta in the style of "The Merry Widow", Franz Lehar's "The Count of Luxembourg". Then, for the first time in Vancouver, TUTS presented to packed "houses" one of the greatest hits ever produced on the English musical comedy stage, "The Maid of the Mountains" with the colourful story of mountain brigands by Frederick Lonsdale, and the ever-popular melodies of Harold Fraser Simson.

No musical comedy season seems complete without at least one show by Sigmund Romberg, this year TUTS has chosen the nostalgic "Maytime", with its story of New York from the 80's to the present day, and its famous title duet.

Concluding the season for a full three weeks run, TUTS presented "Brigadoon", described by critics as the most brilliant production of the last decade in New York. A romantic story of the Scottish Highlands, "Brigadoon" is an excellent combination of plot and melody

"Hit the Deck" drew capacity crowds.



The ever-popular "Chocolate Soldier" was a 1951 production.

with natural opportunities for good choreography and colourful costumes.

As for the performing company of "Theatre Under The Stars", the basic policy always has been, and certainly will continue to be, that of using local talent wherever possible.

Artists for this year's shows have come from near and far, and will include many who have become favourites with TUTS audiences.

From New York, Broadway stars, Ann Andre, Ralph Magelssen and comedian Jack Collins return to Vancouver to repeat their successes of past seasons. Visiting artists from Toronto include the brilliant baritone, Ernest Adams, and comedian, Paul Kligman.

A special feature of this year's season is the return from Hollywood of Aida Broadbent as Choreographer and Dance Director. Now choreographer with Los Angeles Civic Light Opera Company, Miss Broadbent will be remembered for her outstanding choreography in past years.

Prominent artists familiar to Vancouver audiences included Betty Phillips, Karl Norman, Fraser Lister, E. V. Young, Juan Root, Ed. McNamara, Mildred Franklin, Doris Buckingham, Wini Hutt, Frank Vyvyan, and Lorraine McAllister.

(Continued on Page Twenty)

"Chu Chin Chow" was another outstanding production.



PRINTING and STATIONERY EXPANDS



Nagda Mattiussi operates a hand cutter.

EIGHT years ago, until the middle of World War II, Powell River Company's requirements for printed forms were largely filled by purchases from outside establishments.

Since the beginning of the 20's the Company had maintained a printing department to handle a portion of the various forms used in different departments of the plant. Equipment consisted of a multigraph machine, a ditto machine and a cutter. The department supplied about ten per cent of actual requirements of the Powell River plant—and most of the forms were of the comparatively rough and ready variety used in large quantities in local operations.

Elaine Donnelly types a form for the multilith machine.



In the past decade the printing department has expanded tenfold and today this busy central office at Powell River supplies over 90% of all printed matter used in the paper mills, logging camps and Vancouver Office. In all, the mill and office require over 500 different forms, with the logging camps and Vancouver Office using an additional 150 forms.

At the present moment over 2,000,000 "impressions" are recorded annually in the "shop"—a figure which allows some conception of the amount of paper work involved in keeping eight newsprint machines and a dozen logging camps running to capacity.

Due to certain material shortages and to the overriding emphasis on new construction and development in the past eight years, contemplated additional equipment has not yet been installed—but present installations are doing a stout job and Mel Wooley and his two assistants are kept on the run, particularly in these days of new building—and the multiplying complexity of government forms and regulations.

Equipment now on hand includes a modern Multilith machine, which runs photo plates and which has been a tremendous asset in the Powell River mill and office circles. This machine has eliminated all the delays and uncertainties which have confronted the purchases of printed matter in recent years; and has been a boon for quicker emergency jobs.

Other installations include a 22" Perforator machine, two multigraph machines and special punch and cutting equipment.

Another function of the department is the repairing and servicing of all office machines—typewriters, payroll

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Mel Wooley, in charge of the department, prepares multilith for a job.



NEW HOSPITAL WING and NURSES' HOME

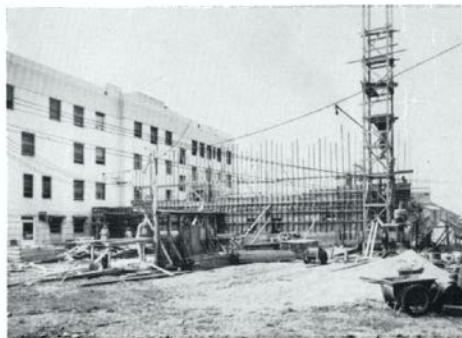
HIGHLIGHTING public construction work in the area are the additions to the Powell River General Hospital and the building of the new Nurses' Home. Work is being pushed steadily forward on both projects, which are expected to be completed by the end of the year.

The new hospital wing will mean an additional 40 beds, to the 64 already installed. Provision has been made for an extra twenty, and an additional emergency surgery will be established on the ground floor.

The total cost of the new wing will be in excess of \$300,000—and this cost was met by Government grants and by donations from Powell River Company, from the Employees' Sick Benefit Society and from the business men of the district. The ground for the new wing was donated outright by Powell River Company, who made a similar donation for the original structure.

Powell River's Hospital is one of the most modern and best equipped in British Columbia; and the new appointments will be on the same progressive scale. Most of the furnishings for the new wards are being supplied by local donors, individuals or organizations. For example, Company supervisors at their last monthly get-together, agreed to accept responsibility for furnishing a four bed ward. The hospital society is appealing to local people for help in this direction and the response has been generous and spontaneous.

Present staff is 80 full-time employees, including 23 nurses, 6 technicians and a regular complement of orderlies, cooks, maids, etc. There are now 8 doctors in the "Powell River Clinic"—an increase of 100% in the past five years.



New 40-bed addition to the Powell River General Hospital will alleviate present overtaxed facilities.

The Nurses' Home will meet a long felt need in the Powell River district. At present, and in the past, nurses have been quartered in various houses in Powell River.

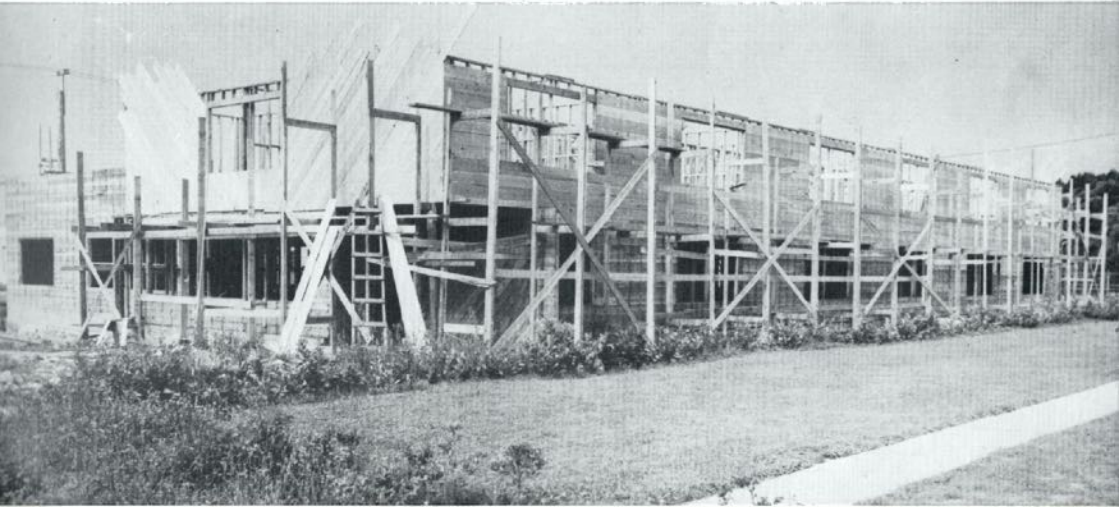
The new building will have 32 rooms, each self-contained and with most modern appointments and conveniences. Special living and recreation rooms are included, along with a special apartment for the Superintendent of Nurses. The living room is 30' x 30'.

The building abuts the hospital, and in the entire area, when completed and landscaped will be one of the most attractive public areas in Powell River.

7

7

Construction of a modern nurses' home is well under way—and work will be completed this year.





Steel Barge on Tahsta River.

B. C. MOVES NORTH

GO NORTH, young man, go north! This is the modern version of Horace Greeley's advice to American youth, as British Columbia's great central and northern hinterlands are entering one of the greatest eras of industrial expansion and development in the history of Canada. The eyes of Canada and indeed, of the world are focused on this far-west province, as a new race of pioneers wrest from its soil the vast stores of natural wealth—and fashion them to the needs of the demanding world.

Only a few short years ago, practically all the industrial activity of British Columbia centred in the south-western corner of the province, in the Vancouver Island and Vancouver areas. In the north and central areas there were a few scattered industrial outposts, operating close to tide-water and utilizing the most accessible and cheapest source of power, timber and mining sites. To-day, with world populations feverishly clamoring for more manufactured goods—and with the older and more easily available supply sources facing depletion possibilities, the drive for the world's store of raw materials has become intensified.

Under this impetus, the tremendous and virtually untapped resources of British Columbia's hinterland are

coming into their own. To-day in the wide northern and central belt, stretching from the Pacific Ocean to the Rockies, thousands of men are at work, building camps and new townsites, damming rivers and lakes, felling forest giants, digging out the minerals and ores for the world's marts, seeking new oil deposits. The prospecting era has gone. The commercial age is in being as men, money and brains develop the riches of British Columbia's northland.

Leading this surging industrial tide is the mighty power development undertaken in the Kitimat area, by Aluminum Company of Canada. Survey work on this project has been completed and construction and engineering crews are on the ground, clearing a site for employees' homes and plant buildings and preparing for the building of great dams that will harness the power for this new industry.

Total expenditures on the Kitimat project will approximate the one half billion dollar mark; and around 2 million H.P. will be developed. With direct access to the sea, with all-year-round wharfing facilities, and located on the world's trade routes, the sea-lanes of the globe

will lead to this northern British Columbia port in the next decade.

It is estimated that, when the project has reached fruition, when the maximum development has been completed and tonnage moves to world markets, a new city with a population of nearly 60,000 will have arisen out of these wastelands of yesterday. The Aluminum Company of Canada's Kitimat project is one of the world's major industrial developments.

In this same area, along the central belt, anchored by Prince Rupert on the west coast and Prince George near the eastern fringe of the province, the breath of industry is blowing strongly. Around Prince Rupert, the Columbia Cellulose Company's plant is in operation—and already a new expansion programme is under way. Terrace, further east along the Canadian National Railway is a great lumbering and mining centre. It is the centre of the Cellulose logging operations and the railhead for large quantities of ore, mined in the surrounding areas.

All through this once untamed area of forests, hills and streams, there is intense mineral activity. New producing mines are coming into operation almost daily; new veins are being discovered; and the prospector has given way to the mining company with its modern tools and equipment. In the past five years the mining wealth of this area has been tremendous; and capital from many and widely extended portions of the globe is finding profitable returns for its faith in British Columbia's future.

And now the glittering lure of flowing gold has swept westward—and already oil has been found in commercial quantities in the Peace River area. The field of oil exploration is being rapidly widened and the raucous bite of the drilling bit is making harsh, but appealing noises throughout the northland.

The day is inevitably coming, too, when additional



Construction Camp, Nechako Canyon Damsite.

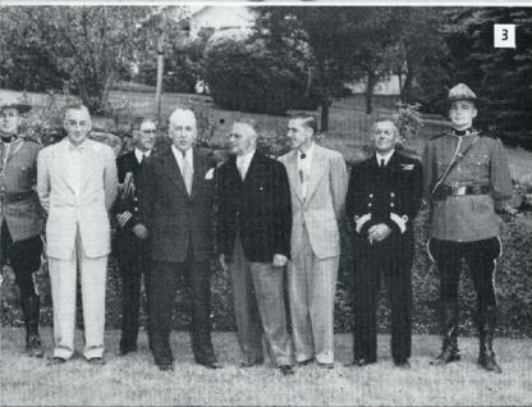
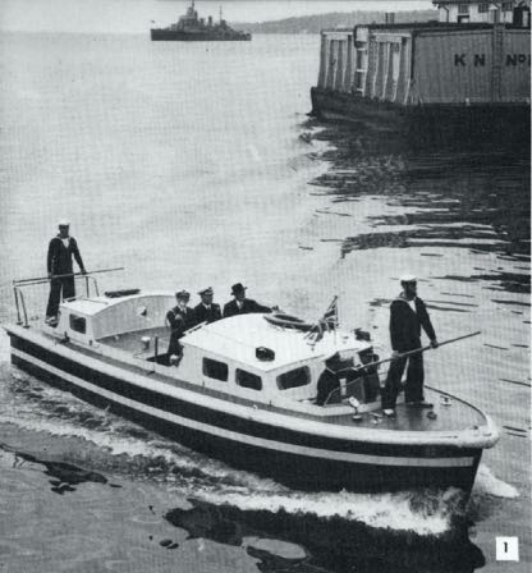
thousands of acres of the northland central portions of the province will be brought under cultivation. The climate in winter is cold, but not any more so than the world famous wheat fields of the western prairies; and much of the soil is rich, alluvial silt. Some of the finest wheat in the world has been grown in the Peace River area—and exhibits from the area have won world's championship awards.

No longer are British Columbia's industries and economic life centred along the thin thread of the main transcontinental railway; no longer is the blood of the province concentrated almost entirely in that belt, a few miles north of the 49th parallel. To-day, British Columbia is moving north as the greatest industrial boom in its history opens up new towns, new prospects and new wealth.

Map shows relative position of proposed Smelter at Kitimat and Powerhouse at Kemano.



Diversion Tunnel, Nechako Canyon Damsite.



ON JULY 17th Powell River had the privilege of welcoming, on his first official visit to the district, His Honor, Clarence Wallace, Lieutenant-Governor of British Columbia. Arriving aboard H.M.C.S. "Ontario", flagship of Royal Canadian Navy's Pacific Fleet, His Honor plunged into an immediate and vigorous round of activities, which covered the entire area.

Accompanied by President Harold S. Foley, Vice-President R. M. Cooper and B. M. MacIntyre, M.L.A., he made a thorough inspection of the Powell River Company plant; he drove to Westview to officially open the new Municipal Hall in that area; and carried on to the suburban areas of Cranberry and Wildwood to meet and chat with Village Commissioners. En route he paid a surprise visit to Powell River General Hospital, where he talked to patients and met members of the staff. In the evening he was guest of honor at a dinner, along with Company officials and representatives of district organizations.

Powell River's main street was gay with flags and the villages put forth their best efforts as our distinguished visitor drove through on his busy itinerary. At Westview he inspected the Boy Scouts, an organization of which he is British Columbia's chief official. At Wildwood he spent an interesting time inspecting the fire hall truck which has been built and assembled by voluntary labor of residents.

A pleasing feature of the official welcome was the presence of the Powell River Company Pipe Band at the dock on His Honor's arrival. The Lieutenant-Governor is no stranger to pipe bands and the Wallace Pipers sponsored by Wallace Shipyards, of which he is the head were well-known in British Columbia. His Honor described the Powell River Band as "polished and finished performers".



1. The H.M.C.S. Ontario's trim motor craft brings the Lieutenant-Governor ashore.
2. Lieutenant-Governor is welcomed to Westview by Village Commission Chairman, Joe Dallas. Constable Nelson, R.C.M.P., is official escort.
3. R.C.M.P. Const. Nelson, R. M. Cooper, Commander H. Paterson, A.D.C. H. S. Foley, Lt.-Gov. Wallace, B. M. MacIntyre, M.L.A., Commodore H. F. Pullen, O.B.E., R.C.N., R.C.M.P. Const. Dornan.
4. Inspecting Boy Scouts and Cubs at Westview, with H. J. Heslop, District Commissioner of Scouts, as escort.

Hand in hand with its official greeting to their Lieutenant-Governor, Powell River citizens joined in to welcome and entertain the officers and ship's crew of H.M.C.S. "Ontario", one of the most modern light cruisers now in commission. Mill employees, all ex-naval personnel, volunteered as guides to conduct the sailors over the mill: and service and sport organizations arranged a dance and soft ball game. The ship's officers were guests at a dinner attended by representatives of the Company, local Unions, and members of various citizen groups.

The H.M.C.S. "Ontario" sailed north again at 8 a.m. the following morning, after one of the busiest and most pleasurable rounds of activity Powell River has seen for many years.

The Lieutenant-Governor's visit was very popular and the easy approach of His Honor and his sincere interest in all affairs of the district and province have won him a host of friends in Powell River. He met, chatted with and shook hands with scores of citizens in his busy visit, and came out fresh and smiling after four steady hours of conscientious, but tiring duty.

A native son of British Columbia and one of the Province's industrial leaders, Clarence Wallace was a popular selection for Lieutenant-Governor. He has taken his duties seriously and is making wide personal contacts throughout the province during his residence at Government House. He has all the qualifications for the high post of the King's representative in British Columbia and these have been displayed to advantage wherever he has appeared.

Powell River residents welcomed the opportunity to meet His Honor—and we can assure him his trip to our district was a memorable one.

5. At the docksido, the Lieutenant-Governor chats with Pipe-Major Don Mackenzie.

6. At Powell River Hospital, Dr. Marlatt introduces His Honor to patient Herman Hill.

7. Vice-President R. M. Cooper shows His Honor a roll of splicing tape, as winderman John Bichard carries on with the job of making paper.

8. Lieutenant-Governor in a group photograph at Powell River Hospital: Dr. C. R. Marlatt (left), H. S. Foley, Commander H. Patterson, Lieutenant-Governor Wallace, H. Slade (hospital administrator), Miss Clark (superintendent of nurses), R. M. Cooper, B. M. MacIntyre, M.L.A., Commodore Pullen, R.C.N.





Harold A. Herzog (left) and Forrest Green, of Seattle, adopted this novel method of using cores as pallet boards. This load of flour weighs 2700 lbs.



Doll's house built of cores by E. M. Dealey, president Dallas News, Texas



W. G. Bille, of Seattle, Washington, uses cores for his choice bedding plants

NEW USES FOR NEWSPRINT CORES

WHAT happens to newsprint cores after the rolls have been run through the presses?

A lot of visitors have asked this question. A lot of paper makers have tried to answer it. A larger lot have dodged the issue by shrugging "Oh, they dispose of them at the pressroom."

In the past years, salvage of newsprint cores and their uses in other lines of endeavour have been gradually expanded. Small quantities have been effectively utilized in covering moving or open machinery; they have been used as mail boxes for delivery of rural papers, a practice initiated by the *Fresno Bee*, of Fresno, California. Several years ago Mr. E. M. Dealey, President of the *Dallas Morning News* (Texas) introduced the novel idea of building a summer play house for his daughter—out of newsprint cores and Mr. Frank Huntress, publisher of the *Express Publishing Co.*, San Antonio, Texas, similarly built a caretaker's residence on his Rancho Diana.

In recent months, other uses for these cores have been discovered—and Claydon Hay, writing in the *Seattle Times*, under the title "By-Products of the Newspaper Business" tells of what some Washington people are doing with Powell River cores and we are indebted to Mr. Hay for the following material from his article:

"Largest purchasers of the cores after *The Times* has stripped them are the Fisher Flouring Mills Company and the Washington Co-operative Farmers Association.

In the big Fisher plant at Harbor Island they are employed as palleting, or platforms, on which heavy loads

House built entirely of newsprint cores by Mr. Frank Huntress, publisher of *Express Publishing Company*, San Antonio, Texas



of sacked flour and feed are piled high. When the products are to be shipped, a multiple-tine fork-lift carrier comes along, thrusts its tines into the tubes and lifts the load. Then the carrier scurries off into a boxcar or a truck and deposits its burden, still resting on the paper cores.

When the shipment arrives at its destination a similar carrier unloads it by the same speedy method. There's a great saving in time and labor.

At present the system is used only for rail shipments of flour to Los Angeles and feed to Arlington and truck deliveries of flour to a large Seattle baking company.

However, Harold A. Herzog, Fisher warehouse superintendent, hopes to expand the practice both in shipping and storage.

Herzog, an expert in his field, who teaches a University of Washington Adult Education class in "Principles of Material Handling", began using newsprint cores in Second World War years. It came about because of a wartime shortage of the low, wooden platforms Herzog had adopted some years earlier for palleting.

The Co-operative Farmers Association also is using large numbers of newsprint cores for storage and shipping pallets at its feed mill in Tacoma.

"We found the paper cores superior to wooden pallets in many ways", says Otto Hill of Seattle, assistant manager of the association's feed department. "They weigh less, are easier to handle and can be stored in small space when not in use. When shipments are unloaded, they can be removed from the cars and returned to us with little trouble or expense."

Many other uses have been found or are contemplated for the cores.

Notable are the products planned by the Seattle Hearing Society, always on the lookout for projects to keep its members busy and to raise funds for its activities, which the Community Chest supports in part.

W. G. Bille, a member of the society and an employee of *The Time's* mailing department, conceived the idea of cutting the cores into short lengths, plugging one end of each piece and making flower pots of them. He learned that the pots were especially useful for bulb planting in

(Continued on Page Nineteen)

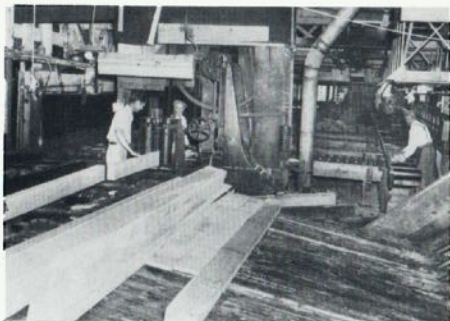
LUMBER PRODUCTION AT POWELL RIVER

HALF hidden or overshadowed by the sheer bulk of rolls of newsprint and bales of pulp is the Lumber Division of Powell River Company. It is, none the less, an important key in the integrated business of making pulp and newsprint.

Powell River's Lumber Division at Powell River is concerned with the manufacture of saw lumber for two distinct purposes. First is the cutting, sawing and shaping of all lumber for local and plant requirements. In the neighborhood of 200,000 F.B.M. of common lumber—fir, hemlock, pine, spruce, cedar, etc., is used monthly for maintenance of the Company's properties, shipping materials and construction. The department's responsibility includes fashioning of the long wooden plugs used to joint small rolls of paper—and for which, about 14,000 feet of fir is consumed each month; making of wooden heads and crates for rolls, and lumber for all general purposes.

The second function of the division is the manufacture of export lumber, which is shipped to all parts of the world. High-grade spruce and hemlock are largely used, and these go into the production of widely extended commodities, ranging from piano sounding-boards to the latest and most delicately fabricated aircraft. The famed Sitka Spruce cut on Company limits in the Queen Charlotte Islands is considered one of the finest woods in the world for aircraft use—and during the last war, the major portion of aeroplane spruce cut in Canada was produced at Powell River. The hemlock is chiefly used in ladder construction and in making overhead doors.

Approximately 20,000 F.B.M. of this high-grade lumber



Planing mill section.

is cut daily, and the specialized nature of the markets necessitates the utmost care and skill in grading.

Equipment used by the lumber Division includes a Matcher, Timber Sizer and two band resaws. Four hyster trucks are employed piling and moving shipments to sheds or to shipping barges. The storage shed has a capacity of 300,000 F.B.M. and recently a new and modern lumber drying kiln of 22,000 ft. capacity was built.

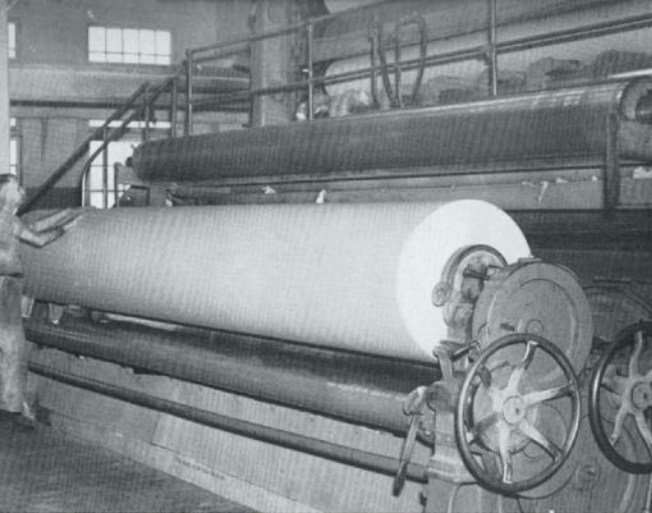
The lumber mill is closely integrated with pulp and paper operations. Logs are cut in the Company's saw mill, and all top grade logs are carefully selected and utilized in the lumber operation. That portion of the log not suitable for lumber goes into pulp. This integration makes for greater economy and efficiency and allows for complete utilization of timber reserves.

Significantly, high-grade hemlock, once the orphan of western forests is becoming very popular, and in the years ahead may rival fir as a building wood. Lumber Division superintendent, Earl Lewis, states that for interior flooring, properly dried hemlock is the finest softwood available, and is more durable than fir.

But, that is another story, which we may tell later. Meantime, the lumber division works to capacity as new construction proceeds at Powell River, and the world calls for the high-grade produce of B.C.'s forests.

Hoist truck stacks high-grade spruce in storage shed.





BUILDING YOUR NEWSPRINT ROLL

Back tender Eric Balwin, with 26 consecutive years in paper making at Powell River, "builds" a reel of newsprint.

POWELL RIVER Company is justifiably proud of the press running record of its newsprint. Over a forty year period, the performance of our paper once it reaches the newspaper press, has, on the word of pressmen from far and wide, acquitted itself creditably in the face of most exacting tests.

The running and printing qualities of your paper rests on two interdependent basic factors, i.e.

1. The quality of the wood delivered to the plant.
2. The efficiency and know-how of the men who transform the log into the finished newsprint.

If the mill crews can start off with good pulpwood—strong fibred, sound and with normal proportions of each species there is little question that your rolls will run through the presses with a minimum of breaks and maximum printing qualities.

The normal building of a newsprint roll, that the pressmen like to run, is a highly skilful one and involves the utmost care, precision and concentration throughout the process.

When the newsprint stock (sulphite and groundwood pulp mixed in established proportions) arrives at the machine room, the paper maker takes over and the business of building a reel begins.

At the "wet end", the machine tender exerts every care to ensure that the newsprint stock is admitted uniformly on to the fourdrinier wire. Lack of uniformity means the stock is heavy or light in one place or another, and this immediately sets up a problem in the drying process—the most important factor in building a roll of newsprint. Moisture content must remain at a predetermined level and drying must be uniform throughout the width of the reel.

The job of drying the paper and delivering it to the rewinder is the prime responsibility of the back tender, a key figure in the production of newsprint. If, as may happen, hard or soft spots show up in the reel, he must correct the condition as quickly as possible. Such spots exert tension on the sheet, and are often the reason for the splices, signifying a break, which occasionally appear in rolls.

"Hard" and "soft" spots mean "Cold" and "Hot" areas have developed—that temperature conditions are not uniform or that, due to some stock condition, the reel has contracted in one spot or expanded in another. The back tender must manipulate his cold air pipes to gradually contract the hot spot or increase pressure to expand the cold area. This type of adjustment requires years of skill and practice; trained, sensitive fingers which seek such spots by "feel" alone, and a wealth of experience and intuition.

Maintenance of the basic weight (32 lbs.) for standard newsprint is the test of a back tender's trade skill. It is around this principle that one of the most widely debated arguments in newsprint history has revolved—the merits of 32 lb. paper as compared to a 30 lb. sheet. If the back tender allows a little more moisture in his sheet he may have a better running paper—less breaks, better calendered and more acceptable to the pressman. But the publisher suffers in mileage. On the other hand, less moisture gives more mileage, but the dryer paper causes more trouble on the machines—breaks are more frequent, calendering is reduced, and the pressman will find his troubles multiplied.

Summing up, a rigid adherence to uniformity of quality in conformance with the requirements of the publisher—and in the interests of good running qualities is the aim and object of Powell River papermakers.

THE BUSINESS OF LOG BARKING

EACH day, well over half a million feet (board measure) of logs are used in the production of Powell River pulp and newsprint. Every single log must pass through the barker mill which inevitably puts a heavy load of responsibility on the men who bark the logs and send them clean and washed to the chippers and saw mill.

All barking at Powell River is done by the hydraulic method—a modern technique, and not yet common in the pulp and paper mills of Canada. Two separate barking systems are in operation, one for the large logs, one for use of smaller diameter logs and salvage wood.

The large hydraulic barker is controlled by a special operator, located in a glass protected control room. He is responsible for the clean barking of each log as it rolls on the cradle. He has to operate, slow or speed up the movable jets as they tear off the bark under pressures up to 1500 lbs. to the square inch. He has to rotate the logs, slowly or quickly, dependent on whether they are "hard" or "easy" barking logs. And he must keep the log line moving as the paper machines are waiting for every ton of wood pulp they can get—and are asking for more!

Approximately two logs a minute are barked by the barker operator, watching through the thick glass cage, has to manipulate his row of buttons with speed, skill and certainty. No time can be wasted—but on the other hand, every log must be absolutely clear of bark before being sawn and pulped. A nice balance of judgment is essential to accomplish this—and this is one reason why the barker operator is rated as a "Class A" man on the company's payroll. The job is a key one, his responsibility great. It is a job for quick thinking, intuition, skill and experience.

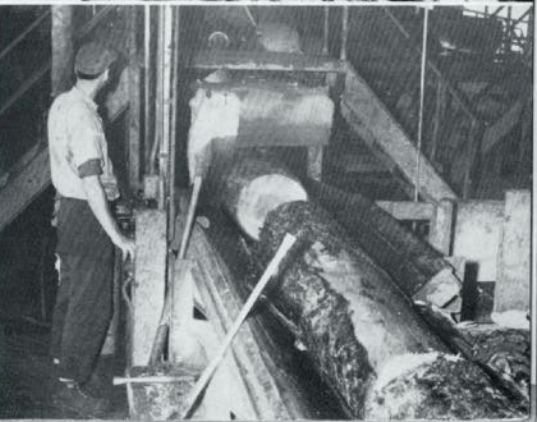
A considerable and growing proportion of the pulpwood used at Powell River consists of small and salvage logs. All this is in line with an over-all wood conservation policy—and the relogging of cut over areas is yielding a good harvest of suitable pulpwood. This is the main reason for the installation of the "small" log barking system installed over four years ago at Powell River. This machine also operates on the hydraulic principle, can handle logs down to 4" in diameter and up to 18". The addition of such equipment has resulted in substantial wood saving and enabled the utilization of timber formerly considered as waste.

The men in charge of the Barker Control Room are all long service employees—and all have been in the "wood" business for at least fifteen years—and are familiar with the peculiarities of different species, know the conditions under which the trees grow and the season in which they are cut. Their long backlog of experience and knowledge of wood are necessary qualifications for their rating as "Class A" employees and the responsibilities that fall on them of keeping production moving—and delivering barkless logs in the shortest possible time.

1. Barker operator Dino Aprilis works his control buttons, protected by heavy shatter-proof glass.

2. Small "salvage" log is cut into 8-foot lengths for small log barker.

3. Small log barker takes logs from 4-inch in diameter up to 18 inches.





Hotel Vancouver, Vancouver, B.C. Owned jointly by Canadian Pacific and Canadian National Railways.

ON a per capita basis, Canada has probably the largest railway mileage in the world. In this vast area of land and water, comprising 3,684,723 square miles (1% larger than Continental United States with Alaska) with only 14 millions of people, there are approximately 47,000 miles of railroad: Two great transcontinental railroads Canadian Pacific and Canadian National control almost 90% of this total mileage. The pioneer system, the Canadian Pacific is privately owned and operated; The Canadian National is a publicly owned road.

The Canadian Pacific was the first of the country's railroads to span Canada from east to west, and around its growth and development much of the history and romance of this nation is clustered.

Following confederation in 1867 the need of a railway system to link up the scattered areas, most of which were populated by Indians, became evident, and the government of Sir John A. MacDonald drew up plans for a

road across the continent to be completed in 10 years. For several years the railway issue was a major political football—and on the defeat of the MacDonald government in 1873, the Liberals continued construction of the road as a public enterprise.

In 1879, with the return of MacDonald, the Canadian Pacific Railway Company was formed, with headquarters at Montreal; and plans for vigorous prosecution of the transcontinental system were initiated. The Dominion Government awarded outright to the Company, a subsidy of \$25,000,000 and 25 million acres of land. This was the beginning of the world famous Canadian Pacific, whose trains and ships to-day span the globe—and whose influence is felt in almost every hamlet and city from Vancouver to Halifax.

On November 7, 1885, at a little mountain station in British Columbia, Mr. Donald Smith, later Lord Strathcona drove the last spike, which linked up the Atlantic and Pacific Oceans. Today, Canadian Pacific runs from Halifax on the east coast to its western terminus at Vancouver, British Columbia.

The Canadian National is the parent of Canada's first railway, the Champlain and St. Lawrence, which started operations in 1836. Eleven years later, the Montreal and Lachine opened up and their earlier lines became incorporated in the Grand Trunk System, formed in 1852. The Canadian National was not built as a single railway, but in its present form represents an amalgamation of several privately owned systems, including the Grand Trunk, Grand Trunk Pacific, Canadian Northern, Intercolonial and others.

The Canadian National is the largest railway system in North America. It has 24,200 miles of first main track and serves all 10 provinces of Canada along with 11 states in the U.S. Its eastern terminus is St. Johns, New Brunswick—and on the west coast its lines reach the sea via two ports, Vancouver in the south, Prince Rupert in the north. While officially owned by the public, the National System is not operated as a government department. It has a Board of Directors, which is responsible to Parliament. The Board makes its Annual Report to Parliament and the annual budgets are subject to Parliamentary approval. Apart from this, the adminis-

tration and operating methods are similar to those of other Canadian railways.

Practically all the nation's communications revolve around these two systems. Almost the entire telegraph services to the people of Canada are supplied by Canadian Pacific and Canadian National. Each operates its own commercial telegraph company, and each has approximately 200,000 miles of wire circuits.

To a degree unequalled on this continent the two roads are a part of the social and recreative life of Canada. The operation of a vast and luxurious chain of hotels, stretching across the continent, and operated exclusively as part of the railroad system, is, we believe unique in North America. Over the years millions of tourists from every corner of the world have been guests of these famous hotels, most of which are internationally famous. Beautiful golf courses, swimming pools, ski trails, etc., are almost always a part of, or adjacent to the hotels.

Many of our readers, particularly from the United States, still retain nostalgic memories of their residence in these lovely guest homes. Remember the two "Chateaus"—Chateau Frontenac, in Quebec City, (C.P.R.), overlooking an unexampled panorama of breath-taking beauty and with concession to French architectural design—and Chateau Laurier, (C.N.R.) called after a great Canadian, located in Canada's national Capital and regarded as one of the most distinguished and beautiful hotels in the world. In the heart of the Canadian Rocky Mountains there are those great C.P.R. tourist mecca—Banff Springs Hotel, with its magnificent outlook and internationally famous golf course and Chateau Lake Louise, whose appointments and facilities are second to none. Farther north on the C.N.R., the world famous Jasper Park Lodge, attracts summer tourists from far and wide. Still others are the Beesborough (C.N.R.) in Saskatoon; the Royal York (C.P.R.) in Toronto; the Fort Garry (C.N.R.) in Winnipeg; and in Victoria, British



C.P.R. Chateau Frontenac, Quebec.

Columbia, the unique Empress, with its ivy covered walls and its peculiarly English atmosphere. In Vancouver there is the Hotel Vancouver, one of the Pacific Coast's most modern and efficiently operated hotels—operated jointly by Canadian Pacific and Canadian National. These are all names high on the list of the continent's recognized hotels—and in Canada the railways are hotel builders as well as tie layers.

C. P. R. train near Banff, Alberta. Mt. Cascade in background.



C.N.R. Chateau Laurier, Ottawa, Ontario.



C.P.R. Empress Hotel, Victoria, B.C.



C.P.R. Banff Springs Hotel, Banff, Alberta.



"C.N.R. Continental Limited" at Lac Brule, Alberta. Mount Sheep, in Canadian Rockies, on left.

Canadian Way



Hotel Vancouver, Vancouver, B.C. Owned jointly by Canadian Pacific and Canadian National Railways.

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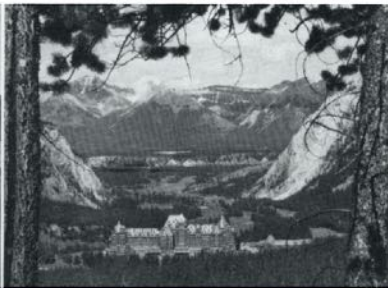
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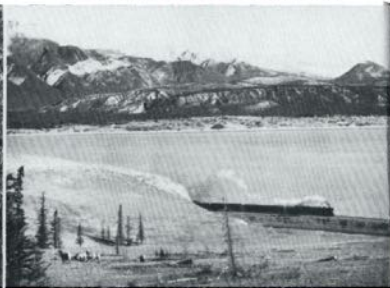
C.P.R. Empress Hotel, Victoria, B.C.



C.P.R. Banff Springs Hotel, Banff, Alberta.



"C.N.R. Continental Limited" at Lac Brule, Alberta. Mount Sheep, in Canadian Rockies, on left.

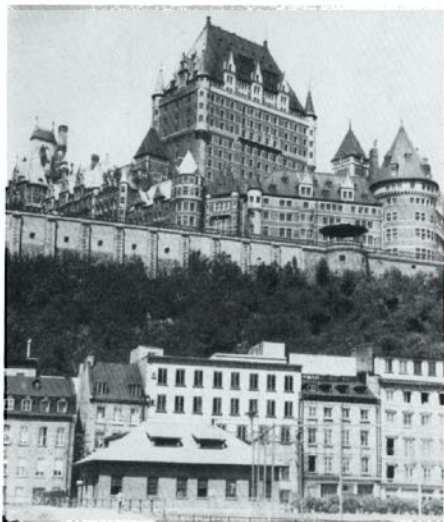


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C. P. R. train near Banff, Alberta. Mt. Cascade in background.



C.N.R. Chateau Laurier, Ottawa, Ontario.



AROUND TOWN



Dick Bledsoe, sulphite superintendent, spends his summer months at his newly built home on Pebble Beach.

BOB FLETCHER is the 1951 single's Lawn Bowling champion of Powell River, giving him the honor of representing Powell River in the blue ribbon "Champion of Champions" competition at Vancouver open to singles winners of all clubs in British Columbia.

BASEBALL

Baseball is enjoying a great revival in the district this year, and fans are all enthusiastic over the brand of ball displayed. Throughout June and July, teams from various sections of British Columbia have been playing each week end at Powell River before big crowds. The home town nine has made a good showing and won the majority of its games against first class teams.

THE PRINCESS

The forthcoming visit of H.R.H. Princess Elizabeth to the west coast is arousing wide-spread interest in the district—and hundreds of Powell River residents will make the trip to Vancouver to see the Royal couple. In 1939, when the King and Queen toured Canada, Powell River ex-service men, numbering nearly 150, paraded in a body, accompanied by their pipe band. Plans are already under way for a similar trip on this occasion.

WADING POOL

The children's wading pool at Willingdon Beach, installed this year by the Lions Club, has proved a popular and valuable asset to recreative facilities. With an unusually warm and humid summer, the pool has been jammed to capacity as youngsters splash around in its cooling waters.

VACATIONS AT HOME

An increasingly large number of Powell River residents are spending their vacations "at home." Many people have purchased waterfront lots five or six miles up or down the coast from the plant area, have put up summer homes or temporary camping quarters. With an unequalled panorama view of water and green clad islands—and with long stretches of beach on which to swim or play, employees and families have their own summer resorts—with less cost and greater privacy.

CADETS WIN AGAIN

Powell River Air Cadets have added new laurels to an already well ringed crown. For the third year in succession they have been awarded the Guthrie trophy, representing first place among British Columbia squadrons. The team scored 97 marks out of a possible 100. The competition gives marks to the best all around squadron—and such considerations as training and discipline, competitive activities, organization and administration, etc. In the Dominion Cadet Rifle Competition just completed, the Powell River Cadet entry won seventh place, out of an entry list of over 300.

SHAKESPEARIAN ARTISTS PERFORM

Powell River's Shakespearian Club has held another of its attractive outdoor productions. This year, the club performed the "Midsummer Night's Dream" before an audience of over 200 interested residents. The organization holds its gatherings at the home of Mr. and Mrs. West, Westview—amid a delightful outdoor setting. The players are all local residents and productions are all staged in costume.

HOLLYWOOD TRIP FOR IRENE

Powell River's Sulphur Gulch Queen, pretty 14-year-old Irene Meittinen has seen a lifetime dream come true. As winner of the recent Elks Sulphur Gulch Queen contest, she was awarded a ten-day trip to Hollywood. In the film capital, the young girl met several famous stars and movie executives—and she returned home thrilled to the core with her wonderful and fascinating experience in the film colony.



Children's wading pool at Willingdon Beach is a popular rendezvous for youngsters.

FISHING GOOD

The amateurs of Powell River's salmon fishing fleet did very well during the "Blueback" run in July. Several local men have come in with five to fifteen salmon in the scuppers and many wives in the district have been doing a lot of home canning as a result. At the present price of salmon, this fishing proposition is lucrative leisure. With the establishment of the Small Boat Harbor at Westview, more and more people are purchasing or building boats

for the "deep sea trade"—against the former sentiment which favored Powell Lake.

NEW USES FOR NEWSPRINT CORES

(Continued from Page Twelve)

the garden. They may be lifted from the ground when the blossoms are gone, making room for new plantings. Put aside out of sight, the encased bulbs mature to be set out again for the next season.

Bille made attractive flower-pot sets by fastening the receptacles together in combinations, varying from two to seven in number. He fashioned a longitudinal pot for a little household herb garden or varied floral planting by cutting off one side of a length of core, installing ends and placing a base lengthwise on the rounded side. Decorative paper was glued to the exterior surfaces.

Bille proposed manufacture of these containers as a Hearing Society project. Now Lucia Meacham Gill, executive director of the society, is buzzing with ideas for things to be made from the tubes in addition to flower pots, umbrella stands, gaily decorated display racks for candy, apples and the like, and many additional items are on her list of possibilities. A Seattle florist is interested in obtaining substantial numbers of shallow rings to serve as bases for his Ming-tree novelties.

Boy Scouts in past years have obtained newsprint cores from The Times to make large candle decorations for the Christmas season.

A man building a house recently bought several bundles of cores to place in concrete floors. The air cells they form in the slabs are intended, among other things, to collect and drain off excessive moisture.

Mr. Hay, by his energetic research, may have opened up the possibility of a new industry—who knows?



Baseball is in the news again, and hundreds of spectators turn out for the week-end games.



Sir Lloyd and Lady Dumas.

THE STARS LOOK DOWN

(Continued from Page Five)

The "local" talent is of enormous importance, and in the building which houses the administrative offices there are three rehearsal studios—two of them provide an area equal to that of the stage at the Malkin Bowl, Stanley Park. On the same premises, too, is the Costume Studio, equipped with all the paraphernalia necessary for expert designing, fitting, altering and the various other operations called for in this highly important department. Scenery and "props" are manufactured by skilled craftsmen in our big Scenic Studio in Stanley Park.

Finally, a word about the "business" angle. "Theatre Under The Stars" is not run on public money, but has always paid its own way and will continue to do so. The Civic Theatre Society's Board of Directors, a body of practical-minded business and professional men and women under the leadership of President Don Brown, the well-known M.L.A. and business executive, keeps a close watch on every aspect of policy and finance. With this close interplay between the practical and the artistic and idealistic, we confidently look forward to a future in which Vancouver's beloved outdoor theatre will steadily maintain its onward march from pitch to pitch of excellence. Equally true today is the TUTS Committee's message to the people of Vancouver and their summer visitors: "We will continue to serve you with imagination and courage."

VISITORS

AMONG our summer visitors this year were two old friends of Powell River, Sir Lloyd and Lady Dumas of Australia.

Sir Lloyd spent several days in Vancouver renewing old friendships with Company officials, before crossing Canada on his way to London, where he was a principal speaker at the Reuter Centenary dinner.

An international figure in the newspaper world, Sir Lloyd is Managing Director of the Adelaide Newspapers Limited in Adelaide, Australia. He has travelled widely on this continent and represented his country at many conferences on newsprint and its related problems.

Sir Lloyd's itinerary did not permit a personal visit to the plant at Powell River on this occasion, but hoped on his next visit to have the opportunity of looking over our new improvements and plant additions.

PRINTING, STATIONERY EXPAND

(Continued from Page Six)

and adding machines, business machines, etc. While regular firm inspectors make periodic visits to check over such equipment, the interim servicing and repair work by Mel Wooley involves a lot of time, labor and specialized knowledge.

The purchase of all stationery is naturally a normal responsibility of the department, and the volume of paper and other supplies passing in and out of this office each month is tremendous.

Mel Wooley and his two assistants are sometimes overlooked in the rush of construction or overshadowed by the more urgent problems of production—but without them the business of turning out maximum output of Powell River newsprint would run into many additional headaches.

RESEARCH AT POWELL RIVER

(Continued from Page Three)

duct, or from what, the most careful checks must be made on the quality of the products. Whether the process be termed research, process control, development, engineering analysis or paper machine tending, detailed and constant attention must be paid to all phases of paper machine operations, in order to obtain better sheet formation and smoothness, more uniform thickness and moisture distribution, a higher brightness sheet—in short, quality newsprint.

It is necessary to pay particular attention to any complaints, as these may provide useful leads for research aimed at improved quality of our products.

It is also necessary and profitable to maintain close contact with our customers, particularly in the newsprint field, to study the requirements of trouble-free pressroom operation, and to understand the principles underlying the relationship between paper quality and printability.

These, and many similar problems, occupy the attention of a well trained and excellently equipped research staff who are keen to assist in obtaining improved efficiency in our processing and quality in our products.



Six Glaciers Tea House—near Lake Louise, Alberta.

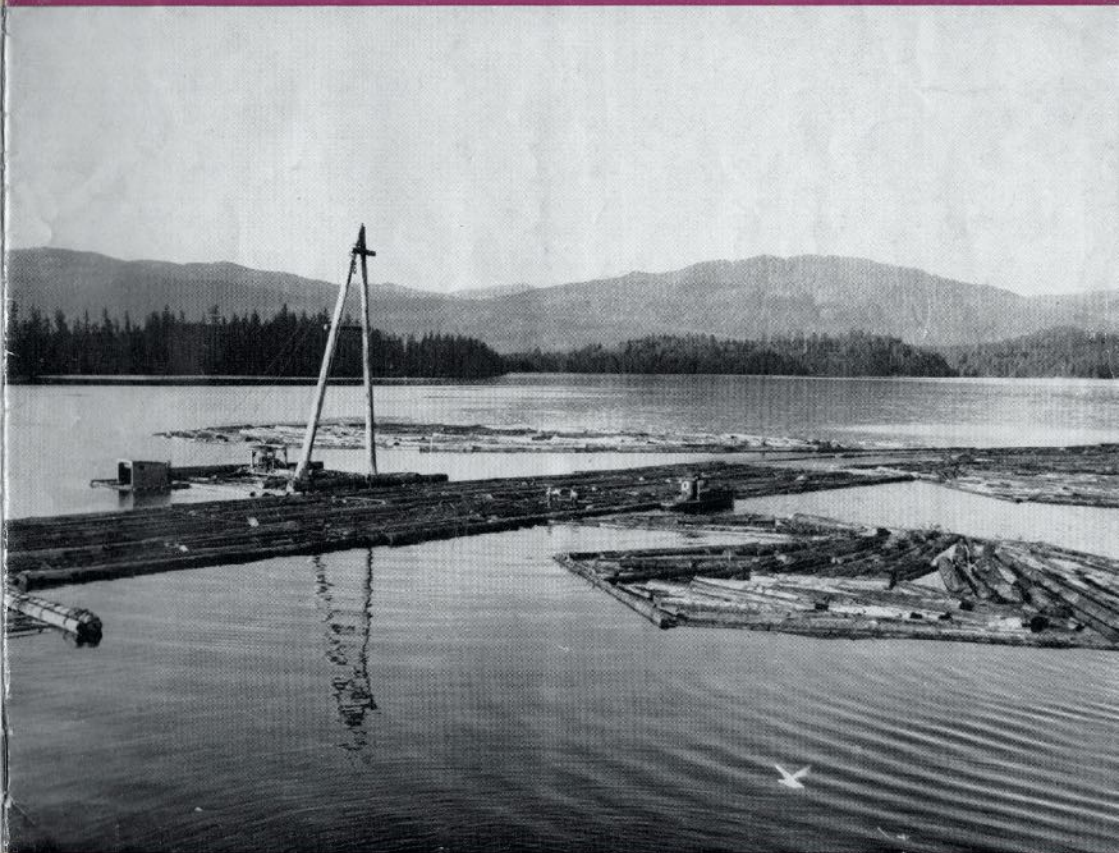


Powell River

**COVERS THE WEST
AND SOUTHWEST**

POWELL RIVER NEWSPRINT

Powell River
DIGESTER



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Powell River
DIGESTER

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Editor
J. A. Lundie

Staff Photographer
O. J. Stevenson

Through the pages of this journal we hope to tell our readers about Powell River and its products.



The Cover Picture

Shannon Bay Rafting Camp in Massett Inlet, Queen Charlotte Islands, where logs from our Juskatla operations are built into deep-sea rafts for towing to Powell River.



HON. CLARENCE WALLACE APPOINTED DIRECTOR

ON September 5th last, Powell River Company announced the appointment to its Board of Directors of Clarence Wallace, Lieutenant-Governor of British Columbia, and a leading figure in the industrial life of the province.

The Honorable Clarence Wallace is one of British Columbia's pioneer business builders. He is a native son of the Province and heads several major industrial firms, including Wallace Shipbuilding & Dry Dock Co. Ltd. and Burrard Dry Dock Co. Ltd. located at North Vancouver, and Yarrows Limited in Victoria.

As a tribute to his long background of conscientious service to the Province, and his share in its growth and development, Clarence Wallace was last year appointed Lieutenant-Governor of British Columbia. He is one of the most popular incumbents of that high office and is the first native-born British Columbian to fill the role of King's representative in the Province.

His election to the directorate will bring to the Board and to the operations of the Powell River Company, a wealth of industrial experience and an unsurpassed knowledge of British Columbia, its people and its resources.

NEW WAGE BOOST FOR EMPLOYEES

A WAGE increase of 16½% on the hourly rate, with a 22 cents an hour minimum, a cost of living bonus, additional 1 cent an hour for Class A mechanics, a Union Shop and a 40-hour week. These were the very substantial concessions granted all employees in British Columbia's pulp and paper industry as a result of a Conciliation Board recommendation in August which was accepted by both the Unions and Companies.

The increase is retroactive to July 1st and increases the base rate at Powell River to \$1.40 an hour—highest in the industry in Canada. The Cost of Living bonus, based on a 1 cent an hour increase for every 1.3 rise in the official cost of living index is protection against rising living costs. The bonus is adjusted every four months, and the first adjustment under the new agreement will be November 1st.

The 22 cents an hour minimum represents, for the base rate employee, a 19% increase in his hourly rate as against the general increase of 16½%.

At present, Powell River Company employees are on a 42 hours a week basis, but the new agreement guarantees a 40-hour week to be fully implemented by July 1, 1952.

The cost to the Company of this revision is in excess of \$1,000,000 annually in direct wages, or over \$3.00 per ton of newsprint. Today, employees of the pulp and paper industry in British Columbia, enjoy wages and welfare benefits unsurpassed in Canada. They have one of the highest base rates of any permanent industry in the nation. In addition for fringe items such as pensions, group insurance, hospital, and other welfare benefits, the Company paid out over \$750,000 in 1950 on behalf of hourly paid employees alone and this amount will be substantially increased as a result of the new agreement. With the new wage rates, the cost of living bonus and fringe benefits added to all-year-round security of employment, their position is a highly favorable one.

FIRST LINK IN POWELL RIVER-VANCOUVER HIGHWAY



First link in road to Powell River.

ON Saturday, August 15, 3000 cheering spectators jammed the pier and approaches to the wharf at Gibson's Landing, key centre on the Sechelt peninsula.

The crowds were acclaiming the arrival at Gibson's of M.V. *Quillayute*, the Black Ball Ferry's car and passenger carrier, which had just initiated a regular service across Howe Sound—from Horseshoe Bay on the south side, to Gibson's on the north.

This 12-mile auto ferry is of paramount importance to Powell River, for it brings near completion a long-cherished dream—direct road connection with Vancouver—75 miles to the south.

The first half of the job is done—and the auto tourist can now reach a point approximately 25 miles from Powell River. There remains one main link, the ferry crossing over Jervis inlet, and the open road to Vancouver will be a reality. This is expected to materialize by the spring of 1953, and surveys and studies of practicable ferry termini on Jervis have already been made and approved.

The maiden voyage of the *Quillayute* was a gala occasion for residents of the Sechelt peninsula—and almost every man, woman and child in a forty-mile radius were on hand to cheer her in. A strong contingent from Powell River, headed by the Company's famed Pipe Band, lent color and enthusiasm to the scene. Newspaper correspondents from Vancouver dailies and many B. C. weeklies were on hand to record this historic event. Government officials, headed by Hon. John H. Cates, Minister of Labor, and B. M. MacIntyre, M.L.A., of Powell River, were in attendance; and representatives of Boards of Trade and

Civic Associations from Powell River, Vancouver and the Sechelt peninsula all had delegations on hand. Accompanying the Powell River Pipe Band were the Fireman's Band from Vancouver, the Gibson's Bugle Band and the Hudson's Bay Company orchestra.

The new link between the Sechelt peninsula and Vancouver will open up for the whole lower mainland coast new opportunities and new interests. It will speed up business and transportation and undoubtedly prove a popular tourist mecca for thousands of visitors from all over the continent.

"It will be our turn next", is the sentiment now expressed in Powell River, where residents are beginning to finally experience a surge of excitement over the opening up of a communication for which successive individuals and public bodies have struggled over the years.

Powell River road enthusiasts have visions of a great circle tour, which will combine all the beauties of their coast line and famous Gulf Islands. They picture a route from Vancouver to Powell River, and then a two-hour ferry ride across beautiful island-studded Malaspina Straits to Vancouver Island. From Courtenay or Comox, the tourist could drive down Vancouver Island to Nanaimo or Victoria and return by auto ferry to Vancouver.

Advocates of the circle tour acclaim it as the ideal holiday excursion—short ferry "hops" across some of the loveliest fjords in North America, with a perfect blending of land and sea journeys. They claim that as a relaxed and varied trip, amid unsurpassed and changing scenic splendors, it will be unequalled anywhere in North America. Strong claims, perhaps, but those who have seen the panorama of Vancouver Island reflected in the thousand islands on the Gulf of Georgia, or who have watched a sunset off Powell River—or sampled the quiet beauty and relaxed atmosphere of Vancouver Island, will agree that these advocates have a stout argument.

At any rate, that is our vision of the future and why Powell River on the north side of Jervis Inlet was so vitally interested in the happenings on another inlet fifty miles to the south.

The popularity of the Howe Sound Ferry service has lived up to and exceeded previous expectations. Throughout August and September, M.V. *Quillayute* maintained a regular schedule of five round trips daily, and business,

both in cars and passengers has been booming. The people in the Sechelt peninsula can reach Vancouver in an hour and a half, and in a couple of hours the Vancouver resident can reach the heart of the peninsula. In the summer months, particularly, this will prove a tremendous asset and bring these famous resorts within easy distance of metropolitan Vancouver.

The first lap has been run—and we in Powell River are eagerly awaiting the start of the second lap.

Page Two

Crowd welcomes first car off ferry.



B. M. MacIntyre chats with Chuck Winegarden, resident of Gibsons since 1870.



AROUND TOWN



Employees' cars in one of the mill parking areas.

AT the time of writing, the most important news in the Powell River area concerned the re-opening of the woods, after a two months' closure. Throughout British Columbia there was general rejoicing when the first rains came on September 7th, and thousands of loggers returned to widely scattered camps along the coast and in the interior. The forest opening was equally welcome to logging operators and pulp and paper companies, who saw their carefully husbanded inventories disappearing. Powell River Company, throughout this period, have maintained capacity operations on newsprint production. It is hoped that by overtime and extraordinary exertion in the camps, that reserves may be rebuilt to maintain full-time production.



Athletic organizations in the district are preparing for fall and winter activities. September and October found organization meetings being held everywhere. Special attention is being paid to building up juniors and juveniles—a policy started two years ago and which is already bearing fruit. Nearly 150 youngsters under sixteen will be out on the basketball floor, and a junior soccer league will play regular schedules. Badminton and alley bowling enthusiasts expect a banner year, and the Powell River Cribbage Club has lined up its program. Musical societies



Prize-winning decorated vehicles at Labor Day celebrations.

and amateur theatrical groups are organizing for the months ahead—and fraternal societies and other groups are planning their regular series of balls and dances.



A new contract for rebuilding of the main wharf at Westview has been let to a British Columbia firm at a cost of \$403,000. This will replace the structure destroyed by fire in January, 1951. Since that time, the Powell River Company, at considerable inconvenience to their operations, have permitted the use of their wharf for incoming and outgoing freight and berthing of coastal passenger steamers. With the heavy strain of the plant development program the Company wharf has been a scene of busy traffic, which has only been maintained by first class organization by wharf crews.



And back to climate again. There are still a lot of our good friends in various parts of the United States and a lot more as close as Vancouver who still think of Powell River as a location where it snows all winter and rains all summer.

In recent weeks, we have done some heavy research into our weather records—and have come up with a conviction that Powell River has probably the best all-round and mildest climate in British Columbia. We discovered that over a fifteen-year period our precipitation figure averaged 33.7 inches a year. This compared with an approximate 68 inches for Vancouver and with 28 inches for Victoria, the lowest in the province. Personally, we consider those rowdy, blustery winds which Victorians seem to endure with solidity and patience as poor compensation for the extra few hours of sunshine they enjoy. All this means is that Powell River has less rainfall—and correspondingly more sunshine—than almost any spot in the West—and far less snowfall.

Take it away, Vancouver and California!



And down in the Vancouver office, the latest circular from management announces that Clare Cunningham has been appointed Office Manager. Clare has been with the Company since 1934, and started out with the millwright crew in Powell River. He is also a member of the Digester Advisory Committee.



18-year-old Alberto Pagani feeds grinders. He hails from Rome.



Eric Pederson left Copenhagen four months ago and is now a happy member of the yard crew.



Donald Dunn of Manchester, England joined the millwrights.

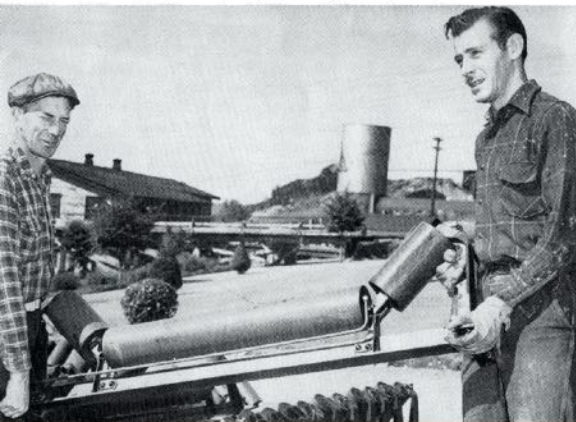
NEW CANADIANS

IN the first six months of this year, nearly 40,000 men have arrived from overseas to supplement Canada's labor force. The British Isles was the largest single origin of our new immigrants, but practically every European nation, exclusive of the Iron Curtain Group, were represented.

Powell River has received a proportion of these selected immigrants, most of whom are making themselves at home in their new surroundings—and well on the way to becoming real citizens of their new country.

An interesting group is a dozen immigrants from the war-torn island of Malta. These men, most of whom are skilled tradesmen, were taken over by Ed Aquilin of the Electrical Department, a long-term employee of the Company who was born in Malta. Soon after their arrival, he collected the entire contingent and invited them to his home for a real old "family" reunion. It was a happy introduction for the boys from Malta, who, incidentally, are a fine-appearing and likeable group. Already they have made many friends in the district, and with Ed Aquilin as guide and mentor, the assimilation process is being accelerated.

Hans Larsen of Denmark (left) and Ed Volsen, Belgium, like their job on the yard crew.



Group of new Maltese immigrants, photographed with Ed Aquilin (top right), in the latter's home in Powell River.



VISITORS

Of the international situation, our Swedish visitor was terse and to the point.

"We in Sweden," he declared, "are sitting on the edge of a volcano which could erupt at any hour."

Another old family friend, making his first trip to the district, was Mr. E. M. "Ted" Dealey, President of the *Dallas News*, Dallas, Texas. Accompanied by Mrs. Dealey, he was met at the boat by Sergeant-Piper Bill Whyte, who piped the couple ashore. Bill was a member of the original Powell River Pipe Band which toured Texas in 1941. As a newsprint consumer, Mr. Dealey made a thorough inspection of the plant. Both enjoyed their visit, even if they were a trifle disappointed at not running into a few rain showers.

Other old friends and frequent visitors to Powell River were Mr. and Mrs. Glen Sample, who spent most of their time looking up acquaintances of long years' standing; and Mr. and Mrs. Edward Brooks, Mr. and Mrs. E. C. Austin and Mr. and Mrs. W. H. Kennedy of Minneapolis.

Other interesting visitors in recent months were Mr. and Mrs. J. Hughes of Shreveport, La. As chairman of Far East Commerce Council with headquarters in New York, Mrs. Hughes has travelled extensively about the globe, and her impressions of the international scene were both interesting and highly informative. Mrs. Hughes is a specialist on Eastern affairs and his visited practically all the countries of the Orient and Middle East.

IN recent weeks, visitors from many and widely extended parts of the world dropped in for a brief visit. Most of these were old "family" friends or acquaintances in the trade.

Making the longest trip was Mr. Einar Flygt, former Executive Vice-President of Swedish Cellulose Corporation, Stockholm. Mr. Flygt, who has recently retired from his active administration duties, was making a farewell tour of this continent, revisiting old friends. He was highly enthusiastic over his trip to Powell River, on which he was accompanied by Roy Foote, Vice-President of Powell River Sales Company. His son, Andrew Flygt, now a managing director of the Swedish Cellulose, visited Powell River several years ago.

Mr. Flygt stated that Sweden has reached and passed her maximum production of pulp and paper products. He believed that in the years ahead Canada would have to supply an increasing proportion of the world's tonnage. He felt that some foreign governments were adopting a very short-sighted policy in opposing legitimate increases in newsprint prices, to make possible the construction of new paper plants—which could not be expected under present conditions.

Page Five



Mr. Einar Flygt.

Mr. and Mrs. Ted Dealey are met at the wharf by Sergeant-Piper Bill Whyte.





B. C. Manufacturing Co. Ltd. plant (centre foreground) with New Westminster across the river.

POWELL RIVER ACQUIRES NEW PROPERTIES

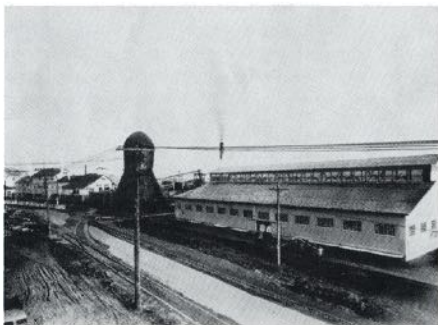
POWELL River Company is the principal in another major integration of lumbering and pulp and paper operations in British Columbia. On September 30th it was announced that the Company had purchased the properties and timber holdings of the B. C. Manufacturing Company, Westminster Shook Mills, Maple Ridge Lumber Company and Salmon River Logging Company.

This purchase by Powell River brings together two of British Columbia's pioneer wood-using enterprises and represents a logical development of the Company's operations and activities. More complete utilization of the combined timber holdings of the two Companies is now possible—along with a more efficient operation in the production and manufacture of wood products.

The B. C. Manufacturing Company and its affiliates are in the lumber manufacturing business and the acquisition of their properties and timber holdings will extend Powell River Company operations into this field—it will at the same time provide substantial additional timber reserves for future operations.

The plants and manufacturing facilities of B. C. Manufacturing Company and Westminster Shook Mills are located on the Fraser River in the New Westminster area, twelve miles from Vancouver. B. C. Manufacturing Company has been in business in British Columbia for over half a century. The plant has been completely modernized

and consists of a sawmill, a planing mill and a wood-working plant. It employs about 350 men and specializes in the manufacture of cedar lumber which is shipped to widely extended export markets. Using approximately 40 million feet of logs (B. C. scale) it ships a variety of products, including bungalow and bevel cedar siding, cedar barn siding, cedar finish, gothic pointed pickets, shiplap, linderman jointed furniture and luggage stock, etc. It is recognized as one of the most efficiently operated sawmills in the Province.



B. C. Manufacturing Co. Ltd. sawmill.

Westminster Shook Mills' large, modern plant specializes in the manufacture of hemlock lumber and box shooks which are used for salmon or explosive boxes, orange crates, dried-fruit boxes, date boxes, etc. The products have an international reputation and find their way to every corner of the globe.

The Maple Ridge Lumber Company, a smaller organization, is located in the town of Haney, in the lower Fraser Valley, about thirty miles from Vancouver. It carries on an active sawmilling business in the area.

Behind these companies is the other affiliate, Salmon River Logging Company, with large timber holdings in the east central area of Vancouver Island, about 50 miles from Powell River.



B. C. Manufacturing Co. Ltd. stock shed.

Up to the present, Powell River Company's manufacturing facilities have been devoted almost entirely to newsprint and pulp production, and substantial quantities of high grade fir and cedar logs, produced on Company limits, have been sold or traded for hemlock, spruce and balsam on the open market. Now these logs can be manufactured into lumber and other wood products within the Company organization.

Conversely, B. C. Manufacturing Company and its Associates produce considerable hemlock and balsam which will assist in the production of pulp and newsprint at Powell River.

These manufacturing plants are ideally situated to serve the world trade markets. Like Powell River, the port of New Westminster on the famous Fraser River is open all year round and accommodates the world's largest cargo ships. It is one of the busiest industrial centers on the Pacific Coast and some of the world's largest sawmills are located in the area. Railroad and sea communications carry the products of the mills east, west, north and south.

Both Powell River and B. C. Manufacturing Companies

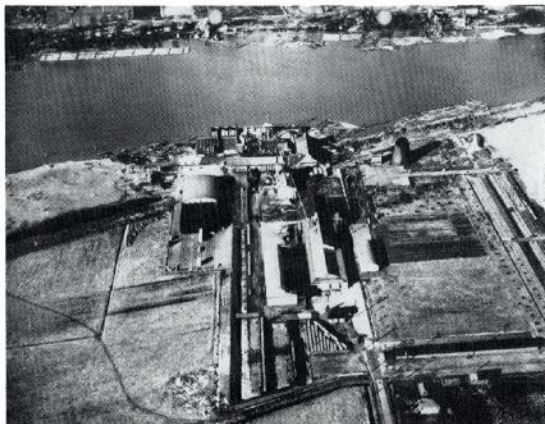
are industrial pioneers in the Province and have been closely affiliated with its growth, development and progress—which have depended largely on the initiative of forest products operators. The prosperity of British Columbia is linked with wood consumption, and the amalgamation of these two industries will be in the best interests of the people and government of British Columbia, and the shareholders of the respective companies, by reason of the more efficient and economical utilization of the natural resources.

In announcing the acquisition, Powell River Company President Harold S. Foley stated that no public financing would be involved. He further stated that preparations for pulpwood salvage operations on logged-over areas at Salmon River are already under way. Mr. Foley also intimated that as a first step in the further integration of the two operations, chipping facilities may be installed at one or more of the new plants, probably at New Westminster—features that would materially assist newsprint and pulp operations at Powell River.

There will be no changes in the administration of the combined companies. The present officers of the B. C. Manufacturing group will carry on as Executives of the Lumbering Division. They are all men who are well known in the lumbering business of British Columbia. Robert S. McDonald is Vice-President and General Manager, Harold Renwick, Vice-President and Treasurer, and Ian W. McDonald, Sales Manager. The long experience and integrity of these men in the lumbering interests of the Province provide further guarantee that the reputation of Powell River in the business and financial life of the continent will be maintained and enhanced.

Powell River Company officials believe that purchase of these properties will be of special interest to users of Powell River products in all parts of the world. It is further assurance of the Company's determination to protect its supply of raw material—to ensure stability of operations and maximum production of Powell River products.

Westminster Shook Mills.



GREAT SAVINGS ON WINTER FUEL



Scaler Les Irvine measures truck load of small logs from pole line on arrival at the mill.



Office employee Bruce Paterson goes to work on his wood pile, all cut along the pole line.



Buzz saw cuts up 8-foot sticks, hauled from the clearing operations.

OPERATION "Cut Your Winter Fuel Supply" was under way this summer, and as a result, a substantial number of employees have no further worries over their winter's fuel supply. They can also afford to laugh at the frightening phantom of forthcoming fuel costs.

The locale of this operation is along the old pole line, carrying the electric power from the generator house at Stillwater to the transformers at Powell River, a distance of 12.6 miles. The opportunity for the operation came when the Company announced that clearing work, preparatory to the replacement of the wooden pole line by 87 steel towers, was about to start.

Along the line, whose width never exceeds 100 feet, were considerable quantities of scrub and small second growth timber, averaging in diameter from three up to twelve inches. It was fairly evenly divided between fir, alder and some hemlock. This would all be felled in the clearing process.

The Company, as part of their complete wood utilization and conservation program, arranged for delivery to the mill of all wood over seven inches in diameter. The remainder was offered free to any applicants who would carry it away.

There was an immediate rush of employees, anxious to avail themselves of this unique opportunity.

Few more perfect cutting set-ups could be found anywhere—and the average city dweller would drool at the very thought of an opportunity like this. All trees were completely limbed by Company contractors and left lying in lengths of approximately 16 feet. A truck road had been built along the pole line and all the fallen trees were within a few yards distance of the road.

Employees, usually in pairs, raced up to the pole line after work, in the evening, or over the week-end, armed only with a saw. Working together, they went through the small 5-inch or 6-inch logs in a matter of seconds and cut them in 8-foot lengths for convenient hauling to their homes. They stacked the wood up in piles along the truck road, loaded it aboard their own or a hired vehicle. In most cases, the whole job of loading a couple of cords and delivering it to their own homes was completed in less than an hour.

The wood was dumped in front or back of their houses and cut into two or four-foot lengths, as desired, by a hired "buzz" saw. Here again, the only problem was to import three or four pals—put half a dozen of the best on ice—and start pitching.

Today, in many homes in the Powell River townsite and the surrounding districts are big, impressive piles of first-class fir, alder and hemlock, all stacked up and openly defying winter to do its worst.

Most individual cutters have piled up an average of from five to six cords through this concession by the Company. One of the cutters voiced the general feeling when he said:

"We sure licked the cost of living on that deal."

Of that there is no doubt. At this year's prices, the cost of five cords of wood would be about \$100. By cutting their own wood on the pole line, the group of energetic and thrifty employees have cut their cost down to less than \$20—one-fifth of the regular price. This includes the complete expense of truck hauling and hiring of buzz saw. They estimate their total expense at between \$4.50 and \$5.50 a cord, against the \$20 a cord retail price.

"A thoughtful concession by the Company, and cheap firewood for the troops"—is the way a former army man expressed it.

In this operation of clearing the pole line, Powell River Company salvaged a substantial amount of small pulp wood, which was trucked straight to the mill and used in the manufacturing process. While naturally small in the over-all picture, the salvaging of these small logs has been of considerable help at a particularly critical time. With the forests closed for nearly two months, any boltering of or saving in log reserves is vital—and in this respect the pole line operations are helping the Company in their efforts to maintain maximum production in the face of very serious difficulties.

KEEN COMPETITION IN GARDEN CONTEST



Winning garden of Mr. and Mrs. J. Strang. The camera fails to do justice to the riot of color and design of this garden.

SEVENTEEN Powell River townsite residents have been awarded prizes in the Annual Garden Contest, sponsored by the Company. This competition, which has been gaining in popularity, and which has been an important factor in maintaining a high standard of private landscaping, was very keenly contested and the judges state competition was the closest in years.

For the purpose of the competition, the Townsite has been divided into five separate zones, with a prize for the Best Garden, the Most Improved Garden, and the Best Boulevard in each. Top zone prize is \$65.00 for the Most Improved Garden, with \$35.00 awarded for the Best Garden, and \$25.00 for the Most Improved Boulevard. Over and above these are the two grand awards, the Best Garden in the entire Townsite (\$100.00) and the Best Boulevard (\$25.00).

The basic purpose of the contest is to maintain the reputation of Powell River as a "Garden City", and to stimulate new householders to emulation. Hence the larger cash award for the Most Improved Garden.

Three years ago, the idea of a special prize for boulevards was started, and this inspiration has done much to increase interest and improve gardens. Another factor to further attract the beginner is the clause stating that no householder can win the same award until three years have elapsed. As a result, new winners appear on the list each year—and with the "super garden" out of competition for three summers, the ambitious amateur has every opportunity to win top honors.

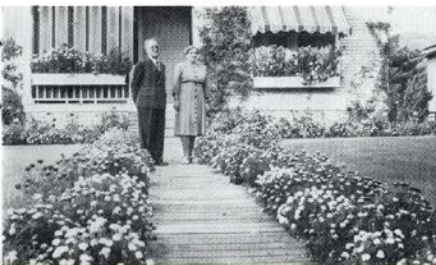
A keen and enterprising new householder can do quite well for himself in this contest. He can win different prizes for four consecutive years. For instance, one family started off to build a boulevard. They won the zone prize for the Most Improved Boulevard (\$25.00). Next year they went after their garden and won the Most Improved in their zone (\$65.00). The third year they kept going and came up with the "Best in the Zone" (\$35.00); and the fourth year reached the pinnacle by picking off the Grand Award of "Best in the Townsite" (\$100.00). They are still eligible for a fifth prize, "Best Boulevard in the Townsite" next year. If, however, a householder wins the "Best in Town" before he has received another award, he is eligible for no other prize except Best Boulevard for three years.

In this way, a constant stream of "new blood" appears on the winners' roll each season. This year's winner, J. B. Strang, has run the gauntlet from "Most Improved" to a well earned "Best in Town" in the 1951 contest.

It is a general rule that few gardeners, once they have won top awards, ever let their places slide back. The sense of pride and prestige acquired would not permit it, and by the time they reach that peak they are gardening addicts anyway.

The net result of this contest, after many initial difficulties, has been to greatly enhance the appearance of the Townsite—and with each successive contest, the process is accelerated. The "Most Improved" group this year had the judges (all non-company employees) in a dither trying to decide on the final winner, and the Boulevard improvement has been especially gratifying.

Mr. and Mrs. Bill Graham are proud of their prize-winning garden.



Prize-winner Pete MacKenzie shows off his blooms.



Bob Malcolm won the Most Improved Garden in his zone. Less than a year ago this backyard was all virgin soil.



THE Powell River Sales Corporation is a wholly owned subsidiary of the Powell River Sales Company Limited, and its conception was the result of rapid development in the pulp and newsprint fields. In July of 1946 the Corporation was formed and offices were established to service the newsprint and pulp accounts in the various areas.

Mr. Anson Brooks, President of the Powell River Sales Corporation, makes his headquarters at Seattle. Mr. Brooks is assisted by Robert Popken, and this office services the Puget Sound area, Northwest United States, Alaska and the Territory of Hawaii.

Mr. D. L. Jeffries, Vice-President, services Northern California, Colorado, Wyoming and Utah from the San Francisco office.

Mr. F. R. Ward, Vice-President, from the Los Angeles office, handles the areas of Southern California, Arizona, New Mexico and Nevada.

The New York office is served by Vice-Presidents V. R. Coudert and E. E. Barrett. This office acts in the capacity of handling newsprint in the Southwest United States and pulp in the New York and New England states.

The Chicago office, which was opened in July of 1949, is confined to the service of Powell River pulp accounts in the Midwest, and this is ably done by Mr. T. L. Hollern.

Blake, Moffitt & Towne are the exclusive jobber-distributors of Powell River newsprint in the Western states through their many offices, in the handling of newsprint to the smaller consumers in this area.

As the Corporation has now been active for five years and their official capacity is well known, we thought you would like to have a little history of the individuals.



ANSON BROOKS
President

Anson Brooks was born in Minneapolis, Minnesota, and attended Yale University, immediately after which he first became associated with Powell River in 1937. After a number of months at Powell River in each department of the mill, he moved to Seattle in 1938. For a period of four months worked in the pressroom of the *Seattle Times* before becoming associated with the Newsprint Service

Company. For several years he serviced Powell River Sales Company Limited accounts in the Puget Sound area.

In October, 1941, the new office of the Newsprint Service Company was opened in San Francisco under his charge. This office was organized to serve the accounts in Northern California.

He spent three years, from 1942 through to the Fall of 1946 with the U. S. Navy, being discharged as a lieutenant.

In 1946 the Powell River Sales Corporation was formed, at which time he was made president of the corporation.

Anson's hobbies are fishing and choosing the Powell River Sales Corporation's yearly calendar.



D. L. JEFFRIES
Vice-President

Don Jeffries was born in Seattle, and raised in Tacoma, Washington, he attended the University of Oregon as an undergraduate and took graduate work at the Carnegie Institute of Technology in Pittsburgh.

Don's employment in the paper industry started with the Crown-Willamette Paper Company at Camas, Washington, where he had the opportunity to work in all departments and on the paper machines. In order to obtain additional experience he spent three months in the laboratory at the Neenah Paper Company in Neenah, Wisconsin; a short time with the Northern Paper Company at Green Bay, Wisconsin, and some time at the Appleton Coated Paper Company at Appleton, Wisconsin. He visited as an observer the developments at the Forest Products Laboratory at Madison, Wisconsin. Returning to the west, Don was employed at Blake, Moffitt & Towne, San Francisco office, for a number of years, and joined the Newsprint Service Company in San Francisco in 1941. When the Powell River Sales Corporation was formed he was appointed Vice-President in charge of the San Francisco office.

Don spends all his spare time at his Marin County home, where his interest is divided between the raising of tuberous begonias and following the local high school sports events.

Except for time out with the armed forces on the Mexican Border and later overseas, Vic Coudert has spent his entire business life in the printing and newsprint business. Prior to the First World War he spent several years as an apprentice with the American Bank Note Company in New York. Shortly after his return from overseas he joined the G. H. Mead Company in Dayton, Ohio, and was sales representative for the Spanish River Pulp and Paper Company. Con-



V. R. COUDERT
Vice-President

LES CORPORATION

fining his activities strictly to newsprint, he opened up the Southwest territory for G. H. Mead Company, where he met Mr. G. F. Steele, and was persuaded to join the G. F. Steele organization on January 1, 1930. G. F. Steele & Company acted as sales agent for Powell River in the Southwest under Vic's able administration.

Mr. Rene Deneau became president of G. F. Steele & Company upon Mr. Steele's death in 1937, and Vic succeeded Mr. Deneau upon his death late in 1942.

Mr. V. R. Coudert continues to be president of the G. F. Steele Export Company and acts as vice-president of Powell River Sales Corporation, servicing the Southwest accounts.

Vic spends his week-ends on Long Island Sound outside of Greenwich, Connecticut, where he is an ardent yachtsman.

Fred Ward was born in Vancouver, B. C., and moved to the United States as a young man. Practically all of Fred's history is Powell River, having been closely associated with



F. R. WARD
Vice-President

the various Brooks-Scanlon interests and Powell River for the past thirty-two years. In 1921 Fred first became associated with Pier 10, Seattle, Washington, which was the Seattle terminus for newsprint shipments arriving from Powell River. Later Pier 10 became Virginia Dock & Trading Company, and Fred was appointed to position of vice-president in 1929, and president in 1936, operating Piers 9 and 10 in Seattle in the handling of newsprint shipments for the Puget Sound area. In 1939 Fred moved to California as representative of the Newsprint Service Company, and later became vice-president of the Powell River Sales Corporation, handling the servicing of the South California, Arizona, New Mexico and Nevada areas.

In his various capacities through the past thirty-two years, Fred is well known in the newsprint field on the West Coast, particularly in California, and is probably the best informed person on the growth of Southern California newspapers.

It is difficult to say just what Fred's hobbies are. His interests lie chiefly in his family, his garden and railroads.

E. E. Barrett has been employed in the paper and pulp industry since early 1920 when he was employed by G. H. Mead Company of Dayton, Ohio, where he had a tour of duty in the Sault Ste. Marie and Sturgeon Falls mills. At these mills he gathered knowledge on newsprint manufac-



E. E. BARRETT
Vice-President

ture and that of sulphite and groundwood. He spent the next six years confining his activities exclusively to wood pulp in the Midwest Ohio Valley area. In 1936 Eddie was transferred to Montreal to Mead, Patton & Company as representative for various pulp mills in Eastern Canada. After the dissolution of the Mead, Patton Company, Mr. Barrett was moved to the New York office of the Mead Sales Company and was elected a vice-president and director of that company. In the period from 1930 to 1936 Eddie travelled abroad in the Scandinavian countries, as Mead had at that time acquired a partial representation of the Swedish Pulp Company. In 1937, after seventeen years of service, Eddie resigned from the Mead Sales Company and was elected president and director of the newly formed Pulp Sales Company, which exclusively distributed pulp in the United States for the Cellulose Sales Association of Finland. By the end of 1941 pulp shipments were cut off from Finland and Eddie tendered his resignation at the end of 1942.

In June, 1943, he was invited by his good friend and former associate, Vic Coudert, to join G. F. Steele Company in New York as vice-president and director. Eddie became vice-president of Powell River Sales Corporation at the time it was formed in 1946, and is considered to be one of the leading authorities in the field of sales in the pulp industry. Eddie's association with Vic Coudert dates back to their Officers' Training Camp days in Plattsburg, New York, and when they were both employed by G. H. Mead Company in Dayton, Ohio, a friendship of thirty-four years.

Eddie's hobby is strictly golf and he can be found at the Westchester Country Club every weekend, rain or shine, attempting to improve his score.

T. L. Hollern's background is that of coming up with Powell River. Born in Minneapolis, Minnesota, he attended Dartmouth College, and after his discharge as captain in the United States Army Air Force, Terry entered the employ of the Powell River Company Limited in November, 1945, and spent a year and a half working through all depart-



T. L. HOLLERN

(Continued on Page Sixteen)



F. Nutt's 35-pounder was caught at Cohoe Point, off Powell River.



Small and large craft at Westview wharf.



Hal Gwyther, local technical teacher, bought this boat and converted it to a combined fishing and pleasure craft.

THE SUMMER FISHING FLEET

"O Dad-ee! Help me! There's a big whale caught hold of my line."

"Look what you've done now. If you'd put that net under him instead of trying to smother him, he wouldn't have got away. Weighed 15 lbs. at least and you—oh, what's the use!"

"Yep, picked up ten last night off Harwood. My kid caught four himself. A natural fisherman that boy, even if I do say it myself."

This sort of thing has been going on without interruption all summer as Powell River's amateur fishing fleet enjoys its most active year in history. During the long rainless summer, with the blue waters of Malaspina Straits as quiet as a mill pond through sun-drenched days and long cool evenings—Powell River has seen the greatest concentration of private boats ever collected together in this area. Fathers, mothers, sisters, brothers, youngsters of

all ages and sizes have tried their hand at the game. A great year on blue water!

This huge salt water boating fraternity seems to have sprung up almost overnight. Since the construction of the small boat harbor at Westview a few years ago, the number of boat owners has climbed steadily—and today it is estimated that there are approximately 200 small craft from rowboats to 32-footers owned by district residents.

The unusually dry summer, while a source of natural worry to industry has been ideal for the small pleasure boat. Every evening, as the sun sinks down to the jagged silhouette of Vancouver Island's mountains, scores of tiny craft are reflected in its glow. Everyone has gone fish crazy—and people who never hauled a line in their lives are now talking learnedly of the characteristics of rock and ling cod, sockeye and coho, steelheads and springs.

A large number of the fishing fraternity have bought commercial licences, and gone into the business as a profitable side line. With four months of uninterrupted fair weather they have been able to put to sea almost every night and every week-end. And with fish prices at maximum levels, many families have given the cost of living index a fairly substantial trimming.

Salmon canning this summer was one of the major industries in the average Powell River household. There is scarcely a home where the wife has not laid up a winter's supply of rich red B. C. salmon—and the fish consumption, per capita, has soared to unprecedented levels.

In scores of backyards, during the spring and summer, boat building and boat repairing has been another family occupation. Everybody seems to be repairing or building boats as the salt water craze sweeps the district.

Fish are where you find them—but the amateurs usually cluster around a few favorite spots—Cohoe Point, off Blubber Bay, around the Harwood Island Spit—off the Company breakwater, "Mystery" reef or Scotch Fir Point on Jervis Inlet. As often as not, while the expert trails up and down these areas with indifferent success, some

(Continued on Page Nineteen)



Late at night, Jack Monteith (right) and W. Connor come in with a few nice ones.

RETIRED EMPLOYEES KEEP ACTIVE

RESIDING in the Powell River area at the present time are well over 100 retired employees of Powell River Company. Their service varies from around ten years to over thirty—and all are in receipt of a pension.

These retired employees automatically fall into two categories—those who were retired under the "Voluntary Plan" and those participating in the Company's regular Contributory Plan.

In the Voluntary Plan group are employees who had retired or were retired prior to the introduction of the Contributory Pension Plan in 1944. These men, who had made no contributions to a retirement fund, were given a voluntary pension by the Company, based on years of service.

The remainder were retired under the Contributory Plan 1944, which, in January, 1950, was amended to bring substantially increased benefits to recipients. These benefits were also shared by the Voluntary Group.

Recently, representatives of our Personnel Department completed another of their regular visits to retired employees in the Powell River area. They found morale high and, almost without exception, everyone busy at one thing or another. A considerable number in the more active group are working at part-time occupations to supplement their income. Former tradesmen complain that their services are in heavy demand and they are offered more work than they care to undertake.

Others have accepted part-time occupations as janitors, caretakers, etc. A large group find their time fully occupied in looking after and improving their homes and gardens. Some of the most attractive houses and picturesque gardens in the district belong to retired employees. Still another group have carried on their interest in civic and community affairs; others specialize in boat building, wood-work and other useful and remunerative hobbies.

It must be remembered that men who have retired during the past ten years worked in the "low wage era"—and in a period when industrial pensions were more of an exception than a general rule. Despite this, it is significant that over 75 per cent of the Company's retired employees own their own homes—a factor which helps to emphasize the steady employment they have enjoyed at Powell River over the years.

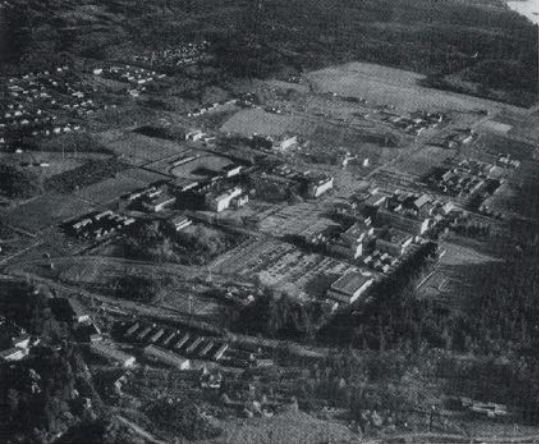
Another outstanding impression was the comparative "lack of uncertainty" among these people. There were few cases where they didn't know what to do with themselves or where they found time hanging heavily on their hands. This can be considered unusual since the "indoctrination for retirement" technique now in common practice in industry was unknown in their working days. The "family feeling", prevalent in a small but concentrated area like Powell River, has helped maintain regular contacts—and the retired employee keeps in touch with his old friends of working days. While the old-timer sometimes wishes he had enjoyed the vastly extended privileges and benefits of the young employee today, he finds life pleasant and full in Powell River where his old friends can visit him quickly and often, and where his children and grandchildren are within walking distance, or reached by a few minutes in an uncrowded bus.

The amended plan now provides that an employee will receive on retirement an annual pension amounting to $1\frac{1}{2}$ % of his total earnings from the time he joins the plan until the date of his retirement, i.e., an employee joining the plan at age 40 with an average annual income of \$4000, retiring at age 65 would earn a total of \$100,000. His annual pension would be \$1500, or \$125 per month.

Since the inception of the Pension Plan in December, 1944, the Company has contributed over \$1,700,000 on behalf of the employees. Although the plan has only been in operation a little over six years, pensions received by retired employees amount to over \$63,000 a year. This will increase each year as more employees reach retirement age.

Top to bottom at right: Dave Milne has a full-time job as manager of Walnut Lodge. He was over 25 years with the Company. Jack Johns, retired painter, does a lot of work in his fine garden at Westview. He does spare-time painting to keep his hand in. Joe Haig, who raised a family of ten in Powell River, has a full-time job looking after his lovely Westview bungalow. Jim Innes works at his favorite hobby, leather making. John Kyneck finds he now has time to do some gardening.





University of British Columbia.

In general form and organization, the educational system of Canada is compounded of several separate systems. The undenominational system, characteristic of English-speaking Canada has been founded on English and Scottish precedents modified by American experience and influence. In the French-speaking Province of Quebec, the system of the Roman Catholic Church, in which religious instruction forms a vital part, prevails.

The system received specific sanction in the British North America Act of 1867 by which the control of education in Canada was exclusively vested in the Provinces.

THE ENGLISH-SPEAKING PROVINCES

In the nine English-speaking Provinces, the general organization of education closely parallels the American system. Each of these Provincial Governments have a Department of Education, presided over by a Provincial Cabinet Minister, with the routine administration in charge of permanent officials, under a Deputy Minister or superintendent. There are inspectors appointed and paid by the Government; and the settled parts of the Province are divided into districts, with local Boards of Trustees, whose responsibility entails equipping of both Primary and High Schools. Most of these schools are undenominational but in Ontario and Manitoba, the Roman Catholic minority is permitted to maintain separate schools under the Department of Education.

Primary education in the English-speaking provinces is free and compulsory for all children between the ages of eight and 14 and in some provinces, 16 years. Secondary or High School education is free up to and including Grade 12. In general, the great bulk of Canadians attend Government primary and secondary schools—and the private school—in contrast to the English grammar school—has no privileged position nor are its graduates favored above the public school representative in society or industry. The predominance of the Government school is not, however, necessarily due to any inherent or special democratic tendencies on the part of Canadians. It is largely an economic question, and Canada with its still small and scattered population, is not, like the United Kingdom or the United States, able to enjoy the luxury of large private institutions.

With our increase of wealth and influence, more and more private schools are springing up and today there are, in the secondary grades, certain boarding schools of high reputation, modelled on the British public schools. The most celebrated of these is Upper Canada College at Toronto.

GROWTH OF TECHNICAL SCHOOLS

In the secondary education grades, there has been in recent years, a tremendous increase in the growth of technical and vocational schools for pupils who do not pass on into the Universities. In the industrial centres, industrial, technical and art schools have been built by provincial governments. Agricultural education in schools and colleges of Canada has been outstanding, and internationally recognized.

Western Canada, like the mid-west United States of three decades ago, is facing a difficult problem in providing for the education and assimilation of the many immigrants from Central and Eastern Europe who have settled and are continuing to settle in the vast plain areas West of Ontario. The problem of providing schools and teachers for these people has been a great burden to the prairie provinces and it has not yet been satisfactorily settled.

UNIVERSITIES

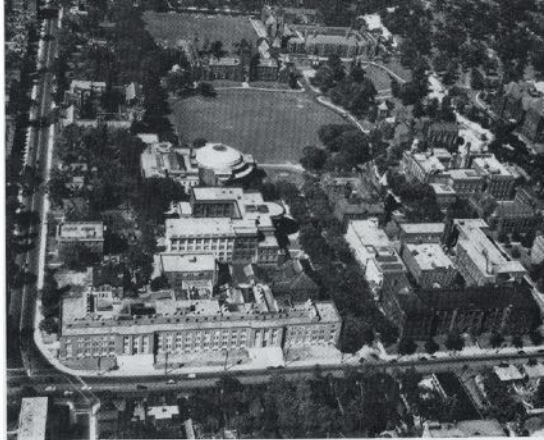
The Universities of Canada, in general, resemble the type and organization of United States institutions. There are the two types—the Government or State financed University, corresponding to the State Universities of America; and the privately endowed institution, corresponding to the British Schools like Oxford and Cambridge, or Harvard and Yale in the United States.



University of Manitoba.

—OUR EDUCATIONAL SYSTEM

Aerial view University of Toronto.



In the West, with large areas and scattered population, the State financed University predominates. These comparatively new institutions, the Universities of British Columbia, Alberta, Saskatchewan and Manitoba all fall into this category—and the privately endowed University is unknown. In the East, Toronto Varsity is practically the only large State college. Such well-known schools as McGill (Montreal), Queens (Kingston), Dalhousie (Nova Scotia), Laval and University of Montreal (Quebec) are all supported by endowments.

QUEBEC

Such in general is the overall picture of education in the nine English-speaking Provinces of Canada. The 10th Province, Quebec, has certain definite points of difference in its educational training and organization.

First, it is not always remembered or known that Canada is a bilingual country—and that both English and French are official languages of the country. In Quebec, most of the teaching is conducted in French. However, in communities or school districts where the English-speaking population is in the majority, English is the official language, and school instruction is similar to that in the English-speaking provinces.

The supreme educational authority for the Province of Quebec is a council of public instruction with two sides supervising the Roman Catholic and Protestant schools respectively. The Catholic Committee includes the bishops and vicars apostolic of the Province with 15 laymen nominated by the Provincial ministry. The Protestant Com-



McGill University students receive degrees.

mittee is composed of 15 clergy or laymen, similarly appointed. Each committee has jurisdiction over the schools of its own denomination, but questions of common interest are decided by the council as a whole. The Superintendent of public instruction, who is ex-officio president of the Council is assisted by two deputies, a French and English secretary.

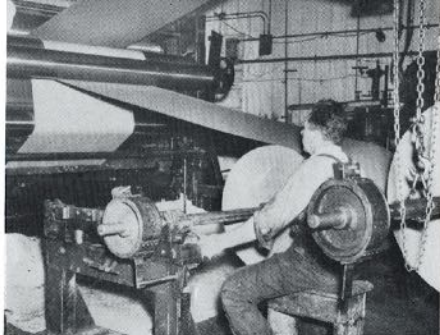
Except in the cities of Montreal and Quebec, the province is divided into school districts, in each of which there is a school board elected by the ratepayers for a period of three years. Where there is a religious minority they may establish schools of their own, governed by elected Trustees. The cost of education is derived from three sources—provincial grants and local assessments on taxpayers within the school district, the same as in English-speaking Canada. The remaining revenue comes from fees paid by parents of children of school age. In the Protestant schools of Montreal, there are no fees, but in the Roman Catholic schools fees are charged and collected with other school rates.

Teaching in the Catholic schools is conducted in French, with few exceptions, and methods differ considerably from those of the Protestant Schools. A considerable amount of the teaching in the Catholic schools is entrusted to members of religious communities.

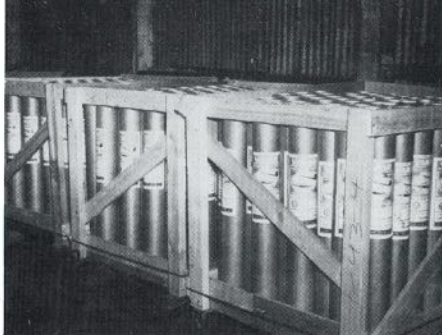
Secondary education in Quebec is divided in ever more sharply marked denominational lines. The most distinctive institutions on the French side are the residential classical colleges with almost wholly clerical staffs. The number of non-resident Catholic schools is increasing and these are financed in the same manner as the primary schools.

The most ancient educational institution in the Province is Laval University in the City of Quebec—and in recent years its affiliated college, the University of Montreal, has become widely known.

The educational system of Canada, while generally paralleling that of the United States, has certain distinctive features, springing largely from the bilingual nature of the country. The system is nevertheless sound and thorough—and it is no exaggeration to say that the graduate of a Canadian school or University has a standing equal to the best on this continent.



Laminating machine, showing how sheets are pressed together.



Crated rolls of Vabar Building Papers.

THE LAMINATING MACHINE

OUR Laminating Machine, which, located in a rather out of the way spot, is frequently passed by or overlooked by visitors, has been in steady operation since 1944. The machine was originally installed to laminate the special and unique news wrapper pioneered by Powell River Company. This vapor-proof wrapper, which prevents loss of moisture or wrinkling of the paper by addition of outside moisture has been popular with consumers everywhere by its elimination of moisture difficulties encountered in transportation.

Today the operations have been considerably expanded, and only 15% of the machine's running time is used for production of laminated wrapper. About half the machine's operation is taken up in the production of laminated kraft—used in the manufacture of vapor-proof bags. The remainder of this busy little machine's time goes into the production of Powell River VABAR BUILDING PAPER.

The actual laminating process is simple, and represents a further step in product utilization. It might be described as a large glue operation. In the case of news wrapper, two sheets of wrapper stock are coated with liquid asphalt, a sheet of newsprint inserted between and these are pressed together by passage through heavy rollers. The same principle of "laminating" sheets together is followed in production of all laminated products.

Output of the laminator averages 25 tons a day; and eight varieties of building paper are manufactured. De-

mand for these products is high—but, at the moment the exigencies of newsprint production have the green light and output is limited to a two-shift operation.

The Vapor Barrier packing is made from tough, heavy paperboard, manufactured in the Powell River plant. This is laminated with asphalt and an inner sheet of clean white newsprint. As a straight protective wrapper, it protects our paper against all normal handling and weather changes in transit.

In the manufacture of certain laminated paper for sale, kraft paper is used which is purchased elsewhere. The manufacturing of paper bags, as suggested, is one of the products derived from the laminated sheet. These are used in packaging materials which must be sealed from contact with air or moisture—i.e., chemicals, fertilizers, etc., and for such materials, the vapor barrier, with the addition of strong but light weight kraft, is ideal.

The Vabar line of building papers has found a ready market—and its reputation and popularity have steadily increased.

But away from the rush and bustle of new construction, overshadowed by the feverish efforts of operating crews to eke out every possible ton of newsprint, Evan Pirie and his six-man crew work steadily along, keeping the laminator running and ensuring that the big rolls of newsprint are properly clothed and the normal output of building papers is maintained.

Powell River Sales Corporation

(Continued from Page Eleven)

ments at the mill. In April, 1947 he joined the Vancouver office of the Powell River Sales Company Limited. A year later he took a position with the Seattle office of the Powell River Sales Corporation and in June, 1949 was placed in charge of the new Chicago office where he maintains regular contact with the pulp consumers in the Midwest area.

Terry is an ardent golfer and word comes to us of late that he is making quite a name for himself on the local links as a top-notch golfer in the Chicago area.

Bob Popken's history starts with newsprint. His first position in January, 1936 was with G. F. Steele & Co. in New York. In this office he started out as office boy and

worked through many positions in his 10 years there, many



R. POPKEN

of which consisted of handling details of the Powell River Southwest shipments. Shortly after the Powell River Sales Corporation was formed in 1946, Bob joined the Seattle office, where he assumed the many duties as manager of the head office of the Powell River Sales Corporation.

Bob confines his hobby in winter to skiing and in summer to gardening.

THE MACHINE SHOP

In normal operating routine, the machine shop at Powell River plant is a busy spot—as machinists and their helpers service or fabricate the thousands of pieces of machinery that are part of plant equipment. Today, with a \$12 million development program in full swing, and the newsprint machines hitting record production highs, the shop is working under the heaviest pressure in history.

Machines are taxed to capacity—and floor space is at a premium as floods of orders for new equipment pour in—and routine rush orders clamor for immediate attention. Foreman Tony Chiarocci, his assistant, Walter Taylor and their 21 skilled craftsmen are just keeping about half a jump ahead of the sheriff, as their lathes and drills hum and whir without a stop.

Machinery salesmen, after looking over our machine shop and studying jobs that are on order, have wryly remarked:

“Your machine shop at Powell River is our biggest competitor.”

This is scarcely an exaggeration. The development of machine shop practice and equipment has kept pace with plant expansion. Employees in the department claim that, with few exceptions, they can do every repair or replacement job required in the plant. It is rarely that a job is ever sent out—and the equipment now installed can handle machinery up to 30 tons in weight.

Recently, a major undertaking in connection with the large calendar rolls on the paper machines was necessary. With the rush of work it was decided to place this order with an outside firm. When the contract price was received, machine shop crews hit the ceiling—and practically demanded that the job be done in their own shop. It was so decided—and the cost is less than half the outside firm bid. The job in question involved putting in new ends with antifriction bearings in all calendar rolls.

There are 23 regular employees in the machine shop. Fifteen of these are Class “A” machinists, three have Class C and B ratings and two are apprentices. The remaining three include foreman, assistant and timekeeper.

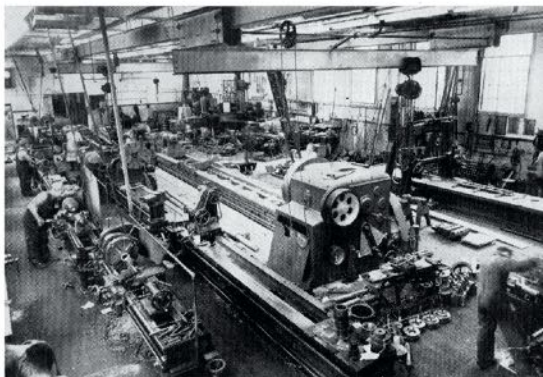
The main equipment consists of 9 lathes, weighing from 300 lbs. up to 32 tons. In addition, there are 2 shaping machines, a 20’ planer, a milling machine, boring machine and radio drills.

To even attempt to enumerate the thousands of jobs and types of equipment repaired or made here would be impossible. At one time or another, practically every piece of machinery in the plant comes to the attention of the specialists in this department.

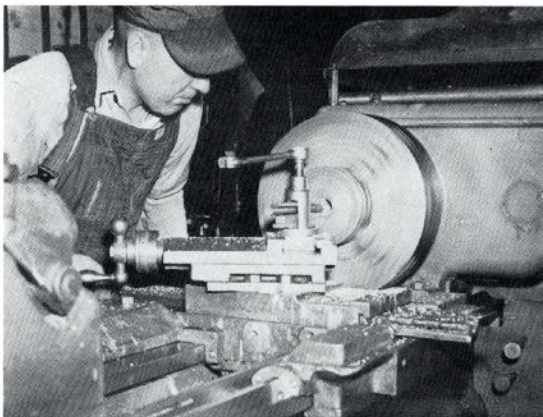
They “true” up calendar rolls, machine couplings for grinder shafts and sprockets; finish up rollers for the block grinder after they have been cast in our own Foundry; turn out pistons and piston rods for the sawmill; grind calendar start rolls; fabricate valves, large and small; turn out gear wheels and sprockets. Delicate jobs on small but expensive parts weighing a few pounds—grinding rolls weighing several tons—it’s all in the day’s work for the machine shop.



Frank Stager works on one of the plant gears.



General view of machine shop.



Hugh Campbell does a special lathe job.

IT'S AN EXPENSIVE BUSINESS

By HARRY CARR, Master Mechanic, Logging Division



Diesel logging trucks at Juskatla camp.



Typical main-line logging road, built by Company.



Dump trucks are essential equipment of all modern camps.

Cherry picker recovers logs from right of way.



LOGS, the source of all newsprint, pass through many phases on their journey from the woods until they emerge as finished rolls of newsprint from the mills at Powell River. These phases include:

Falling and bucking: Cutting the trees down and sawing into lengths.

Yarding and loading: Moving fallen logs to roadside or trackside and loading on trucks or railroad cars.

Hauling: Transportation to tidewater.

Booming: Assembling logs in rafts suitable for transportation to pulp mill.

Towing: Hauling of rafts by tugboats from logging camp to pulp mill.

All of the above phases of the logging game entail extensive costs often overlooked by the average citizen, but which bulk largely in the per ton costs of pulp and paper products.

When one thinks of logs, or the logging industry, the term "logging camp" is usually in his mind—and in this connection the logger's abode of today is a far cry from the camps of yesterday. The days of pork and beans, double-decker beds and cold water ablutions are a thing of the past. Under present conditions the logger has excellent living quarters with all modern conveniences supplied, including electric light, hot and cold running water, spring-filled mattresses, possibly steam heat, regular laundry service on his bed linen and, in most camps, no more than two men to a room. He is also supplied with all he can eat of the best food money can buy, prepared by first-class chefs. This board and room is provided at a cost to him of \$2.25 per day. This rate is determined by Union-Operator agreement but is not subject to adjustment during the life of contract regardless of cost of living index. It is hardly necessary to point out that the cookhouse shows a considerable loss and adds an appreciable cost per thousand F.B.M., to the logs put into the water.

With the logger housed and fed, operations are the next consideration. In the first place we have to purchase standing timber which these days is an expensive undertaking.

After purchase of the timber we have to have access to that timber. To begin, the engineering staff locates the roads. These are built (the main roads) at a cost of around \$25,000.00 per mile. The engineers lay out the logging and branch roads to suit the terrain. The construction crew goes to work with its varied equipment, bulldozers, shovels, compressors, dump trucks, etc., completing roads to the area to be logged.

First come the fallers. Today these fellows are mechanized and are contract or "bushel workers" who work on a per thousand basis. They utilize a power or chain saw valued anywhere from \$500.00 to \$900.00. A rough guess would put their earnings at \$20.00 to \$25.00 per day. Add their wages, supervising expenses and power saw maintenance and your falling costs run into substantial costs per thousand feet.

With the trees on the ground and cut into suitable lengths for use at the mill, the next job is to get them 1,500 or 2,000 feet out to the road and loaded onto trucks or possibly railroad cars. When logs may weigh 10 or 12 tons this is quite a little chore.

If the ground is suitable, a caterpillar tractor, and its allied attachments, may be used costing on an average between \$20,000.00 and \$30,000.00. Production quotas may demand three, four or six of these units.



Loading logs requires stout equipment.

You may choose to high lead, here again you run into five digit figures—cold-deckers at approximately \$25,000.00, trackside machines closer to \$35,000.00, 2000-foot skylines at \$2.00 per foot, high lead blocks (pulleys) at \$700.00 to \$900.00 each, not to mention the hundred and one other expensive items that go along with the set-up.

Regardless of the method used in getting the logs to the trackside, some means is necessary to load them onto the trucks or railroad cars. Utilizing the donkey type loader and some type of boom this machine will cost around \$15,000. If you use the mobile or shovel type loader with a "heel boom", you may run as high as \$75,000, depending, of course, on the size of equipment required.

At this stage trucks, which are steadily supplanting the logging railroad, are required. Logging trucks are not trucks such as one sees around town hauling a ton of coal or a load of firewood. They are massive, rugged vehicles up to 120,000 pounds gross weight. They are designed and built to do a specific job in a specific location working under specified road conditions. The cost of these logging trucks, dependent on power and hauling capacity, ranges from \$20,000 to \$45,000. On some of the larger units one tire would cost up to \$700 and an inner tube around \$60. Most truck and trailer units are equipped with eighteen tires. The average fairly large camp would use from 8 to 12 of these truck and trailer units.

Another machine is required to unload the trucks and put the logs in the water. The cost of this machine could run to \$10,000, not to mention cost of wharf boom, "A" frame or gin pole installation.

At the log dump, or some suitable location nearby, an expensive booming ground has to be set up. In the case where flat booms are all that is necessary, machinery requirements are not high. Still, a couple of small tow boats and a boom winch or two could cost up to \$35,000 or \$40,000. On the other hand, if your geographic location compels you to make deep-sea rafts, it is another matter. Relatively deep water is needed to construct and float the completed raft and a sheltered location is a necessity. Dumping grounds never seem to have both of these characteristics. A yarding tug is then required to tow logs from dump to rafting location. A vessel in this class is in the neighborhood of \$25,000. One or two machines or donkeys are, needed for rafting, the number required governed by production of the camp. A rafting donkey at today's prices is around \$20,000 to \$25,000. Another one or two small tugs are also needed, which could run to \$30,000. In the booming ground you will also need a boomstick boring machine, a dragsaw and various other small pieces of equipment that all add up to a tidy little sum.

The logs are rafted and ready to start for the mill. All that is now required is a fleet of deep-sea tugs worth hundreds of thousands of dollars. Whether you buy these tugs or hire them the result is the same—more dollars per thousand F.B.M., added to the cost of your raw material.

We have tried to touch on the highlights of expensive equipment needed and high costs involved in a logging camp. Needless to say, this is not a complete survey—we could go on to talk about construction equipment, initial costs of camp buildings, light plants, radio communications, family accommodation, equipment maintenance, etc. This outline takes in one logging camp. With a dozen camps in operation, the problems are multiplied many times.

Recently we have opened a large new operation and expanded existing operations in an effort to cope with the ever-pressing need for additional raw materials for the mill.

This brief outline may point out some of the problems and costs involved in the production of our raw material for the newsprint manufacturing process, and we hope the accompanying photographs will afford an idea of the equipment used and relative installations.

The Summer Fishing Fleet

(Continued from Page Twelve)

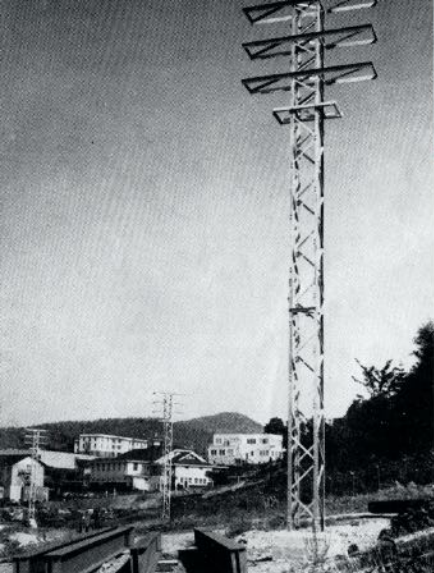
bright-eyed, innocent lad, who doesn't know a sockeye from a blackfish, will pick up a 10 or 15-pounder in waters which no respectable sea inhabitant should frequent.

Fishing, however, is not the fundamental reason for the tremendous expansion in the number of boat owners. Rather, it is the unsurpassed beauty of Malaspina Straits and Gulf of Georgia area that have provided the main propelling force. There are few spots in the world that can equal the scenic grandeur found in the immediate vicinity of Powell River. There are picturesque, quiet bays and inlets, where never the sound of axe or hammer or mill whistles are heard. There are many small and large evergreen-swathed islands; there are great mountain peaks, whose reflections are shadowed in the clear waters of the

Gulf. There are natural vacation grounds; spacious areas where the wild deer and goat abound, and where the drumming of grouse or the whir of pheasant wings can always be heard. There are small and large industries, wresting precious metals from the earth or carrying out the raw gold of our forests to the great manufacturing centres of the province. Big cargo vessels, large passenger and pleasure craft ply up and down the Gulf to wave a cheery hand or whistle a salute to Powell River's seafaring clan.

The opening of the Westview small boat harbor has stimulated enthusiasm and provided protective facilities previously non-existent. The rapidly expanding salt sea fleet has enjoyed a spectacular and prosperous year. "Own Your Own Boat" is now as popular a slogan around town as the old real estate agent's appeal to "Own Your Own Home". In his present state of enthusiasm, the Powell Riverite, if given a choice, would probably select the boat!

CONSTRUCTION PROGRESS



AS the long summer days shorten and the fall nights close in, Powell River engineers and operators can look back with considerable satisfaction on a good job of work. The closure of the woods for two months held up work on the transmission line, and some delivery delays have been in evidence. But the over-all picture is encouraging and schedules are being carried out close to estimates.

MACHINE ROOMS

Necessary operations for speeding up of newsprint machines are now well under way. A new and modern air compressor has been installed in the basement of 5 and 6 machine rooms. Foundations for the Couch Vapor pump installation have started. Some of the pumps have been installed and this phase will be completed by the end of October.

Foundations have also been poured for the new drives on 5 and 6 machines. This operation, which is expected to be completed by the end of the year, will add 200 feet per minute to present speeds of these machines.

GROUNDWOOD

The work on the No. 2 Grinder Room extension is proceeding well. Foundations and the first floor have been completed and the side walls erected. A third large stock pump has been installed in the screen room. This is designed to provide the additional pulp necessary for increases in paper machine speeds.

ELECTRICAL

Erection of the 87 steel towers on the new transmission line has been completed. In the mill electrical distribution program half of the 23 steel towers in the "mill loop" are in place.

STEAM PLANT

Preliminary operations on this major project are now making progress. Foundations to the steam plant building extension and new steam turbine have been poured. The turbine, a 12,500-k.v.a. unit of Brown-Boveri manufacture, will help provide the additional power required for the paper machines.

Completion of this phase will take several months and run well into 1952.

BARKER MILL

Preliminary operations, leading to the installation of a new intermediate hydraulic barking machine, are proceeding, with the piling being driven for the extension of the barker building.

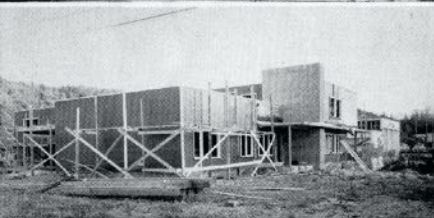
WHARF

There is nothing of special interest to report. The fill between the pilings has been completed and piling is being driven for the new warehouse. The abutments for the bridge between the mainland and the outer wharf have been placed.

TOWNSITE

Work on the new hospital wing and Nurses Home is moving steadily ahead, and it is anticipated that both projects will have been completed by the end of the year. This will mean a 120-bed hospital for Powell River—and a modern Nurses Home, complete with recreation, reading rooms and latest fittings and furnishings.

Top to bottom: New 50-foot steel towers for the plant electrical distribution system, part of the "mill loop". New hospital wing nears completion. Nurses Home will be completed in next two months. Steam plant excavation work gets under way.





One of the many idyllic lakes in the Powell River area.

COMMUNICATIONS

These services plus high quality **POWELL RIVER NEWSPRINT**
are the contributing factors to your daily newspaper



TELEPHONE



WIRE SERVICE



NEWS PHOTO



TELEVISION



RADIO

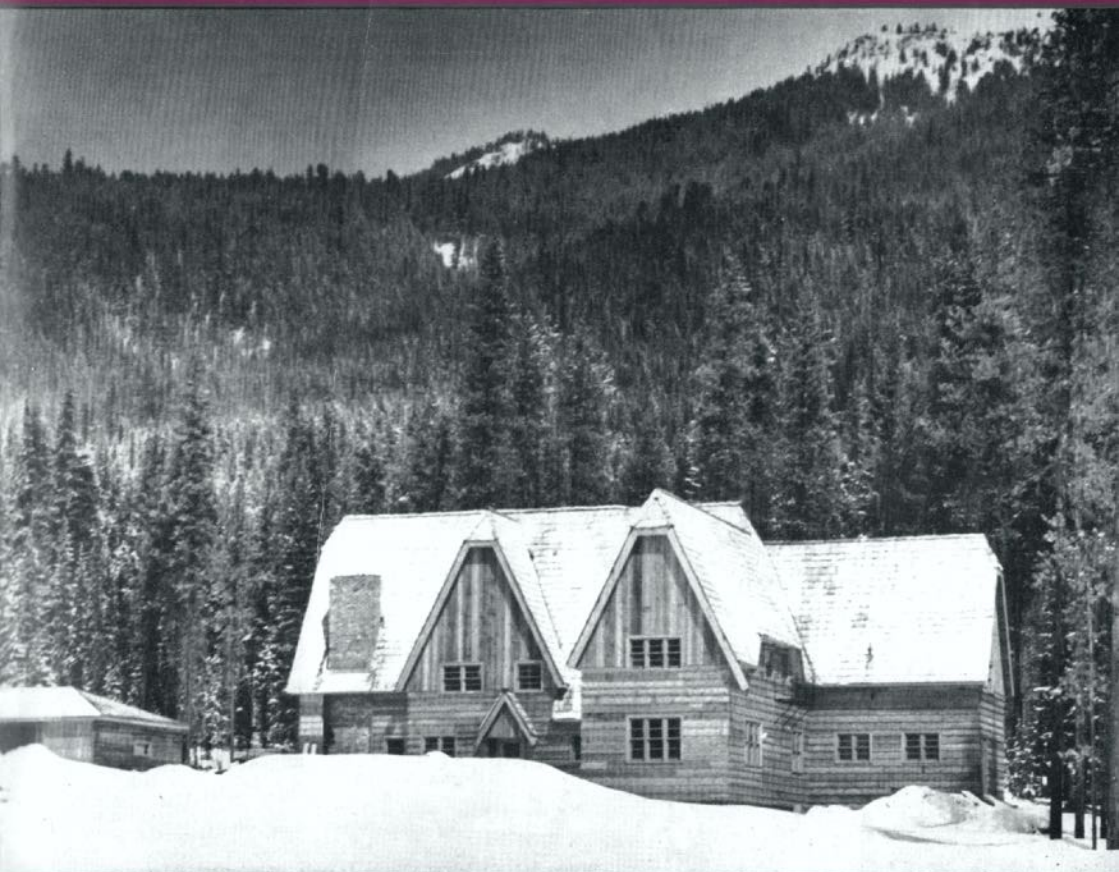


TELEGRAPH



POWELL RIVER NEWSPRINT

Powell River
DIGESTER





Powell River

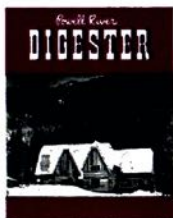
DIGESTER

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J. A. Lundie

Staff Photographer
O. J. Stevenson

Through the pages of this journal
we hope to tell our readers about
Powell River and its products.



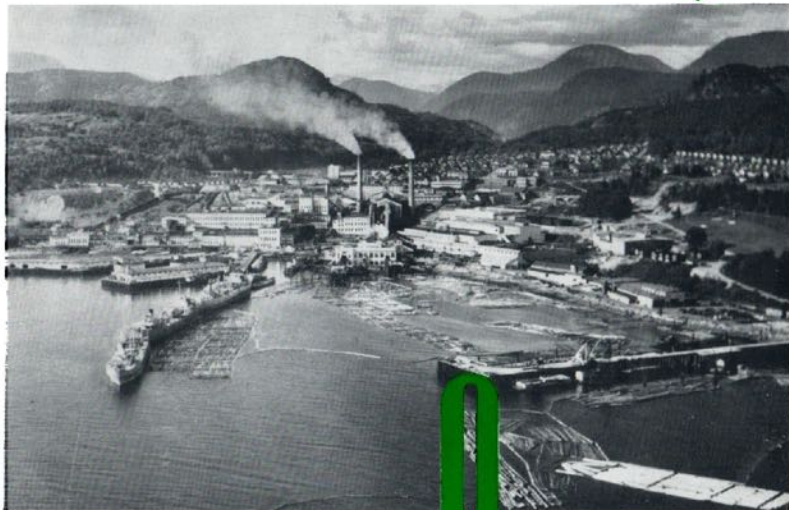
The Cover Picture

Forest Service Staff House at Manning Park
in Beautiful Winter Garb.

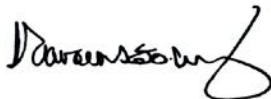
Photograph: Courtesy British Columbia Forest
Service.



Season's Greetings



I n behalf of all members of the Powell River organization I wish to extend to our many friends on this continent and abroad, Best Wishes for a Merry Christmas and a Happy New Year —continued success and prosperity in the months ahead.



President.

OUR SUPERVISORS GO TO SCHOOL . . .



Instructor "Jack" Frost explains conference technique.

FOR the past several months, Powell River supervisors have been going back to the classroom for post-graduate studies in industrial and personnel direction.

This special instruction for supervisory staffs was initiated by Powell River Company this summer; and classes are conducted by experts of the Personnel Development Service, under guidance of Mr. "Jack" Frost. The basis of the instruction is the development of conference technique to assist supervisors to utilize to the maximum, the skill and experience of their employees, and to help maintain smoothness and harmony in employee relations.

The focal point of the conference technique, is the round table conference of the supervisor and his assistants with the superintendent guiding the discussion — and

extracting, or relating and organizing the viewpoints of the group — and finally arriving at a decision that should give maximum efficiency with minimum disruption or dissatisfaction.

In other words, instead of a "this is it" decision by a superintendent, the conference technique brings out every possible advantage or objection before the final decision is made.

Each supervisor spends the entire morning or afternoon for a week attending these classes — all of which are held in working hours. Each supervisor, in turn, leads the class in discussions of familiar subjects — and his fellow supervisors are his audience and his critics.

(Continued on Page 3)



Personnel Manager, Frank Flett congratulates supervisors on completion of their course.

R. BELL-IRVING JOINS THE TUGBOAT FLEET

THIS fall, to keep pace with plant expansion, Powell River Company, through its wholly-owned subsidiary, Kingcome Navigation Company, has added another tug to its fleet.

The new vessel, christened "R. Bell-Irving," in honor of the late Robin Bell-Irving, vice-president and director of Powell River Company, was purchased in June, 1951, and in September, officially registered under the Canada Shipping Act.

The "R. Bell-Irving" was originally built for the U.S. Army in 1944 by the Pacific Boatbuilding Company of Tacoma, Washington — a company that had constructed several tugs of this type for special duties during the war. For over a year she operated under contract of the United States Army in Alaska waters and late in 1945 was tied up at an American dock.

After a short lay-off, the ship was renamed "Thor," purchased by Messrs Jergen Frederickson and Robert Rosoff of Seattle, who placed her in operation in and around her first stamping grounds as a cannery tender out of Kodiak, Alaska. In 1950 "Thor" was returned to Seattle and converted to a fish packer. She did not, however, go to sea in this capacity, and in 1951 was put up for sale.

The sound construction and comparative youth of "Thor" attracted Kingcome Navigation officials, who were in the market for a new tug, and purchase arrangements were conducted in June, 1951. "Thor" was rechristened "R. Bell-Irving," a name more closely associated with the growth, development and expansion of Powell River Company. Extensive refitting operations were undertaken by Burrard Shipyards at North Vancouver, and the refurbished "R. Bell-Irving," spic, span and sturdy, joined the Kingcome Navigation fleet in September.

This latest acquisition brings to five, the number of seagoing tugs operating under the Kingcome Navigation flag. The others, are: "Progressive," fully occupied in towing newsprint barges to Vancouver; "S.D. Brooks," "Ivanhoe" and "J.S. Foley," all engaged in towing operations from far and near logging camps.

"R. Bell-Irving" will be used for towing logs from the storage basin at Teakerne Arm to the log pond in Powell River, a distance of approximately 30 miles.



New tug "R. Bell-Irving" on her maiden trip to Powell River.

We welcome the "R. Bell-Irving" to our seagoing flotilla. She was staunchly built, and she carries a staunch name.

Our Supervisors Go To School

(Continued from Page 2)

These classes have not been "chores." Strangely enough, after the initial nervousness had worn off, everyone enjoyed them thoroughly. Relaxation, ease and informality were key notes — and as instruction developed the value of the "technique" became increasingly evident.

In addition to the operating benefits that cannot fail to accrue from organized discussion, the effect on department morale is evident. The widening scope of the discussions, which descend successively from supervisors to foremen, and from foremen down to the workmen on the job, may be expected to produce new solidarity and a sense of pride in the product manufactured.

As one foreman put it: "They have been happy meetings. We have learned a lot — and we can do a better job with our new knowledge."

AROUND TOWN

ARMISTICE OBSERVANCES

THE district's Annual Armistice Week observances saw hundreds of local residents attending services and official Remembrance Ceremonies. The service at the Cenotaph, despite rain and cold, saw one of the largest attendances in years. Cadets, Guides, Scouts and patriotic organizations were out in force and a large percentage of veterans of two World Wars marched en masse to the Cenotaph. Buglers sounded "Last Post" and the Powell River Company pipe band played the "Lament."

Nearly \$900 was collected from the sale of poppies, and this money is used to assist local service men and their families who are in difficulties, or facing some unexpected emergency.

THE OILS ARE BOOMING

Discovery of oil in northern British Columbia has set local stock plungers into a new swoon — and the old '29 dreams are beginning to reappear, as youngsters who have never been out of a city in their lives, talk glibly and learnedly about "boring on the anticline," hitting the Devonian sands" and "tunnelling crosswise into the main vein." We remember our own experiences in the 1920's and keep our fingers crossed.

"What's that? Oh sure, we're back in the market again. Base metals look good, don't you think?"

NEW TRANSPORTATION

Within two years, the comparative isolation which has retarded easy accessibility to Powell River should be ended. By that time the present sea service will have been augmented by completion of the Powell River - Vancouver highway — and by vastly expanded air taxi service, as the new airport is completed. Regular passenger flights are expected to begin next summer and by the following spring the last highway link will have been forged.

IT WAS A DRY TIME

The even tenor of many days was rudely disrupted for a couple of weeks in mid-November. Longing citizens, with longing tongues wistfully passed the Rodmay refreshment emporium casting sad glances at the sign in the window reading "NO BEER". For nearly seven weeks, as a result of the Brewers strike in Vancouver, supplies of the amber fluid sunk, diminished and finally disappeared. Among the "regulars" the gloom was reminiscent of the Mudville crowd when Casey whiffed that third strike.

FISHING GOOD

With the return of fall weather and the famous Gulf winds doing things to the waves in the vicinity, the fishing crowd has gone back to lake fishing — and results have been good. Quite a number of cutthroats over five pounds have been caught and several seven and nine pounders have been safely landed. The fall lake fishing has been excellent.



Cenotaph Service, November 11.

VETS' RALLY

On November 17th, the Annual Service Men's Smoker was held with over 400 veterans present. This is one of the most cosmopolitan gatherings held anywhere on this continent and includes representatives from almost every Allied nation — and of every Canadian regiment.

FISH DERBY WINNERS

Albert Adams and Mrs. Clarence Crossley were winners in the recent trout and salmon derbys held by Malaspina Rod and Gun Club. Mrs. Crossley, with a 28-pound salmon, received a special Club trophy — with Adams taking home a shield and a pair of binoculars for his largest trout catch.

REDSKINS STAR AT SOCCER

The all-Indian soccer squad from the nearby Sliammon reserve continues to set the pace in local round ball competition. In its last four matches, the Braves have scored 13 goals against the best opposition their white brothers can bring out. These Indians take to soccer like a youngster to ice cream — and display a brand of footwork that many of the top teams in the country have envied.

BOND DRIVE SETS NEW RECORD

Powell River Company employees have again been in the forefront of this year's Canada Savings Bond Drive. Eighty-five per cent of employees contributed, with applications averaging \$315. A total of \$430,000 was subscribed — \$44,000 more than last year. Company employees, as a result, again hold top place among industrial firms in British Columbia. Of the total subscribed, \$387,000 represents payroll deductions.

Statistics for the various industrial groups across Canada had not been completed as the Digester went to press, but it is expected that Powell River will again be in the top flight. Last year, Powell River led the entire Canadian pulp and paper group in participation and stood third in all Canada among the large industrial corporations.



Howe Yen Doy.

CAKE CRAFTSMAN

By O. J. STEVENSON

TOAST, coffee, bed-linen, soft drinks, laundry, hard drinks, raisins, two cups of flour and two table-spoons shortening, guests good natured and guests perverse, shopping, flower arrangements, mashed

potatoes and small green peas, chops for two and a joint for eight; to garlic or not to garlic, bath towels, a red sunset behind the mill chimneys, officials, dignitaries, gardeners, and secretaries on the phone; placid days and days hectic with the comings and goings of many people with many ideas; a vast multitude of details and incidents with which to cope. So pass the hours for the major-domo of the Powell River Director's House, Howe Yen Doy, whose watchword is service and whose career is hospitality.

Howe came to Canada as a young man in 1918. Starting as a dish washer, he kept his eyes and ears open amid the babble of voices and rattle of pans in the busy kitchens, and absorbed the information that boosted him up the ladder to vegetable boy, fry cook, pastry cook, and taught him above all a nice appreciation of the proper way to serve food attractively and appetizingly. In the bakery store windows there were massive cakes, decorated with intricate patterns and glittering ornaments. At Sunday School he was given beautifully colored cards emphasizing religious motifs. He was intrigued with the symmetrical patterns produced by the icing tube. These things combined to fix in his mind the love for dressing up the products of his baking board. Since then, the soft blending of fruit colors, the careful building of figures to personify the characters of his imagination, and the interpretation of the little story in his mind has become his hobby and means of expression; the outlet for his appreciation of the beautiful. He also writes short articles for the Chinese language newspapers, but this is of secondary importance.

Howe was employed for some time in the north country, Whitehorse, Yukon Territory, thence to the Directors House at Ocean Falls, after which he came to Powell River, and soon was in great demand by prospective brides who



One of Howe's famous wedding cakes.

craved his artistry on their wedding cakes. This is a service which he performs in his spare time and mostly for the sheer enjoyment it gives him to follow up from the broad bottom layer to the little figures crowning the pyramid and gazing trustfully out to a bright future with their hands clasped.

During the pre-Christmas season Howe relies on inspiration from religious subjects. Saints and angels meet together in green arbors, gothic cathedrals, and Christmas settings, with reindeer, bells, candles and halos throughout, all in good proportion, all delicately formed and full of color. Unlike the sculptor who acquires callouses pounding granite, or the painter who works on flat canvas and gets perspective by tricky shadings, Howe's work has depth, color and spirit, and also is very edible.



Picturesque examples of icing work.

TWO GREAT VICTORIA DAILIES

FOR nearly 40 years Victoria shoppers and businessmen watched the big, purple-jacketed rolls of Powell River newsprint being unloaded into rival plants of the Victoria Daily Times on Fort Street and Daily Colonist on Broad Street.

It was an interesting, if traffic-snarling process that invariably attracted a lot of sidewalk superintendents.

But that day is over. Today the newsprint is delivered to the back door of Canada's newest and most modern printing and publishing house, at 2631 Douglas Street, near the entrance to the Island Highway.

This is the joint home for the two Victoria dailies.

But, although they are still under the same roof, they remain editorial rivals. Mechanical equipment is pooled — linotypes, engraving, presses, and stereo. There is a common business office in the front of the spanking new building.

Policy-wise, however, each paper remains autonomous and independent. Each is directed by a young publisher, each in his 30's.

Stuart Keate, formerly of Vancouver, took over the Times in August, 1950. He resigned from Time, Inc. to return to the Pacific Coast, after post-war service as contributing editor of Time in New York and Time-Life bureau chief in Montreal.

Seth Halton, a native Albertan, was appointed publisher of the Daily Colonist in September this year, having been managing editor of the morning paper since the end of the war. He is a brother of CBC commentator, Matt Halton.



Stuart Keate, Publisher of the Victoria Daily Times.

Editor of the Times is the famed Canadian journalist-author, Bruce Hutchison, who returned to his newspaper Alma Mater in January, 1951. Managing editor is Leslie Fox, who also got his start with the Victoria Daily. Fox resigned from The Vancouver Sun last August to assume his present post.

Editor of the Colonist is Sandham Graves, a long-time resident of Victoria. Managing Editor is Fred Barnes, formerly of Toronto.

In policy, the Times is listed as "Independent Liberal" and the Colonist as "Independent", although it has Conservative traditions.

Each newspaper subscribes to Canadian Press as a basic wire service. As alternative services, the Times carries BUP and the Colonist, INS.

The move towards the present physical merger began in the fall of 1949, when the Times was bought from the Spencer interests by a syndicate headed by G. Maxwell Bell, of Calgary.

Both dailies were sorely in need of renovation. At the Colonist, owner-publisher H. T. Matson was proceeding with plans for a new plant; the Times had also acquired new waterfront property with the same project in view.

Meanwhile costs were rising at an alarming rate. Throughout the United States, newspapers were joining forces to share physical equipment as a method of reducing "dead time" of costly presses and cutting duplication.

It made sense; The Times used its machinery in the forenoon and early afternoon; the Colonist its equipment in the late afternoon and night.

Both papers needed a new press. It would save a lot of money if one would do between them.

Conferences were held between the rival owners. Cyril Wightman, general manager of the Colonist, took a trip to Tucson, Arizona, to study a joint operation in that city. Jack Melville, comptroller of the Colonist, first called at Phoenix Arizona, to examine a joint business set-up, and then joined Wightman for a study of the Tucson venture.

They found a flourishing situation. The two papers, under separate owners, were pursuing strongly independent editorial paths from a common home. If it worked in the United States (as it now does in literally scores of cities), why wouldn't it work in Canada? And so the plan was accepted. The site of the new Colonist building was chosen. Architects got busy on a 60,000 square foot building in which only the editorial offices and circulation departments would be kept separate.

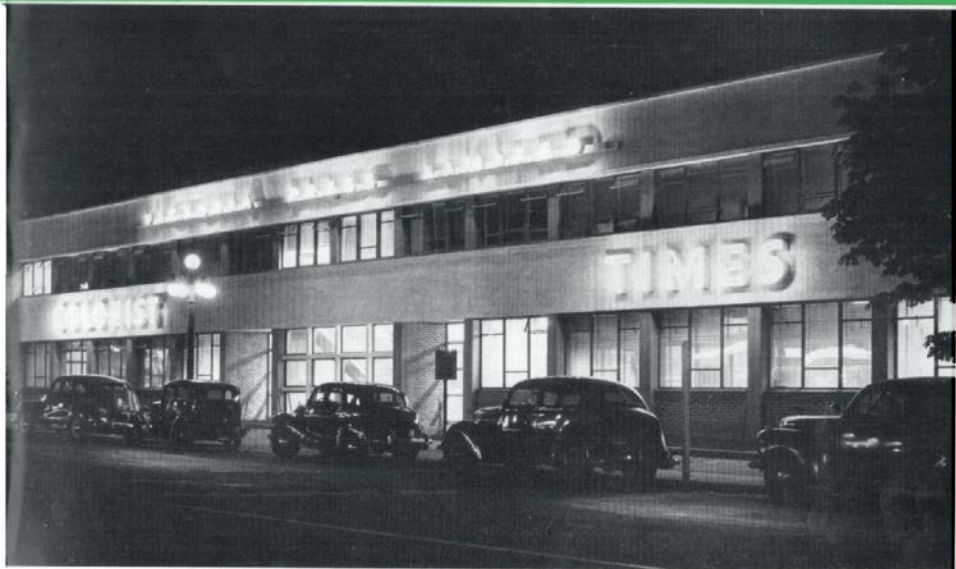
To operate the financial side of the joint venture a new company was formed, Victoria Press Limited. Its officials include: H. T. Matson, president; G. M. Bell, vice-president; T. Bailey, secretary; C. M. Wightman, general manager, and J. C. Melville, comptroller.

Frank Mack, formerly of Winnipeg, Calgary and Edmonton, was appointed mechanical superintendent, charged with the responsibility of producing both dailies "on the nose" with all deadlines met.

Mack also oversees the work of Capital Engravers, a separate engraving company within the building; compos-

MERGE, MOVE TO NEW HOME

By HARRY YOUNG



Times-Colonist Building — Douglas St., Victoria, B.C.

ing room, stereo, pressroom and maintenance; and the important commercial printing department, which handles everything from telephone books to salmon labels.

The task of moving both papers from old quarters to new early in May, 1951, is still talked about in Victoria. Thousands jammed the sidewalks to watch "Operation Headache," as it was styled. The papers moved over the weekend of May 5-7 without missing a single edition!

Lt. Gov. Clarence Wallace pressed the button which started the five-unit Goss press, capable of running 40,000 newspapers an hour.

A smaller press was moved up from the old Times building, refurbished, and put to work on the week-end magazine sections and colored comics. In a pinch, it could print the daily and is therefore valuable as a stand-by.

Today the organization employs 381 people. Mechanical side is divided into night and day shifts. Night workers get a pay differential, but each department is under its own chief who may work either day or night shift as he pleases.

There are 14 unions under the one roof.

Constant attention is paid to the principle of reducing unnecessary and wasteful duplication in production. In the old days, people who wanted to advertise had to have their copy set up twice — once for each paper.

Today, only one setting is required and customers advertising in both papers get a reduced rate. National advertisers get a "package" rate, as it is only sold on a two-paper basis. Local advertisers have the option of using either or both papers, with a savings in cost when they use the dual rate. Such advertisers as T. Eaton Co., and Hudson's Bay regularly employ advertising "stuffers" which go out with regular editions of the Times and Colonist.

Circulation of the two papers at the first of November showed the Colonist with 28,750 and the Times with 20,000 daily average.



Seth Halton, Publisher, Daily Colonist.

By FRANK H. BROWN

EDITOR'S NOTE: *The writer, Frank H. Brown, is former Deputy Minister of National Revenue at Ottawa — and one of the outstanding financial authorities in Western Canada.*

CANADA is one of the half-dozen wealthy countries of the world, judged on a per capita basis of its population. It has a very large export trade per head and an even larger import trade. Production and consumption of goods and service are also decidedly high. Its national income per person (currently about \$1400 per annum) is exceeded only by that of the United States.

The turnover of business transactions is at a tremendously high level — possibly \$108 billion for 1951 in total, or \$7,700 per person. Almost every one of these multi-millions of business transactions — happening daily, hourly and by the minute — is an exchange between parties, of goods and services, on the one side, for money in some form on the other side. Obviously such a situation demands a well-ordered, streamlined and efficient monetary system.

Canadians are all so familiar with this system that they take it almost completely for granted. They have a bank at hand ready to do business practically everywhere they go. They know that if they put money into that bank they can be quite sure of getting it out — even in the desperate days of the thirties no Canadian bank closed its doors or called for time out to meet its depositors' demands. They know that cheques on Canadian banks are a perfect mechanism for the payment and receipt of money even over distances of the four thousand miles between Alberni, B.C., on the Pacific Coast, and St. Johns, Newfoundland, on the Atlantic. They know that if they are credit-worthy they will have a very good chance of being able to borrow money for all the short term needs of their regular business (leaving out the present moderate stringency caused by the rearmament programme). They see right before their eyes that the system is competitive — bank managers vying with each other for even small accounts and ever trying to give service and accommodations in one form or another. They see their country developing apace and they know that back of it there is bank financing at every turn. They have found stability, solidity and dependability for so long that they expect it as a natural thing. And they find that no matter whether they live in a country town or a metropolis, a bank is there to do the same job, in the same pattern and at the same moderate cost.

What are the elements of this all-pervading set up?

It comprises a Federal Government central bank — The Bank of Canada — and 10 privately owned commercial banks, each operating by a Charter issued under the Bank Act, which is a Federal Govern-

Page Eight

Canadian Bank of Commerce, London, Ontario.



Dominion Bank of Canada, Vancouver, B.C.



Bank of Montreal, Drive-In Branch, Vancouver, B.C.



Bank of Toronto, Edmonton, Alta.

Imperial Bank of Canada, St. Catharines, Ontario.



WAY OF LIFE

OUR CHARTERED BANKS

ment Statute brought up to date every 10 years. There are a few Provincial Government savings offices as well, but they serve only a limited field.

The Bank of Canada functions as a bank for the commercial banks and for the government. It issues all the paper currency in use in Canada. It buys Government Bonds from the chartered banks and others and it sells bonds to them — this is one mechanism for controlling the banks in their operations. It is concerned chiefly with the broad questions of national policy from a monetary standpoint, e.g., of whether the over-all supply of credit is adjusted in the best interests of the country as a whole, or whether the commercial banks are maintaining adequate reserves, of the trend of interest rates, etc. It also administers the Government regulations of Canadian usages of foreign money — U.S. dollars, pounds sterling, French francs, etc. Its officials are usually active in international monetary matters and conferences.

Every effort has been made to preserve the autonomy of the Bank of Canada. Its directors are competent and non-political people chosen from different parts of the country and from differing economic interests. The Deputy Minister of Finance, Dr. W. C. Clark, is the only Government representative on the Board. Its Governor and staff are trained professionals of the highest calibre as to character, ability and knowledge of their trade. They act as advisors — but not the sole advisors — to the Government on monetary and economic matters. In the main they must end by following Government decisions as to policy, but they are entitled to and do receive a great deal of freedom in the way the policies are carried out. They are permanent employees of the Bank — not civil servants — though, of course, they could be removed from office by the Government as sole shareholders of the Bank. The present top staff have never faced any such danger nor is it likely that any political party, which might have any hope of achieving power in Canada, would dare to interfere with or remove them for political reasons.

As at 31st December last, the Bank of Canada had a paid up capital of \$5,000,000 and \$10,050,366 in reserve funds. It had \$2,350,330,755 in assets, mostly in Dominion Government Bonds, and \$2,335,280,389 in liabilities of which \$1,367,421,840 were currency in circulation and \$578,588,782 were deposits of chartered banks in the nature of reserves.

Commerce, industry and private individuals do not deal with the Bank of Canada, but with the 10 chartered banks. Here is to be obtained every banking facility known to modern man and permitted by Canadian law. Some of these banks are decidedly large institutions — three of them usually rank in size among the first 25 in the whole world. Most of them go back to the days of Canada's confederation and some even much earlier. They have thousands of shareholders and no single shareholder and no business group of shareholders has anything even approaching voting control. They have served the country well and grown with it. Wherever a community of a few thousand Canadians has gathered together there has usually been a branch of a Canadian bank among them. They have gone into such places in log cabins, shacks and even tents. At the present time the 10 banks have 3,725 branches in Canada, plus numerous sub-branches and sub-agencies — an office able to do every kind of business for every 3,750 of the population, all staffed with men of the same kind of training and adhering to the same standard of service — which is high. In most communities there are at least two branches competing with each other. In the Vancouver district — with a population of possibly 500,000 people, there are 120 branches, and in the Powell River district, three offices for 10,000 people.

The Canadian banking system aims to supply the same kind of service at the same rates for the same character of transaction in all parts of the country — large city to small hamlet. The borrower in large or say, wholesale quantities and with top credit standing will pay a lower interest rate than the borrower in small quantity or of second rate standing, but the size of the community in which the transaction takes place will have no bearing on the rate. It is the aim of the banks to treat everyone alike.

(Continued on Page 13)



The Bank of Nova Scotia's fine new building, Toronto, Ontario



Barclay's Bank, Montreal, Quebec.

Modern Royal Bank building, Vancouver, B. C.





THE PRINCESS COMES WEST

It was the Powell River group's fortune to have the opportunity of meeting the Princess Elizabeth and Philip the Prince of Greece in the district is famous. Everyone had hoped that some miracle the Royal couple might suddenly appear. They had hoped that their five day rest in the West might have been on one of the Gulf Islands near by where Lord Alexander so-journed on his trip west and visited Powell River.

But this was not to be. Some misguided tour arranger whisked the couple off to Eaglecrest on Vancouver Island, and Powell River missed the honor of greeting their Highnesses in person and the opportunity of showing them a real paper mill.

So it was a case of "if the hill will not come to Mahomet, Mahomet will come to the hill". And

Powell River packed its overnight grips and descended en masse on Vancouver to swell the bustling crowds that thronged the streets. The district was represented by two youthful groups who had been selected to assist in guarding and patrolling the districts through which the Royal "carriage" drove. The boys of Powell River's No. 122 Squadron, Royal Canadian Air Force Cadets, were among the crack air cadet squadrons chosen for this task — and all of them had a close up view of the Princess. Another Powell River group was our Junior Forest Wardens, replendent in their red jackets who, despite a down-pour, awaited in a body to greet the Princess as she took time out to plant a tree in the Arboretum, a project originally sponsored by the B.C. Pulp and Paper Association.



Princess and Duke arrive in Vancouver at Canadian Pacific Railway Station.



Inspecting Seaforth Highlanders Guard at Vancouver City Hall.

Few, if any, Royal Tours have attracted the interest and enthusiasm of this visit by our youthful Princess and her popular consort. The intangible but powerful and compelling link with the Crown was in evidence everywhere and the wild enthusiasm of Canadian children as their Princess appeared was something to see and remember.

For ourselves, we saw two charming and delightful people who, even at their age, had accepted the responsibilities of Royalty — and whose lives and character would maintain the decency and high standards of responsibility which we of the British persuasion look to in our Royal household. The Princess combined the charm of her mother, the Queen, with the seriousness of her father and the dignity of her grandparent, Queen Mother Mary.

Their visit was visible proof of the esteem in which the Royal household is held in Canada — an esteem based on the high character and sense of duty of its living representatives.



Princess and Duke receive flowers from a Vancouver school girl. Mayor and Mrs. Home, of Vancouver, are with their Highnesses.



At the Arboretum, Vancouver, B.C.



Slipping off destroyer "Cruader" at Vancouver.



THE PRINCESS COMES WEST

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At the Aboretum, Vancouver, B.C.



Slipping off destroyer "Crusader" at Vancouver.

LOGS FROM THE CARIBOO



Special log cars purchased by Kelley Logging Co., Ltd., to transport pulp logs from Cariboo district to Squamish, Howe Sound.



Douglas fir log being bucked to shipping lengths.



Logging operations of Rice & Yorston, near Quesnel, B. C.



Car loading operations at Quesnel. Contractor Joe Rice, foreground.

IN a previous issue of the *DIGESTER*, we told something of the romance and industry of that famous British Columbia interior plateau, the Cariboo. Since that article was written, the Cariboo, to employees of Powell River Company has become something more than a land of fiction, romance and impersonal industry.

Today the Cariboo has a close association with Powell River as pulpwood from that hitherto largely untapped wood reservoir finds its way by rail and water to the company's log pond at Powell River.

In the Cariboo district there are extensive stands of jack pine, fir and spruce varying in density and size. Jack pine of merchantable size occurs in the area from Lone Butte to Prince George, a distance of 225 miles, with the better quality trees between Williams Lake and Prince George. In the vicinity of Lac La Hache and Lone Butte, famous as the haunt of the hunter and fisherman, the trees are generally smaller in size and in places dense stands occur.

This summer our company started investigations in the Cariboo district from Lone Butte north to Quesnel to study the possibilities of obtaining a continuous supply of pulp logs. After making a cursory examination of the timber stands in this district, we approached the Pacific Great Eastern Railway officials regarding the transporting of logs from Quesnel and way-points south to Squamish on Howe Sound. Shortage of railway cars held up immediate progress with the railway company, but this was relieved when Kelley Logging Co., a subsidiary of Powell River Company, purchased 70 log cars from Brooks-Scanlon Inc., in Bend, Oregon, and had 58 of them delivered to the P.G.E. railway at Squamish. The other 12 went to Kelley Logging Co., Ltd., Aero Camp, Queen Charlotte Islands. These cars are 40 feet in length, with four 10-foot bunks and 34-inch steel stakes, instead of the usual two-bunk skeleton type. They will handle logs up to 40 feet, or two tiers of shorter logs to each car.

Quesnel is 347 miles by rail from Squamish and the railroad passes over three summits between these two points. Quesnel is 1,549 feet above sea level and the first summit is 140 miles south near Lone Butte, where it reaches an altitude of 3,862 feet. The other two summits are smaller but still high and long enough to warrant an extra locomotive.

Logging in the Cariboo District is generally continuous throughout the year. In the summer season, there is enough

rain to keep the fire hazard at a minimum. When our coast camps were closed this summer, logging in the Cariboo was maintained, and no fires of any consequence were reported. A few small lightning fires occurred but the loss was negligible. In the fall, with rains more or less continuous up to freeze-up time, the roads become too soft for log hauling if they have not been gravelled. Again in the spring, for a period of four to six weeks during the break-up, hauling is discontinued, although logging and skidding to the roads continues.

The cost of logging road construction is only a fraction of the average cost on the coast. Good roads for dry and freeze-up period hauling will cost as little as \$500 or \$600 per mile, and the cost of gravelling these roads for hauling during the wet season will run from \$1,000 to \$1,500 per mile.

The company has made arrangements with Rice & Yorston in Quesnel to supply four or five cars per day of pulp logs. The agreement calls for spruce and jack pine with a small percentage of fir loaded on the railway cars ready for shipping to Squamish.

Rice & Yorston have contracted with a number of small logging operators in the vicinity of Quesnel to supply them with pulp logs until their own operations are in full swing. These small operators usually consist of two or three men to the unit. One man does the falling and bucking with a power saw, another man limbs the felled

tree and swamps road, and the third skids the logs out to the roadside with a horse.

Rice & Yorston expect to load out about 40,000 board feet per day, or approximately 1,000,000 board feet per month by next spring. In addition to this operation, there is a possibility of obtaining three or four more carloads per day from the Williams Lake district. Mr. Anton of Anton Pole & Lumber Co., Ltd., of Mission, B. C., has a pole operation and a railway siding for loading at Williams Lake. He has agreed to load out two cars per day before the end of the year.

These logs will be unloaded at Squamish, boomed and towed to Powell River, a distance of 95 miles.

For over 75 years, logging operations in British Columbia have centered largely in "seaboard stands," with an easy haul to tide-water and cheap towing from booming grounds to plant log ponds.

Today, with a vastly expanded pulp and paper industry in B.C., and with Powell River and other firms developing perpetual cutting cycle operations, the great wooded areas of the province's interior are ringing with the shouts of "T - I - M - B - E - R" as operators start a new era in western logging. In the search for new and extended reserves to safeguard their future operations, Powell River Company has been in the forefront, and the Cariboo operations represent another link in the chain of guaranteeing consumers supplies in perpetuity.

Canadian Way of Life

(Continued from Page 9)

The system is quite different from that in some other countries where each bank is a unit or only has branches in the same city. Unit banks in large cities in the U. S. can usually give lower interest rates to their large borrowers than can Canadian banks, but they do not attempt to serve the rural and the remote communities as does the Canadian system.

Discussion develops as to whether a unit banking system might not have served the Canadian economy better than one in which there is a Head Office — always in eastern Canada — and as many as 600 branches in a single bank, with huge assets and liabilities to administer. Proponents of the unit system talk of its lower administrative cost and greater ability to serve the community as a lender because of a supposed better understanding of local conditions on the part of a local board of directors.

Defenders of the present status in Canada admit there might be a lower interest cost but deny that a local board would be likely to have a better knowledge of conditions than the local bank manager. They agree that a local board might sometimes lend to enterprises which might be refused loans by a distant head office, but they point to the many U. S. unit banks which became wrecks in 1930-1933 through just such local free lending. They say, too, that unit banks are restricted in their lending by the size of the resources they can gather together in their own community, while the Canadian branch system is so organized that resources from old-established areas in which almost everyone is a saver and few are borrowers, are mobilized automatically to supply communities in the growing stage where there is an abundance of credit-worthy borrowers.

The debate is academic and never likely to be settled, but actually Canada is a thriving young giant with the system it has.

The total deposits of Canadian residents in the Canadian banks on August 31 last was \$7,799,000,000. Loans were \$3,163,000,000. The combined capital and published reserves of the banks were \$346,332,060. The total of inside reserves, known only to the Inspector-General of Banks, to the Minister of Finance and a few of his top officials, is understood to be quite substantial.

Banking in Canada is a life-long matter for its male staff. They usually join in their teens and retire on pensions in their sixties. More university graduates are being recruited each year and the period of training is becoming more intense than before the war, an effort to meet the needs of the economy expanding beyond all expectations.

The banks are run by their staffs, for practically every president and almost all the top officials joined as juniors and worked their way up. Men of character, of balance, of understanding, with some ideals of public service, usually find happiness and substantial satisfactions in a career in Canadian banking.

The banks employ large numbers of girls — nice, pleasant young women, giving good service to customers and usually enjoying a good life.

Safety for depositors, quick and efficient service, an adequate supply of money and credit, sound lending policies openly available to all, a fair and reasonable rate structure, and the whole operated on healthily competitive lines with a minimum of government controls — these are the essences of the monetary system of the Canadian way of life.

ALASKA AND ITS INDUSTRIAL EXPANSION

By JOHN I. RYAN, Daily News-Miner



A recent picture of the town of Juneau (larger, the Chamber of Commerce claims, than the 5,820 population of the 1950 census). In the center of the picture is the new 130-apartment Mendenhall apartments. Other large buildings are the federal-territorial building, the Goldstein building, the Baranof hotel, famous for its Sidney Lawrence and Eustace Zeigler paintings and its Bubble room cocktail bar where Mendenhall Glacier ice is used in mixing drinks.

Juneau's fishing fleet in the town's small boat harbor. Juneau has no cannery, but its cold storage operation is extensive, it is a center for fish-buying, and many fishermen own homes in the town.



The mill of the Alaska Juneau Gold Mining Company, inoperative since 1944. Once the largest low-grade gold quartz mine in the country, its closing cost for Juneau a payroll of about 1,000 jobs. In the left foreground is the mill of the Juneau Lumber Company.

The booming cities adjacent to the huge defense installations in Alaska are growing so rapidly all figures and statistics gathered in the census of 1950 are already completely obsolete. It is estimated that during the past summer alone, Anchorage and vicinity gained some 4,000 permanent residents, and Fairbanks has increased the population in its trading area by at least 3,000.

Ten years ago, Anchorage was a railroad community, numbering less than 4,000 people in its greater area. Today, there are an estimated 40,000 people living in the Anchorage trading area. Fairbanks, in 1941, was a sleepy little mining town, numbering about 3,000 people in its immediate vicinity. Today, there are an estimated 30,000 people residing within a 30-mile radius of the city.

The amazing growth of population in these two cities is due, for the most part, to defense installations. Prior to the outbreak of World War II, there were practically no defense installations in Alaska. With the Japanese attack on Pearl Harbor, the strategic position Alaska occupied in the Pacific area was immediately recognized by the U. S. Government, and work on new military installations was rushed.

For 11 years now, this construction activity has gone on, practically without interruption. Even in the immediate post-war years, the expansion of Alaska bases continued. With the outbreak of the war in Korea, this construction work was once again placed on a "rush" schedule.

This decade of defense construction activity has literally changed the face of Alaska. It has turned sleepy villages into booming towns, it has stimulated a great population growth, and it has brought about tremendous private building activity.

Anchorage, where the headquarters of the Alaska Command is located, has two tremendous military installations immediately adjacent to the city. There is Elmendorf Air Force Base, one of the nation's largest airfields, where thousands of Air Force men are stationed. There is also Fort Richardson, a sprawling area of Army installations that has sprung up mainly during the past three years.

At Fairbanks, there is Ladd Air Force Base, the farthest north air force base on the continent, and giant Eielson Field, where the big bombers of the 58th Weather Reconnaissance squadron take off for the polar flights. Exact figures on the number of men stationed at these installations is a military secret, but it runs into the tens of thousands, and these garrisons are growing larger every day.

The effect of this military activity on Fairbanks and Anchorage is nothing short of amazing. Thousands of people have poured into these two cities, to work on the construction of the bases, as well as private building. Home-owners have taken up all the land adjacent to these cities, and private building is at a high peak. New apartment houses are springing up, big buildings downtown, and street paving and other improvements are underway.

Anchorage has many new huge apartment projects,

including two 13-story cement structures. A new theatre, two new hotels, and many smaller buildings have sprung up in the city center. Streets are being paved, and the utility systems are being expanded constantly. Shopping centers and superb markets have sprung up in suburban areas, and many districts that were a wilderness forest a few years ago are now dotted with new homes.

In Fairbanks, where the majority of its wage earners were employed in the gold mining industry, the change is just as startling. Gold mining has all but vanished, since many of the mines closed because they were unable to sell gold at a profit, when the price was pegged by the U. S. Government, and expenses were going up constantly.

But the defense construction industry has more than taken up the slack in employment. As work on the two giant air bases, and smaller radar installations progressed, thousands of people moved into the city, creating one of the worst housing shortages in U. S. territory. Huge new apartment projects were inaugurated and today three of these have opened their doors. Others will be ready soon. Downtown, the giant new Northward building, a 10-story, block-square building, is being completed, and a 13-story apartment building is underway. New homes are being built all over the city. So rapid is the city's expansion, the utility system hasn't begun to be able to take care of it. The water system, for instance, is capable of servicing less than one-twentieth of the potential customers, and the majority of the residents are forced to get water from their own wells.

Alaska is booming today, business is good, and the residents are enjoying a relatively high level of prosperity.

There are those in Alaska who worry about the future. They wonder what will become of Alaska's booming cities, if the defense boom ends. But others point out that the military installations, built at great expense, will never be abandoned. Russia, which lies only 55 miles from Alaska's shoreline, poses a threat that will keep America on the alert in the far north. If war ever materializes, Alaska will be America's first line of defense.

The outlook for the immediate future couldn't be better. Congress has approved \$1,000,000,000 worth of new military construction which will be carried on during the next three years. Most of this work will be in the Anchorage-Fairbanks area.

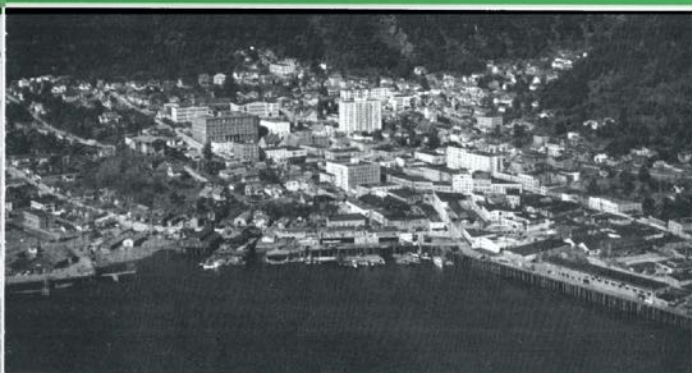
DEVELOPMENT OF KETCHIKAN AREA By WILLIAM I. BAKER, Ketchikan Chronicle

A sprawling northern and western neighbor of burgeoning British Columbia, Alaska has attracted new attention in recent years because of its strategic defense position in the Western Hemisphere, and also because of its untapped wealth in natural resources such as minerals, timber and water power.

The census bureau discovered last year that Alaska was the fastest growing political entity under the American

(Continued on Page 20)

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By JOHN J. RYAN, Daily News-Miner

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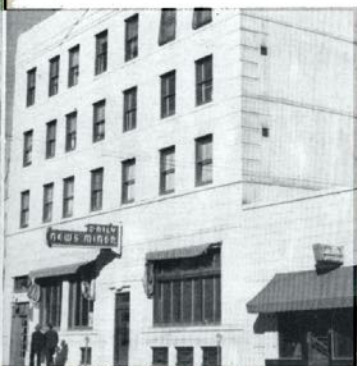
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(Continued on Page 20)

THE ALASKA DAILIES



Chester Zenger, pressman, and the Duplex press installed in the Empire building.



Offices of Daily News-Miner, Fairbanks, Alaska.



The Chronicle, Ketchikan, Alaska.

THE *Daily Alaska Empire* was founded 39 years ago on November 2, 1912, by John F. A. Strong and purchased by John W. Troy in January, 1914. Except for the years 1933-39 when Troy was governor of Alaska, he was president of the Empire Printing Company until his death in 1942. On his death, his daughter, Helen Troy Monsen, became president—a working president of the company. Her sister, Dorothy Lingo, Anchorage, Alaska, is vice-president and second principal stockholder of the company.

When the *Empire* purchased its Duplex press in 1916, it started to publish eight pages. Newsprint was purchased from Blake, Moffitt & Towne, the *Empire's* supplier, until Powell River Sales Company set up its own service corporation in Seattle. The eight-page format was continued, until, during World War II, it was reduced to six pages.

Now the *Empire* publishes eight pages at least four days a week, six pages the remaining days.

As a small-town newspaper in Alaska, the *Empire* is having the same difficulties that are making the newspaper business a "sick" industry throughout the country. High costs of production—labor costs even more than increased newsprint costs—are its greatest worry. Because of high cost of living in Alaska, government employees receive a cost-of-living differential of 25 per cent in Alaska—the *Empire's* labor costs are higher than those of the average small-town newspaper in the States.

The circulation of the *Empire* reaches practically every town in the territory.

DAILY NEWS-MINER

The *Daily News-Miner*, published in Fairbanks, is another of Alaska's fast growing newspapers. It is America's farthest north daily newspaper, and has been in continuous publication for more than 40 years. The newspaper is growing with Fairbanks. During the past 12 months, its daily average circulation has increased from 3,600 to 6,000. This is without any campaigns to promote it, since the newspaper has been direly short of newsprint. When additional paper becomes available, the *News-Miner* will be able to print and circulate more than 7,000 copies daily—and that's twice as many papers as there were people there 10 years ago.

KETCHIKAN ALASKA CHRONICLE

A stout champion of statehood has been the *Ketchikan Alaska Chronicle*, long-time user of Powell River newsprint. Its 88-page statehood-international edition of 1947 drew a cover painting and three-page article in *Time Magazine* and widespread editorial acclaim all over the Americas. It was called by a Fairbanks editor the greatest journalistic feat of the north. It carried two sections from Central B. C., for Editor-Publisher William L. Baker has always championed closer ties with Canada, and helped pioneer the use of Canadian milk, meat and produce in the Alaska market, which is continually expanding. The *Chronicle* and *Prince Rupert Daily News* later issued a joint special edition and plan others in the future.

The *Chronicle*, a daily since 1919, boasts the best shop in Alaska, with plastic binding, an Elrod strip machine, a Ludlow casting machine, its own engraving plant, and other modern typesetting machines.

It sold thousands of wartime GI's its "phony" headline papers with their names in bold face type performing feats of the north. It helped elect a legislature that in 1949 passed the basic tax program which will support the added costs of statehood.



Jack Wilson (32 years)



Jack Biasutti (33 years)



Horace Foster (31 years)



Bill Donnenworth (27 years)



Bill Parkin (27 years)

THIS year, 20 employees retired from active service with the company. Their total service aggregates over 400 years—and they represent practically every main department in the plant. All are in receipt of a pension under the company's contributory pension plan for employees, which was substantially increased 18 months ago.



Allan Watson (25 years)

Out of the group, 14 have elected to spend their retirement in Powell River where they have lived, in most instances, for a quarter of a century or more. The remaining six chose retirement points on Vancouver Island, or in spots close to Vancouver. Howard Jamieson, former wood preparing superintendent, has purchased a charming home in Everett, Washington, and can reach Vancouver or Seattle in a few hours driving. Barney Sweeney, Class "A" millwright, and Bill Parkin, mill stores accountant, have selected restful Vancouver Island. Cecil Kelly, an early retirement, may be found at White Rock, B. C., where he can watch Customs officials of both nations in action any hour of the day.



Barney Sweeney (25 years)

Most of the group retiring this year are maintaining activity in one form or another. Sam Rees, of the steam plant, packed up a week after putting away his tools, caught a boat to Wales and way points, where he intends to spend his first six months catching up on "rugger" games he has missed, and watching Randy Turpin cavort around the ring.



Larry Gouthro (26 years)

Jack Wilson, well known to many of our visitors, has officially retired from his mill job as carpenter, but still continues to operate the company's speedboat, *Play-A-Day*, on Powell Lake.

Sam Rees (25 years)

A Tomado (33 years)

Jim McCartney (19 years)

Howard Jamieson (16 years)

Alf McCullough (28 years)

Ray Cofield (5 years)



Allan Watson, assistant sulphite superintendent, has been travelling across Canada and driving hither and yon about the country, visiting relatives and looking up old friends in eastern Canada.

Horace Foster, townsite foreman, is also officially retired, but is retained temporarily on the payroll due to a heavy schedule of mill and townsite work.

Bill Donnenworth, townsite carpenter, is keeping busy with carpentry jobs in the district. Bill is doing enough to "keep my hand in, but not enough to keep me from enjoying myself."

And so it goes. Practically every retired employee on this year's list is either doing part-time jobs, keeping active and happy in community work, or indulging his taste for long-deferred pleasure jaunts.

In recent surveys, it was discovered that over 75 per cent of employees who are retiring, remain in Powell River amid friends and surroundings where they have spent most of their working lives and where their sons and grandsons still reside.

The 20 men who have retired this year, with their 400 years of service, are men who have contributed largely to the growth and development of the company. They are pioneers in the paper-making industry of British Columbia and retire with the knowledge that they have been among the builders who have raised Powell River from a 100-ton mill in 1912 to the world's largest individual producer of newsprint in 1951.

We regret pictures of Messrs. E. W. Murray (20 years), and A. P. Rehfeld (25 years), were not available at the time of publication.



Ed Greenfield (35 years)



Mike Cahill (29 years)



Len Thomson (33 years)



Cecil Kelly (29 years)

B. C. FOREST SERVICE

By DAVID R. MONK, B. C. Forest Service



Loading bales of 2-year-old Douglas fir seedlings at Green Timbers Nursery. In last ten years Service has planted 94,000 acres of burned over forest land. To left can be seen one corner of new Ranger School Building.



Dr. C. D. Orchard, Deputy Minister and Chief Forester.

ON November 15, 1910, a Royal Commission of Inquiry on Timber and Forestry, which had been appointed to study and recommend means of curtailing serious losses by fire in our forests brought in its report. One key recommendation asked the government "to proceed immediately with the establishment of a Department of Forests".

This is the origin of the present Forest Service in British Columbia. A Forest Branch was established in 1912, and finally in 1945 the service was given departmental recognition.

The main functions of the branch in those days were clearly and simply defined into two main endeavors—the protection of the forests from fire and the disposing of Crown timber to the rapidly developing forest industries. Mr. H. R. MacMillan, head of the great MacMillan Export Company, was the first Chief Forester.

The Forest Service of 1951 has come a long, long way since its inception in 1912. Today, even though forest protection and the disposition of the timber resources are still among its more important duties, the tremendous world-wide demand on our mature stands, the ravages of insects and diseases, and the all-important task of sustaining the annual yield of the forests for the future, are also numbered amongst the vital work of the Service. In addition to these, of course, there are problems attendant upon the administration of some 12,000,000 acres of Crown range-land which comes under the jurisdiction of the Service as does the development of approximately 10,000,000 acres of Provincial Park lands and the numerous research problems arising out of the speeded-up and intensified utilization being followed in many segments of the industry today.

An ever-increasing attention towards multiple-use forestry over the last 15 years or so has resulted in the establishing of nine separate headquarters divisions within the framework of the Forest Service.

At present there are over 90 Rangers responsible for the proper field supervision of 64,000,000 acres of forest land within the five Forest Districts or, an average of seven million acres of forest land per Ranger.

The present Chief Forester and Deputy Minister of Forests is Dr. C. D. Orchard, a native of Wakefield, New Brunswick, and graduate of the University of New Brunswick in forestry in 1920. Dr. Orchard came to the B. C. Forest Service that same year, becoming Chief Forester in 1941 and Deputy Minister in 1945 when the Service was raised to departmental status as one of the Hon. E. T. Kenney's two portfolios—Lands and Forests.

MANAGEMENT DIVISION

Of all the Forest Service Headquarters Divisions, the Management Division, under Forester-in-Charge F. S. McKinnon, is the one primarily responsible for dealing with the logging industry in all its phases with the exception of protection matters. It is under Management's direction that the official scaler operates, the timber scale auctions are conducted, cutting plans for management licences are approved, and Public Working Circles are developed and put into effect. In order to carry out its multiple duties, the Management Division in Victoria is divided into specific Sections to deal with forest cover mapping, management licences, public working circles, farm woodlot licences, timber sale administration and contracts, and an engineering section.

In the field, Management's most significant efforts over the last few years have been toward implementing the Forest Management Legislation passed at the 1947 session of the Provincial House and, later, the development of the farm woodlot policy and public working circle plan.



The Forest Service Marine Station keeps the Service's fleet of Ranger launches in good running order.



A typical example of the new standard Forest Service Ranger Station and Warehouse Building with 4-car garage. This installation is at New Denver, B. C.

MANAGEMENT LICENCES

Considerable progress has been made in connection with management licences with nine licences now in effect over a productive forest area of 1,800,000 acres. It is of interest to note that the allowable cuts on these licences run from as low as 1,250,000 and 8,250,000 board feet per year to as high as 75,000,000 feet per year.

So far, eleven Public Working Circles have been established on the Coast. The estimated annual allowable cut on these units approximates 380,000,000 board feet per year. In the Interior the Fort George and Kamloops Forest Districts have seven working circles established with the three in the Fort George district supporting, on a basis which present available figures indicate is a perpetual basis, almost 300 active sawmill and logging operations.

SURVEYS AND INVENTORY DIVISION

In any program based on a policy of sustained yield it is, of course, essential to know how much mature and immature timber is still standing. With this task in view the Forest Surveys and Inventory Division, under H. M. Pogue, has been carrying out an energetic survey program for the last five years. It is hoped a new provincial figure may be available within the next year or two, but with an estimated 75,000,000 acres of forest land to be examined, it can be appreciated that this is a sizeable task. During the summer of 1950, eighty-seven forest surveyors under this Division completed standard inventory surveys over 4,346,280 acres with an additional area of 15,670 acres being subjected to detailed cruises in five separate projects. Forest Surveys spends the winter months transferring the information gained in the field onto forest cover maps and into survey bulletins for the information of the public.

Over the past few years the Forest Service has established a most efficient and helpful association with the British Columbia offices of the Science Service Branch of the Dominion Department of Agriculture.

OPERATION DIVISION

The Operation Division, with R. G. McKee as Forester-in-Charge, is the successor to the old protection section whose sole task used to be the detection and suppression

of forest fires. As one of the original segments of the Old Forest Branch, it was particularly toward the protection officers that the time-honoured question "What do you do in the winter?" was directed. Here again, times have certainly changed!

FIRE PREVENTION

Detection and suppression of the yearly average of 1,700 forest fires is still the major function of the Operation Division. However, the rest of the year is well occupied by its personnel in looking after some 1,600 pieces of mechanical equipment necessary to keep the various phases of the Forest Service operating. Also under Operation comes the big Forest Service Marine Station in Vancouver, where the fleet of Service launches is overhauled and rebuilt, the fire-fighting equipment checked and improved, and various items of prefabricated building-lookout stations, drafting tables, etc. — are constructed.

Operation's Radio Section is rated as the largest private radio network in Canada with a total of 33,000 messages passing between the five Forest Districts, the Ranger Stations, and Victoria during 1950. Speedy communication to all forest protection facilities — lookouts, launches, aircraft and landing barges — is maintained through this efficient radio set-up.

STRUCTURAL SECTION

Construction of all the new Forest Service Ranger Stations, warehouses, garages, and other installations necessary in the administration of the forests is under the supervision of the Structural Section of the Operation Division. Here, designs are completed for all the standard buildings, plus a variety of special jobs of one kind and another, including marine design. At the end of 1950, thirty-six such projects had been completed during the year while work was proceeding on seven others, including everything from alterations to a Ranger Office to a fire-sprinkler system for the Forest Service Marine Station.

REFORESTATION

Much is heard these days about the Forest Service's artificial reforestation program. It is an endeavor which always seems to capture the imagination of the public. Under the direction of H. G. McWilliams, Forester-in-

(Continued on Page 20)

Alaska and Its Industrial Expansion

(Continued from Page 15)

flag. But most of that growth was linked to the defense effort there, centered around the central Alaska "Maginot Line" extending from the super airbases at Fairbanks along the Alaska railroad to Anchorage, headquarters of the Alaska Command of the Department of Defense, and ending in the Kodiak naval bastion on a huge island in the north Pacific, athwart sealanes to the far east that follow the Great Circle route.

The coming year, however, will see construction begin on the first unit of what the U.S. Forest Service hopes will be several units in the pulp and paper industry, when a \$40,000,000 cellulose grade pulp mill is started by the Ketchikan Pulp and Paper Company, a few miles north of the so-called First City of Alaska. Ketchikan is 90 miles north of Prince Rupert, B. C., which saw the opening of a big new cellulose plant earlier this year.

Ketchikan's population of 5200 is expected to double within three years with the coming of about 450 mill workers and around 600 loggers to the area. A group of western newspaper publishers has recently surveyed the Juneau area for a proposed 750-ton per day newsprint plant, using power from Lake Dorothy, and the D & F Company of Los Angeles and Cleveland still is interested in a site at Thomas Bay, near Petersburg. Preliminary work already is under way on the site near Ketchikan.

The war and post-war defense construction, amounting to staggering figures, has included a fine system of hard-surfaced highways in Alaska, which have attracted 30,000 to 50,000 motorists per year. The new Hart Highway, shortening the distance from western points to Alaska by several hundred miles, will be opened in 1952, giving both Alaska and central B. C. a greater tourist potential.

Aluminum Company of America, an affiliate of Alcan, which is opening up central B. C. with its plans for a big plant at Kitimat, has surveyed a site on the Taiya River near Skagway, the old gold rush center at the north end of the Inside Passage to Alaska. If diplomatic arrangements can be made for the use of the Atlin Lake area watershed, which is headwaters of the Yukon, one of the biggest new industries on the coast may become a reality by the middle 1950's. It and the pulp and paper expansion on the north Pacific shore would make this waterway a highway of industry in picturesque wilderness.

JUNEAU—CAPITAL CITY OF ALASKA

By Daily Alaska Empire

Seventy-one year old Juneau, the capital city of Alaska, was the first white settlement founded after the purchase of the territory from Russia in 1867.

From its beginning, when gold was found in Silver Bow Basin in 1880 by two prospectors (Joe Juneau and Dick Harris, grubstaked by George R. Pilz, Sitka mining engineer) Juneau was a gold mining town—until, in 1944, due to World War II and advancing labor costs, the Alaska-Juneau mine was closed.

The little gold mining camp which grew on the shores of Gastineau channel was first the village of Auk, then Fliptown, Harrisburg, Pilzburg, Rockwell and finally Juneau. In 1900 it became the capital of Alaska, "providing

that the seat of government be at Sitka until suitable buildings become available in Juneau", and in 1906 the move was made.

In the years between 1880 and 1944 approximately \$160,000,000, mostly in gold, was the value of the minerals mined in the Juneau area.

Since the Alaska-Juneau mine was closed, government has become Juneau's biggest business, but the town is also a centre for air transportation, cold storage and lumber mills. It is the home, too, of a small fishing fleet.

Alaska needs industry and the payrolls industry will bring to the Territory. Juneau's industrial hope is a pulp mill. B. Frank Heintzleman, U.S. regional forester and commissioner of agriculture for Alaska, has been working for pulp development in the Territory for more than 20 years and the mill which is being built at Ketchikan is the result of his efforts. Pulp from Ketchikan will not be used for newsprint. Alaska is rich in timber and another mill which would utilize this resource is hoped for in the Juneau area.

B. C. Forest Service

(Continued from Page 19)

charge, the Reforestation Division operates three modern forest nurseries at Green Timbers, just south of New Westminster, and at Duncan and Campbell River on Vancouver Island, with a potential capacity of 20 million Douglas fir seedlings per year. Since 1930 when artificial reforestation was started in earnest, the Service has planted over 74 million seedlings on 91,000 acres of logged and burned Crown land on Vancouver Island. A new development in the Reforestation program has made it possible for private companies to "hire" the Forest Service to do planting on private timber land that has been logged and burned. This is felt to be a significant step towards a more comprehensive and embracing program of artificial reforestation.

PARKS

British Columbia has often been referred to as the "Park Province". When one realizes that there are over 9,000,000 acres of untouched, natural beauty captured within the boundaries of 64 Provincial Parks, the term is indeed justified. The Parks and Recreation Division, under E. G. Oldham, has been proceeding with a planned scheme of park development for the last few years based on its policy that the first development should be available to the greatest concentration of urban populations. This has resulted in the initial phase of development being concentrated on Vancouver Island and the lower Mainland where we find the names, Elk Falls, Englishman River Falls, Little Qualicum, MacMillan, Mount Seymour, Garibaldi, and Manning, rapidly gaining world-wide attention as some of the few natural and unspoiled parks still available to the average man — a veritable treasury of natural beauty.

PUBLIC RELATIONS

Probably because of the nature of forest protection work and the necessity for public co-operation and goodwill in connection with the prevention of forest fires, the Forest Service has always maintained close contact with the people of British Columbia through bulletins, motion pictures and other media. In order to centralize all these

(Continued on Next Page)

TIMBER SALVAGE



Salvage bundles; dense second growth.



Relative size of bundles can be gauged by comparison with truck.

PRELIMINARY surveys of the Alice Lake Logging Company's 20-mile logging road from Port Hardy to Marble Lake in 1948, revealed that the road must pass five miles through a dense stand of very small second-growth hemlock and balsam timber. The road is a two-lane, modern, heavily-gravelled highway, 20 feet wide, built to withstand the daily pounding of 16-ton logging trucks and trailers loaded with 45 to 50 tons of logs. It is not generally economical nor practical to recover anything from small timber felled on road rights-of-way. Some of the larger logs are used for culverts, bridges and puncheon, and the smaller material is usually thrown aside or covered up by tractor and shovel operations.

In this case, with the stand being so dense, and timber of any kind being so valuable, it was logical that salvage of this small second-growth material should be made.

Pulpwood cutters from other company operations were settled down in a new camp near the area and given a contract to fall the trees, buck them into 8-foot lengths,

and pile them along the right-of-way. This was in June of 1949. Eleven men were employed during the peak of cutting from August to December, 1949. By May of 1950 a reduced crew had finished the job and had piled approximately 2,500 cords or some 1,250,000 fbm.

The wood was left piled throughout the balance of 1950 to dry out, and as road construction progressed, a mobile crane followed along and bundled it. Bundles were made containing approximately two-thirds of a cord in each, and girdled by one steel strap, the strapping material being .050 gauge in thickness by 1¼ inches in width. All the material has now been bundled and piled along the right-of-way and will soon be trucked to the booming grounds, rafted and towed to Powell River.

This salvage operation has been well worth while and is only one of the many undertaken by the Powell River Company to make complete utilization of the forest products and help to maintain its forest reserves.

B. C. Forest Service (Continued from Page 20)

activities which were going on in the different Divisions, a Public Relations and Education Division was established in 1944 with Mr. Eric Druce as forester-in-charge.

Under the supervision of the Public Relations Division comes the publishing of all Forest Service bulletins, both technical and lay; the operation of a modern forestry library; production and distribution of educational motion picture films on forestry which, incidentally, has a circulation of 165,000 persons in 1950; and maintenance of a library of still photographs on logging and forestry.

For the second successive year the Division, in cooperation with the B.C. Branch of the Canadian Forestry Association, is carrying out an extended film lecture-tour through all the public schools of the Province.

Due to the fact that present-day forest administration

necessitates a broad and detailed understanding of forestry and industrial problems on the part of the Service's field staff, a Forest Ranger School, under the direction of R. D. Greggor, a former District Officer with wide experience, was opened at the Green Timbers Forestry Station in 1945. In 1949 a new, modern-design school was opened by the Hon. Mr. Kenney and the course of study, which had been of six months duration, was extended to nine months. To this school, in classes of 20, go the more promising of the junior field staff as well as many of the Rangers themselves.

Yes, it may have been true prior to 1912 that there wasn't very much to do in the winter time for members of British Columbia's Forest Service. I don't know because I wasn't there. This I do know however — it sure ain't true today!



POWELL RIVER NEWSPRINT