

Powell River

DIGESTER





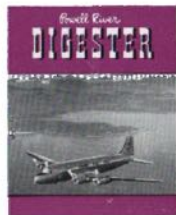
Powell River
DIGESTER

Published by
POWELL RIVER COMPANY LTD.
Standard Building
Vancouver 2, 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

A Canadian Pacific Airlines' "Empress of the Air" bound for Tokyo, passes over the gulf islands, just south of Powell River.



WILLIAM BARCLAY

LAST December the retirement of William Barclay, chairman of the board, Powell River Sales Company, was announced by President M. J. Foley.

"Bill," as he is known to his hundreds of friends in the industry, leaves his desk after 36 years in the paper business. He served a 21-year apprenticeship course with Powell River Company before bringing his long experience and industrial background to the Powell River Sales Company in 1937.

He is a recognized authority on all phases of sales, shipping and transportation. His friends are to be found in every corner of the world where pulp and paper products are sold.

Bill started with Powell River Company in 1916 at the age of 30—and at a time when production of newsprint at Powell River was in its infancy. During his 36 years of marketing Powell River products, he has built up a sales organization the ramifications of which are world-wide. He has been in close and direct touch with publishers in all parts of the world, and his tact, experience and sound judgment have been instrumental in building up and

cementing the spirit of goodwill and mutual confidence that exists today between Powell River Sales Company and the publishers. Bill's first job at Powell River was as assistant traffic manager. He passed through the production, sales and shipping departments and, in 1937, joined Powell River Sales as its first manager. He was later promoted to vice-president, and in April, 1951, was appointed chairman of the board of directors.

One of Bill's favorite recreations has been fishing and scores of publishers and friends have happy memories of days or weekends spent on Powell Lake with Bill Barclay as host. They will all wish him the best and lots of good fishing in the leisure time he has earned after his long and honorable association with Powell River and the pulp and paper industry.

Mr. and Mrs. Barclay will continue to make their home in Vancouver.

Incidentally . . . Bill has asked us to inform all his old friends, that with more spare time at his disposal, he intends to polish up his golf game—ready for this summer's crop of visitors. ▲



Powell River logging superintendents and other company officials come together for Fourth Annual Conference.

LOGGING SUPERVISORS

ON January 7-9 last, Powell River Company logging superintendents and key woods and forestry officials gathered together in Vancouver for their Fourth Annual Conference.

The idea of an annual get-together of top loggers and woods officials was originated four years ago by company president Harold S. Foley, following recommendations from Logging Division executives. It was realized that our logging superintendents, located in widely scattered camps over a 500-mile range, from Vancouver in the south to the Queen Charlottes in the north, had no opportunity to discuss and co-ordinate their mutual problems; or to effectively initiate a basic, overall cohesion in operating policy.

This was the background that initiated the annual conferences which have proved valuable both from operational and morale viewpoints. The exchange of ideas has contributed greatly to efficiency of operations. The opportunity to meet, and talk over "gripes" with top management has boosted morale and provided a new and better understanding of mutual problems.

This was the atmosphere in which this year's conference was opened in Hotel Vancouver at 9 a.m. on January 7. Approximately 40 logging supervisors, representing each of the company's 12 logging areas, and members of the logging and forestry departments were in attendance. Chairmen during the two-day session were: Norman English, George W. O'Brien, M. J. Foley and J. E. Liersch.

The opening was featured by a recorded address which President Harold S. Foley had made prior to his departure for Europe.

In welcoming the members, Mr. Foley thanked them for their co-operation and loyalty during the year. Reviewing some of the problems of the past 12 months, he emphasized that logging costs had risen sharply during the year, and were 25 per cent greater than in 1950.

Instancing one factor in this cost bill, he pointed out that in the first 10 months of 1951, the company lost more than \$300,000 in operating their cookhouses.

Stressing the importance of loyal and co-operative personnel in the camps, Mr. Foley said:

"I see, in my trips to the camps, many hard working men. Everything these men do is well done and usually on the double. For these men I have the liveliest respect and I am sure you have also. If only you and the rest of us can make that good man, who is a credit to the word logger, and who handles his hard duties well, feel that there is, on our part, a recognition and a respect for him because of those duties being well performed, we, and all of us in the logging business, shall be better off as the days go by. You, as a supervisor, will be recognized as a better leader and, above all, you will have an influence for the good with the new and younger men joining the logging business.

"Plan your work and, above all, plan the work for the men so that when they go out in the morning they know what they are to do; and realize they have been assigned a fair share of the work which must be done. They will have a great deal more confidence in your leadership if you plan your work well."

THE LOGGING PICTURE

Vice-President George W. O'Brien, in analyzing present trends for the logging industry in 1952, saw a possible softening of log prices and "some uncertainty and hesitation" in the overall picture.

"We cannot say with assurance what will happen in 1952," Mr. O'Brien declared. "The international situation is still clouded and its effects could be felt adversely on short notice. Our lumber exports to the United States may be further curtailed, due to diversion of industry to defense programs. Shipments of lumber to the United Kingdom may be expected to be maintained at a fairly high level—and this may counter-balance, in part, the loss of U.S. orders.

"We are glad to report, too, that despite the long summer shutdown, resulting from extreme fire hazard, we have kept the plant supplied with pulp timber—and operations have continued at capacity level. This is an achievement on which you are all to be congratulated—and which is appreciated by consumers of Powell River Company pulp and paper products." ▲



Company directors G. W. O'Brien (left) and Anson Brooks talk things over with Clair Smith, assistant manager of Logging Division.



Members of newly acquired B. C. Manufacturing Company and their wives join win-up dinner and dance.

CONVENE IN VANCOUVER

NEWSPRINT AND PULP

Executive Vice-President M. J. Foley reviewed operations for 1951 and touched on possibilities for 1952.

"I would like to further emphasize that as a result of your efforts in the camps, the company has rebuilt its logging inventories to a point where all danger of a plant shut-down has been eliminated," he said.

During the past year, Mr. Foley said, the company had strengthened its timber reserves and provided for greater integration of its operations by purchasing the plants and properties of B. C. Manufacturing Company and its subsidiaries. The acquisition had naturally assisted in the building of log inventories.

Touching on costs, Mr. Foley declared: "Costs have risen at an alarming rate during 1951. Outlay for labor, following a 16½ per cent wage boost, along with a cost-of-living bonus, and the rising costs of materials during the year, have emphasized the need for economy in every phase of our operations."

Referring to the sales outlook for the year, he stated that Powell River's entire production for 1952 has been contracted for; and that with completion of the present development program later in the year, annual production of paper will be increased by 40,000 tons.

LOGGING COSTS

Vice-President John Liersch, with the aid of detailed charts, reviewed the cost picture in the camps during 1951.

"Most of these costs," Mr. Liersch stated, "are largely beyond the control of the individual foreman and superintendent, but a general tightening up in supervision could help reduce them."

Bringing the problem down to fundamentals, Mr. Liersch felt that all costs could be summarized under two headings: Human Relationship, and Outside costs. In one way or another, the largest portion of logging costs, in the final analysis, is closely allied to the human relations equation, he explained.

"Keep the human relations viewpoint always to the fore," Mr. Liersch concluded. "Know your men, understand their problems and background, listen to their complaints, and provide them with the best possible equipment.

Organize and plan your work, and you will have a better camp, better production, better and happier men."

Many other problems pertinent to all operating phases were discussed, and special addresses were delivered by recognized authorities.

Superintendent Tom Murphy emphasized the importance and morale-boosting effect of good housekeeping in the camps. "A clean, well-ordered camp, with tools and equipment in first-class shape, is a good camp, and will attract good men," he said.

Engineers Peter Demidoff and Ed Fortin told of the new logging roads being built in the Port Hardy district and on the Queen Charlotte Islands; Employment Officer Harold Henderson spoke on safety measures in logging camps and touched on comparative statistics; and Security Officer Terrence Parsloe reviewed problems of industrial security.

Guest speakers at the meeting were Wilfrid Heffernan, who reviewed the legal angles in the International Woodworkers of America contract; William Black, manager of Loggers' Agency Limited, who outlined the importance of good personnel understanding by superintendents; W. B. Osborne, U.S. forestry authority; and Fred Fraser, of Vancouver, who spoke on fire prevention problems and equipment.

A feature of this year's program was a talk on "Conference Technique" by Jack Frost of Personnel Development Service, who, for the past six months, has been instructing Powell River supervisory personnel in handling day-to-day problems through conference technique. The address was novel and stimulating and created wide-spread interest. After the conference, Mr. Frost spent a week conducting classes for the logging superintendents.

One full day was devoted to the problem of deep-sea raft building and towing problems with a view to improving and streamlining the building and towing operations. Fourteen of the supervisors, including tug masters and raft builders, took part in the discussions.

On the evening of January 9, logging superintendents and their wives were guests of the company at a dinner and dance. The event gave wives an opportunity to talk over the household problems of camp life. ▲



Left to right: Mrs. M. J. Foley, Lieutenant-Governor Clarence Wallace, M. J. Foley and Mrs. Wallace.

NEW POWELL RIVER TUG

Last December at Yarrows shipyard, Victoria, M. J. Foley, executive vice-president of Powell River Company, set in place the first plate on the keel of a new tug which is being built for the company's subsidiary, Kingcome Navigation Company Ltd.

The new craft will be a 700 h.p. diesel-driven tug with an overall length of 100 feet, a beam of 25 feet, 6 inches, and draft of 13 feet, 6 inches. She will be launched in March, this year, and delivered to the Company in May.

The tug was designed at Yarrows and, with the exception of her main engines, will be almost entirely a British Columbia product. All the latest in equipment and furnishings will be incorporated in the new vessel.

The hull will be of steel, electrically welded. The wheelhouse will be of aluminum to offset possible compass variations and a Sperry Electric steering gear will be provided.

The towing winch on the main deck is to be electrically driven. Two Class I-A life boats and a 14 foot work boat with 25 h.p. engine will be carried, along with the latest in life-saving equipment. Galley fittings include an oil-fired range and built-in freezer and cooler.

Every provision for the comfort of crew members has been made. Each member of the ship's company will have a separate cabin, the old "double-tiered bunks" being eliminated. The ship will be heated by an automatic hot water system with radiators in each room.

Commenting on the company's decision to add another tug to the fleet, Mr. Foley stated: "The new tug is essential to meet the increasing pressure on our log-towing facilities, resulting from the expansion of our properties and production. It has always been a principle of Powell River Company policy to use the skill and know-how of British Columbia workmen, and we have followed this procedure in awarding this contract to one of the province's oldest and best-known shipbuilders, Yarrows Limited, of Victoria. We are also happy to have our new ship built in Victoria because we have many old friends and a large number of shareholders there."

Hubert A. Wallace, managing director of Yarrows Ltd., said: "We are all proud that the Powell River Company

has selected this firm to build a new tug for their large fleet and we hope that this will be the forerunner of more. Powell River Company is a firm believer in British Columbia products. Many surplus tugs, barges and other coast-wise vessels have been brought into British Columbia from U.S.A. and elsewhere since the end of the war. These importations are of grave concern to those of us in the shipbuilding business. The industry will suffer for many years through not having the usual replacement and expanding tonnage to build. We hope that other companies will follow the lead of the Powell River Company and build their ships and barges in British Columbia."

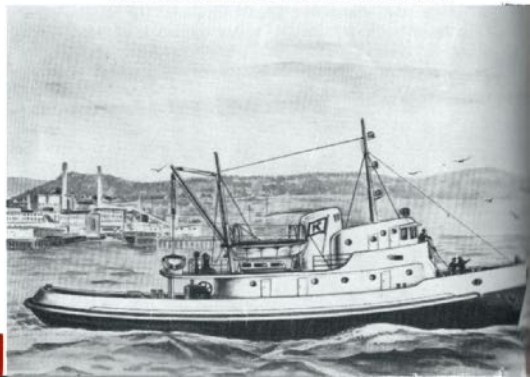
Powell River Company and its wholly-owned subsidiaries operate a fleet of approximately 30 tugs with a total of more than 6,000 horsepower.

The new tug brings to seven the number directly engaged in log-towing and pulp shipments in and out of Powell River.

The auxiliary fleet servicing the numerous logging camps totals 23 craft, 15 of which are employed in the Queen Charlotte Islands operations of the company.

Guests at the keel-laying included Lieutenant-Governor Clarence Wallace and Mrs. Wallace; M. J. Foley and Mrs. Foley; other Powell River executives; H. A. Wallace and Mrs. Wallace; and other Yarrows officials. ▲

Artist's conception of new Powell River Company Tug





Vice-President R. M. Cooper presents \$1000 cheque to William Macmillan.

\$ 1000

FOR A SUGGESTION

The Suggestion Award Plan, which in recent years has paid out thousands of dollars to company employees, has just paid a handsome dividend to Bill Macmillan, of the Mechanical Staff.

Early in January, Bill was called into the office by Vice-President R. M. Cooper—and handed a cheque for \$1000 in recognition of a suggestion he had made for certain revisions in operating procedure of his department.

The \$1000 award to Macmillan was the largest single bonus yet accorded for a suggestion from an employee. It topped the previous \$500 cheque paid out several years ago to Alec Morris of the Machine Room Staff.

Macmillan, recognized as an outstanding mechanic, received the award following his recommendation for a new stock proportioner. In his work about the plant he had observed that the Flow Meters registering stock-flow made no allowance for changes in stock consistency—and provided no recognition of the proportion of groundwood and sulphite, following such a change.

Accordingly, he designed and submitted a novel nozzle and hose attachment, by which a proportioning balance between groundwood and sulphite pulp would be maintained at all times, regardless of stock consistency.

Macmillan's idea was approved and installed successfully on the paper machines. It has worked well in practise.

This is not Macmillan's first recognition. He has, on other occasions, received smaller cash awards for sug-

gestions; and a few years ago was a winner in the Gadget Competition, sponsored by the Canadian Pulp and Paper Association. Born in Scotland, he learned his trade in the rigorous and exacting schools and apprentice shops on the Clyde—a background that makes his ingenuity understandable.

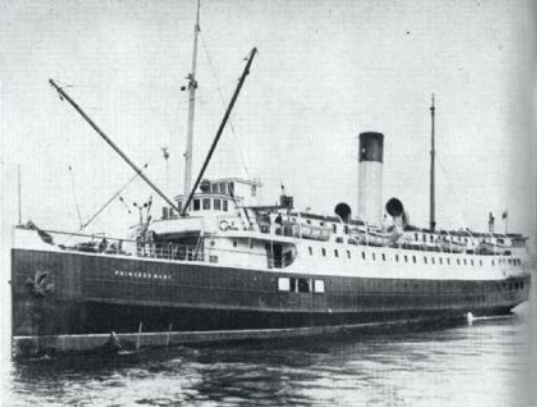
The Suggestion Box idea has, particularly in the past few years, provided an increased stimulus to Powell River employees to bring their ideas before management. The investigating procedure ensures that the employee's suggestion is carefully studied and analyzed. Company officials and trade union representatives co-operate in assisting the worker to put his idea through; and as a result, confidence in the integrity of the committee and the assurance that his idea will be carefully reviewed has removed the old doubts and suspicions "that nobody would pay any attention to your idea".

The number of workers receiving awards has increased and this, in turn, has stimulated others to come up with ideas.

At the same time as Macmillan was awarded his \$1000 the following additional awards were made to company employees.

W. Cratchley, \$100; A. Korpi, \$100; A. E. Churchman, \$100; W. J. MacKenzie, \$75; E. J. Taylor, \$75; E. Cathcart, \$25; W. A. Ritchie, \$20; W. E. Barry, \$15; R. Dunwoodie, \$15; B. Calder, \$20; R. B. Bull, \$20; W. F. Mattick, \$20; C. H. Shepherd, \$10; J. W. Gibson, \$10. ▲

"PRINCESS MARY" RETIRES



S.S. Princess Mary

Last December, a 40-year tradition of the seas in and around the Powell River area was broken when the S.S. *Princess Elaine* replaced the veteran *Princess Mary* on the Vancouver-Powell River run.

It was not the replacement of one ship by another that shattered this long link with the past; it was the change in schedule resulting from the transfer—a change which has been a subject of long and heated controversy from one end of the district to the other.

For nearly 40 years, ever since the first load of construction material arrived at Powell River in 1910, the famous "night-shift run" to and from Vancouver has continued without interruption. On this run were stout old veterans of the Canadian Pacific fleet—S.S. *Charmer*, *Princess Royal*, *Princess Mary* and others. Punctually, almost invariably on the dot—year in and year out, they churned out of Powell River at 11:15 p.m. thrice weekly. Equally as promptly, they warped away from their Vancouver moorings the following evening at 11:45 on the return trip.

For Powell River it was ideal. The traveller or businessman stepped aboard the boat at Vancouver or Powell River, promptly went to bed (or should have!) and awakened fresh and eager for what the day might bring. No loss of time, sleep as you travel, carry out your business, take in a show or visit a friend for the evening, and take the night boat back home.

That's the way, good people, it has been for nearly four decades, until December, 1951. Around that time the old *Mary*, wearing the honourable scars of battle, worn out

by years of faithful service, was consigned, with its precious staterooms, to the "boneyard".

And along came the comparatively new *Elaine*, jaunty, cocky, prancing along at a clip probably a few knots faster than the *Mary*—and with a passenger-carrying capacity of 1200—three times that of her glorious old predecessor.

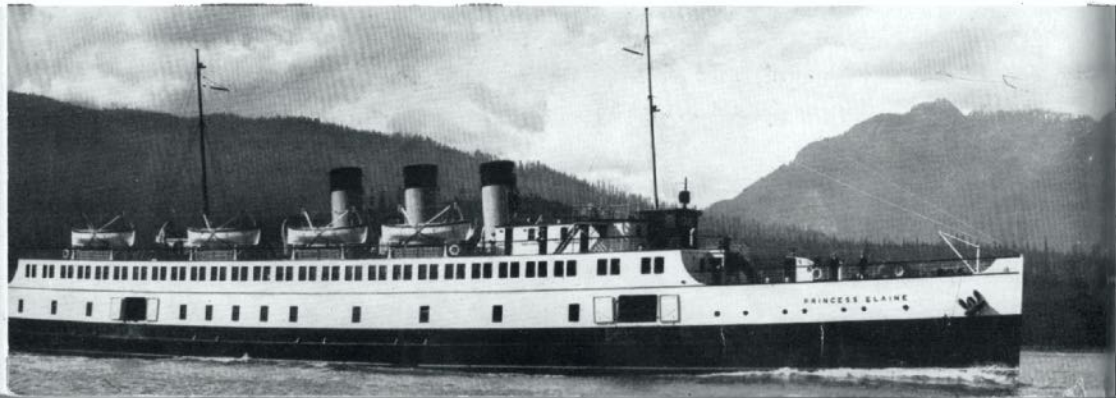
Sounds attractive and frightfully modern, by jove! Ah, there's the rub. To make it so modern—and so attractive—the *Elaine* had no staterooms—and this meant—

You've guessed it. No more night trips. No more restful nights, with only a twinkling of an eye between midnight and dawn, no more cosy chats with old friends in staterooms, no more "quick ones" before easing yourself into the soft and downy beds of the good old *Mary*.

The night-shift run is finished. Now the luxurious *Elaine* leaves Vancouver at 10:45 a.m., arrives at Powell River about 5:00 p.m., leaves again at 6:30 p.m. to arrive in Vancouver just short of midnight. It is a five-hour day trip, and from the Powell River viewpoint generally, at least a day's wasted time travelling back and forth.

But the gods of progress, we suppose, must have their way. Part of the roundabout loss is made up on the swings—the swings representing space for 45 automobiles against the 12 possible on the *Mary*. The S.S. *Elaine* was formerly on the Vancouver-Nanaimo run as a car ferry on a two-hour run—and undoubtedly her greater vehicle-carrying ability will prove a boon to the district. One of the chief complaints in recent years has been the difficulty encountered by residents in taking their cars out of town; and the presence of the *Elaine* has largely solved this problem. ▲

S.S. Princess Elaine





New home of MODESTO BEE, Modesto, California.

MODESTO BEE OPENS NEW HOME

ON December 20 last, the Modesto *Bee*, an old friend of Powell River, and prominent in the California newspaper field for the past 35 years, moved into its new plant, at Modesto, California.

Opening of the new plant, considered one of the most modern in the country for its size, was heralded by a two-day "open house", during which thousands of interested visitors and friends inspected the premises.

First, the workers who helped construct the building were given a chance to see their completed work; then personnel of the *Bee*, affiliated radio station KBEE and Bee Engraving and their families toured the plant; next, local advertisers and public officials were the guests at a preview, followed by newspaper publishers and editors; then came two "open houses" for the general public, and, finally, a preview for national representatives, advertising agencies and the trade press.

The *Bee's* new home is a two-storey, steel and concrete plant, covering almost half a block in downtown Modesto.

It is functional throughout, air-conditioned, with 35,000 square feet of floor space and adequate provision made for additional area to care for future expansion needs. Ceiling and floors soak up sound and reduce fatigue. There are employees' lounge and cafeteria and a complete test kitchen for Katherine Kitchen, the *Bee's* home economist, as well as many other features usually found only in much larger metropolitan units.

Circulation of the *Bee* has jumped rapidly in recent years. When it turned out its first edition in 1927, circulation was under 10,000. During World War II, it reached 15,000 and today delivery, carrier and dealers' sales have reached the 30,000 mark.

The Modesto *Bee* is one of the three famous McClatchy newspapers servicing the public in California. Along with its other lively counterparts, Sacramento *Bee* and Fresno *Bee*, it has, through its affiliation with the McClatchy family, a tradition of responsible journalism, dating back into pioneer days of the Orange State. Its founder was James McClatchy—and for nearly a century his descendants have carried on the McClatchy tradition.

The Sacramento *Bee* published its first edition on February 3, 1857, and in succeeding years has played a leading role in the development of the state.

"C. K." McClatchy succeeded his father in 1883. In 1922, "C. K." acquired the Fresno *Bee* — and on August 31, 1927, expanded his interests to take over the Modesto *News Herald* as it was then known. The name was changed to the *Bee* on July 26, 1933.

In 1935, the year before "C. K." died, the Sacramento *Bee* was awarded the Pulitzer Prize for "most meritorious and disinterested public service given by any newspaper in the United States".

And this is the spirit that predominates the *Bee* today under President Eleanor McClatchy, daughter of "C. K." and granddaughter of the original founder, James McClatchy. In recent years Miss McClatchy has been a leader in the broadcasting field and is also president of the well-known McClatchy Broadcasting Corporation.

Harry Conway is managing editor of the *Bee*; William O'Shea, business manager; and Walter P. Jones is the editor of the McClatchy newspapers.

It is a privilege and a pleasure for the *Digester* to congratulate the owners and members of the *Bee* staff on their new plant—and to wish them continued success in the years ahead. ▲

A METROPOLITAN AREA



Aerial view of some of the modern homes in Powell River.

On January 30 of this year, 83 new members became eligible for Powell River Company's 25-Year Club. This group joined the company in 1926, a date from which we can largely trace the beginnings of the modern Powell River—the date when the surge of industrial expansion brought hundreds of new employees and their families to the district—and accentuated the spilling over of the population from Powell River center, to the now prosperous, fast-expanding and independent villages of Westview and Cranberry and the district of Wildwood.

From the time of the installation of our fourth newsprint machine in September, 1913, there was little change, beyond normal additions to the population and economy of Powell River, until 10 years later. From 1923 on, the growth and expansion of the area has been tremendous.

In 1923, Powell River, with its compact population of 2,000, was the center of all things in the surrounding area. Here and there were scattered logging operations, whose workers came and departed, leaving behind only the bare, logged-over areas and traces of old railways and log dumps to mark their passage. Little more than cow paths linked Powell River with the surrounding communities, all of which are within a two-mile radius.

The present thriving village of Westview boasted a few shacks, a few new homes starting to spring up, a corner store, and a nice location. Cranberry and Wildwood were even more barren of settlement and business.

In the 10 years between 1913-1923, production of newsprint at Powell River remained at a steady 250 tons daily. In 1923 came the first big plant extension program which pictured a doubling of production in three years—the installation of huge newsprint machines with frightening speeds and new shiny gadgets. And so, into Powell River poured that now famous rush of construction and new mill workers.

Additional homes were built in Powell River—but it was impossible to house the swarms of new workers and their families, who were disgorged daily from coastal steamers. Residents began to build temporary shacks in

the suburbs—others picked up land at bargain rates—and began to erect their own homes. Almost overnight, homes, stores, and buildings sprung up—and by the end of 1926, Westview had a population of nearly 1,000, Cranberry 500 and Wildwood 250. Powell River census figures hovered around the 3,000 mark.

In 1926, Five and Six newsprint machines entered production, but construction did not cease. Almost immediately plans were laid for the installation of a seventh machine, with all its attendant auxiliaries—a new dam at Lois River—extra grinders, more houses, etc. And the spilling-over process continued with more and more people overflowing into the suburbs. Westview's population rose to 1,500; Cranberry crowded the 800 mark—and Wildwood touched 500. Powell River remained fairly consistent at 3,200.

Since 1930, the movement has been to the outside areas. The old unorganized districts of Westview and Cranberry have been incorporated as villages—with their own governing boards, modern schools—and vastly expanded populations. Today, Westview alone has a greater population than Powell River—and Cranberry, slightly less. Only one-third of the people of the greater Powell River area reside in the town of Powell River.

A glimpse of a few past and present figures shows something of what has happened over the past 27 years. In 1923, the annual pay roll at Powell River was less than \$1,000,000. Today, this figure is in excess of \$7,000,000.

There was one school in Powell River, with seven teachers and 250 pupils. Now there are four elementary schools and a junior-senior high school in the district, with 1,500 pupils and 55 teachers. Powell River Company, being the largest taxpayer in the district, contributes

Aerial view of the Village of Cranberry, one mile from Powell River





The fast-growing Village of Westview.

approximately \$200,000 annually, which is some 75 per cent of the entire school tax assessment.

Population of the greater Powell River area is now just under 10,000, more than double the 1925 figure and four times the 1923 census roll.

The payroll of other industries in the immediate area is today as large as the Powell River Company payroll of 1923; and the shopping and business areas of Westview and Cranberry are modern and extensively patronized.

Representatives of two of Canada's largest department stores have agencies in Westview.

Hotels, schools, theatres, recreation grounds, modern hospital, well-defined roads and streets and picturesque homes—modern electric, water and transportation facilities—all these and much more are parts of the normal life of these areas which, spreading out from the parent center of Powell River, owe their progress to the steady expansion of the Powell River Company's plant. ▲

OUR UNDER-GRADUATE TRAINING PROGRAM

TODAY, all progressive industries are looking to the universities and technical schools for trained men to meet the expanded requirements of a technological age.

Outstanding graduates in all branches of engineering are in constant demand and quickly snapped up in the expanding industrial whirligig, which is nowhere more vigorous and aggressive than in our own province of British Columbia.

The urgency of ensuring a regular inflow of promising engineering graduates was anticipated by Powell River Company five years ago, when it initiated a novel and unique plan of recruiting technical personnel for its operations. The plan now in active and successful operation works in close co-operation with authorities of the University of British Columbia.

The objects of the plan were set as follows:

1. To create a group of students, who, upon graduation, would have already received some practical grounding in actual pulp and paper mill operation, thus providing a sound basis for selection from the group of suitable graduates to fill permanent openings that may occur with the Powell River Company.
2. To assist under-graduate engineers to familiarize themselves with the pulp and paper industry under an organized plan, to the mutual benefit of the industry and the engineering profession.

The program begins with the selection of a limited number of students of suitable academic standing who

have completed their first year of Applied Science and continue through their summer vacations until graduation. They will, therefore, have three vacation periods in which to work in the plant and acquire practical knowledge.

The program for all students in the group is the same for the first two years and includes one-half of a vacation period in each of four major divisions of the plant, i.e., groundwood, sulphite, paper machines and maintenance services.

During the third vacation period, students who are to graduate in chemical engineering normally are attached to the control division for more specialized work. Students who are to graduate in mechanical, civil or electrical engineering do further work in the mechanical departments and possibly some field of engineering.

It is understood that students will work in the various regular mill jobs (which, where necessary, will include shift work) in the departments designated at the established job rates. In any case, not less than the mill base rate is paid.

For its information, the company maintains a record of each student's progress, and holds periodic personal interviews with individuals to discuss problems and to give guidance.

The plan assumes that on enrolment the student has the general intention of following the pulp and paper industry on graduation; but there will be no obligation on the part of the company to offer employment nor on the graduate student to accept an offer, if made. ▲

83 MEMBERS JOIN 25 YEAR CLUB



25
YEAR
CLUB

E. F. Aquilin W. E. Barry R. Barget E. H. Bartram B. D. Birt W. Blacklock M. H. Beyer
 J. H. Brain J. B. Butler L. D. Campbell J. Carnesley J. F. Cook C. E. Chanchman A. S. Craig
 A. Cramb J. Cramb W. F. Cramb J. A. Donkerley J. Dunlop L. Ethofer
 D. Evans J. Fahy D. Fernby J. H. Forslund W. A. Gahan F. W. J. Gardner C. G. Garrett
 G. Gilmore A. Graham W. Graham J. Hamilton E. A. Hansen E. Hart A. D. Hewitt
 W. M. Hill W. Hopkins N. Hazzar E. L. Jones L. Kirk C. W. Kirkwood V. M. Lawson

The year 1911 brought 83 new members into Powell River Company's 25 Year Club—the largest group ever to enter the Club in a 12-month period.

These men joined the company in 1926, the year when Number 1 and 2 machines went into production to step up newsprint output from 250 to 500 tons daily.

Each of the 83 members was presented with an engraved gold watch by Executive Vice-President M. J. Foley. Total active membership in the Club is now 226; and practically every member and his wife was present at the annual gathering.

In addition to the presentation award, members enjoy special wage provisions, when off work on account of sickness.



I. R. Lepage T. Lucas J. Landon M. A. Moncrieff C. M. Muat W. McAndrew A. McLennan
 H. C. MacLean W. Macmillan G. E. Norrhey F. W. Norman E. Natchey J. J. O'Connor E. Patrucco
 J. Ferguson G. Pasche L. B. Price V. R. Price S. S. Ross W. A. Ross A. P. Kehlold
 V. Raily W. A. Ritchie A. A. Ross R. R. Russell F. J. Saunders D. Scott L. Simard
 B. R. O. Slugh A. Smelt G. W. Smith J. Southern J. R. Stephens E. Sweeney C. R. Temporky
 H. J. Vincent T. Waldron A. Woodward F. Worum W. Wright A. Zorina S. Zrilich

83 MEMBERS JOIN 25 YEAR CLUB



E. F. Aquilin



W. E. Barry



R. Bergot



E. H. Bertram



B. D. Birt



W. Blacklock



M. H. Boyce



J. H. Brain



J. B. Butler



L. D. Campbell



J. Carnelley



J. F. Cook



C. E. Churchman



A. S. Craig



A. Cram



J. Cram



W. F. Cram



J. A. Donkersley



J. Dunlop



L. Ethofer



**25
YEAR
CLUB**



D. Evans



J. Fahey



D. Formby



J. H. Forslund



W. A. Gahan



F. W. J. Gardner



A. G. Garrett



G. Gilmour



A. Graham



W. Graham



J. Hamilton



E. A. Hansen



R. Hart



A. D. Hewitt



W. M. Hill



W. Hopkins



N. Husar



E. L. Jones



L. Kirk



C. W. Kirkwood



V. M. Lawson

The year 1951 brought 83 new members into Powell River Company's 23 Year Club—the largest group ever to enter the club in a 12-month period.

These men joined the company in 1926, the year when Number 5 and 6 machines went into production to step up newsprint output from 250 to 500 tons daily.

Each of the new members was presented with an engraved gold watch by Executive Vice-President M. J. Foley. Total active membership in the Club is now 226; and practically every member and his wife was present at the annual gathering.

In addition to the presentation award, members enjoy special wage provisions, when off work on account of sickness.



S. R. Lepage



T. Lucas



J. Lundon



M. A. Moncrieff



C. M. Mout



W. McAndrew



A. McLaren



H. C. MacLean



W. Macmillan



G. E. Northey



F. W. Norman



E. Nutchey



J. J. O'Connor



E. Patrucco



J. Paterson



G. Pausche



L. B. Price



V. R. Price



S. S. Rees



W. A. Rees



A. P. Rehfeld



V. Reilly



W. A. Ritchie



A. A. Ross



R. R. Russell



F. J. Saunders



D. Scott



L. Simard



D. A. D. Sleigh



A. Smelt



C. W. Smith



J. Southern



J. R. Stephens



B. Sweeney



C. R. Temperley



H. J. Vincent



T. Waldron



A. Woodward



F. Woram



W. Wright



A. Zovina



S. Zrilch

TRIM ADDS TONNAGE

For the past five years, without a break, a shortage of newsprint has been the "hare" that both Powell River Company and the publishers using Powell River newsprint have been relentlessly pursuing.

Neither pursuer has, even yet, quite caught up on the elusive fast-running bunny. Sometimes first one, then the other, has been breathing down its neck—only to see him cram on a new burst of speed and draw away.

Powell River Company, in 1948, installed an eighth newsprint machine in hopes of relieving the crisis; but the effect was largely neutralized by increased pressure on the publisher for bigger and better papers. Speeds of older machines were stepped up to add more tonnage; and every possible ton of production was coaxed from the eight paper machines. This year, starting in July, further improvements will add another 40,000 tons yearly to Powell River's annual output.

There is now evidence that, as a result of these expansions and improvements, the "hare" is beginning to lag and the "hounds" are closing the gap on their quarry.

One reason the gap between newsprint production and consumption is being closed may be found in the mutual co-operation and understanding of each other's problems by the publishers on one hand, and Powell River operating staffs, on the other.

A current example of what can be done along this line is evidenced by the increase in production following on the widening to maximum widths of the newsprint "sheet" as it flows onto the fourdinner wire. On two of our large paper machines, two to three additional inches of saleable newsprint have been made available. With over 1000 tons of production daily, these additional inches mean several thousand extra tons of paper annually.

This encouraging situation was brought about only by mutual compromise on both sides, with the Powell River Sales Company enacting the role of the earnest broker.

How was this accomplished? Here is what went on behind the scenes.

SCENE 1: Powell River Sales talks to the paper-maker at Powell River.

Mr. Sales Company: "Mr. Paper-maker, we are under heavy pressure from publishers, for more paper. We know you will have more tonnage later this year, but can't you help us out a little in the meantime?"

Mr. Powell River Paper-maker: "What can I do? We are running to capacity and squeezing every ounce out of our machines right now."

Mr. Sales: "Well, old boy, could you—ah—er—add a little extra width to your sheet? Even an inch or two would help a lot."

Mr. Paper-maker: "Huh? That's a laugh. Lot of good that would do even if we could do it—and that's not certain. If those fellows who are buying your paper would cut down the size of their rolls by a few inches, we could program our reel and give you maximum tonnage; and eliminate those side runs which are unavoidable now and which represent unsaleable newsprint."

Mr. Sales: "Thanks, fellows—it's an idea. We'll see what we can do."

SCENE 2: Mr. Powell River Sales talks to Mr. Publisher.

Mr. Publisher: "Well, here you are again. When do we get that newsprint you promised us?"

Mr. Sales: "I know it's tough, but we're doing our best to scrape up every ton possible. We hope to be in better shape by the end of the year. By the way, if you fellows could co-operate a little further we might be able to dig up a few thousand extra tons this year."

Mr. Publisher: "Yes! What's on your mind?"

Mr. Sales: "I've just talked to Powell River Company Paper-makers—and they believe that if you could cut your rolls down to 64-inch, 48-inch and 32-inch combinations they might be able to widen out their sheet a couple of inches to allow maximum trim. It will involve some study and experiment—but they think they can do it."

Mr. Publisher: "Well, we've used the combination of 65-inch, 48 $\frac{3}{4}$ -inch and 32 $\frac{1}{2}$ -inch rolls for a long time—and it is the most satisfactory size for our purpose. But we need the newsprint and if those fellows at Powell River can do what they say, we'll go along with you."

Mr. Sales: "Thanks, Mr. Publisher. We'll see the Paper-makers and tell them you will do your share."

And that's how it happened. The publishers helped by compromising on size—and the paper-makers came through with their side of the bargain. Widening the sheet involved considerable study and some alterations to existing equipment. There was doubt in some minds whether the experiment would work.

However, the experiment was successful and the publishers willingness to go along has permitted maximum utilization of the sheet—and reduced the trim at each end of the reel to less than one inch—just about the minimum possible for safe operating.

It was a nice deal all-round. Publishers will appreciate the efforts of the Sales Company to help them out; and operating crews at Powell River are pleased with the results of their experiment, which is bringing additional tonnage to the people they are working for—the publishers. ▲



New wharf construction at Powell River showing Administration Building (foreground) and portion of new storage sheds.

MODERN WAREHOUSING FACILITIES

Construction of a new wharf, major unit in Powell River Company's present development program, is proceeding steadily, and its progress is being watched with keen interest by all employees and by visiting engineers and technicians.

The new structure at Powell River has been designed to provide specialized warehousing facilities, which will allow maximum efficiency in the storing and loading of newsprint.

In planning of these facilities, we were our own "consultants". For several months the plant operating men were called into conference after conference to state their views and to co-ordinate their ideas. Harbormasters, checkers, finishing room operators, wharf crews and railroaders, every department that would be affected, sent their practical experts to the conferences. After months of "kicking the project around", the master plan was slowly evolved and when the engineers bent over their draughting boards, they were shaping drawings based on the best layout that practical operating experience and imagination could conceive.

Total warehouse storage space has been increased by 25 per cent, but due to extra mobility and new storage economies, the potential capacity is far above this figure. Two features of the new warehouse are of special interest.

(1) Mobility has been greatly increased by the complete absence of pillars inside the warehouse. The entire floor area is unobstructed and storing and loading operations can be speeded up. From the consumer angle, this absence of pillars will indirectly cut down the possibility of damage at the storing and shipping points.

(2) Along the seaward side, the warehouse wall represents a continuous series of sliding doors, which allow expanded accessibility and permit loading of ships without interference. Rolls can be placed on the dock at any point desired and hauling distance reduced to a minimum.

In planning the layout of the new sheds, the following factors represented the basic foundation which guided construction.

(1) Pulp and paper should be moved the shortest possible distance from the finishing room to the ultimate

loading point in the shortest possible time. This involves the complete elimination of temporary storage and railroad switching.

(2) Paper should be handled only once in movement from finishing room to the pick-up point on the storage floor.

(3) Rail movement is cheaper than jeep movement.

(4) Paper packets (rolls of uniform customer size) should be grouped separately.

(5) Rolls and packets should be located in storage as close as possible to the ultimate despatch point.

(6) Accessibility is important to low-cost maintenance and shipping.

(7) Reduction of "dead" space in warehouse by elimination of runways, passageways, etc., with highest possible ratio of live space to dead space.

(8) A layout based on 50 years' life, capable of adjusting itself to the wide assortment of operating conditions that would prevail in this period. Maximum flexibility is to be aimed at.

These were some of the principles on which the original plans were drawn up, and which had been refined through long discussions between practical operating staffs. The new warehousing building will have a capacity of about 10,000 tons. Deep-sea and coastwise storage facilities have been separated, and the outer wharf, which will provide berthing facilities for ships of 410 feet and 480 feet, will have a 6,000-ton capacity warehouse, to allow 3,000 tons for each vessel loading. The basin will be dredged to a minimum depth of 30 feet. This building will be 120 feet wide, 420 feet long and 27 feet in height. Along the wharf side a 30-foot-wide working apron will extend along the entire length.

At the landward end, a 4,000-ton warehouse will be constructed with a width of 50 feet, 480 feet long, 24 feet high. Depth of water will be 25 feet, and berthing facilities for simultaneous docking of two 150-foot scows and one small motorship will be provided.

Administrative offices, freight shed and employee facilities are located at the eastern end of the shore quay, and are sited for maximum accessibility. ▲



Powell Stores — centre of Powell River's shopping area.

POWELL STORES-COMMUNITY SHOPPING CENTER

Center of the business and shopping life of Powell River is the modern Powell Stores Limited. In this building nearly half of all the general department store business of the district is conducted.

Powell Stores has more than 90 employees; and on a per capita basis, its turnover compares favorably with the annual turnover of the large metropolitan stores—as does its facilities and variety of merchandise.

Approximately 120,000 sales are made each month—an impressive volume considering the extensive competition from other business houses in the district; and every effort is made to carry as wide a variety of merchandise as possible—both in the “popular” and “quality” fields.

The cash-and-carry grocery section, recently revamped, has been a highly popular rendezvous for housewives and has drawn commendation from visitors from many parts of the Continent. Prices here average about 10 per cent below the general counter service charges and the public has made full use of this facility.

The demand for quality goods is high in Powell River. The high local wage scale and steadiness of employment

have tended to emphasize quality rather than price on buyers' selections.

Powell Stores facilities include fountain service, novelty, magazine and specialty sections, men's and women's wear, shoe department, notions—all designed to meet the very exacting requirements of a steady pay roll town.

The employment policy of Powell Stores has always afforded preference to local residents and sons or daughters of employees, who constitute practically the entire staff. Wage scale is today the highest in Canada, a factor which attracts local girls to its counters. Store employees have a seven-and-a-half-hour day with a five-day week.

Powell Stores is a leader in community endeavor and over the years has sponsored scores of drives and campaigns and athletic organizations. It is always to the fore in its assistance to, and co-operation with, worthy community and national appeals. For years it has directly sponsored baseball, basketball and other sporting groups.

Manager of the store is A. H. (Bert) Florence, himself active in community life and an experienced merchandiser.

Powell Stores Manager A. H. (Bert) Florence, left, and M. A. Moncrieff, manager of men's wear dept.



14 Modern cash-and-carry grocereria.





Steam plant extensions under way.



New hospital wing nears completion.

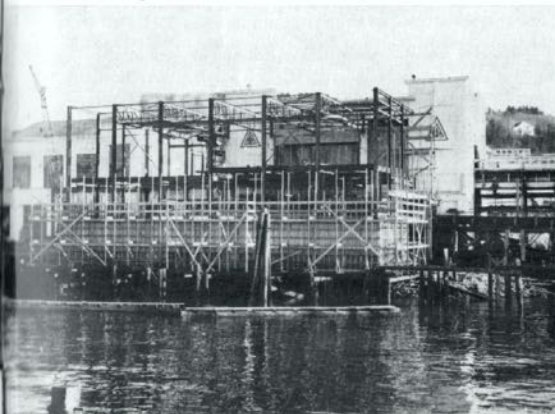
**NEW CONSTRUCTION
MOVES AHEAD ...**



Setting in new head box on No. 5 Paper Machine.



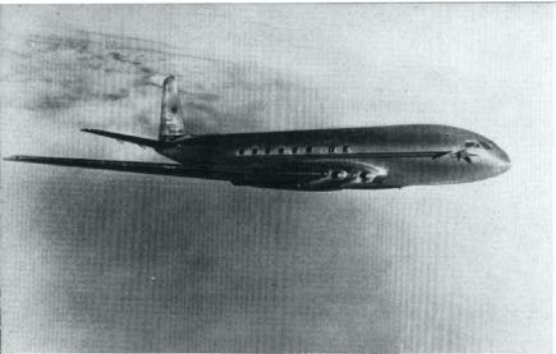
Chip conveyor system.



Barker mill addition shows progress.



New log pond work boat "Papoose."



Canadian Pacific jet transport "Comet", produced by DeHavilland of England.



Lockheed Super Constellation — five of which have been ordered by T.C.A. for overseas service.

THE CANADIAN WAY OF LIFE

Canada's

CANADA'S rise in world aviation circles from the proprietorship of a hodge-podge collection of air companies to the possession of an impressive group of prestige-bearing, public-serving air lines has been nothing short of meteoric.

From a foundation laid in the backwash of the country where the bush pilot was an every-day legend a decade and a half ago, the country is now served by major carriers that are trying to cope with overflow air traffic.

It wasn't until 1937 that first steps were taken to weld and polish a group of struggling, independent air operators into what is now known as Trans-Canada Air Lines. The company was incorporated by the Canadian government as a service to Canadians who desired speedy travel and accelerated mail service. And from the date of its inception the company has grown and swelled beyond the fondest dreams of its progenitors.

In 1942, the second major step to the development of air transportation was taken when Canadian Pacific Railway purchased a group of independent companies. It, too, has prospered, and today serves those who travel north and south by air and those who seek rapid transit to the Orient and Australia. The name of Canadian Pacific Air Lines, which has headquarters in Vancouver, has added much to the story of Canadian aviation.

Trans-Canada Air Lines, with its four flights daily in each direction, brings Montreal and Vancouver to within 14 hours of each other. C.P.A.'s network through the north links with T.C.A.'s trans-continental service to accommodate a maximum number of Canadians.

Following a record year in 1950, T.C.A. showed an increase of 18 per cent in passengers carried in 1951, or a total of 980,000 who used the service. C.P.A. added a total of 175,290 flown on their domestic service and another 11,720 on their Trans-Pacific service to the amazing total of 1,167,010 passengers carried by these two companies.

Add to that, the number of passengers carried by the smaller Queen Charlotte Air Lines on the West Coast, and Maritime Central on the East, and one can readily see that Canadians, to say the least, are air-minded.

In 1941, T.C.A. was asked to provide an air mail service across the Atlantic as an adjunct to Canada's war effort, and from that beginning has come its Trans-Atlantic service and service to the Caribbean area. The line carries the flag to Scotland, England, France, Bermuda, The Bahamas, Trinidad, Jamaica and Barbados, as well as to U.S. points. Combined with the service of C.P.A., the lines send their links more than half way around the world.



A Northstar 40-passenger airliner used by T.C.A. on trans-continental and overseas routes. Built by Canadair, Montreal.



T.C.A. 10-passenger Lockheed Electra with which Trans-Canada Air Lines pioneered airmail and passenger transportation in 1937.

Air Lines

It is expected that in 1952 C.P.A. will become the first air line in the world to operate jet-powered airplanes on the Pacific. Passengers will be carried from Vancouver by Douglas DC-6B aircraft (on order) to Hawaii where they will link with the DeHavilland Comet service operating from Sidney via Fiji, and Nadi. Flying time from Hawaii to Sydney will be just under 10 hours for 44 passengers in sleeper-type seats. Elapsed time, non-stop from Vancouver to Honolulu on Douglas equipment, will be nine and a half hours.

T.C.A. has ordered five Lockheed Super Constellations for service on Atlantic and Caribbean routes with delivery expected late in 1953. Present equipment in use on the Atlantic, in addition to three North Star aircraft currently being purchased from C.P.A., will be added to the domestic service. It is planned to inaugurate a fifth trans-continental service during the coming summer to help offset the demand for air travel.

Since flying in Canada owed much of its genesis to the carrying of freight, it is refreshing to note that freight hauling has kept in step with the progress of passenger flying. Currently, T.C.A. is carrying more than 500,000 pounds of air cargo on its domestic system each month.

C.P.A. carried almost as much on its domestic service and more than 114,000 pounds on its Pacific service.

Unique in the world, too, is Canada's "all-up" air mail policy which provides air carriage for all mail to the limit of space availability on the country's air lines. Almost 80 per cent of the country's four-cent letters are delivered by air if their destinations are 500 miles or more.

In spite of the tremendous increase in service and equipment, the comparative cost of air travel has increased only slightly through the years. It showed no rise whatsoever in 1951, and has in fact been stabilized at a level not much higher than in 1939 when compared to other commodity increases.

Compared to other methods of transport, aviation in Canada is virtually in its infancy. To what proportions it will grow, no one can foresee, but those at the head of the great air lines are anticipating and building with an eye to an unlimited future. Canada has contributed greatly to the advancement of the industry, and the confidence the Canadian public shows in its air travel systems is ample testimony to the quality of the service it is delivering. ▲



Officiating at the opening of the new Nurses' Home in Powell River, Jan. 28, were, (left to right), M. J. Foley, Mrs. R. O'Kell, Mrs. M. J. Foley, Miss E. Clarke, superintendent of nurses; and R. O'Kell, chairman, Powell River Hospital

SUPERVISORS GET TOGETHER

Annual Christmas gathering of the supervisory staff, their wives and friends, was a highly successful affair. Instead of importing entertainment as in former years, the group organized its own concert party. If something was lacking in quality and culture, compensation was found in the enthusiasm and "earthiness" of the performers. Top billing for the evening went to five female impersonators: Harold Moorhead, Ross Black, Art Gardiner, Jack Hill and Bill Cramb. There was a boisterous and almost delightful lack of modesty in their antics that introduced an exciting air of suspense among spectators—particularly their wives.

Vice-President Harry Andrews represented top management and reviewed company progress during the year and outlined something of what might transpire during 1952.

* * *

WEATHER

At this time of year, we can't omit mention of the weather—or climate, as we call it in Powell River. Up to the end of January we enjoyed what might be reasonably termed a mild winter. A few flurries of snow which lasted for only a few days, interspersed with some clear and above freezing days. A little rain, just enough to take the previous night's snow away. A few days with temperatures around 26 degrees—but for the most part they have remained in the high 30's or low 40's. We missed most of the gale ferocity winds that have wreaked havoc along the coast and at points inland.

So far, easy on the fuel, easy underfoot and not much need to drag out the red flannels.

* * *

BURNS SUPPER

And, of course, on January 25, Powell River Scots paid homage to their immortal Bard, Robbie Burns. A capacity crowd filled the Dwight Hall supper room, as pipers Bill Whyte and Don MacKenzie skirled the haggis in—and the audience stood at attention as it was reverently placed before the chairman. The toast to the "Immortal Memory" was delivered by Walter Barr, outstanding district authority on the life of Burns.

The Burns Supper has been an institution in Powell River almost since the townsite was first built. It has carried on through the years and is one of the recognized and most popular social events of the year.

NEW NURSES' HOME OPENED

Powell River's new Nurses' Home was officially opened January 28 by Mrs. M. J. Foley, wife of M. J. Foley, executive vice-president of Powell River Company.

The ceremonies were open to the public and hundreds of residents took advantage of the opportunity to inspect the new building and quarters.

The Nurses' Home has accommodation for 31 resident nurses—and appointments include a large recreation room, nurses' living room, kitchenettes on lower and upper floors. The modern two-color motif has been introduced into each room.

Mrs. Foley was introduced by Hospital Board Chairman Robert O'Kell, and Superintendent of Nurses Ethel Clarke.

Construction of the nurses' home has proceeded simultaneously with the addition to the Powell River General Hospital.

* * *

LEGION ELECTS OFFICERS

The Malaspina Branch of the Canadian Legion, with headquarters in Westview, elected Harry Davis as president for 1952. A veteran of both World Wars, the new president has been active in ex-service and community affairs for the past 15 years.

The local Legion branch is one of the most active in British Columbia and its per capita membership one of the highest. It owns its attractive and commodious "Alexander House" headquarters—and sponsors many community projects.

* * *

UNIONS ELECT OFFICERS

As a result of recent union elections, Victor Price was named president of Local 143, International Brotherhood of Paper Makers for the second consecutive year. Pulp and Sulphite Workers elected Robert Bryce, who succeeded Murray Mouat.

Both these unions are recognized as official bargaining agents for all hourly paid employees in the Powell River plant. Both are A. F. of L. affiliates.

* * *

HOSPITAL GRANT

Powell River General Hospital was granted \$64,000 by the federal government to assist in construction of the new hospital wing and nurses' home. Funds for this extension work have already been contributed by Powell River Company, the provincial government and the business men of the Powell River district. The new wing will add more than 40 new beds to present hospital accommodation to bring total capacity up to 120 beds.

* * *

SHAKESPEAREAN GROUP MEETS

Powell River's Shakespearean Society, which has carried on quietly over the years, held another of its colorful costume get-togethers recently. All members were dressed to represent one of Shakespeare's famous characters—and old-time games, scenes, and competitions provided interest and enjoyment. ▲



OLD TIME DANCES

THE widely publicized appearance of Princess Elizabeth (now our Queen) and Philip at "an old-time dance" in Rideau Hall, Ottawa, was greeted with very mixed feelings in Powell River. Not, we hasten to add, because the Princess kicked up her heels and enjoyed herself like any other citizen, but because of the type of dance selected, which would never do in Powell River!

Princess Elizabeth pirouetted, dipped and gallivanted about the hall in what some people in eastern Canada call the old-time dances, but what is nothing more or less than the barn dance, whose success depends on the commands and leather-coated lungs of a "caller" standing on the side lines and telling dancers when to turn, when to dip, when to swing.

To Powell River, where the "real" old-time dance has been a regular feature of social life for the past 20 years, this Rideau affair was definitely plebian—not at all the dance for a Princess.

Old-time dancing in Powell River is a dignified affair, a syncopating whirl of grace and elastic dignity. There is no loud, rude caller, bellowing commands to red bandana decked dancers; there are no wide checked shirts or loud trousers purchased in bulk lots from the nearest dude camp.

Ah no! Here in Powell River are those ancient and cultural dances, with people moving in delicate rhythm to the beat of the music and not at the command of the caller. Here are these old folk dances, practised in the Highlands in the days of Bonnie Prince Charlie, or danced on the moonlight drenched green of old Ireland by the fairies. These are heart-warming swirls and curtsies of the Court of Louis XIV, or the colorful fetes of the English countryside when Anne was Queen and the first John Churchill and his Lady led the parade. Here are the picturesque quadrilles and lancers, the whirling eightsome reel, the restless minuet, the dashing military two step, the chummy Sir Roger de Coverley.

For the old-time dance has long been an institution in Powell River. It has caught the imagination of the younger people who have swelled the membership in the several old-time dance clubs now in active existence in the district. The barn dance, with its clamorous but sometimes distracting caller, directing the show, has been passed by in favor of the folk lore dances of our forefathers.

We, of Powell River love our old-time dances — the real old-time dances — not that frothy barn dance variety into which those uncouth easterners inveigled our charming and trustful Princess. ▲



Andy Cramb

James Cramb, Sr.

John Cramb

William Cramb

THREE BROTHERS JOIN 25 YEAR CLUB

Among the 83 employees who this year became eligible for Powell River Company's 25 Year Club were three brothers, William, John and Andy Cramb.

The Cramb family is well-known in Powell River. Their father, James Cramb, retired from company employ in 1935 after 12 years' service, and at the present time, four of his sons are on the company payroll. Prior to the outbreak of World War II, two other brothers resided in the district; and at one time during the thirties, there were

seven Crambs on the Powell River Company payroll—a father and six sons.

The three new members are prominent in the industrial and community life of the district. William is beater room superintendent; Andy is machine tender in the paper mills; and John is chief dispatcher for the paper mills. The fourth son, Sam, with 20 years' service, is an electrician.

All are active in the recreative, fraternal and athletic life of Powell River. ▲

PRINCE BALSORE AT HOME IN MYSTIC



Figurehead of Prince Balsore, presented to Mystic Museum by Powell River Company.

JUST over a year ago, we told our readers something of the story of Prince Balsore—Knight of Malta. We told how this famous ship's figurehead, well known along the B. C. Coast, and which was in possession of Powell River Company, had been acquired by the owners of the world-famous maritime museum, the Maritime Historical Association at Mystic Seaport, Connecticut.

In recent weeks we have received word that Prince Balsore was safely transported to Mystic and installed in the museum where he is now one of the star attractions. The accompanying picture is evidence of the commanding position occupied by Prince Balsore among his fellow greats. Crashing the portals of Mystic Seaport museum is definitely something, but our Prince made the grade with flying colors.

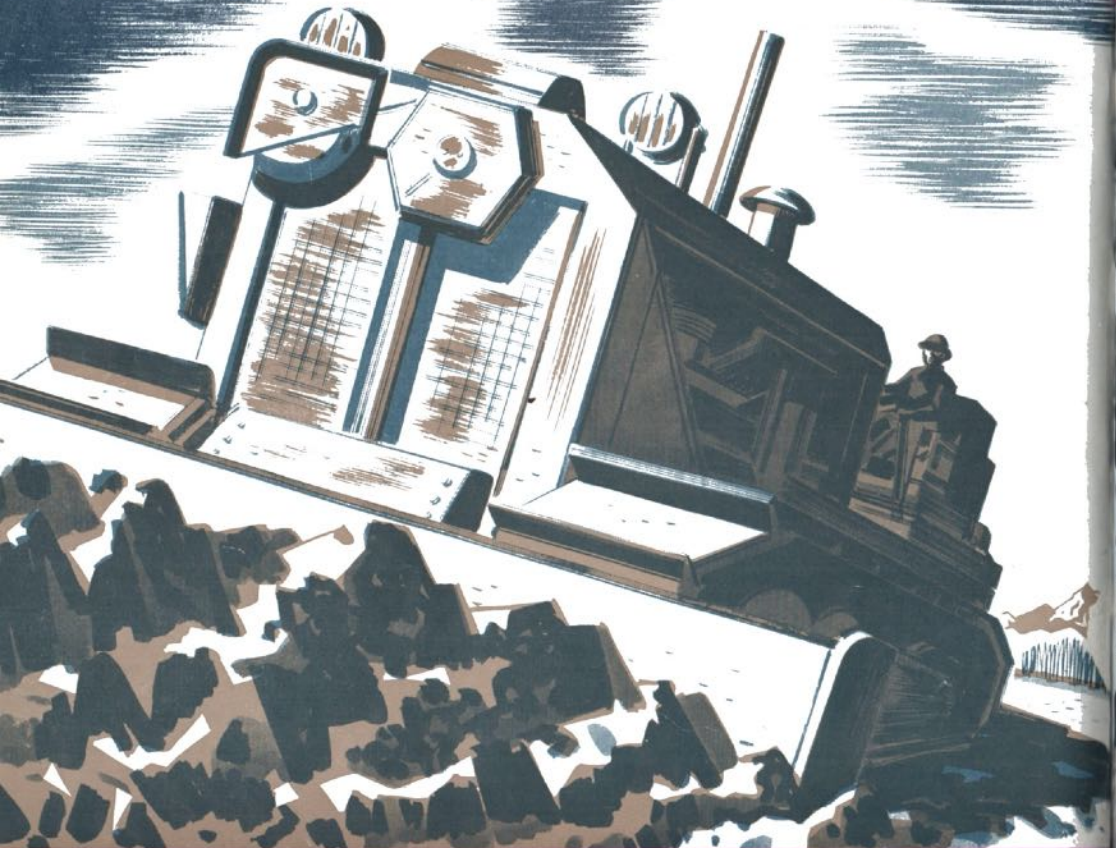
Prince Balsore was the original figurehead on the old *Monongahela*, a famous wind-jammer of the last century. A four-masted barque, she finally finished up as a log carrier for Powell River Company. Her figurehead was taken ashore, and for years stood as a silent sentinel overlooking the waters of Teakerne Arm, log storage centre for rafts in transit to Powell River.

In 1950, the figurehead was donated by Powell River Company to the Mystic Seaport Museum. This internationally known centre has one of the world's largest and most complete collections of sea-faring trophies and relics. It has one special section devoted to ships' figureheads, and it is here that Prince Balsore now stands—an imposing and impressive figure even in this room of greats of the seas. ▲

A 4-POINT BUCK "shot" with a telephoto lens by Staff Photographer Oswald Stevenson, close to Powell River.

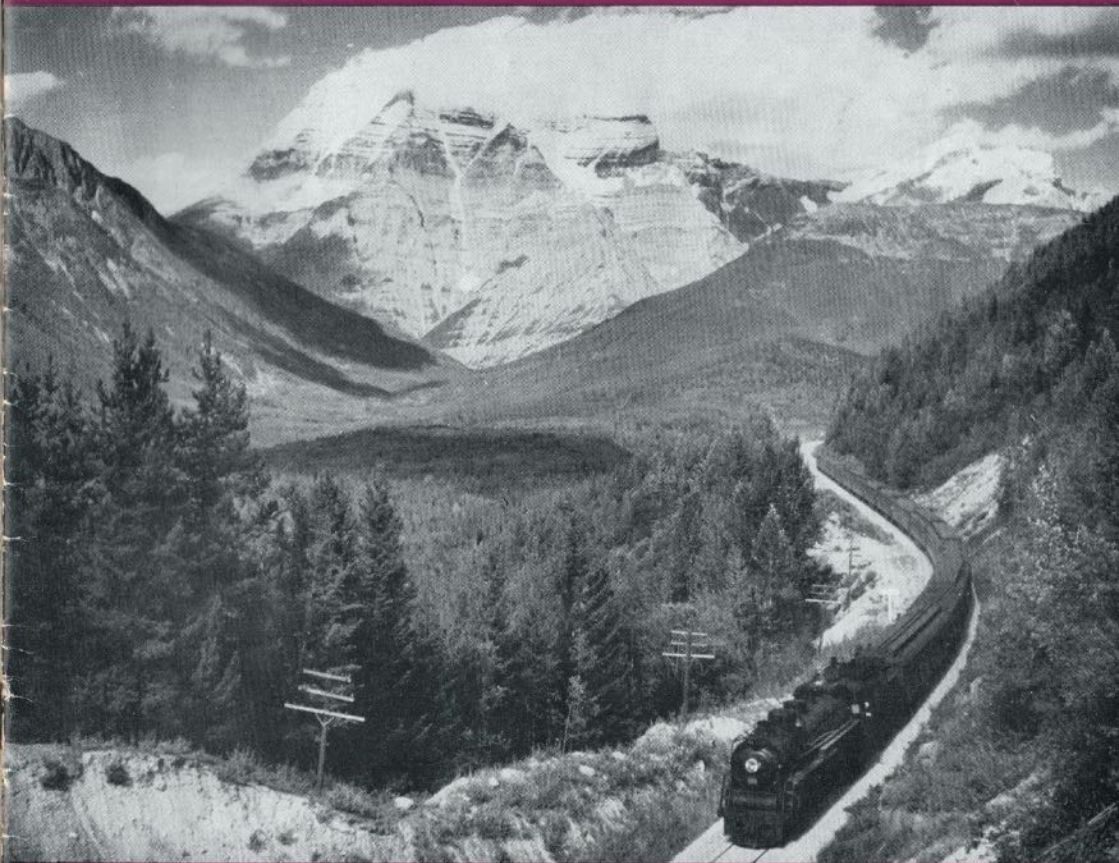


STRENGTH



POWELL RIVER NEWSPRINT

Powell River
DIGESTER





Powell River

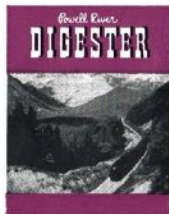
DIGESTER

Published by
POWELL RIVER COMPANY LTD.
Standard Building
Vancouver 2, 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

Canadian National Railway's "Continental Limited" passes picturesque Mount Robson, B. C.



Editor's Notes

CONSTRUCTION FOR SPEED-UP

ON the back cover of this issue is an artist's conception of various phases of the Company's construction program now nearing completion, and which has as its objective the production of an additional 40,000 tons of newsprint annually by the end of 1952.

The additional output will be obtained by speeding up the newsprint machines, a move which sounds comparatively simple. Behind the speed-up, however, is involved the expenditure of more than \$15,000,000 in the space of three years, and extensive renovations and additions to existing equipment and machinery.

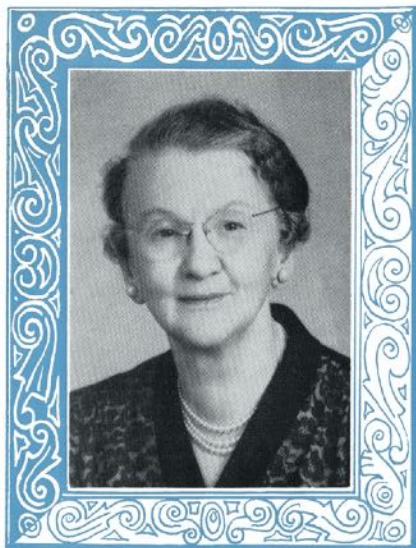
With extra speed must come increased barking capacity, new groundwood machines, expanded sawmill capacity, more boilers to produce more steam, new motors and larger drives for the paper machines, increased storage space for increased output. All of these installations and scores of minor subsidiary operations all along the line are under way, and now are in the final stage.

The first results of the program are now being realized. Two months ago, Number 5 Machine was "changed over" in record time, and the extra production possible by a step up of 200 feet per minute in speed is now flowing out to customers. This month, Number 6 "change over" was completed—and the new tonnage is on the way to consumer markets.

Next in line are Number 3 and 4 Machines, and their speed-ups will bring further production within the next two months.

All the while, despite the dislocation and strain of a major construction development, operating crews have maintained capacity output on the paper machines, an achievement which reflects highest credit on all concerned. It has not been easy to dovetail the operating and construction programs, but it has been done, and now the first results are being experienced and will be substantially supplemented in the months ahead.

Since 1947, Powell River Company has spent in excess of \$30,000,000 on plant additions and modernization, and by the end of this year will have increased its annual output of newsprint by approximately 100,000 tons. ▲



GOOD CITIZEN

MRS. J. INNES

MRS. J. INNES has been acclaimed by residents of Powell River and district as their Outstanding Citizen of 1951. The "Good Citizen" award was conferred on Mrs. Innes in competition with many outstanding community workers. The choice has been endorsed by citizens in all walks of life.

Mrs. Innes has been a resident of Powell River for 32 years, and throughout this time her personality and self-sacrifice have been felt in many and widely extended phases of the district's social and community life. Her's has been the highest type of community service—steady, unostentatious, year in and year out, cheerfully lending a helping hand to others and always available for whatever activity might benefit the people of the area which she has served so well over three decades.

In the spiritual and welfare field she has made an outstanding contribution. She has been a regular and consistent church worker, and her efforts in this field have been recognized by an honorary life membership in the Women's Missionary Society. Hundreds of residents of Powell River who have been sick or confined to hospital have happy memories of this quiet, pleasant woman who paid them regular visits, encouraged them in their moments of depression and spared no effort in catering to their comfort.

Over the years, she has been associated with most of the

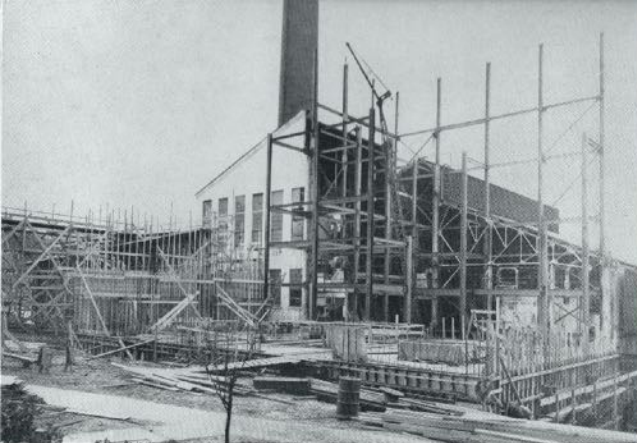
cultural and welfare work of the community. She is an honorary member of Lukin Johnson Chapter I. O. D. E., a member of the Pythian Sisters Lodge, and is president of the Women's Association of the Westview United Church. In all these organizations she has, throughout her lifetime in Powell River, been an active participant and leader in their work of tending the sick or alleviating hardship or distress wherever it was to be found.

A further tribute to the life and character of this well-loved lady was her selection several years ago as the district's "Best Mother". Her home has always been a mecca for the young people of the district and her children have all been honored citizens of the community. Three married daughters are still residents of Powell River: Mrs. Thelma Bertram, Mrs. Marjorie Jamieson and Mrs. Hazel Johnston, the latter Past Regent of the Lukin Johnson Chapter I. O. D. E. Her son, Phillip, served in the R. C. A. F. during World War II.

Mrs. Innes has been ably seconded by her husband, Mr. J. Innes, known to everyone as "Jimmy", who has been a leader in community musical circles since his arrival in Powell River in 1920. Jimmy served 26 consecutive years with Powell River Company, retiring in 1946.

She is the eighth recipient of the award, an honor which a lifetime spent in the service of her fellow citizens has justly earned. ▲

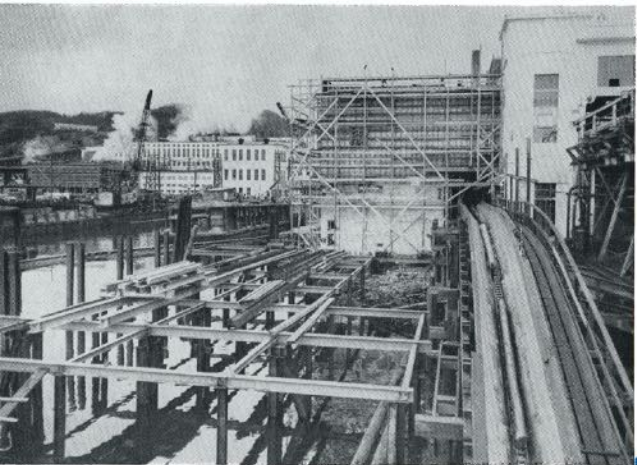
CONSTRUCTION PROGRAM IN FINAL STAGES



Steam plant construction moves ahead faster than ever.



The new wharf warehouse nears completion.



Barker Mill extension proceeds rapidly.

AS mentioned last issue, the construction program at Powell River is now paying off. Each month new installations are completed and new projects finished. At this stage, it is easier to see the end, and completion dates for various phases can be predicted with reasonable accuracy.

Here is a quick look at the picture to date:

COMPLETED AND IN OPERATION:

- Sulphite chip storage silos.
- Number 5 speed-up.
- Number 6 speed-up.
- New transmission line.
- Shore wharf storage.
- New Townsite fire pump system.

FOR COMPLETION IN:

- APRIL:** New grinder machines.
- MAY:** New barker plant extension; entire new wharf.
- JUNE:** Numbers 3 and 4 speed-ups; Number 7 boiler superheater and steam turbo generator.
- AUGUST:** Number 8 boiler.
- SEPTEMBER:** Hog fuel off-loading and handling system.

The mill electrical distribution system will not be completed until early next year.



Salmon River Logging Company camp at Kelsey Bay, Vancouver Island.

SALMON RIVER LOGGING COMPANY LTD.

ONE of the latest additions to the Logging Division of the Powell River Company is the Salmon River Logging Company Limited.

This operation is located at the mouth of the Salmon River in the Sayward District on Vancouver Island.

The company was organized in 1937, and logging operations started in the spring of 1938. The Salmon River logging area contained some of the finest fir species in the province, and during the war years its big timbers were extensively used in the Canadian government war effort.

In 1947, the company purchased a number of Perpetual Timber Licenses, which gave it access to extended timber limits, most of which grew at higher levels, and necessitated a switch over from railroad to truck logging. This operation was completed during the summer of 1950, and a system of first-class logging roads replaced the former railway right-of-way.

The main truck road is 17 miles long and has a minimum width of 34 feet. For the most part, the road was built over the existing railroad grade which was cut down two and three feet with bulldozers and widened to this width where necessary. In certain parts, the old grade was straightened out to eliminate corners, and in one portion of the road this resulted in two and three-quarter miles of absolutely straight road. The maximum favorable

grade is one and one-half per cent with no adverse. Any excessive curves have been widened to 60 feet to give full visibility.

During the conversion to truck logging, negotiations were being carried on with the provincial government for a Forest Management License, and in December, 1950, Forest Management License No. 7, between the Department of Forests and the company, was signed covering approximately 118,000 acres in the Sayward Valley. This license calls for an allowable cut of 60,000,000 feet a year.

At the present time high-lead logging is carried on in four areas known as Elk Creek, Canyon Creek, Memekay River and Stowe Creek. The timber stands contain a large percentage of hemlock and balsam, but in certain locations an excellent quality of lumber cedar and fir peelters is to be found.

Arrangements are being made now for the logging of smallwood, and for this purpose light donkeys, a shovel loader and light Kenworth trucks and trailers are either on the operation or will be shortly.

Booming of the logs is done at Salmon Bay close to Kelsey Bay and the log loads are lifted from the trucks at the dump. The booming ground is protected by four former navy frigates, and small bulldozer boats are used

(Continued on Page 18)

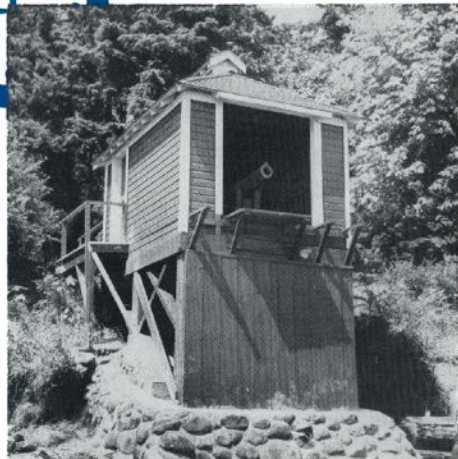
Page Three

Main logging road. This straight stretch is 2¾ miles long.



Permanent type bridge structures through Forest Management License.





VANCOUVER'S 9 O'CLOCK GUN

NEW YORK has its Battery; London its Big Ben; Ottawa its Peace Tower; Paris its Eiffel Tower. Each to its choice. In Vancouver, B. C., the favorite choice is the city's 9 o'clock gun.

The 9 o'clock gun is an institution, almost as old as Vancouver itself. Since 1894, with only one interruption, this famous 12-pounder, located in Stanley Park, a stone's-throw from the heart of the city, has boomed out regularly at exactly 9 o'clock every evening. It is automatic for citizens to check their watches as these nightly reverberations penetrate into every corner of the city—and are heard in hamlets more than 40 miles away.

Should there be an argument about time at the office or factory next morning, the fellow who ends it is the one who proclaims:

"Right on the dot. I set the old ticker by the 'gun' last night!"

This famous piece of ordinance, a muzzle-loader, was cast in equally famous Woolwich Arsenal, London, in 1816—and originally formed part of the armament of the old wooden ships of the line. It was transferred to a British cruiser serving on the Pacific Station in the early 1880's, when a unit of the Royal Navy was based at Esquimalt, on Vancouver Island. It was taken ashore and brought into service as a coast defense weapon sometime in the late 1880's. In 1894, it was shipped to Stanley Park, and placed in its present position at Hallelujah Point, early meeting place for Salvation Army groups.

Only once has the old muzzle loader's voice been stilled—as a result of Ottawa action. On July 28, 1942, it was silenced for "economy reasons" as a war measure. The ban lasted until November 11, 1943, when a protest from Vancouver citizens forced Ottawa to rescind one of the most unpopular orders in Vancouver's history.

What the old cable cars are to San Francisco, so is the 9 o'clock gun to Vancouver. To Vancouver mothers it is

a special boon. In the long, deceptive summer evenings, with daylight saving regulations in force, the boom of the 9 o'clock gun is a signal for the straying moppet to get home. It is the mother's watchpiece.

On various occasions the gun has been fired at different hours to signal a special event. In the 1890's it used to thunder out at 6 p.m. as a time signal for salmon fishermen; it was fired to denote the end of World War I; and has been used to introduce bond drives, diamond jubilee celebrations, etc.

In its 58 years at Stanley Park, the 9 o'clock gun has had four masters. Its first was Captain "Davey" Jones, who set off the initial signal charge in 1894. Today, George Kilgour, Brockton Point Lighthouse Keeper, is responsible for maintenance and firing of the gun. He is a First War Royal Navy veteran, and has served at Stanley Park since 1940. Early each day he carefully weighs out a three-pound mixture of fine-grain and blasting powder, placing the charge in a small paper bag. Using a six-foot ramrod, he crams the charge down the muzzle to the base of the gun. Finally, he inserts a detonator through a touch hole in the gun, burying it in the bag of powder. The gun is then ready to be "fired".

Later in the day he telephones the Port Weather Office in the Federal Building to check his chronometer with a master instrument for any possible time variation.

Just prior to nine o'clock he checks the electrical circuit between his Brockton Point home and the gun house. Pressing a button, he causes a red flasher light to glow on a switch panel, an indication that the circuit is in working order. Guided by the chronometer, he touches a second button precisely on the proper second which fires the gun instantaneously by remote control from the office in his home.

Boom!

AROUND TOWN

AIRPORT PICTURE BRIGHTENS

AFTER two years of uncertainty, lack of funds, backing and filling, the picture has noticeably brightened for completion of the Powell River airport. Necessary equipment is now available, and arrangements for hurrying ahead with the project have been made between Powell River Aero Club and a contracting firm. Present target date for the opening is June 30.

The airfield undoubtedly will prove an asset to Powell River, and it is believed that traffic demand will permit several daily flights at convenient hours, in and out.

RETIREMENTS

Two well-known old-timers have retired from service in recent weeks. They are Jack Loukes, of the wharf crew, and William A. Parkin, chief accountant, Mill Stores. Jack came to Powell River in 1914, and was a leading figure in the athletic and community life of the district.

Bill Parkin retired after 29 years' continuous service, and with a record of community service unequalled in the area. He was secretary of practically every organization in Powell River, a past president of the Lawn Bowling and Soccer leagues, and a leader in musical circles. He will not leave the district, for the time being at least. Bill has been appointed magistrate for Westview Village, the first to hold such office. Prior to his retirement, Bill already held the posts of judge of the Juvenile Court and of the Small Debts Court.

25-YEAR CLUB PRESENTATION

In our last issue, we carried the photos of the 83 new 25-year club members who were presented with gold watches in recognition of their quarter century of service. One of these new members, A. P. Rehfeld, now residing at Santa Rosa, Cal., was unable to attend the presentation

ceremonies, so arrangements were made for Don Jeffries, first vice-president of Powell River Sales Corporation, San Francisco, to present Mr. Rehfeld with his gold wrist-watch in Santa Rosa. The accompanying photo, taken by the Santa Rosa Press Democrat and carried in their issue of March 2, shows Don Jeffries (left) putting the new watch on Mr. Rehfeld's wrist.

MOUAT HEADS 'TEEN TOWN

Charles Mouat was elected mayor of Powell River 'Teen Town last month. Charlie is the son of C. M. Mouat, for many years president of the Pulp, Sulphite Union in Powell River. He is a popular member of the younger set, and a recreational leader.

NEW SCHOOL EXTENSIONS

School costs continue to mount in this district as new improvements and extensions are placed on the drawing boards. A bylaw is being presented, to cover improvements and additions to 10 of the district schools. At present, approximately 75 per cent of all school taxes in this district, which also includes suburban areas, and points on Texada and Lasqueti Islands, are borne by the company.

MRS. McPHALEN AGAIN HONORED

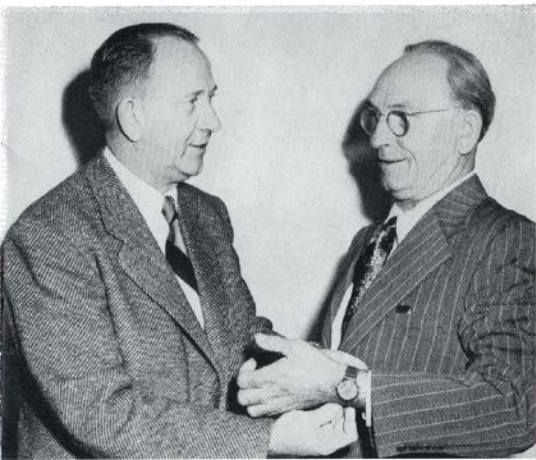
Mrs. Hugh McPhalen has passed her own record as "perpetual" regent of the Sara Blane Chapter, I. O. D. E. Last month she was elected by acclamation for her seventh term. Mrs. McPhalen also is a member of the Provincial chapter of this Dominion-wide organization.

JUNIOR BOWLING RECORD

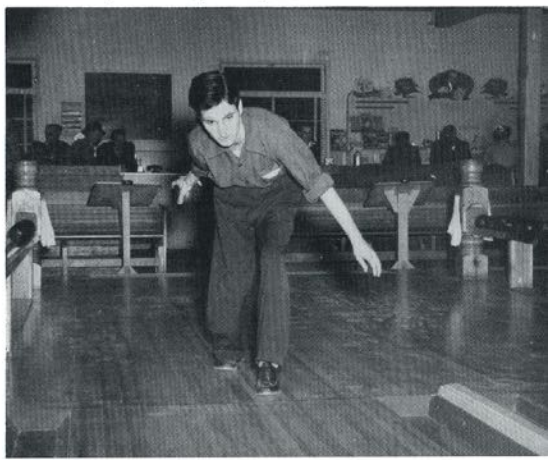
A record performance for junior five-pin bowlers was marked up by 15-year-old Billy Coburn of Westview when he bowled a three-string total of 1064. Billy's individual games were 339, 340 and a high of 385. Any seniors care to challenge? ▲

Page Five

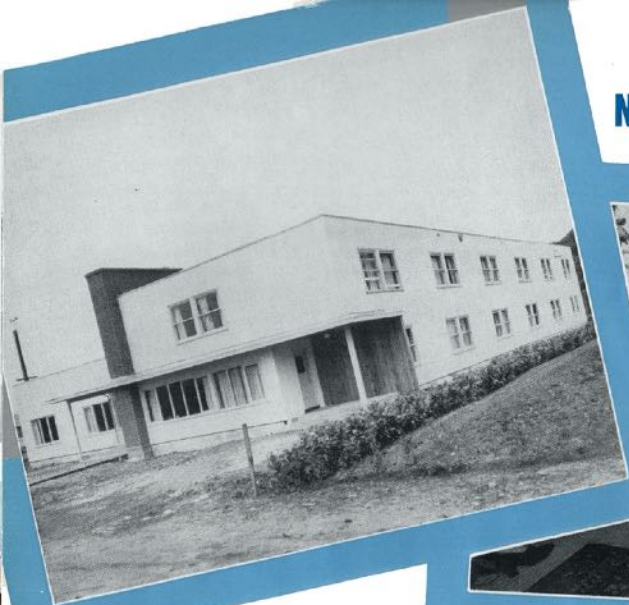
D. L. Jeffries and A. P. Rehfeld.



Junior Bowling Star Billy Coburn.



NURSES RELAX IN NEW HOME



POWELL RIVER nurses are happy in their new residence, officially opened last month by Mrs. M. J. Foley. The residence has individual rooms for 31 nurses, as well as a recreation room, lounge and kitchen. Our touring photographer recently took the accompanying pictures: (above left) the exterior of the home; (above right) Registered Nurses Goodhugh and Thomas relax in the sitting room; (lower left) Miss Gannon, Miss L. Whitfield, Miss Betty Laughington, Miss L. Thomas and Miss Harrasen enjoy the recreation room; (lower right) Miss Laughington checks her cap before going on duty.



ARCHIE DE LAND RETIRES

THE retirement from active service of one of Powell River's most popular executives, Archie W. De Land, president of Kingcome Navigation Company, was announced in February by Executive Vice-President M. J. Foley. His retirement comes after 41 years of service, and he passes on to his successors an inspiring example of conscientious service and outstanding citizenship.

At the time of his "official" retirement Archie was "Number One" employee on the Powell River Company's roll. This record of continuous service has not yet been equalled in the history of the company. He joined the organization in 1911, and served his first apprenticeship in the logging division at Kingcome Inlet, where as a young, enthusiastic engineer, he located and supervised construction of camps and logging roads.

In 1918, he was promoted to superintendent of camps in the Kingcome area, and until 1926 he continued as a practical, on-the-job logging supervisor. In that year he was brought to Vancouver and installed as manager of the logging department, and for the past 25 years he has been closely associated with logs and logging, in Powell River operations. He has held successively the posts of forest manager, general manager, Kingcome Navigation, and, latterly, president of this organization.

Archie De Land has grown up with the Powell River Company—and the Powell River Company has grown up with Archie. His knowledge of the logging background of British Columbia is unsurpassed, and his sound judgment and progressive policies are recognized wherever and whenever the logging fraternity gathers. He has been a counsellor and friend to the younger men of the organization who will miss this quiet, restful adviser, who, for many years has helped them with their problems and guided them over the rough spots.

As a citizen, Archie has been a credit to the company and his community. His work among the young people of North Vancouver is well known and his active participation in the cultural and community activities of the Lower Mainland has been outstanding. He is a past president of the Terminal City Club, a director of Columbia Coast Mission, an executive of the Capilano Community Club, and a former member of the North Vancouver Town Planning Commission.

The news of Archie's retirement was tempered by a special announcement from Mr. Foley that while he has retired from active duties, he will continue to serve in an advisory capacity where his long experience and personal knowledge of the industry will still be available to the company. Archie and Mrs. De Land will continue to reside in North Vancouver, where their picturesque home overlooking the entrance to Vancouver harbor is one of the showplaces of the district.

It is a real and sincere privilege to wish Archie continued happiness and activity in his well-earned retirement—and to pay our tribute to a good employee and a good citizen, and a man who has discovered and lived by the principle that the greatest happiness in life comes from service to others. ▲



SCHOLARSHIPS AND SPECIAL GRANTS

CLOSELY allied to Powell River Company research and forest conservation policies has been the encouragement offered to prospective forest and wood chemistry graduates in the way of scholarships and special grants.

Eight years ago, when Powell River planned its post-war modernization and development program (largely due for completion this year), the company's Scholarship Committee, under direction of Vice-President Harry Andrews, approved a \$700-a-year scholarship open to honor graduates in chemical engineering at University of British Columbia. This is one of the most attractive scholarship awards open for students. Objective of this scholarship is to stimulate further research in wood chemistry; and graduates showing special aptitude in the field will be allowed an additional \$700 for further graduate work.

A further contribution to scientific forestry research is the annual grant of \$5000 made by the company to the University of British Columbia each year. This donation, first made in 1948 to support a chair in Forest Pathology, has been continued each year since.

The funds supplied by Powell River have been the means of stimulating extended interest and activity in forest studies. They have made possible field trips to various areas; publication of additional pamphlets and studies; considerable research in tree diseases, planting methods, etc.

In commenting on Powell River Company's grant, Dr. A. H. Hutchinson, Department of Biology and Botany, University of British Columbia, says:

"The notable support given by the Powell River Company and by the university has made possible this endeavor, (special report on Forest Pathology), planned with a view toward the conservation and perpetuation of forests as an essential part of public affairs."

Two other special awards have been sponsored annually by the company. One is a \$75 prize and a book award for the best technical paper submitted at the Annual Meeting of the Technical Section, Western Branch, Canadian Pulp and Paper Association. The other is a \$150 scholarship at Powell River, awarded to the student with the highest marks in Junior Matriculation. ▲



Officials at whistle presentation: (left to right), Chief Engineer George C. Pitts, R. M. Cooper, Captain George A. Thomson, Chief Steward Norman R. Hunter.

GONE BUT NOT FORGOTTEN

POWELL RIVER residents, whose lives are associated with ships of all kinds, large and small, ocean-going or coastwise, are particularly sensitive to ships' whistles. Particularly is this so of the regular coasters that for years have called here on regular schedules. The Powell River native knows their every whistle, their every throaty note, their deep cough or their shrill toot. For more than 18 years one whistle has been the district's stand-by. Winter and summer it has dinned itself into the town's hearts with its "long and a short and again long and a short", the password of the Canadian Pacific Steamships and of the S.S. *Princess Mary*, now on the retired list with its long service and its secrets safely locked up in its deserted

rooms. Regularly around 6:30 a.m. every Wednesday, Friday and Sunday, and at 11:15 p.m. the same evenings, the heavy coughs of the old *Mary* re-echoed across roof tops in Powell River.

The whistle had become an institution, and when the "old lady" was retired, the whole town went into mourning for its well-loved and now missing whistle.

But the tragedy has been averted. Canadian Pacific thoughtfulness, plus heavy pressure from citizens, has rescued the old whistle, and brought it back to Powell River, where it will remain. Last month, Captain Thomson stepped ashore, grunting a bit under the weight of a heavy package, and was met at the gangplank by eager-eyed Vice-President Russell M. Cooper. Inside the package was the *Mary's* whistle, donated to Powell River by officials of Canadian Pacific.

It will be installed in the company's steam plant, and its heavy voice will announce the hours of 7, 7:50 and 8 a.m., 12 noon and 12:50, 1 and 5 p.m. The *Mary* has gone but the echoes of its whistle will keep the memory of this well-loved old ship alive in her favorite stop-over point, Powell River. ▲



POWELL RIVER OFFICIAL HONORED

AT the annual meeting of the Canadian Industrial Traffic League, held in Toronto during February, it was announced that Oswald Crawford, traffic manager of the Powell River Co., had been elected first vice-president for 1952.

The Canadian Industrial Traffic League, with headquarters in Toronto, is a national organization. Its membership is comprised of men and women actively engaged in industrial traffic work. At the present time, the C.I.T.L. is comprised of four main divisions. These are: Ontario, Quebec, Prairie, and B. C. Because of the number of members and the area they represent, the Ontario Division is divided into four district groups. Also at this time the league is trying to organize a Maritime Division.

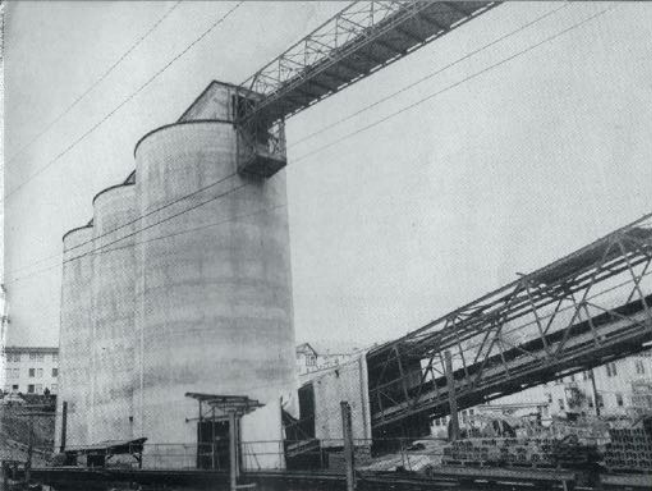
Mr. Crawford has been actively engaged in traffic work for more than 33 years, and it is a fitting tribute that his knowledge of traffic matters should be recognized across Canada. It is the first time in the history of the Canadian Industrial Traffic League that anyone west of Ontario has been elected to the position of first vice-president.

"Ozzie", as he is known to his many friends and colleagues, joined the Powell River Co. in 1942 after eight years as traffic manager at Johnston National Storage.

Page Eight ▲

Oswald Crawford.

THE CHIP SILOS



Chip silos showing entry (top) and exit conveyors.

FIRST operational unit of the current development program to be completed was the chip storage silos for the sulphite department. Chips started flowing over the belts in the early part of February; and the operation has since proceeded with smoothness.

When the present modernization program was developed, new and expanded chip storage facilities were given high priority. The former wooden storage bins had to be replaced, as their storage capacity was inadequate to meet the increase of production that would follow the speeding up of the paper machines.

The new silos are of reinforced concrete designed after the fashion of the modern farm silo and have three times the former storage space.

Expressed in dimensional figures the three silos have a capacity of 216,000 cubic feet, equivalent to 430 tons of bone-dry sulphite pulp. This ensures reasonable protection against emergency shut-downs or temporary interruptions in delivery of chips from the chipper mill.

The new system, with the silos as the pivot, has an ingenious arrangement of automatic controls and mechanical "gadgets". The chips, speeding along the conveyor belt direct from the chipper plant, flow into a travelling "tripper" which runs on a track across the top of the silos. The tripper, a sort of "cruising hopper", moves to and fro, automatically reversing itself at each end. The chips pour out of a funnel directly into the silos. It can be stopped at one particular silo—or can cruise back and forth funneling the chips equally into the three bins. Starting from scratch it would take from 12 to 14 hours to fill a silo. In practice, however, the bins are constantly filled.

The filling of a digester under the new system is a remote-control operation. First, the operator in the chip silo building is called by the sulphite cook and informed that a certain digester is to be filled. The operator decides from which silo or silos he will take the chips, "kicks in" the necessary levers; informs the cook that the chips are ready.

From here on, the sulphite cook, located in the digester house, 100 yards away, takes over. By his side is an

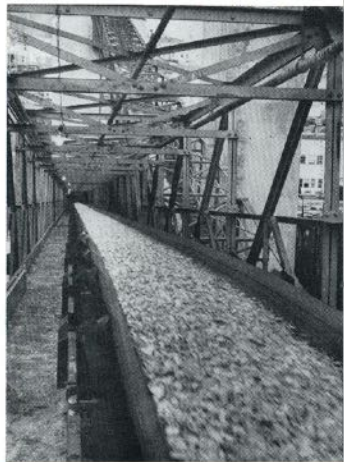
elaborate panel adorned with numerous push-buttons. He pushes the necessary ones and all machinery from the silos to the digesters starts up. Lights flash on the panel. These tell him what silo is being emptied, what digester is being filled, and all information necessary to assure him that the operation is proceeding smoothly. Any interruption of one or other of the lights tells him immediately where any trouble or holdup has occurred.

On completion of the filling operation, the cook presses another button on his panel and the whole operation stops. The silo operator "kicks out" his levers and the job is done. The process is repeated as successive digesters are replenished.

The conveyor system starts in the chipper plant and normally the chips are carried directly to the storage silos and released from there to individual digesters as required. Arrangements have been made to divert the chips direct to the digesters should it be necessary by reason of any breakdown between the diversion point and the silos.

The sulphite department at Powell River has a staff of 85 men, with R. C. "Dick" Bledsoe as superintendent and Alec Van Allen, assistant superintendent. Both are trained chemical engineers, and Dick Bledsoe has been with the company for over 25 years, holding successively the posts of plant chemist and control superintendent. ▲

The new conveyor moves chips to the digester.





Anson S. Brooks

M. J. Scanlon

Dr. D. F. Brooks

They Laid The Foundations



S. D. Brooks



H. R. Lang



P. A. Brooks



H. K. Brooks

IN passing this month the 40th milestone of Powell River's existence as a manufacturer of newsprint and pulp and paper products, we pause to remember the men who founded the company, and their descendants who have continued in their traditions.

The name Brooks-Scanlon will always be identified with the beginning and with the subsequent development of Powell River. It was representatives of these two families—already well known in the lumber business of Canada and the United States—who extended their interests into pulp and paper manufacturing in the early years of this century.

Heading this Brooks-Scanlon lumber empire in 1910—when clearing operations commenced at Powell River—were the late Dr. Dwight F. Brooks, his brother Anson Brooks and M. J. Scanlon. They were the pioneers who first brought newsprint to British Columbia, and their descendants and members of the family have carried the operations forward to current times.

The late Dr. Dwight F. Brooks was president of the company for 20 years, from its formation in 1910 until his death on January 21, 1930. Before pioneering the newsprint industry in British Columbia, Dr. Brooks was already a leading figure in business circles of the continent. He headed the extensive Brooks-Scanlon lumber enterprises which had established branches in Oregon, in Florida, in the Bahamas, and in British Columbia, at Sellwate, a few miles south of Powell River.

In his long association with Powell River Company, Dr. Brooks set the pattern of maximum personal contact with the "men on the job", a pattern which has featured executive policy ever since.

His tenacity, aggressiveness and faith in the future of this province set a firm foundation on which to expand the edifice, which he and his associates conceived and nurtured.

M. J. Scanlon, an original partner with Dr. Brooks, was his life-time associate and friend and served as vice-president of the company until his elevation to the presidency on April 29, 1930. Their business association dated back to 1893 and culminated in the formation of the Brooks-Scanlon Corporation in 1904. He only outlived his partner by a few months, passing away on October 2, 1930.

Anson S. Brooks, a brother of Dr. Brooks, and associated with him in the original founding of Powell River Company, succeeded Mr. Scanlon as president, carrying on until 1933 when he was elected chairman of the board of directors. He held this post until his death on August 3, 1937. With the death of Anson S. Brooks, the last of the three original founders passed away, but their traditions and inspirations have been carried on by successive generations of Brooks-Scanlon men.

Closely associated with the three founders in inception of the company were Dr. Brooks' nephew, Paul A. Brooks, prominent Minneapolis business executive, and for many years treasurer and a director of the organization; Dr. Brooks' three sons, Sheldon, Edward and Harry; and Robert H. Scanlon, son of M. J. Scanlon.

Sheldon "Sam" Brooks joined the logging division of Powell River Company in 1910, and for many years headed this branch. A typical logger's man, he counted his friends by the hundreds in scores of small and large camps throughout the province. He was elevated to the presidency of the company in 1933. Under his leadership, the company weathered the depression years of the thirties

and the difficult days of construction that followed. He was elected chairman of the board of directors in 1940, retaining this position until his death on September 3, 1946. Edward Brooks, who accompanied his father, Dr. Dwight Brooks, on the original surveys of Powell River in 1910, is still active as a director and adviser. He is today a leading business executive in Minneapolis, but takes time out to make frequent visits to the plant in Powell River.

The late Harry K. Brooks, who passed away April 5, 1950, became a member of the Powell River organization on its formation. He was in charge of the Vancouver office for several years before his transfer, as a senior executive, to the Brooks-Scanlon lumber and sawmill operations at Bend, Oregon. He headed that company at the time of his death.

Another well-known member of the "family", Robert H. Scanlon, son of "M. J." and now a partner in the financial house of Stewart, Scanlon & Company, San Francisco, is a real Powell River pioneer. Bob, as he is known to his many old friends in the district, started as a laborer in Powell River in the latter part of 1909. He was present when mill clearing operations started and saw the first roll of newsprint produced in 1912. For many years he was the town's safety expert. He was promoted to townsite manager and later to assistant resident manager. He left Powell River in 1930 and moved to San Francisco. He is a member of the directorate, takes an active interest in company affairs and visits the plant several times during the year.

Closely associated with the Brooks-Scanlon organization was the late Norman R. Lang, managing director, who died on April 6, 1926. Mr. Lang, an experienced pulp and

paper executive, had been affiliated with the Crown Willamette Paper Company, forerunner of the present Crown Zellerbach Corporation, when he joined the Powell River Company in 1911. His practical knowledge of the industry and his outstanding administrative ability and determination were largely responsible for guiding Powell River safely through the many difficulties and set-backs of its formative days.

Mr. Lang's son, Norman Lang, Jr., was also a member of the Powell River organization in the early 1920's. He served as assistant resident manager in 1923. He left Powell River in 1926 to enter private business in Vancouver.

Continuing in the tradition of his father, the late Paul A. Brooks, is Anson Brooks, president of Powell River Sales Corporation, the organization that services accounts of Powell River Sales Company in the United States. He started in the Powell River plant in 1937, studying the fundamentals of operating and production problems. He is presently a director of the company.

William Brooks, son of the late S. D. Brooks, and grandson of Dr. Dwight Brooks, is a director of the company and has followed in his father's footsteps by specializing in the logging end of the pulp and paper business. He, too, received his ground training as a laborer at Powell River. In recent years, he has operated a logging company cutting pulp timber for consumption in Powell River. He resides in Vancouver, B. C.

Yet another member of the Brooks family who received his early industrial training at Powell River is Tom, son of the late Harry K. Brooks and now vice-president of the Brooks-Scanlon operation at Bend, Oregon.

(Continued on Page 20)



Clearing Powell River townsite, 1910.



Original mill construction, 1911-1912.



1911-1912.



Powell River today.



Anson S. Brooks



M. J. Scanlon



Dr. D. F. Brooks

They Laid the Foundation

In passing this month the 40th milestone of Powell River's existence as a manufacturer of newsprint and pulp and paper products, we pause to remember the men who founded the company, and their descendants who have continued in their traditions.

The name Brooks-Scanlon will always be identified with the beginning and with the subsequent development of Powell River. It was representatives of these two families—already well known in the lumber business of Canada and the United States—who extended their interests into pulp and paper manufacturing in the early years of this century.

Heading this Brooks-Scanlon lumber empire in 1910—when clearing operations commenced at Powell River—were the late Dr. Dwight F. Brooks, his brother Anson Brooks and M. J. Scanlon. They were the pioneers who first brought newsprint to British Columbia, and their descendants and members of the family have carried the operations forward to current times.

The late Dr. Dwight F. Brooks was president of the company for 20 years, from its formation in 1910 until his death on January 21, 1930. Before pioneering the newsprint industry in British Columbia, Dr. Brooks was already a leading figure in business circles of the continent. He headed the extensive Brooks-Scanlon lumber enterprises which had established branches in Oregon, in Florida, in the Bahamas, and in British Columbia, at Stillwater, a few miles south of Powell River.

In his long association with Powell River Company, Dr. Brooks set the pattern of maximum personal contact with the "men on the job", a pattern which has featured executive policy ever since.

His tenacity, aggressiveness and faith in the future of this province set a firm foundation on which to expand the edifice, which he and his associates conceived and nurtured.

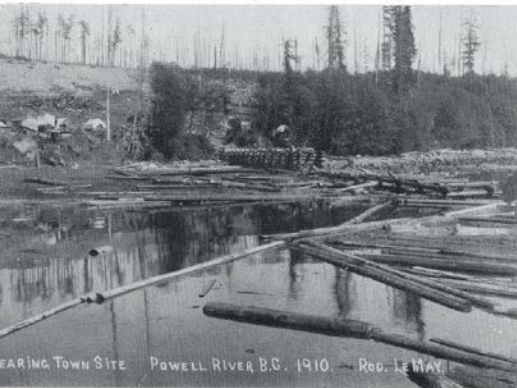
M. J. Scanlon, an original partner with Dr. Brooks, was his life-time associate and friend and served as vice-president of the company until his elevation to the presidency on April 29, 1930. Their business association dated back to 1893 and culminated in the formation of the Brooks-Scanlon Corporation in 1904. He only outlived his partner by a few months, passing away on October 2, 1930.

Anson S. Brooks, a brother of Dr. Brooks, and associated with him in the original founding of Powell River Company, succeeded Mr. Scanlon as president, carrying on until 1933 when he was elected chairman of the board of directors. He held this post until his death on August 3, 1937. With the death of Anson S. Brooks, the last of the three original founders passed away, but their traditions and inspirations have been carried on by successive generations of Brooks-Scanlon men.

Closely associated with the three founders in inception of the company were Dr. Brooks' nephew, Paul A. Brooks, prominent Minneapolis business executive, and for many years treasurer and a director of the organization; Dr. Brooks' three sons, Sheldon, Edward and Harry; and Robert H. Scanlon, son of M. J. Scanlon.

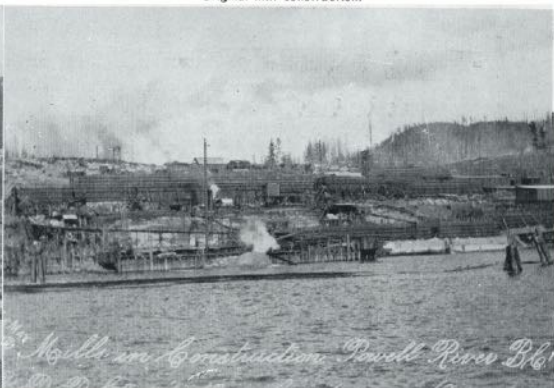
Sheldon "Sam" Brooks joined the logging division of Powell River Company in 1910, and for many years headed this branch. A typical logger's man, he counted his friends by the hundreds in scores of small and large camps throughout the province. He was elevated to the presidency of the company in 1933. Under his leadership, the company weathered the depression years of the thirties

Clearing Powell River townsite, 1910.



CLEARING TOWN SITE POWELL RIVER B.C. 1910. — REG. LEWIS

Original mill construction.



McLellan Construction, Powell River B.C. 1910

he ions



S. D. Brooks



N. R. Lang



P. A. Brooks



H. K. Brooks

and the difficult days of construction that followed. He was elected chairman of the board of directors in 1940, retaining this position until his death on September 3, 1946.

Edward Brooks, who accompanied his father, Dr. Dwight Brooks, on the original surveys of Powell River in 1910, is still active as a director and adviser. He is today a leading business executive in Minneapolis, but takes time out to make frequent visits to the plant in Powell River.

The late Harry K. Brooks, who passed away April 5, 1950, became a member of the Powell River organization on its formation. He was in charge of the Vancouver office for several years before his transfer, as a senior executive, to the Brooks-Scanlon lumber and sawmill operations at Bend, Oregon. He headed that company at the time of his death.

Another well-known member of the "family", Robert H. Scanlon, son of "M. J." and now a partner in the financial house of Stewart, Scanlon & Company, San Francisco, is a real Powell River pioneer. Bob, as he is known to his many old friends in the district, started as a laborer in Powell River in the latter part of 1909. He was present when mill clearing operations started and saw the first roll of newsprint produced in 1912. For many years he was the town's safety expert. He was promoted to townsite manager and later to assistant resident manager. He left Powell River in 1930 and moved to San Francisco. He is a member of the directorate, takes an active interest in company affairs and visits the plant several times during the year.

Closely associated with the Brooks-Scanlon organization was the late Norman R. Lang, managing director, who died on April 6, 1926. Mr. Lang, an experienced pulp and

paper executive, had been affiliated with the Crown Willamette Paper Company, forerunner of the present Crown Zellerbach Corporation, when he joined the Powell River Company in 1911. His practical knowledge of the industry and his outstanding administrative ability and determination were largely responsible for guiding Powell River safely through the many difficulties and set-backs of its formative days.

Mr. Lang's son, Norman Lang, Jr., was also a member of the Powell River organization in the early 1920's. He served as assistant resident manager in 1925. He left Powell River in 1926 to enter private business in Vancouver.

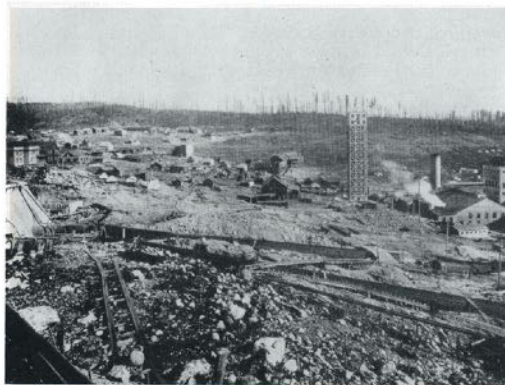
Continuing in the tradition of his father, the late Paul A. Brooks, is Anson Brooks, president of Powell River Sales Corporation, the organization that services accounts of Powell River Sales Company in the United States. He started in the Powell River plant in 1937, studying the fundamentals of operating and production problems. He is presently a director of the company.

William Brooks, son of the late S. D. Brooks, and grandson of Dr. Dwight Brooks, is a director of the company and has followed in his father's footsteps by specializing in the logging end of the pulp and paper business. He, too, received his ground training as a laborer at Powell River. In recent years, he has operated a logging company cutting pulp timber for consumption in Powell River. He resides in Vancouver, B. C.

Yet another member of the Brooks family who received his early industrial training at Powell River is Tom, son of the late Harry K. Brooks and now vice-president of the Brooks-Scanlon operation at Bend, Oregon.

(Continued on Page 20)

1911-1912.



Powell River today.



A Brief History

In remembering our founders, we outline briefly the history of the industry they started. Forty years ago on April 12 the old horse-drawn paper trains hauled the first roll of newsprint from the original No. 1 machine to the wharf storage shed.

This pioneered the newsprint industry in Western Canada and brought to reality the hopes and dreams of the men who founded the company—and on whose initiative and far-sighted policies, succeeding generations have built the present solid structure incorporated in the name of Powell River Company Limited.

Today the plant and properties of Powell River Company Limited, at Powell River, encompass approximately 80 acres and represent an investment of \$50,000,000. Approximately 2000 men and women are on the regular payroll, and an additional 1800 are engaged in woods and lumber operations. The single unit at Powell River produces more than 300,000 tons of newsprint and 45,000 tons of high-grade unbleached sulphite pulp annually. That, in brief, is the Powell River of today which has advanced far along the path of maturity since its first beginnings.

The name of Powell River first appeared on the map of British Columbia in 1885, when Captain Orlebar, commanding His Majesty's Frigate *Rocket*, sighted, on the mainland shore, a foaming river cascading over rock and gorge to the sea. He named it Powell River, in honor of Colonel Israel Powell, superintendent for Indian affairs in British Columbia, who was a passenger on this particular trip.

In the closing days of the 19th century, forward-looking businessmen began to visualize the potentialities of British Columbia as a future pulp and paper making province, and timber and power surveys were initiated. In 1898, following a survey made by Alfred Carmichael, of Victoria, Powell River, situated in the centre of a great softwood area, and with an easily developed water power site, was recommended as an ideal location for a paper mill.

In 1901, the British Columbia government, to encourage the development of industry by private enterprise, issued pulp leases on a 21-year tenure. One group of leases, "The Powell River Leases", were purchased by Canadian Industrial Company, which, in 1908, sold them to the Brooks-Scanlon interests, and in so doing, laid the foundations for the production of newsprint in British Columbia.

In 1909, with the leases purchased from the Canadian Industrial Company, the Powell River Paper Company was incorporated, with an initial capital of \$1,000,000. Land-clearing operations were undertaken immediately. Early in 1910, construction crews moved in to begin erection of a two-machine paper mill, with its many auxiliaries; and to complete all the work necessary for a stable and permanent industry.

The story of the successful launching of the first newsprint mill in British Columbia by the Powell River Company is a story typical of our province's industrial growth and progress. It is the saga of small groups of rugged, restless builders, men who looked to the future, who had the courage to translate their convictions into action, who were willing to risk their capital in unpredictable and hazardous enterprises, who went out and found markets for their products, and who faced many long, anxious hours and heart-breaking trials before success was achieved or a dollar earned.

Such men were Dr. Brooks, M. J. Scanlon, Anson S. Brooks, and those who stood behind them when they expanded their interests from lumber to paper in 1909. The construction program was accompanied by endless difficulties, inevitable in a new industry; by constantly changing conditions; by setbacks that might well have daunted the less resolute.

As construction proceeded, the original two-machine mill conception was doubled when the owners became convinced that it would not pay. Refinancing was necessary, and in July, 1911, the Powell River Company Limited, with a capital of \$4,000,000 replaced the Powell River Paper Company. With these problems finally settled, construction proceeded only to encounter successive disasters, which, under less determined leaders, could have caused the abandonment of the entire program. But these successive setbacks were surmounted. By April, 1912, the first machine was in production and the three founders stood on the wharf of Powell River to watch a horse-drawn train emerge from the mill with the first rolls of newsprint ever produced in British Columbia. Later in the year, Number 2 Machine entered production, to be followed in April and September of 1913 with Numbers 3 and 4 Machines, which brought production to 250 tons of newsprint daily.

Since that time, successive expansions and improved operating techniques have increased newsprint production four-fold, and the installation, in 1937, of equipment for the manufacture of export sulphite pulp has added 45,000 tons annually to Powell River's output of pulp and paper products.

Coincident with the development of its operations at Powell River, the company has built up in the past 15 years, a strong system of subsidiaries, which have strengthened and integrated its operations today. It has more than 800 employed at 12 of its own logging camps, from which the bulk of the pulpwood used at the plant is obtained.

To further consolidate the integration process, the company last year purchased the properties of the B. C. Manufacturing Company and its subsidiaries, Westminster Shook Mills, Maple Ridge Lumber Company and Salmon

(Continued on Page 20)

HIESTER SYSTEM SAVES TONNAGE



George A. Hiester checks run.

A way to save valuable tons of newsprint by reducing the "gutter"—the blank space in the fold between pages of a newspaper—from one inch to five-eighths of an inch, has been perfected by George A. Hiester.

Back in 1929, George A. Hiester, now production manager of the *Seattle Post-Intelligencer*, started tinkering with an idea that bids fair to become successful throughout the continent's newspaper plants. He patented his idea in 1942, and it was put in full-scale operation in February, 1952.

Hiester, who has worked for the Hearst newspapers since 1906, both in the pressroom and stereotype departments, figured that there must be some way for a newspaper to use less paper in its daily run without changing the regular type size of the page.

Hiester says that his system, which requires no reduction in column widths or other internal changes in the page, has saved Seattle's morning newspaper from \$350 to \$400 a week in newsprint, the equivalent of more than \$1 per ton, in its first few weeks of operation.

The Hiester plan has enabled *The Post-Intelligencer* to switch from a 64-inch newsprint roll to a 63½-inch roll.

Hiester explains the origin of his system this way:

"I figured there must be some way for a newspaper to use less paper in its daily run without changing the regular type size of the page. There was only one way that I could accomplish this, and that was to reduce the size of

the blank space between the two pages—the margin commonly called the 'gutter'. In so doing, the width of the paper rolls also could be reduced, cutting down the tonnage used."

The Hiester patented device is basically simple. It consists of casting plates with an inverted lip instead of the standard, 45-degree edge. Hiester's system still preserves the 45-degree angle, but enables the plate to overhang the press clip, thus narrowing the space between plates.

The change required in the stereotype casting equipment is minor, and can be completed in 30 minutes, Hiester says. It consists of taking out the old "segment ring" and putting in the new, patented ring, which produces the paper-saving inverted lip.

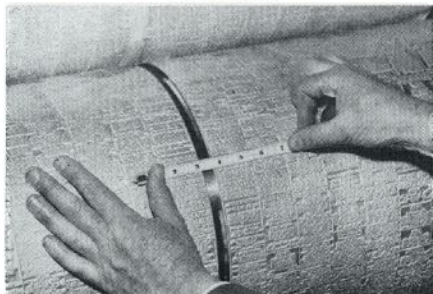
As for the pressroom, Hiester says the only mechanical adjustment required in converting to the new method is in moving the trolley one-quarter of an inch to take care of the narrower rolls.

Hiester also points out that in addition to the sizeable saving in paper tonnage, there is less possibility of putting printing plates on the press in the wrong position. From the safety angle, he adds that the chance of a piece of clip breaking off and flying loose is sharply reduced.

The veteran backshop man says there were sceptics in the beginning, but that the plan has now proven itself to everyone concerned with production on *The Post-Intelligencer*. ▲

Page Thirteen

The new method which is being adopted cuts page size, saves newsprint.



Old method of plate setting.





TOWN MEETING IN CANADA

FOR the third time since its origin on the air nine years ago, Town Meeting in Canada selected Powell River as the venue for its broadcast.

In his opening address, Arthur Helps, moderator and director of the program, declared it was "singularly appropriate" that the broadcast should again be held in Powell River because, in 1948, Town Meeting in its first broadcast from Powell River and with a panel including Powell River speakers and an interested Powell River audience that hurled pointed questions at the speakers, won radio's most coveted honor, the top international award from the Institute for Education by Radio, at Columbus, Ohio. The citation read: "In recognition of outstanding educational value and distinguished radio production."

For the third visit to Powell River the subject chosen was: "Are We Receiving Value for Money Spent on Education?" This is a problem of nation-wide interest to which many people are giving considerable thought, as education costs mount steadily. In British Columbia, education is the second largest single item of cost in this year's government budget.

Speakers were: Dr. J. Ranton MacIntosh, B.A., B.Ed., M.Ed., Ph.D., of the Department of Education, University of British Columbia, and Cyril J. Bennett, B.A., B.Com., secretary of the Powell River District School Board. They supported the affirmative.

Taking the opposing view were: James Currie, company townsite painter-foreman, and Keith Thibodeau, of the Wildwood teaching staff.

The three local speakers made an excellent showing, both in their presentations and in their replies to audience questions. Audience participation was vigorous and penetrating.

Mr. Helps conceived the idea of Town Meeting nearly 10 years ago, and first had to obtain permission of George

V. Denny, Jr., the founder and moderator of America's Town Meeting of the Air, to use the name "Town Meeting". After much correspondence and a visit to the United States, at the invitation of Mr. Denny, for a week of actual on-the-job production of "America's Town Meeting of the Air", Mr. Helps was given permission.

Then, Mr. Helps found he had yet to finish a battle with the nationally-owned Canadian Broadcasting Corporation, which has absolute control of all radio in Canada, and which apparently did not look with too much favor on the idea of wide-open discussion on the radio. Particularly when it involved allowing the audience to join the discussion.

The idea of free public discussion on the radio was new and untried in Canada, although some programs of scripted roundtable talks, without public participation, had been tried in various radio stations. The independent stations, fearful of arousing more wrath from the C.B.C. than the project might be worth, were loath to accept the idea without written permission from the C.B.C.

Finally, Mr. Helps decided to go ahead with Town Meeting, with or without radio, and so dug down in his own pocket, hired a hall, and Town Meeting in Canada became a reality. But as *The Vancouver Daily Province* stated the next day: "Vancouver's first Town Meeting of the Air was held last night . . . without the air." So on November 5, 1943, Town Meeting in Canada was born.

Executives from radio station CJOR, who were closely watching developments, were in the audience for the first meeting. Before Mr. Helps left the platform he was told: "This is good. We'll take a chance. The next Town Meeting will be broadcast by CJOR." The broadcast was a success with listeners and, today, after nine years, Town

(Continued on Page 20)

Page Fourteen

Town meeting speakers: (left to right), Cyril Bennet, Dr. MacIntosh, Keith Thibodeau and J. Currie. Moderator Arthur Helps looks on as Dr. MacIntosh answers an audience question.



Questions from the audience are forthcoming as the travelling "mike" moves around the hall.





Powell River sportsmen are all-year sportsmen judging from this February golf course scene.

SPORTS

ROUND UP ...

WITH spring in the offing, members of Powell River's athletic clans are tossing away their red-flannels and stepping into their lighter garb. All in all, it has been a good fall and winter season.

BASKETBALL

The hoop season wound up in March, with Powell River entries appearing in the Senior B, and Intermediate B divisions of the provincial play-downs. The minor loop of juniors and juveniles headed the participation roll with more than 150 youngsters in action, varying in age from 10 to 15 years (including both sexes) scampering over the boards. Youth training has been a feature of the basketball picture in the past four years—and the results are now beginning to show up in the caliber of the high school teams.

The Senior loop enjoyed a successful season, and did well in exhibition games with outside squads. Featuring the season was the Powell River High School squad's jaunt to Vancouver where they romped through a three-game series with three separate teams without a loss.

GOLF

Golf, of course, knows no season in Powell River. Save for a few weather interruptions in early January, enthusiasts have played consistently throughout the winter. Now, the warm-blooded amateurs are beginning to flock back to the course ready for the long week-ends and evening play.

BADMINTON

The ever-popular indoor pastime has maintained a large

membership, and, as in the past, four courts were kept busy in the Community Centre of Dwight Hall. Popularity of the game is spreading to the younger high school students who play on their own courts in the school gym.

SOCCER

The perennial winter favorite, association football, has had a fair season, but inclement weather which always seemed to come on week-ends, cut down attendances. For the first time in years, the famous all-Indian eleven from the Sliammon Reserve has taken second place to the rampaging St. Andrews, favorite of all Powell River Scots. Junior and Juvenile leagues were formed and more than 125 players saw action during the season.

BOWLING

The 10-pin and five-pin alleys at Westview and Cranberry have been busy all winter, and this sport has hundreds of regular participants with house leagues playing regular schedules. Frank Flett, company personnel manager, boasts the top single score in 10-pins with a 267; Charlie Young, company electrician, rolled 620, which was the best of the "three's" during the season. Top single in five pins was Warren Gayton's 395.

But now the soccer boots have been oiled and put away, the badminton nets have been taken up, and the basketball uniforms have gone to the laundry. Summer is ahead and baseball and tennis have taken over. ▲



- Attractive foyer of the C.B.C.'s Radio-Canada building in Montreal.
- C.B.C.'s modern radio centre in Montreal houses both the national and the international broadcasting services.
- Youthful chairman of the C.B.C.'s Board of Governors is A. Davidson Dunton (above), recently re-appointed for a 10-year term.
- C.B.C.'s farm commentators (left) are men with agricultural background; spend much of their time in the field talking to rural people.

CH. P. H.

OUR NATIONAL RADIO SYSTEM

ONE thing we can say in general about a publicly-operated enterprise in Canada . . . it is different.

Taking the most obvious examples of the C.N.R., T.C.A. and, if you like, C.B.C., we find demonstrated those distinctive qualities which we have pretty well come to accept as Canadian. In the main our public enterprises seem to operate about the way we'd like them to, and they compare favorably with similar operations backed by private capital in other parts of the world. But they are different.

The fact that we have a C.B.C., and other public-owned organizations, is not the result of any political peculiarity in the Canadian mind. It is, rather, a demonstration of the fact that the animal, man, adapts himself to his environment, as do other organisms. The partitioning of this continent was badly done in the first place; someone drew the boundaries east and west rather than north and south. The line of least resistance on the continent in commerce and in other intercourse is a north-south one, and our public enterprises in Canada which persist in going east and west, have been surmounting physical, geographical and political barriers since the day they first turned a wheel, flew a passenger, or broadcast a program.

Radio in the 1920's was a topsy-turvy affair. Like Topsy it mainly grew and grew, but there was no room for indefinite expansion since there were a limited number of air channels. By 1928 the Canadian public wasn't too happy about the new seven-day wonder, and thought the government should step in to bring some order out of the somewhat chaotic conditions. The result was the now-famous Aird Commission, composed of eminent Canadians who looked into the question of radio not only in this country but in several others. In 1932 the government got around to forming the Canadian Radio Broadcasting Commission which functioned in a limited way until 1936 when it was re-examined, re-financed and re-organized as the Canadian Broadcasting Corporation, backed up by the Canadian Broadcasting Act.

Since then, the C.B.C. has been examined and re-examined more times than a 4-F recruit. In the 15 years of its existence Parliamentary Radio Committees have looked at it every year or two, and in 1950, for good measure, the Royal Commission on Arts, Letters and Sciences gave it a thorough dissection. The amazing thing is that the subject seems to thrive on investigation. C.B.C. is stronger, bigger, healthier today than it has ever been. It is similarly amazing that the investigating bodies have been able to find little fault with the fundamental concepts advanced by the Aird Commission 20 years ago. And so the C.B.C. stays, not without its critics and its bitter enemies, but not without its staunch supporters, too.

The corporation consists of five parts: the national or domestic service in three parts—the Trans-Canada and Dominion networks, and the French network; the international service; and, finally, the rapidly developing television section. The C.B.C. spans Canada with about 20,000 miles of network lines, it has a staff of 1800

employees, and its budget next fiscal year will be in the neighborhood of \$14,000,000.

Its network lines are almost entirely rented from the telegraph companies for which it pays an annual rental of about \$1,500,000. The C.B.C. owns only 19 stations, apart from a number of low-power transmitters. To complete its domestic networks it utilizes private stations in selected areas as outlets for its programs.

The financing of the C.B.C. is always a question of interest to the Canadian taxpayer. Prior to the last session of the House of Commons the picture was simple: enough Canadians paid \$2.50 radio license fees to bring in a revenue of \$5,500,000. The C.B.C. supplemented that direct contribution from the Department of Transport by raising \$2,500,000 itself through the sale of commercial radio programs. Thus, the C.B.C. was operating on a budget of approximately \$8,000,000. Any time it borrowed money for special projects, it borrowed from the government and had to pay it back.

Now the picture is slightly changed. Last year Parliament decided that the C.B.C. was being hamstrung in its operations by short-range planning, that budgeting on a year-to-year basis was not sufficient. So the government has set the C.B.C. up with some financial assistance on a longer basis of operation. A grant of \$30,000,000 was made to be spread over the next five years. This is not a loan but a direct subsidy of a publicly-owned corporation. Parliament decided to do this rather than increase the license fee for listeners.

It's as well, when speaking of financing, to see where the money goes as well as where it comes from. In a nutshell, the C.B.C. spends a little more than half its resources on programs, about \$2,000,000 on engineering, roughly \$1,500,000 on renting network lines, \$500,000 on administration, and another \$500,000 for miscellaneous items such as publicity, interest on loans, and so on.

Just where the additional \$6,000,000 per year will go is difficult to say. There are still parts of Canada where listeners cannot get adequate national network service; there are technical facilities in the existing networks that could be improved. Certainly the program department has been sitting on a number of worth-while ideas for years, and it's likely that it will put some of them into operation as quickly as a healthier budget will permit.

Of the programs C.B.C. puts on the air, about 46 per cent are spoken-word, the rest musical. Although the corporation is periodically accused of being long-hair, the breakdown of the musical field reveals that a surprisingly small percentage of its programming is devoted to legitimate "heavy" music. But serious music is there, so is Dixieland jazz, so are musical comedies and all the rest that make up the great bulk of middle-of-the-road music.

The Royal (Massey) Commission thought that the C.B.C. did too much centralized programming in Toronto.

(Continued on Next Page)

OUR NATIONAL RADIO SYSTEM

Be that as it may, a substantial number of live programs originate in regional studios such as Vancouver, Edmonton, Winnipeg, Montreal and Halifax. Vancouver, for example, produced 2370 hours of network programming in 1950-51 compared with Toronto's 3454 hours.

To keep Canadians in touch with the outside world, the C.B.C. imports roughly 15 per cent of its programs, mainly from the United States and Great Britain. (Not too many Canadians know that this is a bilateral arrangement and that a number of Canadian programs are carried on the American networks and shipped by transcription to the B.B.C. and other countries.) It is economically unfeasible for the C.B.C. to attempt to duplicate such a program as the Metropolitan Opera. The ratio of commercial programs to non-commercial remains about one to four. It is likely that with increased financing the C.B.C. will be able to select programs of better quality rather than decrease the quantity of its commercial programs.

C.B.C. programming reflects the basic philosophy on which the corporation was founded. C.B.C. stations are designed not so much for continuous listening as for selective listening.

While program planners are delighted to have a healthy listening audience for a given program, they are not chagrined when their Hooper rating drops to an insignificant figure during the next program. The corporation's obligation to serve minority interests makes it a foregone conclusion that at any given time of day a C.B.C. program is more than likely catering to a specialized audience rather than to the "mass audience" with which the commercial stations are so much concerned.

It is written into the C.B.C.'s constitution that it search out, encourage and promote Canadian talent. This it does extensively as hundreds of actors, speakers, musicians and writers across the country will testify.

The C.B.C. feels a further obligation to support cultural organizations which are not directly related to broadcasting. Symphony orchestras across the country, for example, are paid fairly generous fees by the C.B.C. for the privilege of broadcasting their programs. There is more to this arrangement than simply a desire to broadcast symphonic music. Such support encourages the growth of music all across the country.

The critics of the corporation's programs use as their examples a chamber music group or a talk on dialects of the Polynesians. This, of course, is not highbrow programming, but specialization, a catering to minority audiences. If the C.B.C.'s programming philosophy can be summed up in a sentence, it might be said that it bars no program from its network because of its type, but merely insists that when it does go on the air its quality is as good as its production department can possibly make it.

You won't find another radio system like the C.B.C. anywhere in the world. Some have called it a compromise between the state-owned B.B.C. and the completely com-

mercial American networks. Compromise is not the right word. It is a unique Canadian system designed to meet Canadian needs. It overcomes as successfully as any radio system might, such familiar problems as six time zones, a country spread over 4000 miles, topographical features which make for expensive operation, a bilingual country and the thousand and one individual but legitimate varieties of tastes in the Canadian public. Canadians in general seem to think it's doing the job that it's designed to do. No one could ask for much more than that.

(EDITOR'S NOTE: This story deals only with the Canadian Broadcasting Corporation, which is the only network system operating in Canada. However, in addition to the C.B.C., there are some 130 privately-owned radio stations in cities large and small across Canada.) ▲

Salmon River Logging Company Ltd.

(Continued from Page 3)

in the movement and sluicing of logs in and around the bullpen and pockets.

Headquarters Camp is on company-owned property on Salmon Bay and employs 150 men. The Woods' Camp is located 14 miles up the Sayward or Salmon River Valley where another 175 men are employed. Bunkhouses for the single men each contain eight rooms with two men to a room, and, with few exceptions, are equipped with all modern conveniences. Family houses—32 at the Beach Camp and 14 at the Woods' Camp—all are lighted with electricity and oil stoves are used for cooking and heating. It is the intention of the company to continue to build family houses on property already purchased and cleared for that purpose close to the terminal facilities at Headquarters Camp.

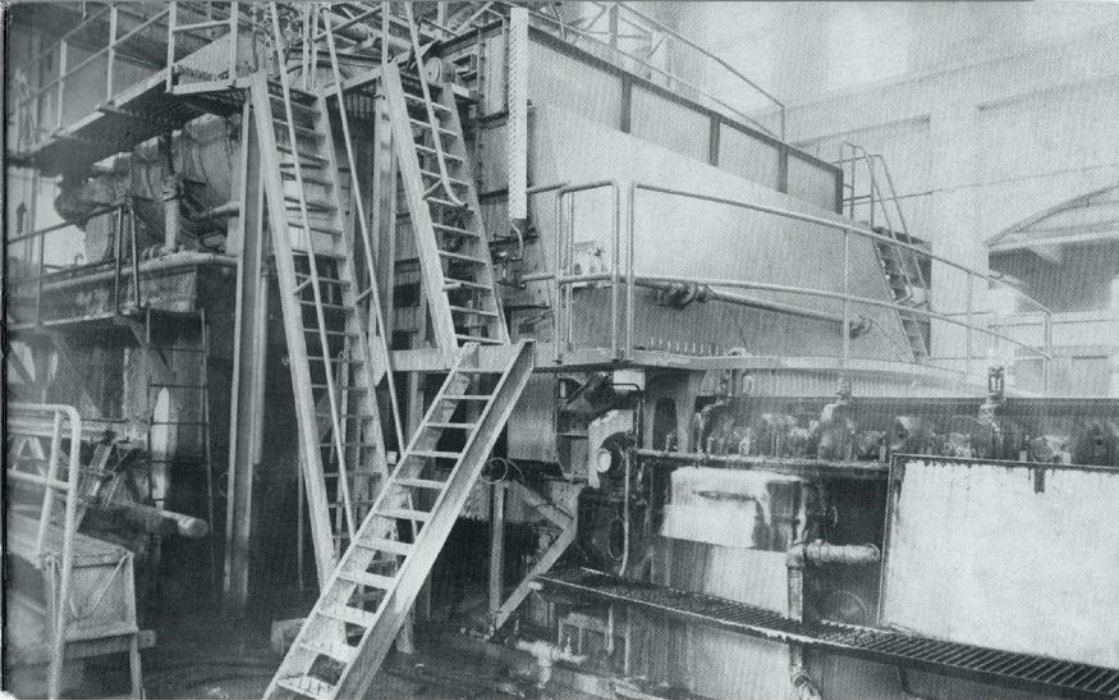
Each camp has a theatre where moving pictures are shown periodically for employees and their friends.

Located on the eastern side of Vancouver Island, the Salmon River limits are close to the Powell River mills, and suitable pulp timber can be towed direct, through the sheltered inland passage, in less than two days.

The Forest Management License granted to Salmon River Logging Company has been officially re-applied for by Powell River Company since its acquisition of the properties in the fall of 1951.

The present manager of the company is W. G. Manson, who has been with the firm since its organization. Clay Anderson, who is well known on the coast through his many years of active logging, has been with the company for six years and is in charge of the operation.

With the inclusion of the Salmon River Logging Company in the Powell River Company group, G. W. O'Brien became president of the Salmon River Company and Norman A. English, manager of the logging subsidiaries. ▲



Type of new head box installed on No. 5 and No. 6 machines as part of speed-up program.

FAST WORK ON NUMBER 6 CHANGE OVER

EARLY in March, the job of speeding up Powell River's Number 5 paper machine was completed. With experienced crews of operators, technicians and craftsmen working smoothly together, the change-over, which meant an increase of approximately 200 feet per minute in speed, was accomplished with a minimum loss of time.

In the closing weeks of March, crews went to work on Number 6 machine, and shattered all known records for an installation of this scope. Several days were cut off the projected schedule, and the initial start-up of the new equipment proceeded with a smoothness and speed that had old-timers in the plant rubbing their eyes in disbelief.

By the end of March, two of the company's big machines had been speeded up and the increased tonnage was in the holds of carriers on the way to publishing houses.

The change-over to higher speeds is a big job, one requiring in many instances split-second timing and highly specialized skills and paper mill experience. It meant partly uprooting fixed machinery that had been in operation for 20 years. As part of the operation, crews had to jack up bird screens, weighing 90 tons and embedded in thick concrete. They had to tear out the old Head Box and install a new one, 15 tons in weight, in its place. Replace-

ments had to be made to the nearest inch, the new electric drives and shafts had to be perfectly synchronized. Steel supports had to be cut and others set in place. Timbers had to be lined up and ready. Each operation had to be dovetailed and ready for the succeeding stages.

Organization and co-operation were essential, and in the installation of Number 6 Head Box these were the features that made for a record performance.

Practically every trade group was represented. The welders, with their acetylene torches slashed skilfully at long-established foundations; the electricians, working around the clock, took out drives, installed new ones, with their complex wires and precision connections; millwrights and mechanics stripped down and assembled equipment; pipefitters realigned and laid new pipe lines; carpenters prefabricated forms and timbers for installation and moving of heavy machinery. When these specialists had done their jobs, the rigger crew—"the Murderers Row"—moved in to "bull" the pieces of heavy equipment into place.

The entire operation, with the experience gained on Number 5, moved along with despatch and precision.

It was team work at its best. ▲

They Laid The Foundations

(Continued from Page 11)

Today, the Brooks-Scanlon tradition and family background are represented in Harold S. Foley and his brother M. J. Foley. Their mother was a sister of M. J. Scanlon—and their father, the late J. S. Foley, a partner in the Brooks-Scanlon lumber operations at Foley, Florida.

Harold S. Foley joined the company as executive vice-president in July, 1937. He had previously served as vice-president of Brooks-Scanlon Corporation at Foley, Florida. Considered one of the outstanding pulp and paper executives on the continent, his active and imaginative leadership has been largely responsible for the steady progress and extension of company operations in the past 15 years.

Executive Vice-President M. J. Foley came to the organization in 1948, from Foley, Florida, after gaining a reputation as one of the outstanding younger business executives in the south. "Joe" Foley, trained from childhood in the "family" tradition and with an expert knowledge of lumber and pulp operations, fitted smoothly into the Powell River organization—and today his ability is recognized throughout the industry. He is also president of Powell River Sales Company Limited.

The founders of Powell River Company were responsible and far-seeing men. They laid firm foundations and established principles of integrity, which have been a sound guide for their successors. Their pride in the industry they founded and their personal responsibility to the men and women in the organization have been transmitted "down the line". The strong family influence, on which the company was founded, has been carried steadily forward through four decades of progress and recognized stability. Today, those pioneers who carved a new paper empire out of the stumps and trees of a remote spot on the British Columbia coast, would be proud of the structure which their descendants have erected on the foundations they laid 40 years ago. ▲

A Brief History

(Continued from Page 12)

River Logging Company. These companies are engaged in regular sawmilling operations, a factor that permits

complete utilization of lumber species, and spells greater efficiency and integration of operations.

By the end of 1951, production of newsprint approximated 300,000 tons annually. Daily output of all products newsprint and saleable pulp had reached a total of 1140 tons. By the end of 1952, with new speed-up operations completed, it is expected newsprint production will reach 340,000 tons annually. With the completion of these changes, the plant started by Dr. Brooks and his associates in 1910, will stand as the world's largest individual newsprint unit. ▲

Town Meeting In Canada

(Continued from Page 14)

Meeting in Canada is one of the most amazing radio programs in the Dominion.

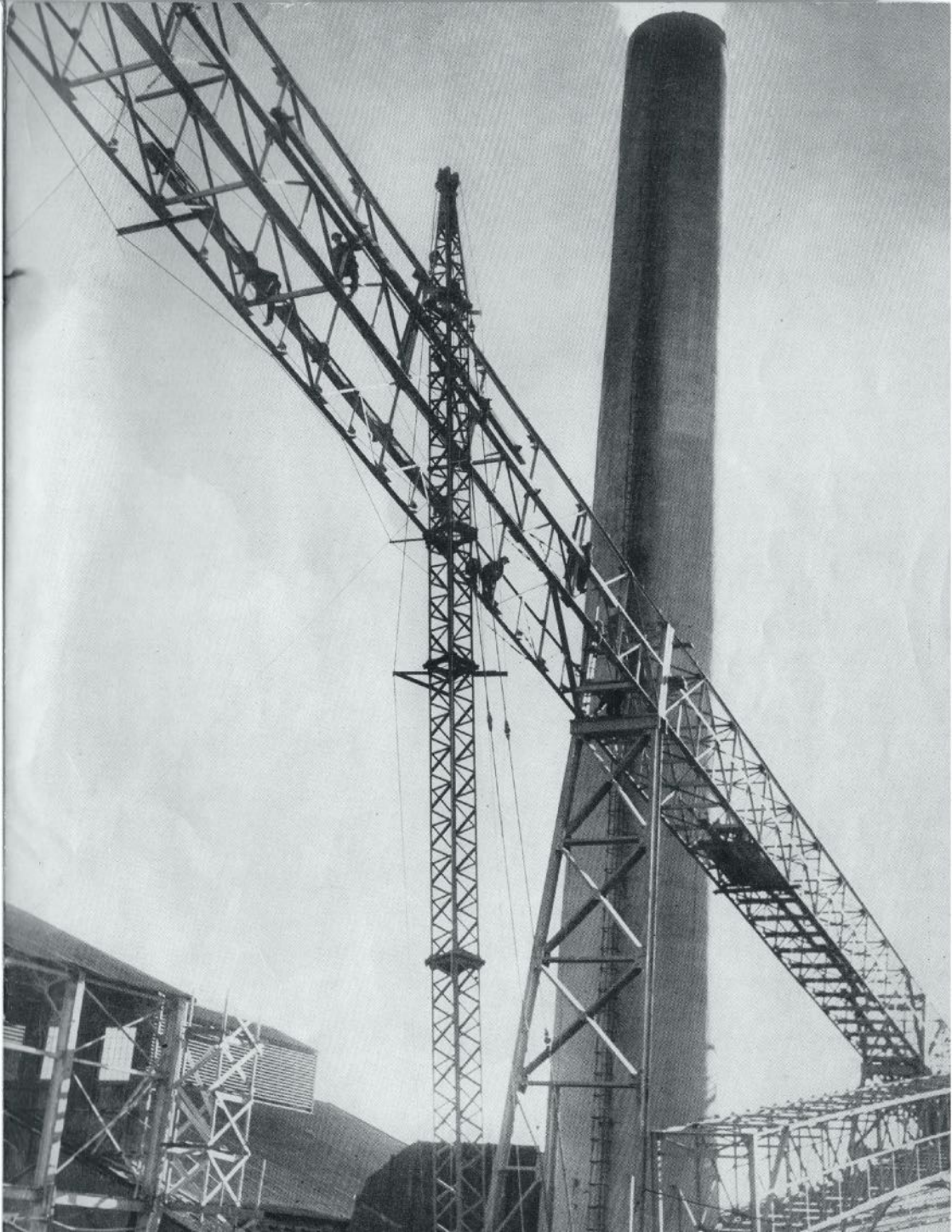
From a one-station effort, it has grown into a coast-to-coast broadcast that is looked upon as an important national institution by people all over the country. Before its microphones have appeared premiers, cabinet ministers, senators (both Canadian and U. S.), presidents of universities, lawyers, writers, monks, church people of all denominations, business executives, labor leaders, politicians and high school students.

The program went on a tour which started at Port Alberni, Vancouver Island, and crossed the country, originating nation-wide broadcasts from cities in the United States, from Dawson Creek on the Alaska Highway, and from many large and small centres *en route*.

It still is the only year-round program of its kind in the Commonwealth. It has been built from a noble experiment to a practical functioning radio forum where everyone who attends can have their say, regardless of race, color, religion or political ideology. The program ranks high in listener popularity, outrating many of the big network broadcasts.

With the objective that has been constant since Town Meeting's inception: To promote tolerance, justice and reason through an informed public, the program demonstrates the Canadian people's basic regard for their heritage of freedom, and is Canada's outstanding open forum of the air. ▲

ONE of the most spectacular phases of the current development program at Powell River was erection of the chip silos and the new conveyor system. Erection of the chip silos was a fascinating process. The special quick-drying cement and the modern pouring methods were studied with amazement by hundreds of residents who watched this concrete structure spring up almost overnight. Within a few weeks the main structure was in place. Simultaneously the big conveyor system got under way, and day after day groups of excited youngsters and elders watched the bridge crews toss their red hot charges to each other 100 feet above the ground. The cat-like riveters picked their way along steel girders with a nonchalant ease which sent shivers up the spines of spectators on the ground. Despite the heavy demands of normal production, the job was finished on schedule. Hundreds of tons of chips began racing along the belt conveyors to flow into the big storage bins. "Operation Chip Silo" has been completed. ▲



CONSTRUCTION

for Speed-Up!



NEW BARKER MILL



NEW HEAD BOX



NEW CHIP STORAGE TOWER

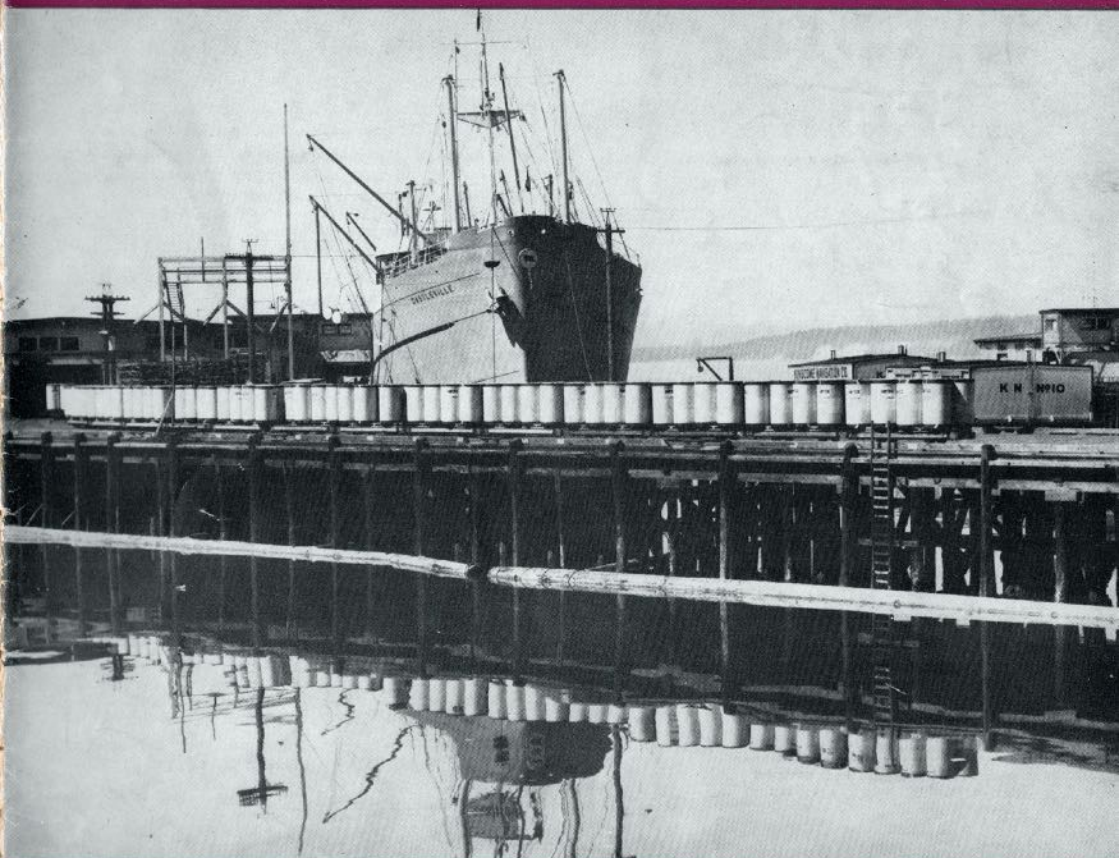


NEW PIER



POWELL RIVER NEWSPRINT

Powell River
DIGESTER





Powell River

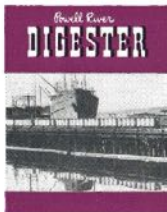
DIGESTER

Published by
POWELL RIVER COMPANY LTD.
Standard Building
Vancouver 2, 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

Motor Vessel Castleville loads newsprint rolls at Powell River for shipment to the Orient.



Editor's Notes

FIRST SHIPMENT OF SULPHUR FROM GAS ARRIVES

IN the latter part of May, a freight train headed westward out of Calgary, pulling—among other things—a load of bright yellow sulphur destined for the West Coast. In this prosaic fashion, something excitingly new was added to the history of Canadian manufacturing.

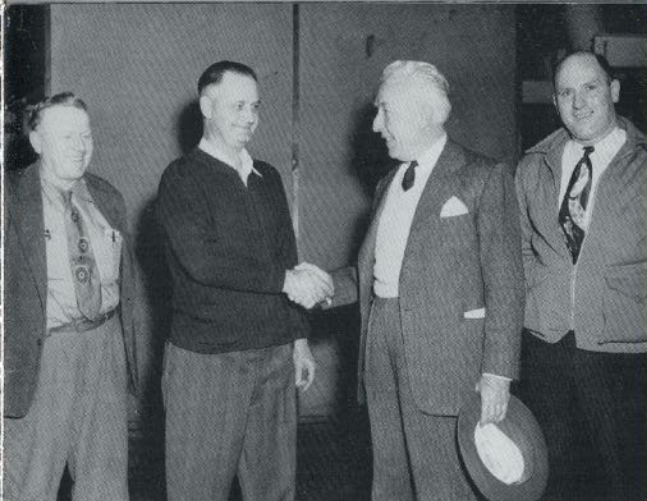
For this was the first shipment of the vital sulphite component ever to be produced from an Alberta gas field, now on its way to bolster the sulphur supplies for British Columbia's paper mills.

The impetus for the development of this native source of sulphur came as a result of a cut-back in United States supplies last year, which seriously threatened the expanding Canadian pulp and paper industry.

To augment the diminished sulphur deliveries from Texas and so avoid a possible curtailment in our newsprint tonnage, in the interests of West Coast mills we signed a contract early last year with the Shell Oil Company of Canada for the production of sulphur from natural gas at a plant to be erected at the latter's Jumping Pound field near Calgary, Alberta.

Construction of the plant, costing in the neighborhood of \$750,000 was started immediately, and the first sulphur was produced in March of this year. The plant's annual output is estimated at 10,000 tons, a welcome addition to the normal source from the Lone Star State.

In fact, were it not for wise decisions such as this, to develop Canadian sources of sulphur, the industry would have been forced to curtail production of pulp and paper this year. ▲



5 YEARS OF SAFE WORKMANSHIP

Bob Fletcher, Nels Richardson, H. S. Foley, and Bob Bridge

IN late April, President Harold S. Foley paid a personal visit to the Groundwood plant to congratulate shift foreman Nels Richardson and his crew on a remarkable achievement in accident prevention.

This shift was celebrating the conclusion of an uninterrupted non-accident record over a five-year period, and Mr. Foley, congratulating Mr. Richardson, stated:

"The record of safe workmanship which you and your men have made will be an inspiration and an example to other departments in our plant. It is evidence of first-class team work and demonstrates what can be done when foremen and employees understand and work for each other."

The performance of this shift was outstanding for two reasons. First, because it was made in a section of the plant where certain hazards are unavoidably present—and where heavy equipment and material are used. Second, over the five-year period, scores of new men have passed through the plant, yet the lost-time accident cross never showed on the shift bulletin board.

Careful workmanship, supported by understanding and instruction by Nels Richardson and his "old-timers" developed a high safety consciousness with every man in the crew. ▲

NEW HOMES FOR RETIRED EMPLOYEES

"SAFETY" was in further evidence in May, with another pleasing ceremony at the Retired Employees' acreage in Cranberry. Vice-President R. M. Cooper, on behalf of the company, presented to James Currie, vice-president of Powell River Employees' Sick Benefit Society, the deeds for four more completed homes for retired employees.

The novel experiment of linking the plant accident record with the construction of homes for older employees was initiated three years ago by plant safety committees.

For the past two years the company has paid over to the Sick Benefit Society as trustees, a sum based on the accident record in the mill. These funds are set aside for homes for retired employees. If the accident rate drops, more money is forthcoming. If it rises, less is available. In 1951, about \$12,000 was placed in the fund, an amount sufficient to erect an additional four homes. There are now eight structures in this attractive "sub-division."

The occupant pays only a service charge, which averages \$12 per month. The homes are comfortable, well-equipped and attractive; and have proved ideal accommodation for older couples. ▲



ELECTRONIC DRIVE INSTALLED

BEHIND the recent speed-up of two of Powell River's eight paper machines is the story of the first introduction of the electronic drive to the newsprint industry on Canada's west coast.

A case of necessity—as the old Harland drive was operating well beyond the speed for which it was originally designed on Machines Number 5 and 6—the changeover to the multiple generator sectional drive is also the story of a young electrical engineer who anticipated the natural skepticism towards the innovation by planned preparation of the men who were going to live with the new General Electric equipment.

Best indication that the paper makers were quick to take advantage of the innovation is the fact that between them Numbers 5 and 6 are now producing some 60 tons more newsprint daily than previous to the speed-up from approximate speeds of 1,250 to 1,500 feet per minute.

As a further step in increasing production, the former drives used on 5 and 6 will be renovated and installed on Numbers 3 and 4 which are now equipped with line shaft drives.

Though the actual installation of the new electric drive did not commence till January of this year on No. 5, and not until March on No. 6, Mel Julson, the assistant electrical superintendent, wisely began his preparations early last fall.

Setting up a working model of one section of the new drive, Julson—a 33-year-old graduate of the University of

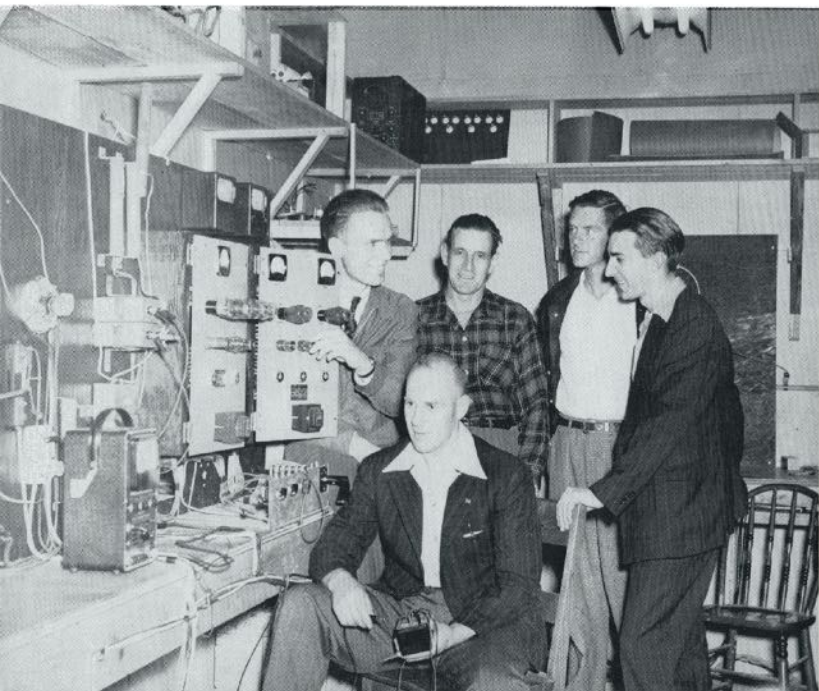
B. C.—began a series of "indoctrination" talks, demonstrations and discussions with personnel in the company's electrical department, machine tenders, and groups from the engineering, technical and other service departments who were in any way interested in the project.

Basically, he told them, the G. E. drive consists of five parts:

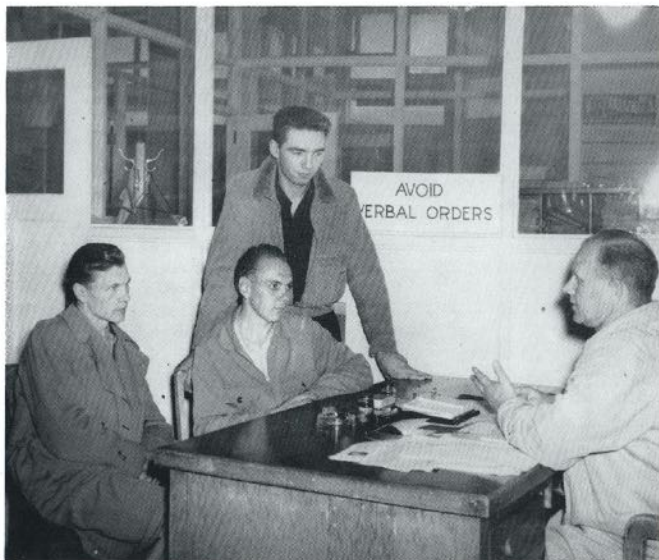
1. An input member or reference: (i.e.) a benchmark to which the machine speed is set.
2. An output member or shaft for connection to the paper machine itself.
3. An error-detecting device which measures the output or the machine speed in terms of the reference.
4. A control device consisting of a power source, motors, gears, switches, etc., all of which control the output member.
5. Stabilizing devices to ensure proper operation under varying conditions.

"With relatively little effort"—it was actually hard work at the time—Mel introduced the new electronic technique so successfully that even the skeptics now agree it has possibilities beyond any comparable equipment used heretofore.

The same smooth approach as used by the Powell River engineer may facilitate the introduction of other innovations designed to meet future demands for increased tonnage. ▲



Mel Julson (left) explains controls to Jack Carnelley, Danny Campbell, Bob Gela and David Sprague (seated).



Rex Needham gets across a safety pointer to new employees Markus Steiger, of Austria; Pentti Lehtonen, of Fort William; and Earle De Long, of St. Catharines.

THE NEW EMPLOYEE STARTS OFF

"OK, Mac, you're hired. G'wan down to the grinders!" Some two-and-a-half hours of profitless searching later, "Mac" accidentally stumbles across the grinder room. The shift boss is sore because the new man's so late. "Mac," thoroughly bewildered, figures he did his best. The unexpected reception sets him still further back on his heels. And thus is born a beautiful friendship between the company, its supervisory staff, and its new employee.

While this might have happened—and sometimes did—at Powell River in the "good old days", the newcomer to the paper mill receives a somewhat different treatment today. With a pattern and a purpose developed over the years, our "induction" now pre-supposes that it is to the advantage of all concerned to break the new man in gently and systematically—with a strong emphasis on safety in all its various aspects.

That is why, when "Mac" applies for a job at the Time Office and there is a job for him, he is first sent up for a medical check-up at the doctor's clinic; and if he passes it successfully, employment officer Chuck Wilcocks tells him in which department he will work, and outlines the employee's sick benefit, group life insurance, and pension plan benefits.

"Mac" then faces Roy Ritchie, the records clerk who gives him his unemployment insurance book, assigns his work number, and shows him how to use the time clock.

It's a short step from the Time Office to the Safety Office where "Mac" has a friendly discussion with Rex Needham about the company's safety policy.

Realizing that most of the new employees, (he was one himself back in 1934), have not previously worked in a paper mill, Rex tries to set the new man at ease and pains-

takingly explains the necessity for working as safely as possible.

He also tries to find out what kind of work "Mac" has done before and if he'd ever been involved in any accidents, and the causes.

Briefly outlining such Workmen's Compensation Board "musts" as the removal of finger rings during working hours, the insistence on leather footwear, and the dangers of wearing sloppy clothing on the job, Rex points out that the company will supply "Mac" with a safety hat and eye protector equipment if his job should require it.

So far as footwear goes, "Mac" is told that he can buy safety shoes at cost from the Powell Stores, this price being made possible by a special subsidy from the Powell River Company.

The necessity of getting first aid treatment at any one of the first aid stations located throughout the mill and reporting the injury, no matter how slight, to the attendant and/or to the foreman, is also impressed upon the new man.

Fully armed with this knowledge, "Mac" is finally escorted by Rex to the department where he will work, and introduced to the superintendent and the shift foreman. The latter may show him the ropes or else will detail an experienced man to do so, reducing to a minimum the chances of error on the job.

It is in these easy stages that "Mac" becomes a vital part of the complex process of turning out the best newsprint or unbleached sulphite pulp in the world. And the company is no more anxious to see him lose any time through ignorance of, or carelessness on the job, than his own wife.

Around Town ...

MAY and June were extremely active months around town and many important and interesting community and civic affairs held the limelight.

ELECTIONS

As if we were not busy enough looking after our local affairs, a Provincial Election, called for June 12, introduced an added distraction in our lives. For the first time in eight years, party politics in British Columbia reverted to the old party system. Only this time, the whole business is more complicated. They have introduced the Alternative Voting System for the first time — and interpreters were busy further confusing an already bewildered public.

"To whom will I give my second and third choice?" was a common query. Party statisticians and experts went into action, but whether they accomplished anything more than giving us a further scare is not yet known. By this ingenious system, a candidate must get more than 50 per cent of the votes in his district to win on the first count. If he does not get this majority (and there are four parties contesting the Powell River area), the ballot boxes are promptly locked up for three weeks before the second votes are counted—and so on. We are now waiting for the second-count outcome.

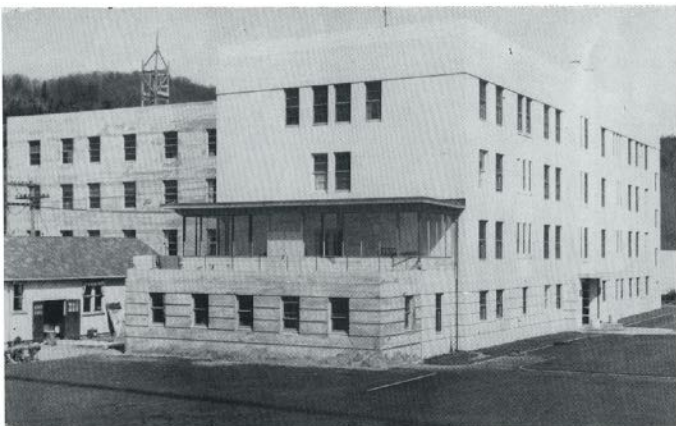
SKATING AND CURLING RINK

Curling and skating enthusiasts in the district have aroused wide-spread interest in their efforts to bring these favorite winter sports to Powell River. Considerable enthusiasm has been created and plans for raising funds have been formulated.

Curling is enjoying a vastly expanded popularity in British Columbia, and in many places throughout the province similar plans are being hammered out by citizen committees. Ice skating and hockey have a tremendous following in Powell River and exponents of the scheme are confident an ice rink would be a popular and paying proposition.

BASEBALL FIELD

The new baseball field is much in the limelight, too, and residents who have visited the scene are telling their friends



... New Hospital Wing



Mr. and Mrs. Drake S. Murdock of Albuquerque, New Mexico, recent visitors to the plant.

in all corners of the province of this top-grade diamond. The infield has been cut out and rolled—the grass has set nicely—and when the opening ceremonies take place in July, Powell Riverites are confident they will have a field that will arouse the envy of every visiting ball club.

MUSICAL FESTIVAL

The Annual Musical Festival, sponsored by the Knights of Pythias, was again one of the year's most successful events. More than 300 children and adults competed, a record entry list.

Outstanding performer and winner of the Harold S. Foley Trophy for all-round excellence was Dorothy Price, who gained first honors in two other classes.

Fourteen trophies were awarded to successful contestants by Mrs. R. M. Cooper. Officials estimate that more than 900 individual entries competed, including members of choirs, bands, etc., a rather remarkable record in a district of 9,000 people!

HOSPITAL WING OPENS

If their ears were burning on Florence Nightingale Day, it wasn't surprising! The kind of praise heaped upon everyone connected with the conception and growth of the Powell River Hospital by Lloyd Detwiller, of Victoria, (the personable young man whose name is synonymous with Hospital Insurance Service in British Columbia), on the occasion of the new wing's official opening May 12, would have made anyone concerned glow with pride.

BCHIS Commissioner Detwiller tossed out bouquets to the local Hospital Board, administrator Harry Slade and his entire staff, the Ladies' Auxiliary, the Employees' Sick Benefit Society, officials of the Powell River Company, service organization, and, of course, Batt MacIntyre, local MLA.

"The government and the Hospital Insurance Service are indebted to all these groups," said Mr. Detwiller. "We have nothing but the highest praise for these people of Powell River for the way in which they brought the high standard of care to this area."

Congratulations also were expressed by A. H. J. Swencisky on behalf of the Hospital Association of B. C., and by architect F. J. Gardiner, who recalled the opening of the new building 10 years previous.

Members of the Ladies' Auxiliary acted as guides through the new wing which, as Bob Okell, chairman of the Powell River Hospital Board, had pointed out earlier, was already full of patients. Ethel Clark, matron, was in charge of the officials' tour of the hospital.

The new wing brings to 105 the number of beds in the new hospital, and it is gratifying to know that Powell River has one of the highest numbers of beds per 1,000 patients in British Columbia. An additional 15 beds will be in place when present work on the top floor is completed.

MALASPINA OPEN

Top-flight golfers were on hand early in May to compete in the Malaspina Open, Powell River's big annual golf fiesta. Some of British Columbia's finest professionals were in action—along with a classy amateur field.

Professional honors went to Stan Leonard, former Canadian Champion and prominent Gold Trail competitor. Low amateur gross was won by Powell River's grand old veteran, Ed Peacock, who has been copping club championships since 1920. The old maestro turned in a sparkling



Dorothy Price, Mrs. R. M. Cooper.



Lloyd Detwiller, Mrs. R. Okell, Ethel Clark.



Jim Cratchly, Ed. Peacock, Owen Jones.



Jack Harper, Doug. Taylor.

performance and took the gruelling 36 holes with a gusto that had competitors, 20 and 30 years his junior, green-eyed and panting.

The Annual Club banquet, most exclusive of Powell River's social affairs, had its usual success this year.

CRIBBAGE CLUB

Arthur Woodward was the big winner, coming out with top honors in the Singles, and, paired with Fred Woram, won the Doubles. He also gained Grand Aggregate Honors. The special Skunk Award for most losses during the year was awarded to Jack Harper.

CONSTRUCTION
Whirls
ALONG



New Steam Plant Takes Shape

New Wharf Storage Nears Completion.
Shore Storage Wharf House Now in Use.



Barker Mill Addition Is Nearing
Completion.



Installation of Intermediate Barker Is
Well Under Way.



M. V. KINGCOME LAUNCHED

FIRST steel tug built in British Columbia in many years, Powell River Company's M.V. *Kingcome* was successfully launched at Yarrows' Ship Yards in Victoria on April 24.

Before distinguished guests, Marie S. Foley, daughter of Mr. and Mrs. Harold S. Foley, sponsored the latest addition to the fleet of Kingcome Navigation, a subsidiary of Powell River Company.



Marie S. Foley

Necessitated by increased log-towing demands, brought about by expanding newsprint production, the new craft is scheduled for delivery to Kingcome Navigation in June. Its keel was laid last December.

A 700-h.p. Union diesel engine will drive the 100-foot tug, beam of which measures 25 feet six inches, and draft 13 feet six inches.

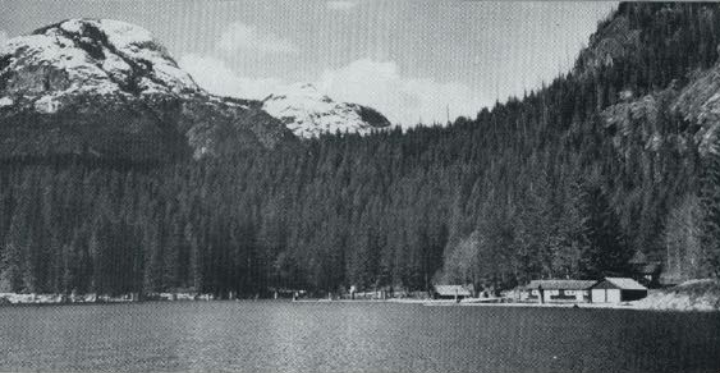
Almost entirely a British Columbia product, the *Kingcome* boasts the latest in equipment and furnishings. From her electrically-welded steel hull, to the aluminum wheel-house, (designed to offset possible compass variations), she is the result of careful planning and expert construction.

Close personal attention to all details, such as the Sperry electric steering gear and the electrically-driven towing winch on her main deck, and particularly to those concerning the crew comforts, was given by F. L. Kurtz, manager of Kingcome Navigation. Testifying to the latter are the separate cabins for each member of the ship's company, which eliminate old, double-tiered bunks. For additional comfort, the ship will be heated by an automatic hot water system with radiators in each room.

Galley fittings include an oil-fired range and built-in freezer and cooler units.

Two Class 1A life-boats and a 14-foot workboat with a 25-h.p. engine will be carried as well as the latest in life-saving equipment.

The *Kingcome* will be a valuable addition to Powell River Company's towing fleet which now consists of five sea-going tugs and 30 smaller work tugs. ▲



RAINBOW LODGE

PRACTICALLY every member of the newspaper profession who has visited Powell River, has at one time or another enjoyed an outing on Powell Lake.

They have tried their hand at fishing, with varied fortune, and have enjoyed the scenic grandeur of this friendly area, and have relaxed in the informal comfort of Rainbow Lodge, an hour's run from the heart of Powell River.

The Lodge is a free and easy place, a "help-yourself" place, a "do as you please" place. The eager fisherman who wishes to rise at 2 a.m. for the big fish will be properly accommodated, as will the dabbler who takes his fishing with a grain of sunshine, comfort, and lassitude.

Maintained by Powell River Sales Company for the use of its guests, rustic simplicity is the order of the long summer days. Islands dot the lake in front and giant trees encircle the clearing. "Over all the mountains glow, and the mountains glower, but they are never the same from hour to hour."

If you visit the lodge you will, of course, have to meet Jack Wilson, the ever-moving Jack. At Powell River he loads you aboard the *Playaday* and makes the 20-mile trip in short order. He is ready to go fishing at a moment's notice, take the ladies for a sight-seeing trip, or, for the Autumn arrivals, will shoulder a rifle and walk the hills for deer and goat. A man of parts is Jack. Under heavy pressure he may even sit and talk, while for personal holidays he likes to go fishing. Jack has been on the Lake for some 40 years but after a recent visit to Ireland he thinks

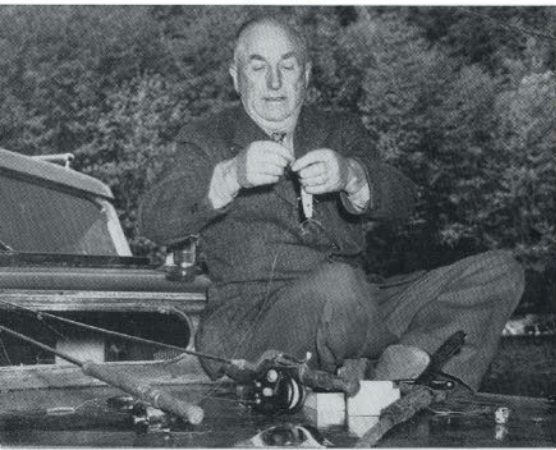
he had better stay home and get acquainted with Powell Lake.

On the inside looking out is that genial soul, Bill Parrish. Concerned more with the creature comforts of visitors, he swings a grand frypan and can cope with the largest fish brought to the kitchen. He claims familiarity with the can-opener but can be forgiven on that score as no garden is maintained at the lodge, there are no cows to give fresh cream, and no morning delivery from the grocery store. Bill can also shake a blanket, mix a tall one, net a trout, remove a hook, give advice and mix another tall one.

From the states to the south, from Australia and New Zealand down under, from Asia and the Asian Islands, from Europe, England and the South American countries, visitors come throughout the summer months and the lodge shelters them all. There are no trains coming round the mountain at Rainbow but there is a cool fresh breeze. There are no phones in the lodge but the loon calls across the water in the evening. There are no stop signs on the water lanes of the lake but you will want to stop, often, to look and listen, and if you go to Rainbow Lodge you will find life very, very full of little joys.

In the summer months Rainbow Lodge is a hive of bustle and activity as guests come and go—as the fish start biting, as the lake water temperature makes swimming a pleasure and the quiet pools and nearby backwashes, with tall trees silhouetted in their clear depths, turn loafing into an exciting and useful pastime. ▲

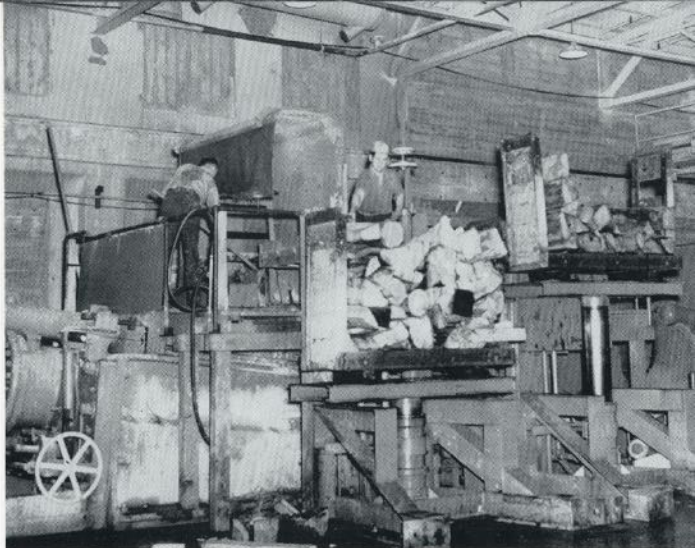
... Jack Wilson



... Bill Parrish



THE LARGEST IN EXISTENCE



New Magazine Grinders, Showing Wood Hoist.

DURING Powell River Company's post-war-modernization and development program various installation and production records have been made.

In December, 1946, the first hydraulic barking machine in the British Empire started its career at Powell River. In September, 1948, Number 8 newsprint machine, the first paper machine installed in Canada since 1937, began production. In the past year new records in newsprint output have been made.

Early in May another "record" was added to the score book, with the installation of two new Waterous magazine grinders. These machines are the largest grinders in existence anywhere in the world. Specially designed for Powell River, they can handle 64 inch blocks. This is double the size of the present groundwood blocks—and four inches longer than any machines now in existence.

Involving an overall installation cost of approximately \$1,200,000, each of the new monsters has five times the capacity of the other grinders in the plant; and when the "bugs" have all been ironed out, they are expected to materially increase efficiency and improve working conditions in the department.

The decision to build these grinders for 64 inch blocks instead of 60 inch was based on two factors:

- (1) The present 32 inch block.
- (2) Gradual change-over to the new grinder type.

With a 64 inch bin, it is possible to use two 32 inch blocks, without change in operation. The bin has a middle partition and the smaller blocks can be filled on either side. As the remaining 55 grinders are still the older, pocket type, using 32 inch wood, the new grinders can be replenished by 32 inch blocks without change or interruption in the normal groundwood process.

At a future day, if a complete change over is made to the Waterous machine, it will be a simple and economical

move. It will only be necessary to remove half of the slasher saws, now spaced at 32 inch intervals.

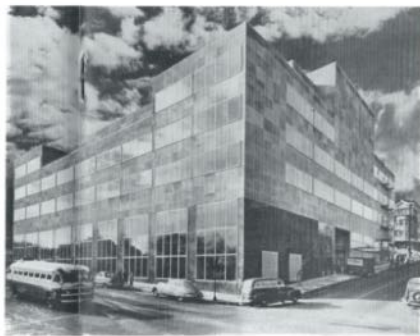
Each of the machines will grind from 60 to 70 tons of pulp daily, compared with the present 15-ton-a-day average. The amount of power required to turn over these two juggernauts is amazing. The total of 9,000 h.p. used on the magazine grinders alone represents one fifth of all the power generated at the company's Stillwater Dam, and is sufficient to supply a city of many thousands with all its power needs.

(Continued on Page 19)

Filling Grinder Bins.



modern newspaper plants



IN keeping with progress and design, newspapers throughout the United States have erected new and imposing homes for their employees and equipment.

We thought that publishers in widely dispersed states might be interested in seeing what others are doing in the way of new buildings—and on this page present a few recently built structures. Others will be shown in later issues of the *DEBUSTER*.

It is a pleasure for us to congratulate these publishers, most of whom are old personal friends of Powell River.

1. *Richmond (California) Independent*—Entrance to new building just recently completed.
2. *Portland Oregonian*—Spacious, well-lighted, modern structure erected in recent years.
3. *Dallas News, Texas*—New, modern plant—the inscription on the front of the building reads, "Build the news upon the rock of truth and righteousness. Conduct it always upon the lines of fairness and integrity. Acknowledge the right of the people to get from the newspaper both sides of every important question."
4. *Seattle Times*—Erected in recent years and (1) shows addition to administration building with (2) addition to plant completed last year.
5. *Seattle Post-Intelligencer*—New, modern building completed not long ago.



modern new



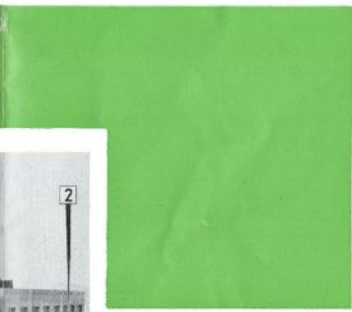
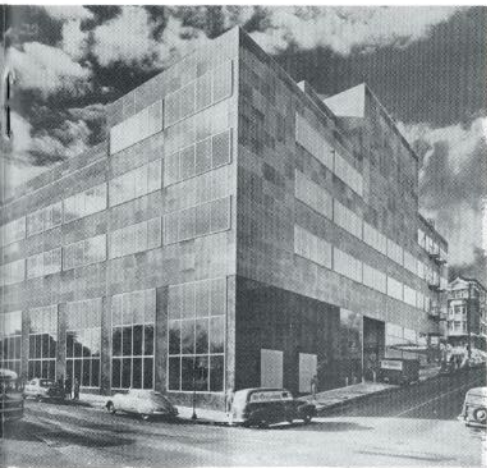
newspaper plants

IN keeping with progress and design, newspapers throughout the United States have erected new and imposing homes for their employees and equipment.

We thought that publishers in widely dispersed states might be interested in seeing what others are doing in the way of new buildings—and on this page present a few recently built structures—and on this page present a few recently built structures. Others will be shown in later issues of the *DIGESTER*.

It is a pleasure for us to congratulate these publishers, most of whom are old personal friends of *Powell River*.

1. *Richmond (California) Independent*—Entrance to new building just recently completed.
2. *Portland Oregonian*—Spacious, well-lighted, modern structure erected in recent years.
3. *Dallas News, Texas*—New, modern plant—the inscription on the front of the building reads, "Build the news upon the rock of truth and righteousness. Conduct it always upon the lines of fairness and integrity. Acknowledge the right of the people to get from the newspaper both sides of every important question."
4. *Seattle Times*—Erected in recent years and (1) shows addition to administration building with (2) addition to plant completed last year.
5. *Seattle Post-Intelligencer*—New, modern building completed not long ago.





THE GOOSE HANGS HIGH

IN 1947 the company sprouted wings and took to the air in a Grumman Goose Amphibian. This type of aircraft was selected because of its dual personality in being equally at home on land or in water.

Five years of accident-free operations have only served to cement the opinion that the Goose is a rugged, versatile amphibian and ideally suited for operation in British Columbia.

During the past five years others have come to appreciate the qualities of this airplane and as testimony to this fact

photographed are six Goose, Geese or Gooses (the choice of word depending on your own school of thought), at Vancouver International Airport.

This is the largest collection of civilian Goose aircraft ever assembled at one place in Canada. These planes are flown by the Royal Canadian Mounted Police (Air Division). West Coast Transport (operating for MacMillan and Bloedel Ltd.), B.N.P. Airways Limited and Powell River Company Limited.

PARENTS, TEACHERS ORGANIZE COMMUNITY PLAYGROUNDS

POWELL River's aggressive and community-minded Parent-Teacher Association is fostering a new project in the townsite, the provision of additional play spots for youngsters.

The group conceived the plan of developing small play spots, nine in all, at strategic areas in Powell River and encouraging smaller children to use these facilities rather than playing in the streets. With youngsters, especially tots, being what they are, it is an ambitious and worthy objective. Most of the sites selected are vacant spaces or areas that might be conveniently graded and cleared.

The parents are not engaging in an elaborate system of expensive and handsomely equipped playgrounds. They know that in Willingdon Beach, with its modern bathing house, raft, life-guard, wading pond and children's equipment, the district has a first-class summer recreation centre. Their idea is to have segmented areas on which the smaller youngsters can play normal childhood games without the risk of street hazards.

Under supervision of school teacher Jack Corbett, par-

ents have been canvassed and voluntary working parties organized from among interested parents. Steady and energetic progress has been made—and volunteers have turned out regularly to level ground, clear debris, and in some cases, slash and cut trees.

The question of supervision was naturally to the fore. This is countered by the organization of various parents into supervisors. Arrangements are being made to have an adult on hand in the morning and afternoons. This duty will be rotated among parents in different blocks.

If the program is initially successful and children patronize the grounds, as it is hoped they will, the Parent-Teacher Association will gradually improve the areas and add new equipment.

It is an interesting experiment—and parents are hopeful it will accomplish the objective of keeping children close to home and yet able to enjoy proper playing facilities. It is also a first-class example of good community spirit and cooperative effort. ▲

OUR BACK COVER

Artist...



John McIntosh at Work.

WE have been fortunate for the past ten years in having the services of John McIntosh as our artist for our back page "Digester Illustrations". We have attempted to use this cover to show our publishers and friends the many fine qualities of Powell River's newsprint and an artist's conception of the many phases of Powell River's operations. It has been a privilege to have John McIntosh work with us and we have found his interest and meticulous detail in the drawings on these pages of invaluable aid and assistance to us.

The usual procedure is to call John in once a month and give him an idea of some quality of Powell River's newsprint or of some phase of mill operation suitable for the back cover. John is just as enthusiastic about the problem at hand as we are. After being given the assignment, he talks over his problems with the department head, whether the subject is production, logging or mill operation, to obtain the exact details of what is desired.

Because of his persistence for accurate detail, John, in the many years he has worked with us, has always given us realistic interpretations and invariably comes up with the perfect details in his drawings. For example, on the current issue we gave him photographs of the tug and scows, but he was not satisfied with this and spent practically a day on the Vancouver docks sketching the tugs and scows to obtain an exact replica for this drawing.

We thought it high time that we showed our readers the man behind these back covers. Therefore, we asked John to sit for the above photograph, showing the sketching of the back cover "Newsprint Goes to Market". Now we admit that he does not always work as fashionably garbed as he is here, but being a handsome fellow with lots of personality, he rates the photograph.

John McIntosh has been doing free lance and art

direction work in Vancouver for over eighteen years. He is a graduate of the Vancouver School of Art and spent three years at the B. C. College of Art. He studied under F. Horseman Varley and with two well-known European artists. He has done considerable art direction work with top advertising agencies in Vancouver and is a well known figure in Art circles in Vancouver. He has recently taken up residence in San Francisco and while he will continue to draw our covers, we take this opportunity of wishing him all the success he so richly deserves, in his new field.

In the current issue of the back cover, he has drawn a typical shipping movement to Vancouver, with a tug and two scows as his theme. This is the mainstay of Powell River's transportation for moving newsprint and pulp products to the rail terminus of Vancouver. Kingcome Navigation has presently seven covered scows, which carry between 275 tons and 1000 tons of newsprint apiece. This company also has five tugs, with a new 700 horsepower diesel tug under construction and which will go into operation shortly. Most of these tugs are employed in the towing of Davis rafts from the Queen Charlotte Islands, Alert Bay and Teakerme Arm to Powell River. The Tug "Progressive" as shown on the back cover is steadily engaged in the towing of covered barges between Powell River and Vancouver, making four round trips per week with newsprint and pulp for local consumption, for the Alberta market, overseas shipments and rail shipments to U. S. accounts. On the return trip these barges carry to Powell River store freight and plant supplies.

In 1951, our barges handled over 155,000 tons of freight. Their dependable service in getting our products to market has set a commendable record in their many years of safe and efficient operation. ▲

CANADIAN WAY OF LIFE

ROYAL CANADIAN NAVY



RAINBOW SINKS LEIPZIG!

Early in August, 1914, this report appeared in a Vancouver daily and a wave of excitement, such as had probably never been equalled before or since swept British Columbia's lower mainland. As rumor begat rumor, this thrilling saga of the sea threatened to obscure the glories or drama of the Spanish Armada, Trafalgar, or the Nile.

The report was premature. There had been no naval battle. The *Rainbow* and *Leipzig* were not, luckily for *Rainbow*, within hundreds of miles of each other on the day mentioned.

Rainbow returned safely to Esquimalt—and *Leipzig* peregrinated around the Pacific until she was sunk at the Falkland Islands by Admiral Sturdee early in December, 1914.

This brief foreword brings H.M.C.S. *Rainbow* into our story because in company with H.M.C.S. *Niobe*, she was the first active ship of war to fly the flag of the Royal Canadian Navy.

Prior to 1910, Canada depended entirely on the Royal Navy for protection and the British Fleet had maintained



Vice-Admiral Mainguay, Chief of
Canadian Naval Staff

regular bases at Esquimalt, on Vancouver Island, since the middle 50's; and on the Atlantic Coast for more than a century.

In July, 1910, Canada purchased the old cruisers *Rainbow* and *Niobe*, stationed one on each coast, broke out the white ensign on their masts—and wrote His Majesty's Canadian Ship on the official defence rolls. These cruisers performed minor convoy duties during World War I, but fortunately never encountered an enemy. But they are the nucleus of the present R.C.N., which has grown in strength and prestige and whose performance in World War II was acclaimed by the world.

The story of the Royal Canadian Navy during the period 1910-1935 is one of slow and often too discouraging progress—a story of apathy and neglect—and a saga of a few stout and

H.M.C.S. *Sioux*





Frigates Play Key Roles.



H.M.C.S. Ontario.

faithful enthusiasts carrying on and fighting every inch of the way for a Royal Canadian Navy in which its citizens could take quiet pride—and which could provide at least part of the protection to which an ocean-girt nation was entitled.

Up until 1914, the total personnel of the Royal Canadian Navy was 336 officers and men. This was our position when the First World War darkened the horizon, on August 4, 1914.

During the war, the personnel of the navy reached a total of 6000 officers and men. Seventeen hundred Canadian reservists went on service with the Royal Navy; and 598 Probationary Flight Officers were enrolled in the Royal Naval Air Service. In this period naval activity was confined largely to coastal patrols by small, commanded ships or yachts, some mine-sweeping off the Atlantic coast and some curtailed but useful escort and patrol work by *Rainbow* and *Niobe*.

After the war came the demobilization scramble. The pacifists, intellectuals and scoffers went into action with vigor and by 1920 the flush of war vitality had ebbed. The Royal Canadian Navy was again back to its pre-war complement of 336 officers and men.

But the idea that Canada, after all, was a nation, and should take some responsibility for its naval defence persisted and the foundations of a future growth were steadily if too often slowly laid. Between 1920-1922 the cruiser *Aurora*, two destroyers and two submarines, all gifts of the Royal Navy, were kept in commission. When these had outlived their usefulness, the destroyers *Champlain* and *Vancouver* came in as replacements. By 1931, *Skeena* and *Saguenay*, purchased from Royal Navy had been added to our tiny flock. These were the first two destroyers officially ordered for Canada. In 1937, *Fraser* and *St. Laurent* swelled our fighting ships to six. By August, 1939, as the

world hovered on the precipice of World War II, our naval forces, in addition to sweepers and smaller craft consisted of six destroyers, *Ottawa*, *Restigouche*, *Saguenay*, *Skeena*, *Fraser* and *St. Laurent*.

Immediately on the outbreak of war, these six ships and their smaller sisters went into action—and laid the foundations of a naval achievement which gained the admiration of the world and earned for Canada an honored place in the world's naval hall of fame.

With the defection of France, a terrific strain was imposed on the Royal Navy and Canadian men and ships began to take over an increasingly large share of convoy and patrol work. Our destroyers were at sea from the day war was declared—and, within weeks were escorting valuable convoys through submarine infested waters or stubbornly beating off attacks from the swooping Stukas. Canadian destroyers provided local convoy escort, running over the mid Atlantic and turning their charges over to larger escorts, ere returning for another trip.

By the end of the first year, it was recognized that the basic battle at sea was the struggle between the convoy and the submarine; and from this recognition Canada's "small ship navy" which for the last three years of the war ruled the Atlantic convoy routes, began to grow up. Naval architects searching back into history restored the Corvette as an emergency escort. The conception was that these small ships, armed with a 4 inch gun and with speeds of 16 knots could largely replace the more expensive and longer-to-build destroyers as shepherds for our merchant convoys. With their manoeuvrability they could fight off submarines, afford convoy protection and save destroyers and cruisers for other duties.

The saga of the Corvette is written into the annals of the Royal Canadian and world naval history. Our naval effort was a revelation of the latent powers of the nation.

The original force of 2000 men was expanded to nearly 90,000 men and 6000 women, all volunteers. The original six ships of 1939 grew to a force of nearly 500, with hundreds of other auxiliary craft, with bases, shore establishments; and a highly organized and efficient supply system. Up to 1943, Canada's ships as part of the allied pool were despatched wherever they could be used, in landings, evacuations, patrols, escorts, either in Canadian or British waters. In March, 1943, the Canadian force was concentrated, and assigned complete responsibility for the North West Atlantic, and during the pre-invasion period, all trade convoys crossing the Atlantic moved under Canadian escort. Our little ships fought and sunk submarines, and in turn were sunk by subs. Our destroyers battled enemy ships in the English Channel. Our Corvettes, and landing craft drove shoreward, fighting off subs or carrying precious cargoes of troops in North Africa, in Italy, in Normandy, in Southern France. These little ships of Canada's navy, small in stature, but large in heart and spirit fought off the U-boats and the Stukas and forced their escorts through. They kept the vital Atlantic life line open. Without the margin of the Canadian built and manned corvettes, the hard pressed Royal and U. S. navies could not have held open that vital Atlantic sea artery on which our safety and future way of life depended.

In this brief outline we cannot hope to tell you the story of the R.C.N. in World War II, a story that has been ably told by Joseph Schull in "Far Distant Ships".

(Continued on Page 20)

THE PRESIDENT TALKS TO POWELL RIVER

FEW Executives have an opportunity such as this—an opportunity to speak at one meeting to representatives from each segment of our structure—Employees, Shareholders, Directors, Supervisors, Union Executives, and Management”.

With these words, Powell River Company President Harold S. Foley, making his seventh consecutive annual report to the people of Powell River, presented his outline of Company operations for 1951. On April 29, the day previous, he had addressed the Annual Shareholders meeting in Vancouver.

The Powell River meeting is a friendly informal affair where directors and executives renew old friendships and make new ones, see the mills in operation, and inspect new installations. At the same time, the people of Powell River are kept informed of Company policies, events and future possibilities. It has become a family gathering for both residents and officials.

In his opening remarks, Mr. Foley touched on the tendency in modern life to attach labels to anything and everything.

“We hear so much these days,” he stated, “about groups—labor, management, shareholders, employees, employers, capitalists, consumers. It seems that everyone is labelled and put into one group or another.

“In a gathering of this kind, it is difficult to label any one of us as belonging to any particular group. I see one man here. He is an employee—a member of one of the Unions. In days gone by we have met at the bargaining table. He is a stockholder in this Company. He is a capitalist and he owns his own home.

“I see a supervisor—he is management—yet he works as hard as anyone I know. He is also a stockholder in this Company; he is a capitalist, also a consumer, for he rents a home here in this district.

“I see a publisher, he is an employer—yet an employee,



Mrs. Ruth Sweeney, Mrs. Hazel Johnston, Connie Hall



M. J. Foley, executive vice-president; Bob Bryce, president Local 76; I.B.P.S. & P.M.W.; and Jas. Currie, discuss current topics.



Shareholders Enjoy Refreshments After Meeting

for he also works. I don't know whether he is a stockholder, but he buys our newspaper—he is a customer.

"So today I report to you primarily as shareholders and members of one family with the knowledge that there is no line of demarcation between any of us—for each and everyone is dependent upon the efforts and success of the other, and certainly our fortunes rise and fall depending on the degree of prosperity of Powell River Company and the pulp and paper industry."

Concentrating on his report of Company operations during 1951, Mr. Foley reviewed the various factors that had influenced changes in the Company's position.

COSTS

Costs of production were substantially higher than in 1950.

Logs and all other supplies necessary in the manufacture of Powell River products, advanced by leaps and bounds.

Wages and salaries moved to an all-time high.

Exchange benefits from the discount on the Canadian dollar were down from \$2,679,000 in 1950 to \$1,529,000 in 1951. With the Canadian dollar now at a premium, it means that the Company will receive no income from exchange.

Enlarging on the important Exchange feature, Mr. Foley went on to say:

"This exchange gain has been a factor of good fortune both for ourselves and for our customers, in that it helped us absorb a portion of the rapidly rising costs. We are now faced with the very real problem of how to replace this loss of income."

Expenditures soared to almost fantastic heights as a result of rising costs in wages and materials, of new construction at Powell River, and the acquisition of new properties.

For new plants and equipment, he revealed that the Company spent \$18,000,000, as compared to \$4,000,000 in 1950; an increase of \$14,000,000.

"The Company paid out," he told the audience, "just over \$10,000,000 in wages and salaries in 1950. In 1951 this figure was 14,500,000. This increase of 4,500,000, while including new plant employees (for 4 months only), did not include wages paid to construction crews."

Summarizing the overall economic position of employees, Mr. Foley said:

"The average gross income of employees in Powell River was \$3,876.00 yearly, based on March figures. Fringe benefits—pensions, group insurance, paid holidays add another \$725.00 per year, or a total of \$4600.00.

"Taxes, as a result of increased imposts of last April, rose from \$7,400,000 in 1950 to \$10,000,000 in 1951."

In concluding his review of the cost picture, the President stated:

"By reason of these higher costs the Company's net profits were below the 1950 figure. Also, during 1951 we had to make heavy inroads into our working capital to pay for the development program at Powell and the acquisition of new properties.

"The Company was not able to retain as much for a rainy day as it did in the previous year.

"Nevertheless, I believe that in the overall picture I am justified in describing 1951 as a successful year. While earnings and dividends showed no increase, production, sales, wages and income taxes exceeded any period in the Company's history."

DEVELOPMENT PROGRESS

"I have been most heartened by the progress made in our development program during the past four months. Our Directors have shown every evidence of satisfaction during their inspection trip today.

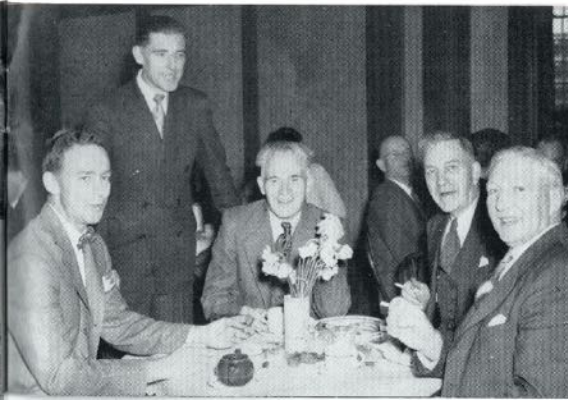
"We are doing this tremendous amount of work in Powell River—spending vast sums of money—so that this Company will be able to compete with the new mills which are being built. It is obvious we cannot be efficient unless we bring our plant and equipment up to the very best possible condition."

FORESTRY

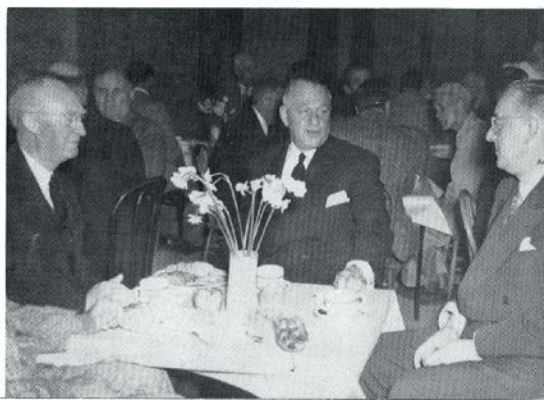
"We have continued our forest policy of making every effort to secure our operations in perpetuity. Substantial acquisitions of standing timber were made last year. We also continued our policy of encouraging use of Forest Salvage. Since we pioneered this experiment, over 72,000 tons of newspaper have been produced at Powell River from this material."

(Continued on Page 20)

Anson Brooks, Director, Chats with Dave McBain, John Dunlop, and Harold Rose. Batt MacIntyre, M.L.A., Looks On.



Clarence Wallace, C.B.E., Director, (center), Talks with Rev. W. Graham (left), and R. M. Cooper, Vice-President.





Modern Equipment Used In Road-Building

PAUL BUNYAN BUILDS A TRUCK ROAD

IN building a logging road, the modern Paul Bunyan, not having "Babe" the blue ox to do the heavy work, must use modern machinery.

So he spots his shovel, cat and dumptrucks; his compressor, hammers, grader; his powder fuse and caps. He starts on a road that will carry trucks and trailers when they are not what you would call empty.

On small jobs, maybe 20 tons is the load, but mostly, these days, 35 to 50 tons, while the largest pack 100 tons all right up there on top. And these loads must ride as safely as a few sacks of potatoes in the back of your car. Easy? HmMMMM . . .

But Paul Bunyan really goes to work on this road months or even years before. He must decide before he starts whether the show's worthwhile. If you owned the necessary outfit, would you risk \$100,000, or maybe \$200,000 on a road job just for the fun of it? He wouldn't either! Nor will he risk it more than once or twice if his calculations don't work out, because he'll go "broke". So "P. B." must take a long look first.

A trip by air with photographs may be an aid to his perspective, but aerial photographs will seldom show the seamy side of life in the country. Maybe there's a crop of fungus on the trees as well as cones. Maybe rock will make construction too expensive. And so a cruising party goes to see it on the ground.

By walking, in all kinds of weather, miles and miles in straight lines, usually 660 feet apart, these men put "her" on paper. The timber, good and bad, the rivers and the creeks, steep ground, flat ground, rock bluffs and swamp—

they're all put down in black and white. "P. B." looks, he figures, then he goes out himself to look the proposition over. Just to check, just to be as sure as can be.

The show's not what it should be. Never is. But then it's not too bad and, as there's nothing better, "P. B." decides he'll try.

The engineer goes on the job to find that single route where there's no rock, nor swamp, nor bridge to make construction tough. He doesn't find it, that's for sure, but dodges just enough to make it look to old "P. B." that the going's not too rough.

And now the job begins to roll. The right-of-way is felled and bucked. And do the fallers always fall them off the grade to make it easy for the shovel? Odd, how many trees on grade have leans and only can be felled with lean along the grade surrounding timbers straight as string! And who can tell, by looking at the stump, when these are fibbing?

The obstacles which now remain are those the cat or shovel cannot beat, save rocks or stumps. But powder does the trick.

If you're by chance a sidewalk engineer—and who isn't—you'd tarry all day long to watch a shovel making grade. You'd see a shovel runner dig a loosened stump, and lay a rock, that won't go through the bucket, gently off the grade. And, best of all, he'd juggle a long log until it's on the balance crossways on the bucket.

But he has his troubles, too. Perhaps he can't grade stakes under fallen trees. The powderman moved some before those stumps were shot and didn't put them back, or else put them back wrong. And, worst of all, the engineer who staked this grade should have his head examined! How does he think the shovel man can wiggle his big crate over that rock and get her back on grade and not upset.

And so the job moves on—cuts, fills, culverts, ditches. Maybe a mile, or only half a mile a month for one machine, depending on the machine and the kind of going it's up against.

And now for the gravel that will pack and make a road to carry heavy loads in country where it really rains. Depending on the subsoil, maybe half a foot will do; but this is rare. It's mostly one to two, and sometimes three feet. Paul Bunyan's lucky if he's got a gravel bed that may be right as it is, or can be freely crushed. For solid rock costs money by the time it's crushed and spread out on the grade.

Thus, the road progresses, slow but sure, and it costs plenty. Maybe \$15,000, where it is easy, maybe \$40,000 where it's tough, for just one mile. And "P. B.'s" got a lot of miles to go before he's through.

(Continued on Next Page)

Eighteen

Preliminary Road Has Been Cleared and Shovel With Log-Loading Boom Clears Right-of-Way In Preparation For Widening.



Roads Must Be Built To Withstand Heavy Loads. Front Truck Carries 90,000 Lbs.



Even Branch-Line Roads Are Well-Graded and Solidly Built.



SCHOLARSHIP WINNER

A pleasant young lady who took a liking to chemistry in her high school days is the first of the fair sex to win the Powell River Company's \$700 scholarship for post-graduate study at the University of British Columbia.

She is Wilma Elias, of Saskatoon, who has been an assistant in the chemistry department at U.B.C. since September, 1950. She is the sixth winner of the award and will do research in wood chemistry under Dr. L. D. Hayward, at Vancouver, while working towards her doctor's degree.

Miss Elias was born in Calgary and attended public and high schools in Vancouver, Saskatoon and Prince Albert before going to the University of Saskatchewan in Saskatoon.

"My father's work involved moving from one city to another in my school days, so it's hard to say which is my home town," she says. "For some years our family home has been in Saskatoon."

While in high school Miss Elias fell in love with chemistry—she had an unusually understanding teacher, and she soon excelled at it. She received her B.A. from the University of Saskatchewan (with honors) in 1947 and her M.A. in 1950. She was a chemistry major throughout, but since Saskatchewan does not grant degrees in applied science, her degrees are in arts.

The Powell River Scholarship is one of the top awards at the University of British Columbia. In addition, the Company contributes \$5,000 a year toward a chair in forest pathology at the university. Other awards made by the company are a scholarship of \$150 at Powell River for the student with the highest marks in junior matriculation and an annual award and book prize for the best technical paper submitted at the annual meeting of



Wilma Elias

the Technical Section, Western Branch of the Canadian Pulp and Paper Association.

The Powell River Company has a group of 13 engineering graduates on its technical staff at the mill whose duties include research. Some of the subjects covered in recent years include high-yield chemical pulp, reduction of sulphur consumption in the manufacture of sulphite pulp, large grinders for effecting savings in labor and the reduction of wood losses, improvement in the quality of newsprint, the utilization of waste wood in the manufacture of hardboard, the use of local wood species not now commonly used for pulp. ▲

Paul Bunyan Builds A Truck Road

(Continued from Page 18)

Now it's been said that every logger is a fool. And this is true in that he takes some great chances. But, if you think that every fool can be a logger, you'll be "way off the beam!"

Before Paul Bunyan can hope to haul a single log out of the woods, he spends hundreds of thousands of dollars on solid road beds with wide sweeps on the turns that will stand up to the pounding of the heaviest loads on wheels. The tremendous auxiliary costs of building and maintaining these logging roads must be figured into his overall expense picture.

Today, in the widely scattered logging camps administered by Powell River Company, there are 130 miles of first-class truck roads, most of them 30 feet wide with solid road beds and constructed for permanent use. The cost of building these highways—for that is what they really are—averaged \$30,000 per mile.

In the next five years, the company plans construction of another 130 miles of logging highways, all for the purpose of getting out logs for the Powell River plant operations.

Over and above these first-class graded roads, there are approximately 60 miles of secondary roads, serving as feeders for the main arteries.

Few people realize what an important part the logger's roads and his trails have played in the development of this

country. Not only have they proved invaluable to the trapper, the hunter, and the prospector, but they have also provided transportation facilities for scores of small settlements in remote parts of the province.

Ever in the forefront of this province's road building program, the logging roads of today thus become the first-class public highways of tomorrow, saving the taxpayers untold sums of money and opening up the country as a whole in a real sense. ▲

The Largest In Existence

(Continued from Page 9)

The "tailor-made" grinding stones weigh 17 tons apiece and are 67 inches in diameter with 69 inch faces, the sort of things that Paul Bunyan would use for his hand roller; and the reduction of saw losses, which are far greater than the average layman realizes by the use of larger wood, will run into substantial figures each year.

To the employee, the new machines will be welcomed as a labor-saving installation. The blocks are carried direct to the machines and hoisted up by lift trucks to a feeding conveyor, which carries them into the bin. The feeding system, on which further changes are being studied, has practically eliminated lifting, a factor that is expected to largely discount possibility of accident or hospitalization from back strains or injuries.

A piston valve and load control dominate the grinding process. The blocks are dropped from the feeder into the bin, which has a removable bottom. The blocks are pressed against the stone by the piston as in normal operating.

(Continued on Page 20)

When the grinding has been completed the piston withdraws, and at the same time the removable bottom is drawn back. The blocks drop against the stone, the bottom automatically replaces itself—and the blocks drop into the bin to await the next cycle of the piston before being released.

This expensive single installation is just one item of the \$15,000,000 which has been spent over a three-year period to keep pace with the expanded output of newsprint from the speeded up paper machines. ▲

Royal Canadian Navy

(Continued from Page 18)

But some of the highlights may stand repetition and remind Canadians of what this magnificent instrument, the Royal Canadian Navy, accomplished in the name of Canada.

Canadian ships alone and in company with other ships and planes sank 27 U-boats during the war. They sank or captured 42 enemy surface ships. During 2060 days of war, 25,343 merchant ship voyages carried 181,643,780 tons of cargo to United Kingdom under Canadian escort. Across the Atlantic they ferried 90,000 tons of war supplies daily for the battle-fields of Europe.

The price was high in ships and men. *Fraser*, sunk off the Gironde in 1940, was a victim of the evacuation days. *Athabaskan* went down during the Normandy invasion. *Regina*, and *Trentonian* were sacrificed in these same grim days. *Louisburg* and *Weyburn* went to the bottom as the Allies moved in to touch off operation Torch in North Africa. Another 17 destroyers, frigates, corvettes, minesweepers were lost on defence of coastal waters or in the North Atlantic. In all, 1797 Canadians lost their lives, 319 were wounded and 95 became prisoners-of-war.

Since the war, Canada, like other nations, has slackened off in its naval preparedness but fortunately has not allowed the R.C.N. to sink back to the disgraceful slough of pre-war days. Today there is a strong nucleus on which to build a useful force to patrol and defend our shores from any hit-and-run raiding flotillas.

The two largest ships today are the 9000-ton light-cruisers *Ontario* and *Quebec*, mounting nine 6-inch guns and equipped with latest and most modern radar and anti-aircraft protection. In addition there are the tribal destroyers *Huron*, *Cayuga*, *Sioux* and *Algonquin*, the aircraft carrier *Magnificent* and a proportionate group of smaller destroyers, frigates and auxiliary craft.

The outbreak of the Korean war injected a needed impulse into naval preparedness. Ships, decommissioned by post-war economy drives and public and official apathy, were refurbished and brought up to strength. The training establishments at Esquimalt, at Halifax, at Digby, began to bustle with activity as recruits flocked in for new adventure on the high seas.

While today many are not entirely satisfied with the extent and direction of our naval effort, there is little question, that, for its size, the Royal Canadian Navy is an efficient, compact and well-administered organization. Its reputation is high in naval circles and its ships and men are highly respected wherever they appear. It is capable of providing reasonable protection against any type of raid that might be sent against our shores. With its overall defence plans integrated with those of the United States Navy, on the West Coast, and the Royal Navy on the east, Canada's fighting ships will carry their full and effective weight in any future trouble that may arise. ▲

The President Talks

(Continued from Page 16)

"Our Company's shares continue to be more widely held. Every province in Canada and almost every State in the U.S. is represented among the shareholders.

"It is significant that institutions, trust companies, insurance companies, and investment trusts are shareholders. We have a total of approximately 8,500 shareholders, 4,200 being residents of British Columbia."

KITIMAT DEVELOPMENT

Commenting on the possibility of a pulp and paper plant being established at Kitimat, Mr. Foley observed:

"We are continuing our investigation into the possibilities of establishing, jointly with the Aluminum Company of Canada, a newsprint and/or pulp mill at Kitimat.

"A considerable amount of research work has been done in this direction by eminent engineers, economists and foresters. We expect their reports will be completed shortly and that it will be possible to reach definite conclusions soon thereafter.

"At an early date we also hope to have a favourable decision upon the application for a Forest Management Licence in the Kitimat area, which has been made to the Provincial Government in the name of Hecate Development Limited.

"That Company was formed jointly with Alcan to hold such a licence, should it be decided to build a mill at Kitimat."

FORECAST FOR 1952

"As you know, we bring in additional newsprint production this year. Demand for newsprint continues strong, particularly on the West Coast. We should encounter no difficulty in marketing the maximum possible newsprint production this year.

"The pulp market is not so stable. While we have contracts for and hope to market all of our pulp production, cancellations can and are occurring under existing conditions.

"It has always been our policy to sell these products in logical consuming areas on long term contracts, rather than seek spot markets which are subject to wide fluctuations. We believe this policy will pay dividends in these uncertain times.

"We cannot predict lumber or log demand; or forecast results in these divisions.

"There are definite signs of a period of re-adjustment in 1952 and this year will probably be a difficult one from many angles. However, we rather welcome this situation, for it will stimulate efforts to bring about efficiencies and economies which every industry needs to-day.

"In view of present costs, high Income Taxes, coupled with the loss of premium on U.S. Funds, we cannot earn as much in 1952 as in 1951, unless there are revisions in costs and market returns.

"I can assure you we will do our utmost to maintain maximum production, reduce costs, and obtain the best return possible for our products." ▲

Sheila Rutherford, (left) and Jean Russell, of Powell River, combine with flowering Dogwood stand, to make a striking Summer scene. The Dogwood is emblematic of British Columbia.



NEWSPRINT GOES TO MARKET



POWELL RIVER NEWSPRINT

Powell River
DIGESTER





Powell River

DIGESTER

Published by
POWELL RIVER COMPANY LTD.

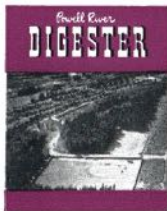
Standard Building
Vancouver 2, B. C.

Editor
J. A. Lundie

Assistant Editor
Paul King

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

Handy location and extent of Powell River's new Timberlane Park is emphasized in this aerial photo. For additional pictures and story please see pages 2 and 3.



Editor's Notes

OUR NEW WHARF AND PIER

ON the back page of this issue is a doorview of Powell River Company's new warehouse, showing a section of newsprint rolls in storage.

The new wharf and pier, built at a cost of approximately \$2,000,000, has been designed to afford maximum protection to rolls in storage—and maximum despatch in moving and loading. Its conception was entirely the thoughts of the men on the job—men who have been handling paper for years and who are familiar with all the problems of loading ships of all kinds—barges, deep-sea and coastal vessels.

Within the shed, the rolls for the various publishing houses are stocked in specific bays—and this record is kept in the shipping department. At any time it will be possible to state where and how many rolls for any customer are piled and stored. Boat loading will be facilitated with better all-round ease of handling the rolls.

The theory behind the new wharf construction is that, as newsprint producers, Powell River production and wharf crews can plan and design their own facilities better than any outside firm of builders or architects. The present paper warehouse is built by the combined suggestions of the men on the job, and designed entirely to ensure that newsprint reaches our publishers in the best possible condition, with minimum handling and in the quickest possible time.



DR. PATTERSON — OUR TECHNICAL DIRECTOR

EVERY morning at 9 a.m. a group of the Company's top supervisory staff goes into conference to discuss the previous day's operation of the plant. "What was the reason for the small drop in efficiency on this machine? Could machines be speeded up without undue loss in production or efficiency?"

These and similar problems are the subject of daily debate, and from these conferences many important recommendations are submitted to management. From these, too, have originated many vital investigations that have later been reflected in operating efficiency.

Chairman of the daily conference is Dr. Ralph Patterson, Technical Director, responsible for direction of all technical aspects of production in the Powell River plant. His is one of the most exacting posts in the entire operation and calls for a high degree of specialized training, experience, tact, and an intimate knowledge of all phases of operation.

To illustrate, he is responsible for improvements to all processes and products. He must be constantly on the alert to devise new methods to decrease costs and increase efficiency and quality. He has to determine what is necessary to meet customers' needs and to anticipate future requirements. Keeping abreast of all research and progress in the industry and applying these, where practicable, to Powell River operations, are all in his day's work. Receiving, handling, and analyzing customers' complaints comes under his supervision, and he is available at all times to give technical advice to the Resident Manager.

Meantime he must watch closely the normal operating routine—control testing, mill operating statistics, measurements of raw materials, instrumentation, and many other technical matters that are vital in newsprint and pulp production.

All chemical analyses, research on processes and products and management of the Central Laboratory are further responsibilities that help Ralph maintain his slim waistline.

By training and background he is well qualified to exercise jurisdiction in these important fields. He has the happy knack of inspiring confidence and gaining the co-operation of his staff—factors that contribute materially in the smooth running of his department.

Born in Vancouver, B. C., Dr. Patterson took his primary school education in Vancouver and Ocean Falls. He won the Governor-General's Medal on his graduation from high school. He graduated from the University of British Columbia in Applied Science in 1939—and was awarded his Master's Degree one year later. He was an outstanding student as an undergraduate, winning the B'Nai Brith Scholarship, Standard Oil Scholarship, and Lefebvre Scholarship.

Dr. Patterson entered McGill University in 1942, where he studied under the world-famous Dr. Harold Hibbert, outstanding authority on Cellulose Chemistry. At McGill he held two Dominion Government Studentships, a Dominion Government Fellowship and a Grant from Spruce Falls Power and Paper Company.

In 1942 he was assistant to Dr. Hibbert, a period in which he laid the foundation for his present knowledge and reputation. In 1943 he was research chemist at Ontario Paper Company—and started with the Powell River Company as Chief Research Chemist in January, 1945. In 1949 he was appointed Director of Research, and in 1950 Technical Director. Married, with three children, Ralph is the author of numerous published technical papers, dealing principally with the chemistry and utilization of wood.



The whole family—including the dog—turned up for the opening game.

POWELL RIVER'S NEW TIMBERLANE PARK...

"PLAY BALL!" On Sunday, June 29, nearly 2,000 spectators heard umpire "Scotty" deWynter call the teams together for the opening baseball game on Powell River's new and spacious athletic field.

The opening ceremonies were simple, but impressive. Powell River Company's Pipe Band, resplendent in their colorful uniforms, were in attendance. A color party of Air Cadets, Cadettes, Boy Scouts and Girl Guides were present for the flag raising. Both teams stood at attention on the field, caps over left breast, as the flag was raised to the masthead and the Brooks High School Band played "O Canada."

Executive Vice-President M. J. Foley was introduced by Vice-President and Resident Manager Russell M. Cooper.

In his address Mr. Foley stated: "The Company believes they have built an athletic field which will do justice to the widespread participation of residents of the community in sporting activities. We hope and believe it will be a

real community park and will be looked upon by all residents, not only in Powell River, but in the immediate districts as their park, too."

League President Norman Hill publicly thanked the Powell River Company for "this beautiful park, one of the finest in the country—one to which any fan should be pleased to go."

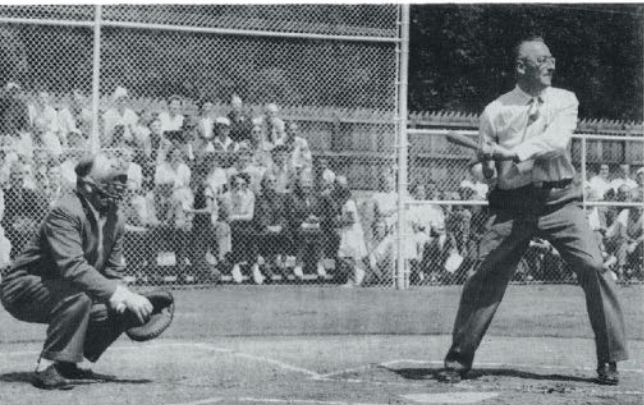
In the pre-game ceremonies Mr. R. M. Cooper, representing Powell River, was the batter; J. Dallos, representing Westview, pitched the first ball with Cranberry Commissioner Ray Weaver behind the plate. Umpire was Gordon "Dint" Hunter, Wildwood's representative.

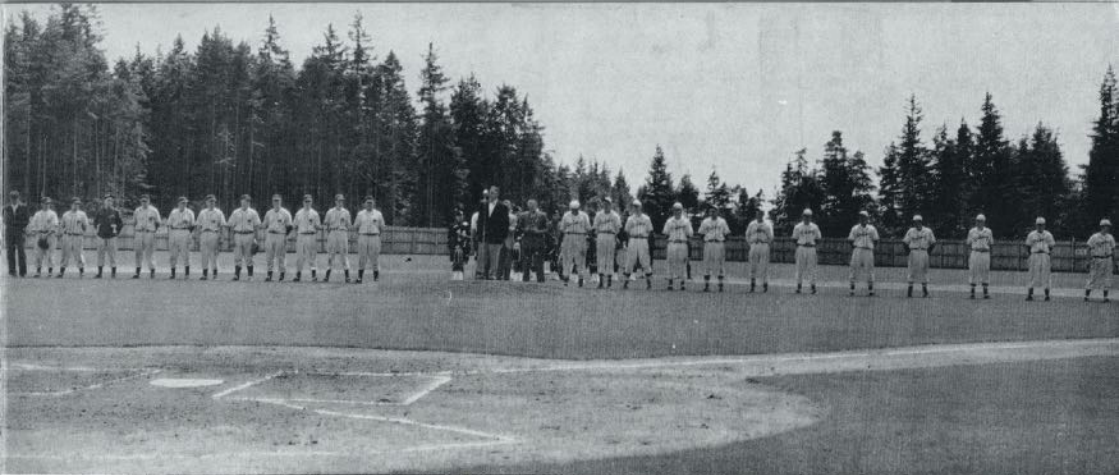
The opening game, between Powell River All-Stars and Western Bridge of Vancouver, under cloudless skies showed Timberlane Park to its best advantage.

Designed to accommodate both football and baseball playing areas, Timberlane Park can be justly described as one of the finest and largest in British Columbia. As a baseball enclosure it has few superiors, even among professional fields. The grass infield, with its cut-out base-lines, will compare with any park on the Pacific Coast. The soccer pitch, all turfed, and measuring 75x115 yards, meets international specifications.

It is doubtful—unless Powell River can entice Johnny Mize, Ted Williams or their peers to play on Timberlane—that spectators will ever see an over-the-fence home-run poled out. From home plate to right and left field fences the distance measures 366 feet. It would require a 400-foot drive to clear these fences along the foul line. The distance to centre field fence is 518 feet, and even the great Babe, in his prime, would have

Mr. Cooper batting, Mr. Weaver catching.





It's 518 feet to deep centre-field fence, in case you're after homers, Mr. Foley tells the crowd.

. . . OFFERS UNIQUE ATHLETIC FACILITIES

had trouble reaching that spot! There will probably be home runs made, but they will be inside-the-park ones—a factor that increases spectator interest and enthusiasm.

This has already been demonstrated by the record crowds at regular games on week-ends and by the increased attendances at mid-week contests.

In addition, the calibre of play has improved tremendously, and Powell River representatives have been winning consistently against some of the best nines in the Province.

Meantime local soccerites are looking eagerly forward

to the transfer of their activities from Riverside Oval to the new sports field where they will be playing on one of the few turf-pitches in Western Canada.

With this in mind, leaders of the roundball game in the Powell River area are naturally toying with the possibility of bringing out a touring Old Country eleven at the earliest opportunity. If successful, such a move would set a milestone in Canadian sports history, as professional soccer clubs have never appeared on the Pacific Coast north of Vancouver.

. . . . Many Suggestions For A Name

When plans for the official opening of the new park were formulated, the question of a suitable name for the enclosure became pressing.

The idea of letting the community select a name was initiated by Executive Vice-President M. J. Foley, who suggested that since the Company had built the field as a community service, it should be named by a member of the community.

This was the basis on which a prize of \$50.00 was offered. The Name Contest was advertised in the local press and the response was gratifying. Over 350 entries were submitted—and the panel of neutral judges, composed of the Presidents of the Board of Trade, the Athletic Council, and The Chairman of Village Commissioners, were facing a real problem.

They finally selected Timberlane Park—submitted by both Mr. William Black, of Powell River and Mrs. Wyville Jones of Cranberry.

The name found general favour with the public. The park itself was actually cut out of the timbers—and the road leading to it winds through a forested area. It is further representative of Powell River's interest in the forests as a background of their operations.

Mr. Foley congratulates winner Bill Black.





Cheaper air communication will result from Powell River's new airport, hewn out of a forest.

THE AIRPORT THAT COOPERATION BUILT

SATURDAY, June 28, was Airport Day in Powell River.

With several thousand spectators on hand, with planes of all shapes and sizes buzzing on and off the ground, the new Westview Airport was officially opened by Commissioner Joe Dallos of Westview, with Mayor and Mrs. Fred Hume of Vancouver in attendance.

The completion of the air strip, which has been under way for the past five years, has been eagerly anticipated by Aero Club members and the general public. With a 3100-foot runway now in operation and with almost another 1000 feet available for later construction, the field will form a permanent landing space for regularly scheduled flights by Queen Charlotte Air Lines, and serve as an emergency landing strip for large passenger or freight planes.

The construction and completion of the field has been

due, in no small measure, to the community spirit of citizens in the district. They put in hours of volunteer labor, raised funds locally to supplement government and private grants. They faced many heartaches and frustrating setbacks as costs mounted far beyond original estimates. Work was often suspended until new funds were raised.

Until the opening of the Westview strip, Queen Charlotte Air Lines had maintained a daily seaplane service to Powell River. One immediate result is to bring land planes into service and increase the number of daily flights from Vancouver with substantial reduction in fares.

Located about 4½ miles from the heart of Powell River, trips to and from the landing field may be made with a minimum loss of time. Flight time to Vancouver is approximately 35 minutes.

Page Four

First youngsters to get free ride for their part in helping to clear runway of rocks.



Led by Pipe Major Don MacKenzie, twin children of Charles Cheshire, Aero Club president, cut the ribbon.



"ROUTINE MAINTENANCE WAS CARRIED OUT"

MECHANICAL superintendent Art Gardner was seated at his desk, a pile of work docket in front of him.

The phone rang. Art picked up the receiver, and we could hear his replies to the rather crackling requests that came over the line:

—“No, sorry, we haven’t finished that yet!”

—Yes, that job is done!

—No, we had to despatch most of the crew to a rush job on Number 4 machine; work will have to be held up for a few days . . .”

On this occasion a member of the Plant Safety Committee was on the wire asking if a handrail had been installed in a certain part of the mill; if this or that minor repair had been effected; if a handbrake had been placed on a machine.

These questions are typical of what the sorely harassed mechanical crews in Powell River have been facing during the past several years. With a five-year development program, on which nearly 30 millions have already been spent, and with the problems of normal maintenance to cope with, the mechanical division’s lot, like the policeman’s, has not been a happy one.

And in this period, despite the pull of construction, on one hand, and the imperative need for capacity production on the other, new production records have been made; machinery has been maintained; repairs have been effected—and every Monday morning operating crews have started their machines on normal schedule.

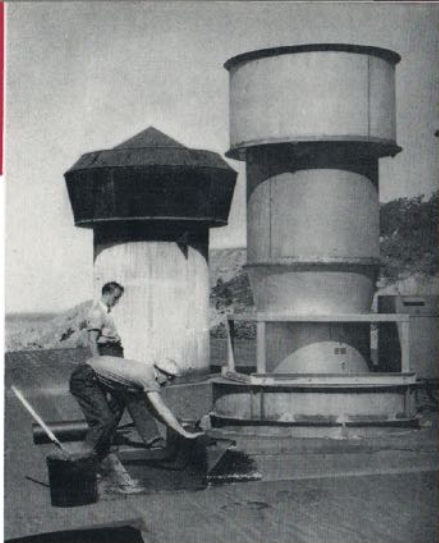
The performance of Powell River’s mechanical crews under these stresses has represented an outstanding achievement in skilled workmanship, cool-headed supervision, and extra-curricular activity.

With nearly half the group diverted to the urgencies of new capital structures, the remainder have been confronted with a program of maintenance and repair as heavy or heavier than ever before. To meet the increased wood requirements of speeded-up paper machines, the Barker Mill has been operating on a seven-day week schedule. Repair and overhaul requirements are consequently heavier and weekly shutdowns must be arranged. A sizeable working force is detached for this one job, while construction still rolls on and requests for more and more maintenance pour in.

Under the head of maintenance was recently included the renewal of the chain on the fuel elevator, running from the storage shed to the boiler house; rebuilding of roll cases that carry the lumber cants from the saw mill to the chipper; and installing a new 48” fuel conveyor belt under the “hogs.” All these were big jobs—and in the latter crews worked all day Sunday and until 3 a.m. Monday morning to ensure no loss of production.

Meantime normal maintenance must be carried on. That safety rail must be set in

Page Five



Roofing repairs around exhaust stacks.

place; men have to be found to install the handbrake demanded by the Safety Committee. The important task of changing and grinding calender stocks and press rolls, and numerous other jobs cannot be overlooked.

Over on Number 3 and 4 machines, where speed-up operations are in progress, the old clutch drives must be kept running until the new equipment has been installed. More speed-ups—and expanded installation means more mobile equipment—and more mobile equipment means more repair and maintenance. Down in the mill garage, the ten employees are working at fever pitch to keep equipment on the road and construction moving ahead.

When the engineering department finally declares “the construction program is over,” they are not thinking of the maintenance crews. For the latter, “construction” is just starting all over again!

Replacing timbers on an inclined elevator.



THE DOGGER *and* THE SETTER



Setter Jim Tkochuk on shotgun carriage.

WHEN Doug Geary, John Goertzen, or Al Rooke put on the dog in Powell River, no one pays the slightest attention—no one outside of the sawyers and setters, that is—because they are merely doing their job.

In no way related to the canine world, either, the setters themselves dog the logs when so directed by the sawyers. . . . But, perhaps, we'd better start at the beginning with the barking process (doggone it, how those pooch terms keep creeping in!)

Once debarked, the logs that will eventually be fed as blocks into the grinder machines and emerge as groundwood, or be put into dimensional lumber for local and export use, first get that way upon their contact with the head-saw in the sawmill. Two carriages, one dating back to 1926 and the other about two years old, run on either side of the sawmill. The older machine is tended by a setter and dogger, the latter operating the dog manually with a lever. On the newer carriage dogging is done automatically by the setter.

Al Rooke dogs logs on friction carriage



To make sure that each log, no matter of what size or quality, is properly and securely held in position for the fast-moving saw, is the job of the dogger. It is he who makes the mechanical tongs bite into the log and hold it in a vise-like grip that a thoroughbred bulldog might envy. But he doesn't dog the log until he gets the signal (usually by hand) from the sawyer, a man steeped in wood knowledge and log handling and cutting.

Specific demands of the setter's job are to judge the size and quality of the log on the log deck, to position the carriage blocks (or knees) to the best advantage, to dog the log on the sawyer's signal, and to set out the log for the width of the cut.

The difference between a good setter and a bad setter is the difference in the hourly cut with its corresponding effect on the mill's production. When you consider that over a log a minute is cut on the faster carriage, the importance of teamwork between the setter, the sawyer and the tail-setter cannot be over-emphasized.

Though it will handle logs only up to six feet in diameter and not exceeding 28 feet in length, the gunshot carriage—used mainly for pulp—will cut some 25,000 feet (B. C. log scale) per hour, as against 15,000 to 16,000 feet on the friction-controlled carriage.

Our sawmill cuts approximately 10,000,000 feet of logs in a month, of which more than 500,000 feet is cut into high-grade lumber, most of it spruce.

Sawmill Superintendent R. M. "Barney" Macdonald has four sawyers steady, a relief sawyer, and two more in training as part of the Company's recently-launched job-training program. While an apt trainee can become a dogger in a week if he's a "natural", and a setter's formal training may last a month, only their growing experience and capacity for co-operation will ultimately determine their real value to the mill.

But the dogger, who has cut such a colorful figure in logging for decades, is gradually being "liquidated". And in the pulp and paper industry in particular the entire carriage operation can be handled by the setter on the new, faster, automatic equipment.

Meet

HAROLD RENWICK . . .

FROM the farm in Manitoba to the lumber industry of British Columbia via the orchards of the Okanagan—that is the story of Harold Alexander Renwick, vice-president and general manager of the B. C. Manufacturing Company group of sawmills now part of the Powell River organization.

Mr. Renwick is already well known in Powell River, for he has visited us on several occasions in the past few years. Recently he attended a meeting of the Supervisors Club where he was introduced and spoke briefly.

Possessor of a quiet sense of humor, Mr. Renwick took pleasure in telling Mr. M. J. Foley that he was born in Miami. To Joe this meant that Harold was a blood brother—until he found that Mr. Renwick was talking about Miami, Manitoba, not Miami, Florida. "Is there really a Miami in Canada?" asked Joe. The answer is yes, and that is where Harold Renwick was born.

He started school in the little prairie town (population 321) but the family moved to the sunny Okanagan in 1906 and Harold finished public and high school there. He had some practical experience during his school days on his father's fruit ranch and after high school went to work for the Kelowna Growers Exchange where he became secretary and treasurer. In 1918 he moved to Vernon as assistant sales manager of the Okanagan United Growers' Association, the fruit co-operative out of which came the present organization, Associated Growers of B. C.

Later as assistant sales manager Mr. Renwick was a large buyer of lumber, chiefly for boxes used in the orchards and packing houses of the Okanagan. One of his suppliers was the late J. H. McDonald, head of B. C.



Manufacturing, pioneer sawmill on the banks of the Fraser River near New Westminster. In 1923 when B.C.M. was doing some reorganization Mr. McDonald reached into the Okanagan for the capable young man who had been his best customer.

That's how Harold Renwick got into the lumber business and he's never regretted the move.

Despite the complexities of the lumber business in the twenty-nine years since then, Mr. Renwick has found time to be a good citizen of New Westminster, where he made

his home until 1939, and of Vancouver, where he has resided since. He is a member of the Kiwanis Club of the Royal City, is past chairman of the Foreign Trade Bureau, Vancouver Board of Trade, and a past chairman of the B. C. Section, Canadian Manufacturers' Association. For the past three years he has been a director of the Pacific National Exhibition.

Who's Who in Canada shows Mr. Renwick's hobbies to be golf and gardening.

Strategically located across an arm of the Fraser from New Westminster, the B. C. Manufacturing plant is considered one of the most efficient sawmills in the Province.





NOT MY OWN BOSS ANY MORE—HOORAY!

By PAUL KING

PRETTY nearly every wage-earner, I suppose, at one time or another, wishes he were his own boss.

At any rate, I guess this was the motive which prompted me six years ago to borrow some money and buy a small weekly newspaper in the large sprawling municipality of Burnaby.

By applying myself from 12 to 18 hours a day to the multiple tasks and worries of the paper's reporter, editor, advertising salesman, business manager and janitor, I was able to raise its influence in the community, pay back my loan, and increase my material holdings.

But, as might have been expected, I began to see less and less of my family, my general well-being took to the down grade, and always there lurked in the background the spectre of sickness or accident with resultant shut-down of the paper and stoppage of income.

So it was that, when I received a reasonable offer from a so-called purchaser, these factors induced me to sell without any qualms.

At the same time, I made up my mind to join some

firm that would enable me to make use of my previous experience, yet would allow me some leisure time to enjoy my family life, and give me security in case of illness plus a little help on retirement.

All these things I have found offered by the Powell River Company.

Sick benefits for me, my wife, and children; a contributory pension; and even a group life insurance plan which includes the total and permanent disability provision that is not generally available nowadays.

Besides these benefits, I have discovered in Powell River and its surrounding communities, services which are still unavailable in the municipality of 60,000 persons that I used to call home. A modern hospital, a public library, a spacious community hall, a supervised beach and golf course (not to mention other recreational facilities), plus centrally located telegraph, telephone and government offices, including the liquid refreshment dispensary—all of which are still lacking in British Columbia's second largest populated area!

Add to this the natural attractions of Powell River's surrounding countryside, its friendly people, an annual rainfall that's just about half that of metropolitan Vancouver, and it's easy to see why—to paraphrase the Company's welcoming booklet—I know I'm going to like living and working in Powell River.

EIGHTY YEARS' SERVICE RUNG UP BY TRIO

THREE more well-known personalities have joined the ranks of Powell River Company's retired employees so far this year, but one of them has chosen to go back to his job.

Though all three reached the prescribed age of 65, Company employees can, if they so wish, retire at 60 with corresponding adjustments in their pension cheques.

JACK LOUKES, born in Bolton, England, home of the famous Wanderers, Jack has naturally been a soccer enthusiast all his life and still never misses a game here. His two brothers, Bill and Joe, are local oldtimers, too. The former was head plumber on the town-site, but left eight years ago to take over his father's hotel in Nanaimo. Joe is retired in Vancouver.

Jack has been active in community life since he came to Powell River in 1919, to be employed as shed man on the wharf storage. An authority or early townsite history, he is a past master of Triune Lodge, a keen follower of lawn bowling, and until recently very active in local politics.

ARCHIE MAY, an electrician by trade and practice, Archie, a native of London, England, has built many an electrical gadget during his 21½ years with the Company,

one of his inventions being given top mention at the Powell River Hobby Show a couple of years ago.

His main hobby, however, which is enthusiastically shared by his wife, is raising better breeds of chickens, turkeys, and other birds. Over the years it has developed not only into an interesting avocation, but also a lucrative sideline.

JOHN SEMPLE, worked in the mill when he first joined the Company thirty years ago, but a few months later was transferred to the Company's department store where, following his brief retirement, he's back again as shipper.

Since he hails from Glasgow, Scotland, it is not surprising that John Johnstone Semple is probably the district's most ardent supporter of the St. Andrew's football team. Actively associated with the local Lawn Bowling Club over the years, Jack is also interested in cricket.

If he's not in the store or out on the playing pitch, Jack is most likely to be found gardening, a hobby he acquired when the Company ran its first garden competitions in the late 1920's. Always one of the prize winners, he has maintained his reputation ever since.



Archie May



Jack Loukes



John Semple

AROUND TOWN

THOUGH perhaps overshadowed by the more spectacular openings of the Powell River Airport and Timberlane Park, Dominion Day festivities delighted hundreds of youngsters (from 6 to 60) and brought deserving smiles of satisfaction to the sponsoring Lions Club members.

As a fitting climax to the July 1 holiday, a record crowd tripped the light fantastic to the strains of Dal Richards and his Hotel Vancouver orchestra in Dwight Hall.

ICE RINK CAMPAIGN

Shades of Barbara Ann Scott, National Hockey League stars, and cagey Macdonald Brier curlers were flashed on the movie screens of Cranberry Lake, Powell River, Westview and Wildwood as Powell River and District Curling and Skating Club officers opened their drive for a proposed \$70,000 rink on a site near Willingdon Beach donated by the Powell River Company.

Submitted by Gerry Moore, a Wildwood schoolgirl, the Club's new campaign slogan "Give Till It Freezes!" is being repeated this month by volunteer canvassers throughout the district.

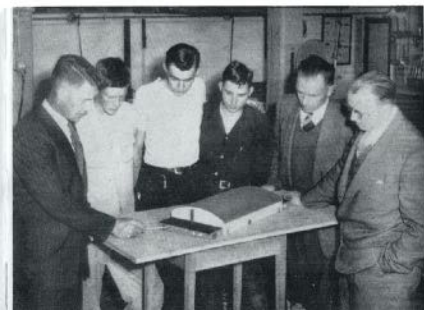
FINE ARTS ENCOURAGED

Folks interested in sketching, painting, photography and rug weaving enjoyed their first outing this summer at the Pebble Beach home of Mr. and Mrs. Dick Bledsoe.

Sparked by Mrs. W. Graham and Mrs. Owen Jones last February, the Powell River Fine Arts Council—believed to be the first in the province outside Vancouver—also stands ready to encourage such other handicrafts as pottery, leatherwork and sculpture.

Advisers are Mr. and Mrs. Vito Cianci.

Ice Rink will look like this.



Mr. and Mrs. Ross Black's B-1.



Miss L. Venuti and others sketching.



Stephanie and Bonnie Brown at July 1 fete.

BOAT THAT BLACK BUILT

One of the finest additions to Powell River's notable salt water flotilla was launched at the start of the summer by Mr. and Mrs. Ross Black.

Built entirely by Ross, our general superintendent of services, the 19-foot all-mahogany beauty of Grenfell design is equipped with a Gray marine 112-h.p. engine, developing speeds up to 32 m.p.h.

SHAKESPEARE IN THE GARDEN

Fanciful characters of the "Midsummer Night's Dream" came to life on July 5 in the lovely Westview garden of Mr. and Mrs. Herbert West.

Directed by the host before an appreciative audience of 200, the abridged play was enacted by a cast of thirty, headed by Mr. West himself as Bottom, young Brian Morris as Puck, Mrs. Margaret Parrott as Oberon, and Mrs. Mary Winstone as Titania.

Proceeds were sent to the Save the Children Fund.

CONSTRUCTION HALTED

Completion of the construction program was delayed by the Carpenters' strike, which started early in June. While no Powell River Company employee or the Company was involved, construction workers, employed by contractors on construction projects, left their jobs. This meant that work on the steam plant, wharf, new barker mill, etc., was brought to a standstill.

Normal plant activities, however, continued without interruption, and production was maintained at top capacity.

modern newspaper plants



Above: The imposing, streamlined new offices of the Los Angeles Mirror, opened on October 11, 1948.



Left: This attractive building, housing the expanding Palo Alto Times, opened its doors in August, 1949.



Right: Santa Ana Register, Santa Ana, Cal., added two floors and a basement to its building in 1949.



Left: The San Bernardino Sun officially dedicated its new plant in January, 1949.



Right: The north wing of Sacramento Bee's racy new building, completed this year.

Right: Set in a semi-tropical atmosphere is the present home, since 1948, of the Phoenix Republic and Gazette, in Phoenix, Arizona.



Right: New home of the Union Tribune, San Diego, completed in March, 1952.



modern



Above: The imposing, streamlined new offices of the Los Angeles Mirror, opened on October 11, 1948.



Right: Set in a semi-tropical atmosphere is the present home, since 1948, of the Phoenix Republic and Gazette, in Phoenix, Arizona.



newspaper plants



Left: This attractive building, housing the expanding Palo Alto Times, opened its doors in August, 1949.

Right: Santa Ana Register, Santa Ana, Cal., added two floors and a basement to its building in 1949.

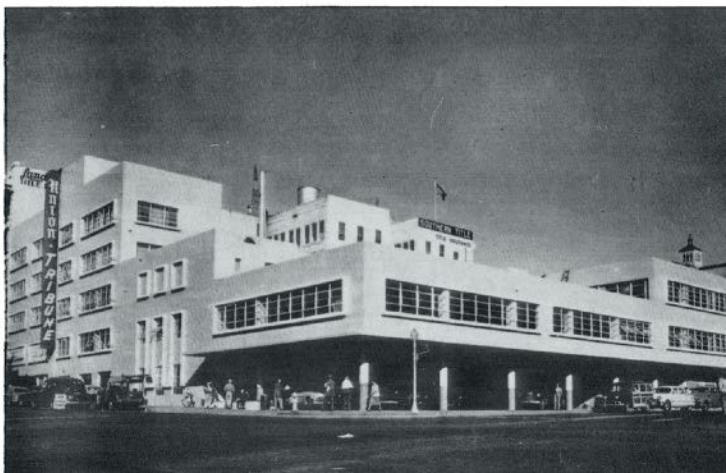


Left: The San Bernardino Sun officially dedicated its new plant in January, 1949.

Right: The north wing of Sacramento Bee's racy new building, completed this year.



Right: New home of the Union Tribune, San Diego, completed in March, 1952.



GLUE—A MINOR INDUSTRY

By DR. R. F. PATTERSON

MORE than a million pounds of glue are manufactured at Powell River each year. None of this is for sale nor is it glue of the type familiar to carpenters or to the many local boat builders. It is a special type of paper glue used exclusively for the packaging of the half million rolls of newsprint which pass across our docks annually.

This sizable tonnage of adhesive materials is prepared in two separate glue "factories", one at each of the two machines which produce the familiar tubes or cores on which the newsprint rolls are wound.

The raw materials required are dextrin, caustic and borax, and these are all imported. Dextrin is a product formed by the incomplete breakdown of starches when they are treated with dilute acids or heated, and it is essential for uniform glue preparation that successive batches of dextrin shall have received exactly the same degree of breakdown or conversion. The caustic is a technical grade of sodium hydroxide or lye, and is used in small amounts to improve the viscosity, the adhesive strength and the tackiness of the glue. Borax helps to increase the density of the glue and to decrease its drying time.

To produce the smooth, lump-free paste required for mill use, the different ingredients must be blended with water in a definite order, in a definite time, and with some knowledge and skill. There was even a feeling at one time

that a beneficial effect was obtained by talking to each batch of glue in Italian, but this was impossible to prove!

The first step in glue preparation is to put about forty gallons of water in the ninety-gallon glue tank and to heat to the boiling point with a steam immersion heater. The yellow, powdered dextrin is then slowly stirred in and heating and mixing continued until solution is complete.

Next comes the borax with further stirring and then the white, flake caustic. The dark brown mixture is agitated with a mechanical stirrer for at least thirty minutes more, during which time additional water is added to bring the total volume of the batch to eighty gallons. The glue is then allowed to stand and cure for about two days, after which the hardened surface crust is removed and the material is ready for use.

During these stages of manufacture excessive heating must be avoided to preserve maximum adhesive strength and tackiness in the finished product. Some dilution of the glue with water is usually required to suit individual glueing requirements.

To test the quality of different shipments of dextrin or to determine the suitability of other grades, the above procedure for glue making is carried out on a laboratory scale in a beaker and careful measurements are made of the viscosity, density, strength, tack and yield of the resulting paste. These laboratory results are then used to determine the correct quantities of the various ingredients which will be required in the mill.

The packaging of an average full-sized roll of newsprint requires the use of about two and one-half pounds of wet glue, one and one-half pounds for the core, and one pound for application of the purple roll bands and the paper caps on the ends of the roll.

The newsprint cores are three inches in inside diameter and four inches in outside diameter, the half-inch thick walls being built up from about twenty layers of specially made paper held together by the dextrin glue. On the machines which make the cores, seventeen of the twenty strips of paper are led through a bath of the glue and then over scraper blades which leave a thin, uniform film of the tacky adhesive on both sides of the paper sheet. These strips and the three unglued sheets are then brought together and spirally wound under tension. The cores are made and dried in seventy-five foot lengths, and when completely cured are cut to the exact sizes required.

The dextrin adhesive used to bind the purple bands firmly in place is usually somewhat thinner than that used for core making and is applied to the band by a glue roller. The caps are pasted manually with a brush.

Our production of dextrin glue is one of the lesser known aspects of paper making—it is truly an industry within an industry. Knowledge, skill, and care are required of all those whose responsibility it is to turn out glue just right for the making of sound, strong cores and for the proper sealing of the newsprint package.

The Core Machine, with core strands passing through liquid glue.



LIEUT.-COL. JOHN MacGREGOR

Canada's Most Decorated Soldier Passes On



ON Monday, June 9, one of Powell River's most famous and distinguished citizens passed away in Powell River Hospital. Lieut.-Col. John MacGregor, V.C., M.C. and Bar, D.C.M., holder of the Empire's coveted Victoria Cross, and resident in Powell River for the past 25 years, answered the last roll call.

The funeral, held on June 13, was one of the most impressive and largely attended in the history of the district. Present at the last rites were three other famous Canadian soldiers, all holders of the Victoria Cross, the highest decoration for gallantry in the British Commonwealth. From Victoria came Major-Gen. G. R. Pearkes, M.P., accompanied by Lieut.-Col. Cy Peck of Victoria and Capt. Charles Train of Vancouver—old friends of the deceased—all of whom won the decoration in the First World War.

John MacGregor came to Powell River in the late 20's as a construction worker, and became a Powell River Company employee as a carpenter in 1931.

At the outbreak of World War II, he immediately

offered his services and was given command of the Second Battalion, Canadian Scottish Regiment.

After the war he returned to Powell River, where he went into business on his own, manufacturing concrete bricks for house and building construction. In the past three years indifferent health forced him to relinquish his business, which was turned over to his son Donald. For the past year he had been employed in the logging division of the Powell River Company.

Colonel MacGregor was one of Canada's outstanding soldiers, and his decorations uncover a story of gallantry in action unsurpassed in the military annals of our country.

At his funeral the Powell River Pipe Band, of which he was the original president, played the lament at the graveside. The MacGregor tartan worn by the band was selected in honor of Colonel MacGregor.

Powell River has lost one of its finest citizens and the British Commonwealth one of its most distinguished soldiers.

Page Thirteen

Powell River's new wharf and warehouse, showing its relation to existing installations. The old wharf in the centre, which forms part of the original structure built in 1911-1912, will be eliminated, and the space between the two outside wharves will form a protective basin.





Marion Kenmuir, Isobel Pittendreigh, Pat McDowall add their bit to Canadian Aviation History.

FOR the first time anywhere in Canada, on July 7, three Cadettes from Powell River's No. 22 Squadron, Royal Canadian Air Cadets, commenced flying training at the Aero Club of B. C. in Vancouver.

The three girls—Marion Kenmuir, Pat McDowall and Isobel Pittendreigh—are emulating five Powell River Cadets from the same squadron who left for Vancouver a few days earlier to earn their Air Cadet Wings and then go on to obtain their private pilot licence.

Basking in the girls' reflected glory, of course are not only their immediate families (whose heads are all Company employees) and the local Cadet Squadron, but the entire population of the Powell River area.

Neither the Royal Canadian Air Force nor the Air Cadet League of Canada have recognized or authorized the formation of Cadette Squadrons. However, the officers of Powell River's Cadet Squadron—which has won the Guthrie Proficiency Shield for British Columbia for the past three years and in 1950 won the Guthrie Trophy for all of Western Canada—felt that there was a need and a

Another "First in Canada"
For Powell River!



definite place for girls in the type of training offered. Accordingly, in 1949 the first Air Cadette Squadron in Canada was organized, with an enrolment of 75 girls.

In the three years that they have been operating, the girls have more than justified the faith the officers had in them. They have outshot the boys in rifle competitions, they have a better attendance record at their weekly parades with an average of 97 per cent, and they have entered into all squadron and community activities with a keenness and zeal which has provided an added spur not only to the boys' activities, but to those of the community as a whole.

With the opening of the Westview Airport, and with the possibility that an Aero Club will be in operation there in the very near future, the girls will have an excellent opportunity to add further time in their log books. And with their private pilot's licence, they may take passengers for a ride, so long as they do not accept payment, so it is probable that this fall some of Powell River's Air Cadettes will be taking Mom and Pop for a ride in the new-fashioned way.

The Kingcome Taken Over

MOST streamlined tug ever to be built in British Columbia, the M.V. *Kingcome* has now been taken over by the Kingcome Navigation Company Ltd., a wholly-owned subsidiary of the Powell River Company Ltd., following successful trials in July.

Her 700-h.p. heavy-duty diesel engine will enable the *Kingcome* to tow two giant Davis rafts of 2½ million feet of timber each—enough to give a 10,000-ton freighter a full load of lumber.

Besides raft work in waters between Prince Rupert and Powell River, the *Kingcome* will also be engaged in log-boom work on the lower coast.



PRESENTATION MARKS NEW WHARF'S FIRST USE



Vice-President and Resident Manager R. M. Cooper presents a fishing rod to Capt. John Medby aboard the M.V. Hoegh Clair, congratulating him on bringing the first deep-sea ship to Powell River's new wharf.

CHARLES VINING RETIRES

ON June 27th last, the Newsprint Association of Canada announced the resignation of Charles Vining as an active officer of the Association. Mr. Vining retires after 18 years of service to the newsprint industry which he served from 1934-1946 as President, and for the past six years as Chairman of the executive committee.

"Charlie" Vining has been an outstanding executive and an outstanding citizen of Canada. He served overseas with the Princess Patricia's in World War I, and during World War II was a leading official of the War-Time Prices and Trade Board; and later was associated with British Security and Intelligence. Quietly forceful, tactful and possessed of wide knowledge of Canadian and world affairs, he is universally popular with his associates and the public.

Mr. Vining's resignation was delayed for some time at the request of the Association—and was only finally accepted on the understanding that his long experience and expert knowledge of men and affairs would still be available to the industry.

Many Canadians recall Charles Vining as "R. L."—the *nom de plume* he used in his sparkling series of thumbnail sketches on leading Canadian statesmen and politicians, which was later incorporated in his book "Big Wigs".

In common with thousands of Canadians, we hope that Mr. Vining may now have leisure to return to his literary labours and present, as only he can present, the story of prominent Canadians in the business and political life of our country in World War II and the years following.

In Powell River Charlie Vining has many old friends and well-wishers and they will join his legion of other friends and associates all over Canada in wishing him many happy years of profitable and useful retirement. As newsprint producers we will express the thoughts of his confrères and say "Thanks, Charles Vining, for a first-class job of work!"



Mr. and Mrs. Vining as they appeared on their last visit to Powell River.

British Columbia —

Mt. Tzouhalem as seen from John Dean Park.

rivers and lakes some 10,000,000 acres have been set aside as Provincial Parks, one of which alone (Tweedsmuir Park) covers nearly 3½ million acres of alpine loveliness!

Rather than attempt to improve Mother Nature's imitable handiwork, the B. C. Forest Service has concentrated on making these vast areas of primitive and oftentimes rugged scenery more accessible, and on providing comfort facilities for the visitor.

All of British Columbia's 32 main provincial parks have water supply, and most of them provide picnic and overnight camping facilities, outside stoves, and trails for the hiker, the hunter and the fisherman.

Here is a guide to some of these enchanting treasures of natural beauty that stamp British Columbia as Canada's unrivalled "Park Province":

CHASM: Contains an outstanding geological feature and magnificent spectacle—a giant chasm cut deep into the interior plateau of the province. Main access point to Chasm is the historic town of Clinton in the famed Cariboo country.

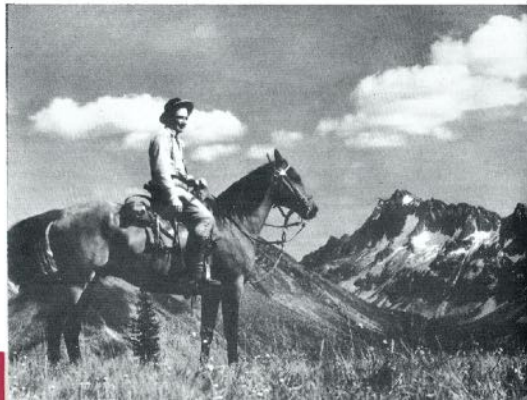
CLEARWATER: A beautiful mountain lake offering fishing, boating, hiking-trails, and a variety of natural camp-sites for the outdoor enthusiast. Its best access point is the mining community of Hedley, west of Penticton.

CULTUS LAKE: A popular summer park beside serene Cultus Lake, providing many modern facilities to the visitor, and located some ten miles out of Chilliwack, hub of the fertile Fraser Valley.

DARKE LAKE: A typical group of peaceful, sparkling mountain lakes in the Interior—a haven for the outdoor sportsman—reached from Summerland on the west shore of the Okanagan Lake.

MIRACLE BEACH: An ocean beach with an outstanding vista over the islands of the Gulf of Georgia, it is easily reached from Courtenay on the east coast of Vancouver Island.

Frosty Peak in Manning Park.



THERE'S possibly nothing British Columbians are more proud of than the magnificent scenery which surrounds them in every part of the province.

Though this is true the year round—particularly in the verdant, fiord-like Pacific shoreline—it is especially noticeable at this time when "B. C." becomes the Mecca for summer vacationists from all over the continent.

From its warm Pacific beaches to the pinnacles of the Rockies and from the 49th parallel to Yukon and Alaska, Canada's evergreen playground offers a choice of scenery, altitude, climate and recreation to please them all. And yet there's plenty of elbow room for everyone!

Though it emerged as Canada's fastest growing province after World War II, British Columbia's 366,000 square miles—as large as Washington, Oregon and California combined, plus half the state of Idaho—are still inhabited by only a million and a half people. More than half of them enjoy life in the southwest corner of the province, dominated by metropolitan Vancouver, already Canada's third largest city despite its comparatively young age of 60-odd years. Most of the other British Columbians will be found on historic Vancouver Island, in coastal towns and settlements, or in the fertile valleys of the Fraser, Okanagan, Columbia, Monashee, Selkirk, Rocky and lesser mountain ranges.

So it is easy to see how British Columbia's 20,000 miles of highways and its rail and waterways traverse thousands of miles of open country, and that millions of acres throughout the province are nothing less than a refuge for wild life of all kinds and a vast playground for the lover of the great outdoors, the hunter and the fisherman.

Out of this huge expanse of mountains, valleys, plateaus,

The Park Province

Vermilion River in the rugged Kootenay country.

ELK FALLS: The bubbling cascades and sparkling water of the Campbell River ringed by the boles of giant Douglas Fir. The John Hart Hydro-electric Development is close by.

ELK RIVER: A community playground and swimming area near Fernie, in Southeast British Columbia.

ENGLISHMAN RIVER FALLS: A forest area traversed by a picturesque river with cool, clear falls and interesting canyons. Convenient access point is Parksville on the Vancouver Island Highway.

HAMBER: Undeveloped and fascinating—a forest and mountain area of great potential along the Big Bend Highway near Revelstoke.

IVY GREEN: A community park and picnic ground near Ladysmith on Vancouver Island.

JOHN DEAN: A mountain view point overlooking the Saanich Peninsula and Gulf Islands, it's on the Victoria-Sidney Highway.

GOLDSTREAM: Here, within one-half hour of Victoria, is found the peace of the forest primeval.

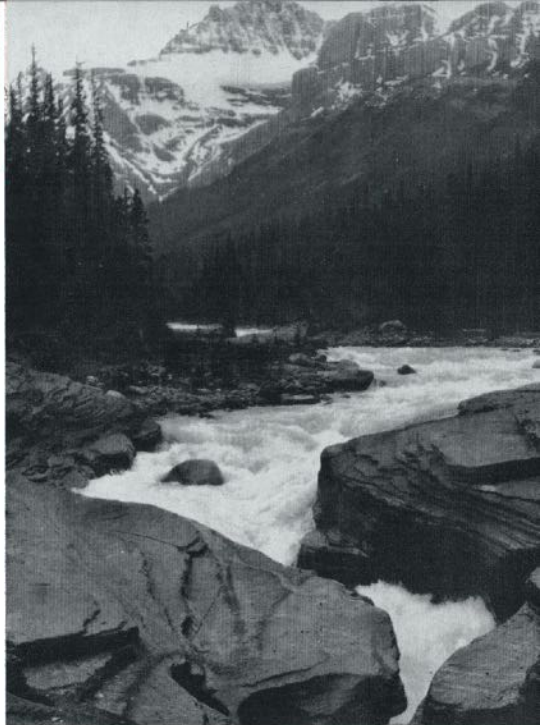
KOKANEE GLACIER: A mountain park containing the Kokanee Glacier, its scenic lakes offer excellent fishing, with mountaineering and skiing in season. The city of Nelson in the lovely Kootenays provides its main access point.

LITTLE QUALICUM FALLS: A beautiful forested area traversed by a bustling river with falls and canyons, located near Parksville, Vancouver Island.

MACMILLAN: Contains the world-famous stand of virgin forest previously known as Cathedral Grove. It is indeed a memorable sight on the Parksville-Port Alberni highway.

CAMERON LAKE: An attractive lakeside area in a rugged mountain valley, it can be reached via Parksville.

MANNING: A lovely mountain area featuring flower-strewn alpine meadows and wild life of all kinds. The



scenic Hope-Princeton Highway affords an appropriate entrance to Manning Park.

MOUNT ASSINIBOINE: An outstanding area in the main range of the Rocky Mountains, with scenery featuring towering Mount Assiniboine and countless small mountain lakes.

MOUNT ROBSON: A mountain area distinguished for the highest peak in the Canadian Rockies, Berg Lake, and impressive glaciers.

MOUNT SEYMOUR: A park a few miles northward from the heart of Vancouver, easily accessible and particularly suited to winter sports.

NAKUSP HOT SPRINGS: Features swimming in the sulphur hot springs, amidst attractive surroundings south of Revelstoke.

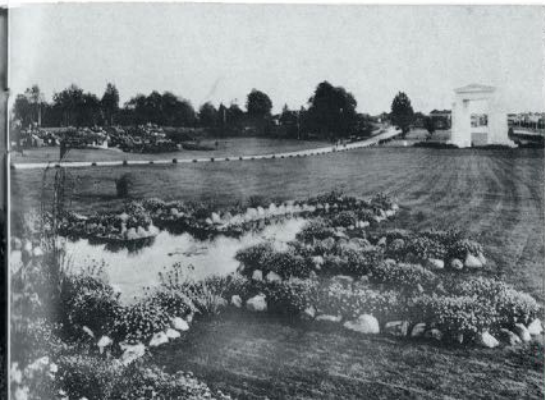
PEACE ARCH: Landscaped international park of historical interest at the site of the famous Peace Arch, near Blaine, Washington.

STAMP FALLS: Popular forest park with fish-ladder and swimming-pool, readily accessible by road from Alberni on the west coast of Vancouver Island.

TWEEDSMUIR: A huge area of over three million acres containing every attraction to be found in a primitive, unspoiled wilderness of such an extent, it can be reached either from Bella Coola or Burns Lake in Northwestern British Columbia.

WELLS GRAY: An undeveloped lake-and-mountain park north of Kamloops with many attractions for the beauty-lover, camera enthusiast or fisherman.

Peace Arch Park by Blaine, Wash.



SUMMER SPORTS IN FULL SAIL



Though this 40½-lb. salmon was caught right off the Company's wharf, most local sportsmen prefer to fish further off shore or in the many surrounding lakes.



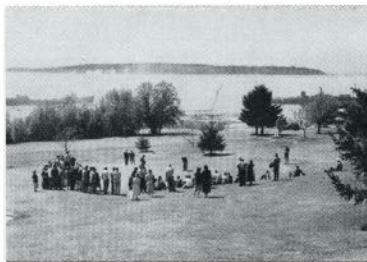
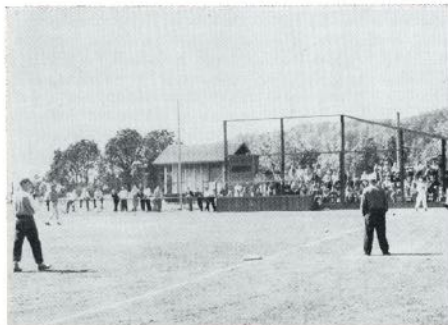
Periodic tournaments are keeping our lawn bowlers on their toes, with keen friendly play prevailing nightly on the Club's well-trimmed greens. Singles champion this year is Sam Cromb seated sixth from the left.



It's a far cry from the sandy softball diamond at Riverside Oval (below) to the huge turfed baseball field at Timberlane Park (above), but both have plenty of adherents.



Revived interest in tennis is reflected in several successful tournaments, an outdoor dance, and even a beach party enjoyed by the growing number of racquet wielders. As usual, the Malaspina Open attracted golfers from near and far to Powell River's scenic course (below).



SUMMER VISITORS

DURING the summer many visitors, old friends and new, have dropped in to see us—and to enjoy our sunshine and sea view. All of them took advantage of the opportunity to inspect the plant and the new installations of the past two years. Among them were:

Mr. J. L. Blake of New York, vice-president of Scripps-Howard Supply Co. Inc., and Mrs. Blake.

Mr. E. G. Kirby, Price and Pierce Ltd., Montreal; Dr. H. F. Rance, manager of research and development, Wiggins Teape, Aberdeenshire, Scotland.

Mr. T. Trevor-Potts, technical director, Price and Pierce Ltd., England, and Mr. M. O. Costain, also of Price and Pierce Ltd., England.

Mr. and Mrs. C. N. Buckingham of Minneapolis. Mr. Buckingham is with Brooks Scanlon Inc.

Mr. and Mrs. Walter P. Jones. He is editor of the *Sacramento Bee*.

Mr. Lorrin Thurston, Jr., son of the president of the *Honolulu Advertiser*, and Dr. A. B. Ford of Seattle.

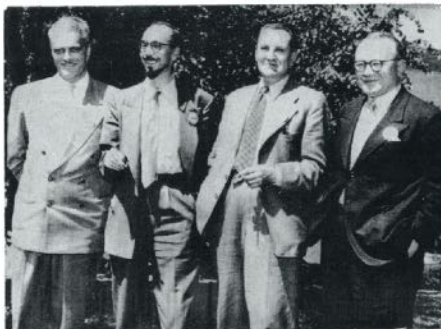
Mr. Harry Horne, Canadian trade commissioner to Peru.

Mr. and Mrs. Donald Morris. Mr. Morris is vice-president of the Mead Corporation, Chillicothe, Ohio.

Page Nineteen



Mr. and Mrs. J. L. Blake



Mr. Kirby, Dr. Rance, Mr. Trevor-Potts, Mr. Costain



Mr. and Mrs. W. P. Jones



Mr. and Mrs. C. N. Buckingham



Mr. L. Thurston and Dr. A. B. Ford



Mr. H. Horne



Mr. and Mrs. D. Morris



Pictures tell the story of British Columbia's Pulp and Paper Industry.

OUR INDUSTRY'S SHOW WINDOW AT THE FAIR

THE story of the pulp and paper industry in British Columbia was recently presented to visitors at the Canadian International Trade Fair in Toronto. The Fair, which was held for the fifth consecutive year, drew many thousands of people from places widely scattered across the globe.

As the majority of visitors were naturally Canadians, a great deal of interest was displayed in the products of British Columbia's mills.

New York visitors show interest.



Representatives from U.S.A., South America, the British West Indies, Italy, Indonesia, New Zealand, Japan, Belgium, Switzerland and Litchenstein generally showed a greater interest in pulps than in paper products.

Many thousands of visitors saw B. C.'s pulp and paper industry on display and stopped to discuss some point of interest to them. School teachers asked questions and took away samples, as did many of the students on the few public days during the Fair's open period.

However, many Canadian visitors showed interest in handling the sales of the converter products in the East, and many foreign visitors wanted to represent the mills of British Columbia abroad.

Highlight of the display is a six-foot book which appears so real that people are always trying to turn the pages at the gold-painted plywood edges. The book tells a simple history of the first paper manufacture and shows an awe-inspiring photo of virgin timber on the B. C. coast, opposite one of a newsprint machine indicating the complete change between forest and mill.

On the right the full story of pulp and newsprint manufacture is told in pictures with captions, so that the layman or expert can be interested in the equipment employed in the manufacturing process.

The display will be circulated through various points of interest, to give it as wide a viewing as possible and to prolong its usefulness. It may soon be seen in the Vancouver Vocational Institute.



Thoughtful parachutist chooses tree landing to avoid crowd at Powell River's Airport Opening.

443-21-96A

WAREHOUSING

THE NEW PIERS • WAREHOUSES AND PALLET BOARD HANDLING • SAFEGUARD
AND ASSURE COMPLETE PROTECTION OF YOUR POWELL RIVER NEWSPRINT



John McArthur '52

POWELL RIVER NEWSPRINT

Powell River
DIGESTER



Volume 28

SEPTEMBER-OCTOBER, 1952

Number 5



Powell River

DIGESTER

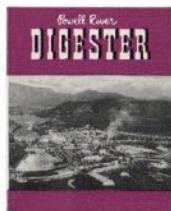
Published by
POWELL RIVER COMPANY LTD.
Standard Building
Vancouver 2, B. C.

Editor
J. A. Lundie

Assistant Editor
Paul King

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

Latest aerial view of Powell River, showing
the new wharf, the Powell Lake watershed,
and a portion of the townsite.



Editor's Notes

HANDLING REQUIRES KNOW-HOW

AS newsprint manufacturers, one of the most important concerns of the Company is the shipping of its newsprint rolls. For over forty years Powell River has shipped its newsprint products to many and widely extended publishing houses of the world. In that period it has been the objective of the Company to land that paper at the point of disembarkation without damage.

Powell River's record of safe deliveries has been second to none—and we are proud of the performance of our employees in the protection of their own and our customers' interests.

The men who put the rolls on the weighing machines, who transfer it to flat cars, and who "jeep" it to the ship's side are all specialists. They work with paper day in and day out; they know its weakness, its strength, and how it should be handled. And as paper manufacturers they have a home-town pride in protecting their rolls—a factor not present in the more impersonal loading and unloading by regular stevedoring crews.

Powell River stevedores are regular employees. Theirs is no spasmodic effort, off one day, or awaiting the next ship. Between ships they are moving and storing paper in the warehouse sheds or transporting it to convenient shipping spots. Their lives are spent with paper handling. They shudder at some of the casual handling methods they see in other ports.

Now, the new wharf warehouse shed has brought increased efficiency and certainty in protection of our shipments. Handling has been cut down, storing methods improved. Powell River has the most modern and best equipped paper storage warehouse in the west. This, along with trained crews of men who have spent most of their lifetime in paper handling, is the best guarantee of safe delivery.



HAROLD MOORHEAD—OUR CHIEF ENGINEER

LIFE in Powell River—since the Company initiated its post-war modernization and development program in 1945, which to date has gobbled up nearly \$30,000,000 in expenditures—has been vigorous, sometimes tense, sometimes trying, but never without incident. It has been a period of concentrated industrial activity, with new structures springing up, old ones disappearing—and others changing their appearance as the modernization brush was applied.

In the thick of the excitement is the engineering staff, who have been faced with many a challenge, many a headache, during these hectic years.

Under the supervision of Chief Engineer Harold Moorhead, the engineers have managed to keep just about one jump ahead of the sheriff. They are, and have been, a busy crew, and none has been busier or put in longer hours at his desk or on the job than the genial 6' 3" Chief of Staff.

Blessed by nature with a big frame and a happy disposition, Harold has carried on a program that might have given a less calm or level-headed individual the heebie-jeebies in an advanced stage. Material shortages, curtailments, turn-over in construction crews, scarcity of skilled help were shrugged off in stride and, until this summer—when unavoidable stoppages of work by striking contractor crews interrupted operations—the program had proceeded close to predetermined schedules.

Harold joined Powell River Company as Resident Engineer in July, 1942—and was appointed to the key post of Chief Engineer in 1950.

Graduating from the University of British Columbia as a mechanical engineer in 1933, he jumped immediately into pulp and paper with three years on the engineering staff

of B. C. Pulp and Paper Company at Port Alice, British Columbia.

In 1936 Harold sought new fields of endeavour in Eastern Canada. He joined the engineering department of the Quebec North Shore Paper Company, where he obtained his first big experience in paper mill construction when that company built its new plant at Baie Comeau. Two newsprint machines, the only machines built in Canada between 1930 and 1947, were installed. On completion of the Baie Comeau construction, he went over to the engineering staff of Ontario Paper Company's mill at Thorold, Ontario, which was also engaged in a development program at that time. He left the east in 1942 to come to Powell River, where plans for modernization and expansion were already under way.

From that time on, his leisure hours (if he ever had any) were numbered. He plunged immediately into the post-war plans of the Company for its expansion program, in which as Resident Engineer he would assume a major share. His responsibilities—and headaches—were further increased by his later elevation to Chief Engineer. For the past four years life has proceeded at a dizzy pace, but the momentum never seems to worry the big, good-natured engineer, who has mysteriously found time to build a summer home for himself, his wife and four children at Pebble Beach near Powell River. He plays a good game of golf, has occasionally been dragged to old-time dances, and generally manages to look as if he were enjoying the whole business. Which he probably is!

Harold's professional affiliations include: member and past councillor of the Professional Engineering Association in British Columbia; and a member of the Technical Section, Canadian Pulp and Paper Association.

THE PRIME MINISTER DROPS IN

"SURE, I shook hands with the Prime Minister!"

Scores of Powell River men, women and children can honestly claim this distinction as a result of Right Honorable Louis St. Laurent's overnight visit here September 6.

From the moment Mr. St. Laurent was greeted on his arrival aboard the M.V. *Lawrier*, a Fisheries Control Board boat, by President Harold S. Foley, till three rousing cheers rang out for him on departure from the Westview Airport, the Prime Minister knew he was among a host of friends.

Particularly was he taken with the many youngsters he met successively at the public reception in Dwight Hall, at St. Joseph's Church, where he attended early mass, and at the Airport.

Not only did he stop to shake their hands, chat with them, pose for their box cameras, but even in his main address to the people of Powell River he kept pushing Canada's coming generations to the fore.

Describing Canada as "a great country with immense natural resources", he urged his listeners to "build these up for other generations—even more than for ourselves."

Although the Canadian people do not want war with all its waste and horrors, the Prime Minister said that we are pledged with other free and peace-loving nations "not to allow aggression to succeed."

The vigorous 70-year-old head of the Canadian Government described his visit to Powell River as a "very fitting climax to a most interesting trip" across the country. "When we in the East saw the gigantic undertaking at Powell River during the past few years, we wondered what would happen if it produced more paper than anywhere else!" he kidded the Dwight Hall audience. Some of these preconceived anxieties were removed by his visit, Mr. St. Laurent continued, drawing good-natured applause when he referred to the Powell River product as the "best paper anywhere".



Our Kiddies Liked the "P.M."

Two of the spectacular preparatory processes in the making of this highly-regarded paper seemed to fascinate Mr. St. Laurent—who was a brilliant corporation lawyer before he entered politics and brought new respect and dignity to the Prime Minister's office. He asked numerous questions about the big hydraulic barker and the whole log chipper as Mr. R. M. Cooper, vice-president and resident manager, took the distinguished visitor on a short tour of the mill following the public reception.

Preceding the Prime Minister's arrival, Mrs. St. Laurent was honored in her own right at a public ladies' reception in the Elks Building, where she was accompanied, following her arrival on the yacht *Fifer*, by Mrs. H. S. Foley, Mrs. M. J. Foley, Mrs. R. M. Cooper and Miss Marie Foley. With Mrs. St. Laurent was also her daughter, Mrs. F. Lafferty, and Mrs. D. A. Evans, widow of the Company's former resident manager at Powell River.

Fisheries Minister Robert W. Mayhew; James Sinclair, M.P. for Coast-Capilano, and Jack Gibson, M.P. for Comox-Alberni, were included in the Prime Minister's official party.

Page Two

Off to church goes the Prime Minister, preceded by Mrs. M. J. Foley.



Mr. and Mrs. St. Laurent smile with President H. S. Foley (right).



LETHBRIDGE HERALD PUBLISHER ACHIEVES LIFE-LONG AMBITION

ONE of the most unusual "double" occasions in Canadian journalism was observed recently by the *Lethbridge Herald* and its publisher, Senator W. A. Buchanan.

The senator, who was 76 on July 2, marked the completion of sixty years in the newspaper business, while the *Herald* (which he founded) celebrated its forty-fifth anniversary by moving into its handsome new home in the heart of the Lethbridge that has sprung into being during the post-war boom years.

Senator Buchanan has not only been the sole owner of the *Herald* from the date of its first issue as a daily on December 11, 1907, but was also the sole owner of the weekly that preceded the daily—surely a rare distinction in the newspaper publishing field!

Son of a Methodist preacher, the future newspaperman and senator was schooled in Ontario and first entered the Fourth Estate in 1892 when he went to work for the *Peterborough Examiner* as part-time reporter and part-time printer's devil. Four years later William Buchanan moved to the *Peterborough Review* as a full-fledged reporter, and continued with that newspaper until 1899, when he was attracted to the *Toronto Evening Telegram*.

Appointed managing editor of the *St. Thomas Journal* when he was only 27 years old, he remained in that post for two years, leaving in 1905 when the paper was sold and he was hopeful of publishing his own newspaper in Western Canada.

The *Lethbridge Weekly Herald* was only a few issues old when Mr. Buchanan purchased the interest of W. Bennett of Cranbrook, B. C., to join F. E. "Old Man" Simpson at its helm. Acquiring complete control a little later, Mr. Buchanan entered the *Herald* into the "p.m." field within two years.

Prominently identified with numerous movements for progress in Alberta, the Senator launched the provincial library in Edmonton in 1907, was elected to the Legislature in 1909, served briefly in the Rutherford cabinet, retiring in 1911 to be elected to the House of Commons in Ottawa, where he served two terms, and has been an active member of the Upper Chamber for 27 years.

By the Senator's own admission, the *Herald's* new build-



ing is the realization of a young newspaperman's ambitions "far beyond" what he anticipated when he came west 47 years ago.

In its new building today the *Herald* has a staff of 74, who turn out three editions daily off its Goss press of the latest model. Over its busy news desks, presided over by news editor Frank Steele, 75,000 words of copy are received, sifted, and processed every day for use in "South Alberta's Day Book". Circulation is 15,000 daily.

Though it has certainly had its ups and downs—including a bad pressroom fire two years ago—the *Herald* has never missed an issue in 42 years of publication as a daily.

Page Three



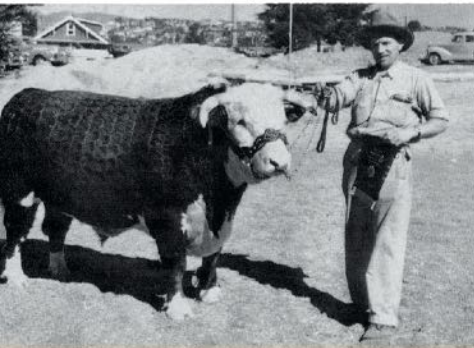


Not even the P.N.E. Parade would be complete without the Powell River Pipe Band.



Take your pick—the judges did!

The Grand Champion—no bull!



Smart Band of H.M.S. "Sheffield".

PACIFIC NATIONAL EXHIBITION
1952
VANCOUVER B.C.

HELD in Vancouver between August 20 and September 1, inclusive, the 1952 edition of the Pacific National Exhibition again lived up to its advance billing as "Western Canada's Greatest Fair".

The all-time record crowds which turned out for the opening downtown parade were treated to a five-mile long string of glittering bands and decorated floats rivaling the splendor of memorable pre-war P. N. E. extravaganzas.

Assisted by fine weather for the most part, new attendance records were also set at the Exhibition Grounds as visitors from near and far thronged through the ever-

Page Four



King Salmon topped off one of the many eye-catching floats.

SHOW WINDOW OF THE WEST

popular Livestock and Manufacturing Buildings, marvelled at the Armed Services exhibits and television displays, thrilled to the excellent Shrine-Pollack Bros. Circus, "plunged" on the Gayway or at the racetrack, enjoyed the various presentations of the Outdoor Theatre, including the International Folk Song and Dance Program, and generally had themselves a great time at British Columbia's biggest Show Window of all time.

But beneath all the fun and froth of the Fair, the dominant theme of the P. N. E. was the spectacular industrial growth of this Province which is being watched today by business leaders throughout the world.

Page Five

Only Bing Crosby was missing.



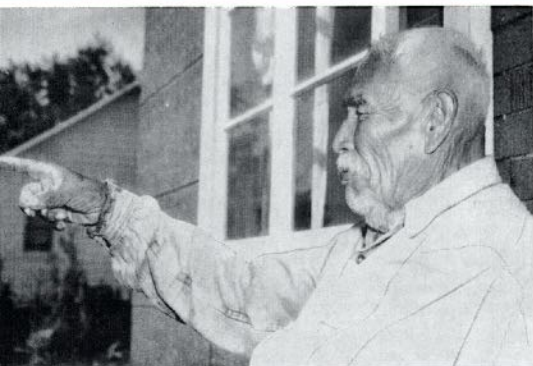
This place really grew!

Birth pangs of a Totem Pole.



SLIAMMON—A PLACE IN THE SUN

By O. J. STEVENSON



Hurry is pointless, says Chief Timothy.



Some of Mrs. Smith's pupils.

All is peace in the sun.



THINGS happen around an Indian village, but they happen very leisurely.

People get born, become married, reproduce, and after a century or so of passive years become again a part of the land they once possessed: *Tempus Fugit* is not a portion of their vocabulary.

We speak now of the village of Sliammon, a very old settlement northwest of Powell River about three miles, and populated by some five hundred people who have several thousand acres of timbered land behind the village, a smooth, sandy beach and a broad, beautiful view of the Malaspina Straits in front, where also lies Harwood Island, another prized possession of the tribe.

A white church with gleaming steeple dominates the cluster of houses, the fleet of fishing boats riding in the bay, the orchards of fruit trees, and the graveyard where ancient and modern symbols of faith in eternity mingle and blend as free of conflict as are those who sleep below.

Indian business is Government business. Their affairs and activities are watched over and regulated with a fatherly interest by the powers in Ottawa. They have some privileges not enjoyed by other Canadian citizens, and some restrictions that are decidedly irksome. The former are taken for granted and the latter are not worried about too much. Nets dry in the sun, boats ride at anchor, timber continues to grow on the hillsides, clams sprout happily on the tidflats, and the church bell rings in the quiet air. Life is good. . . .

Affairs of the village are handled by a council of five trusted men of the community, appointed by the tribe and advised by Chief Tom Timothy, 106-year-old patriarch who has watched ways and customs change so radically for his people.

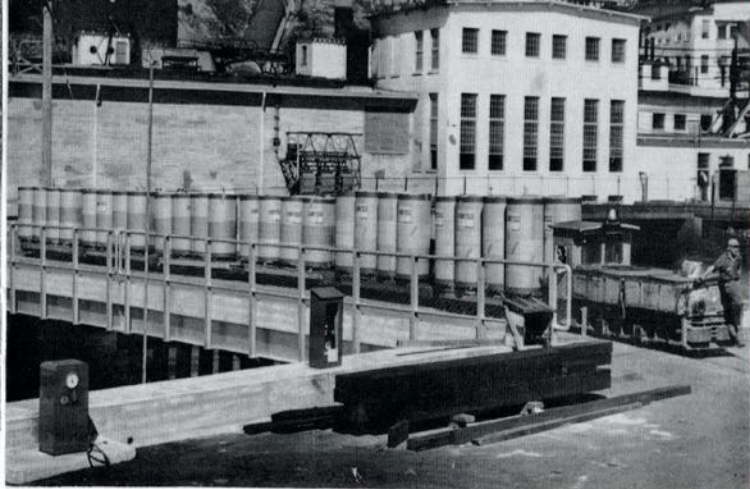
No longer must they watch from the headlands for the war canoes of the fierce Haidas sweeping down from the far Queen Charlottes. No more do they cast their substance to their friends in the wild orgie of the Potlatch. And if the herring do not run on schedule, a few days' effort with axe and saw in the bush will keep the family well fed for a month.

Two teachers are needed to direct the thoughts of the youthful along modern channels without wiping out the ancient memories, and in this project Mrs. Smith and Mr. Barwick seem to be very efficient and very enthusiastic. Though English is spoken by all adults, most of the children starting school speak only the Sliammon language and older children must act as interpreters.

Sliammon men are active at fishing, logging and soccer playing. During the salmon season their boats range from the Fraser River to Dean Channel. At other times they harry the dogfish and cod, while the herring get much of their attention during the spring months.

There are nets to be mended, boats to be caulked, logs to be rolled, church to attend, and games to be played, but a century is a long time in which to do all these things. Life should not be rushed. . . .

THE WHARF RAILROAD SYSTEM



Always a welcome sight, this paper train is pulled by an electric locie, the one below by a diesel engine.

A YOUNG lad's fondest dream is a daily reality at Powell River.

Half a dozen small, but real locomotives . . . scores of small, but real flat cars, side dump cars, trash cars, sawdust cars, and steel work cars . . . all running along a network of narrow-gauged, but real rails . . . bells ringing . . . brakemen riding the cow-catchers, shunting cars, signalling the locie drivers . . .

What else would a kid want, except—perhaps—to be at the locie controls himself! But there the dream would have to end, for railroading is a serious business on the Powell River Company wharf. There's no room for play, for hitch-hikers, for riders, for amateurs. There's a job to be done, and experienced hands are at it around the clock.

Biggest part of the job, of course, is to move the purple-banded rolls of newsprint from the mills and storage sheds to the waiting deep-sea ships and Kingcome Navigation covered barges. These will transport them to other rail-heads and the rolls will eventually end up on the news presses of the publishing houses.

Bales of sheet newsprint and unbleached sulphite pulp make up the remainder of the export cargo.

Each flat car—and there are 275 of them in use now—can carry seven tons of newsprint. Ten loaded flat cars

(each one measuring five feet by fourteen feet) make up the average train load. The locomotives are variously driven by diesel, gas, diesel-electric engines or batteries. Eighteen side dump cars are used to convey lime-rock from the wharf to the rock bunkers and, though their wooden bodies are reinforced with iron, the wear and tear on this is naturally terrific from the type of load.

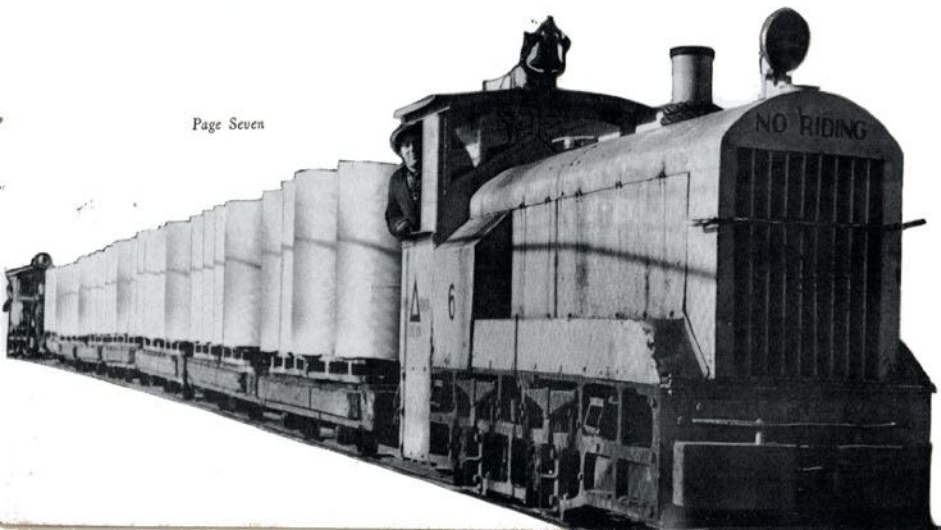
To keep the rolling stock in repair, to build new cars and maintain them, is the responsibility of the two-man Maintenance Department, or Car Shop, as everyone calls it here.

Headed by Gray "Red" LeVae, the Transportation Department is also responsible for the operations of six big Gehrlinger carriers which transport blocks of wood from the sawmill to the grinders, as well as a service truck serving all mill departments.

When "Red" tells you that the railroad's life is one of service, he means just that; and he is mindful, too, of the long-service records of most of the railroad employees, only a few of whom have been with the Company less than five years, and many are members of the 25-Year Club.

The experience these men have acquired over the years is the best assurance that every protection and care in handling is given Powell River products.

Page Seven





Mr. and Mrs. Henderson and family.



Mr. and Mrs. Pengilly and Mr. Tipka.

WE'RE GLAD THEY CAME

AMONG the many friends we were happy to welcome from near and far at Powell River during the past few weeks were:

Mr. and Mrs. S. W. Henderson, their son and daughters, real Texans all! Mr. Henderson is a director of the Southland Paper Company, Lufkin, Texas.

Mr. and Mrs. C. K. Pengilly of Boyer, Tasmania, where Mr. Pengilly is chief engineer of the Australian Newsprint Mills Ltd.

Mr. Vernon Tipka, secretary-treasurer of the Newsprint Service Bureau, New York, N. Y.

Mr. and Mrs. Wheeler, and Mr. and Mrs. Porter Dickinson of Honolulu.

Mrs. Wheeler from Florida, and Mrs. Elinor Evans of Vancouver, B. C., accompanied by their respective sons.

Mr. William Troy of Wisconsin, who came here with Miss Mary Troy and Miss Marie Smyth.

Mr. Roland Bird, deputy editor of *The Economist*, London, England.

Mr. H. E. Wincott, editor of *The Investors' Chronicle*, also of London, England.

Mr. R. C. Stanley, personnel department of International Nickel.



Mrs. Wheeler, Mrs. Evans, and their sons.



Mr. and Mrs. Wheeler, and Mr. and Mrs. Dickinson.

Page Eight

Mr. Stanley.



Mr. Bird and Mr. Wincott.



Mr. Troy.



THE "HOG"

Fuel for boiler firing in Powell River is a major item on our monthly expenditure sheets. About half our requirements are met by use of oil, the remainder by "hog fuel"—wood ground to sawdust proportion—and representing, for the most part, sawmill waste, edgings, ends, etc. All our waste refuse wood is used in the barkers and quantities of hog fuel or sawdust are imported. For local waste, special "hog" machines are installed to reduce the wood to sawdust form.—EDITOR'S NOTE.

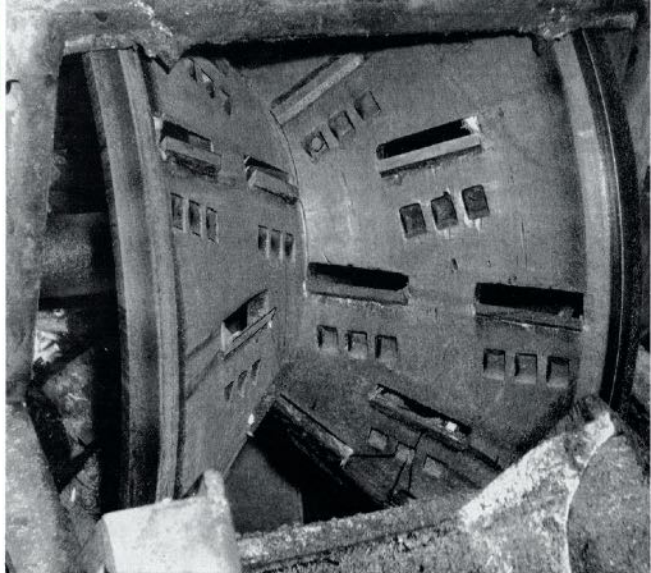
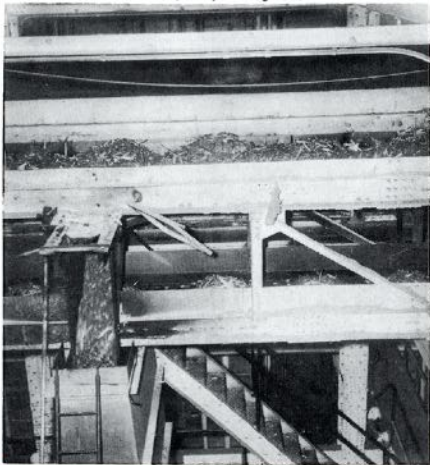
"HOGGING IT ALL" is literally the job of the interlocking system of fuel conveyors at Powell River, and particularly of the two powerful hog machines in the Company's sawmill.

Just as countless side-roads feed the Trans-Canada Highway, so the auxiliary conveyors feed the main refuse conveyor which runs right through the centre of our sawmill. Rising to about 30 feet at the north end of the building, the latter dumps its accumulated load on to a series of combing rolls which were developed in Powell River to screen out small particles (that don't need to be hogged) before the larger pieces of refuse enter the hog machines.

Actually, the fast-revolving spiked rolls that "comb" through the refuse at a steady clip have been doing such an efficient job since they were installed four years ago, that only one of the two hog machines is in use at a given time. The planned addition of two extra hog machines is necessitated by the coming installation of the giant No. 8 boiler which will double the quantity of hog fuel consumed by the ever-hungry steam plant.

Today some 180 units are provided each day by our

Conveyors speed hog fuel.



How knives are set in the hog.

sawmill, while twice that amount is imported from mills on Burrard Inlet, the Fraser River and Vancouver Island. The combined total of such fuel produces 200,000 pounds of steam per hour, or approximately half of the plant total steam power.

Equipped with 36 steel knives, each 8x6x1/2 inches in size, set in staggered fashion on a V-shaped drum, electrically driven at 700 r.p.m. against a stationary anvil-shaped knife, the 60-inch Diamond hog makes quick work of chopping everything that comes its way, down to about 1 1/2 inches in size. The distance between this anvil-like fixture and the whirring knives determines the size of the hogged fuel.

These "remains", plus the small stuff that falls through the combing rolls, are augmented by excess waste from the planer mill which is transported by carrier, and the sum total is whisked off by a series of belts to the gaping bunkers in the steam plant which lead to the seven hog and oil burners. The other six boilers are oil-fired.

If there's one thing that can throw a monkey-wrench (or part of it) into the hogs, it's scrap iron or rock imbedded in the refuse.

No one, as yet, has been able to invent an economical device for detecting these hidden hazards because magnets—the obvious detector for metal—would be useless with so much steel all around.

However, the combing rolls can be stopped with a friction break applied push-button style by the operator the moment he notices that metal has hit them and so prevent possible damage to the hog's digestive tract.

True importance of these machines emerges with the realization that only ten minutes after the hogs stop, all the barking machines must stop; and that one hour after the hogs are "down" the entire sawmill must shut down, because its waste outflow would become altogether plugged up.

modern newspaper



Mechanical annex of the Los Angeles Examiner, put into operation in October, 1949, houses the pressroom, stereotype, foundry and mailroom in its 88,000 square feet of floor space.



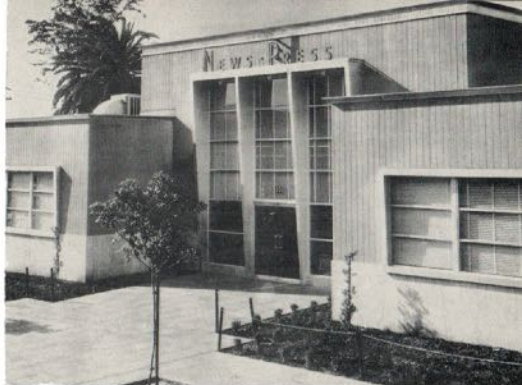
Page Ten

Modern building, opened by Hilo Tribune-Herald in April, 1950, presents a particularly striking view at night. Hilo is located on Hawaii, the most tropical of the Hawaiian Islands, and the only one with an active volcano.



Located two blocks away from Vancouver landmark, this functioned expressly for The Vancouver S

per plants



Designed for speedy flow of copy from the advertising and editorial departments in front, through the composing, stereotype and pressrooms to the circulation department at the rear, the \$350,000 Glendale News-Press plant was first occupied in October, 1948.



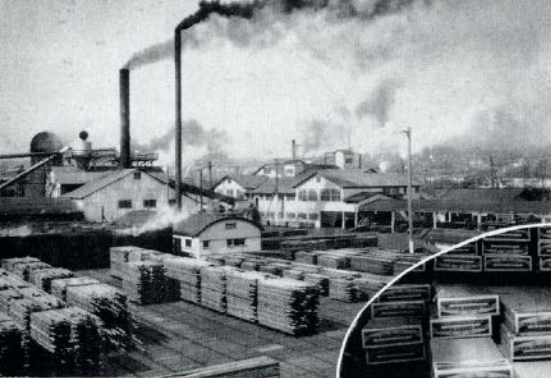
This handsome building has been the home of the Amarillo Globe-News since November, 1950. Amarillo is an important cattle and helium distribution centre in the Texas panhandle.



The Sun Tower, familiar to all newspapermen, is the home of the Sun's new speed presses.



Recent addition to the plant of the Albuquerque Journal-Tribune, Albuquerque, New Mexico, houses the circulation and classified departments of one of the Southwest's most influential morning and evening newspapers.



RED CEDAR

A REGULAR visit—amounting almost to a pilgrimage—has been made for the past sixteen years by H. J. Williams, 75-year-old president of the Moore Dry Kiln Company of Jacksonville, Florida, to the B. C. Manufacturing Company Limited, and the Westminster Shook Mills which were acquired last fall by the Powell River Company.

The reason for Mr. Williams' frequent trips is that these New Westminster sawmills were the first to install his then revolutionary cross-ventilation system of kiln drying in 1936. So satisfactory have these Moore kilns proved over the intervening years, that both sawmills now kiln dry 100 per cent of their cut. In fact, the combined annual capacity of their 33 kilns exceeds 85,000,000 board feet—more than possessed by any other sawmilling unit in Canada.

With the drying process entirely independent of the seasons of the year or the vagaries of the Pacific Coast weather, the lumber is dried in the kilns under ideal conditions and the high quality of the marketable products maintained summer and winter.

At the B. C. Manufacturing plant, located on the Fraser River at New Westminster, expert use of these dry kilns plays a major part in its operations, and is one of the main reasons for the high reputation enjoyed by "B. C. M." products in world-wide markets.

It doesn't take long for the large cedar logs to be split, lifted from the water, and processed through the sawmill.

Once at the green chain, the cedar is split into boards one inch thick to allow air to circulate freely and save labor, before it is brought to the loading platform on carriers and fork lifted into place. After they are pulled into the kiln chambers along the rail tracks and the doors closed tightly behind them, the loads are given an initial spray of steam of from one to two hours, to soften the lumber and bring humidity up to the point where it will carry moisture off from the inside "like a wick".

At this point the cedar is subjected to temperatures ranging from approximately 130° F. to 200° F. for 4-4½

days, and then to a steady temperature for an additional two days. Finally, a reconditioning spray is given with very wet steam to counteract possible stresses set up by the drying processes, after which the load is ready for the adjoining cooling shed and the subsequent trip through the planer mill and factory.

Redesigned and built under the supervision of general superintendent S. W. "Stan" Laidman three years ago, the planing mill is regarded as one of the most modern in the country.

Its equipment includes a Stetson-Ross model 6-12-A1 planer and matcher, a 12-knife, all-electric, ball-bearing machine with built-in profiler. Push button setting of the top infeed and outfeed rolls and top-cutting units is provided, and when changing from one size of stock to another, electric hoists perform the function instantly without manual cranking.

Quick-change "cartridge" profile units are also used on this matcher, enabling the operator to do all knife set-up work, grinding, finish jointing and pattern testing while the matcher is running on other stock. There are also seven Irvington trimmers in the mill.

In its cedar siding operation a Linderman jointer is effectively used for the production of furniture and luggage stock.

For driving the planer and feed table there is a unit rare in Canada—a 60-h.p. Louis-Allis (Milwaukee) variable speed A.C. motor regulated by the turn of a dial. A calibrated indicator shows the rate of feed in feet per minute. A variable speed drive is also used on the trimmer, so that its feeding speed can be synchronized with the speed of the planer to maintain continuous uninterrupted production.

A specially designed Durand random-length trimmer, which trims to exact odd and even feet, is another feature of the planer mill. And ahead of it is set a Stetson-Ross 604E four-arm tilting unloader hoist, requiring only one feed to break down lumber loads to the fastest planer speeds of 650 feet per minute.



All roads lead to the dry kilns and then the cooling sheds.

Though the B. C. Manufacturing Company pioneered the merchandising of kiln-dried hemlock in this province, cutting 90 per cent hemlock during its first forty years of operation, today—fifty-two years since its inception—the mill handles nothing but cedar.

Average mill cut is about 110,000 board feet per 8-hour shift, a continuous double shift basis having been maintained for many years.

Log consumption of the B. C. Manufacturing Company is approximately 45,000,000 feet a year, most of it supplied by the Salmon River Logging Company on the east coast of Vancouver Island, another of its affiliates which is now included in the Powell River Company organization. The fourth entity in the B. C. M. "group" also acquired by Powell River Company a year ago, is the Maple Ridge Lumber Company Limited of Haney.

Perhaps the best-known red cedar products of the B. C. Manufacturing Company are bungalow siding and bevel siding, smooth-trimmed to exact length and attractively identified with end wraps bearing the familiar BCM initials on three separate maple leafs.

Other B. C. M. brand lines include selected common green cedar bungalow siding, cedar barn siding and flooring, cedar finish, Gothic-pointed fence pickets, shiplap and boards, as well as Linderman jointed furniture and luggage stock previously mentioned.

Shipping is done conveniently from a loading platform paralleling the factory on to a B. C. Electric spur line which connects with all railroads east and south. Deep-sea ships, which tie up on the opposite bank of the river, are also utilized, the lumber being relayed to them by scows.

Some 85 per cent of the mill's output is destined for the United States.

COLONEL SALMAN GETS HIS SALMON

A FEW weeks ago Vancouver papers were full of pictures and stories dealing with the famous Sun Fishing Derby. Held annually under auspices of *The Vancouver Sun*, it is one of the great sporting events of the year. Hundreds of entrants fish from dawn to closing hour, boats are at a premium, and the waters around Vancouver are almost as thick with small craft of all kinds as they are with fish.

The largest fish caught this year was a big 33-pound salmon, and the winner's picture was featured in glowing press reports. All of which may bring thrills to the effete Vancouverite, but from Colonel Bill Salman, Chairman of the Board of Directors of Canadian Gulf Lines, they draw only lofty sneers.

Last month the Colonel, an old friend of Powell River, made another of his periodic northern junkets to introduce M.S. *Ekefors*, his Line's new newsprint carrier, to local residents. In between introductions he decided he'd sneak off for a few hours' fishing in the inviting smoothness of Malaspina Straits. He commanded his second-in-command, Vice-President Danny Moore, and Captain Sunden of the *Ekefors*, and led his expedition seaward.

Two hours later, the Colonel, flying the Admiral's flag,

conned his ship back to port, stepped—or rather staggered—ashore, clutching a 34-pound salmon, one of the largest caught in the vicinity during the year!

The news spread over town—and the popular Colonel was the recipient of congratulations from citizens and of envious scowls from local fishermen.

Reaction of the fishing fraternity was expressed by a spokesman who grumpily said: "Here we have been going out in all kinds of weather, picking up the odd six or seven-pounder, and out of the blue this guy from New Mexico drops in, picks up a rod and two hours later returns with the biggest fish of the season."



SOCIAL CREDIT IN BRITISH COLUMBIA



Premier W. A. C. Bennett.

WE had an election in British Columbia on June 12. It was quite an election!

When the rumblings of the earthquake had ceased, a stunned public staggered to its feet and started to survey the ruins. They saw first that, out of four major contestants, Liberal, Conservative, C. C. F., and Social Credit, none had an overall majority; but the largest single party was that of Social Credit, or the Socreds.

Rarely, if ever, in the history of constitutional government on this continent has there been such a reversal of political trends. In Canada, Liberals and Conservatives—and in the United States, Republicans and Democrats—have frequently alternated with smashing victories and huge majorities. But here, in British Columbia, had sprung up overnight a party which had never before elected a single member to office, and which until 1952 had scarcely made even half-hearted efforts to capture public favor. Suddenly they emerged with 19 seats, out of a total of 48—and are now installed in office, under Premier W. A. C. Bennett, as a minority government. They gained a total of nearly 200,000 votes, an astounding upset.

For example, in 1945, the first time the party appeared in the British Columbia political arena, it won 6,627 votes out of a total of 467,747 cast. In 1949, out of 700,000 votes, Social Credit took only 8,464!

In recent months, many publishers from the United States have queried us on this strange election. They had never heard of Social Credit, and have pressed us for explanations—many of which we were unable and, to an extent, are still unable to give.

We were asked first, "What is Social Credit?" On a non-political level we can only point out that the name was applied to this fledgling party by the late William Aberhart of Alberta, who formed it in the middle 30's during the depression period.

Mr. Aberhart's first appeal might be called an attenuated version of the Townsend Plan, which intrigued the imagination of many Americans in those same years. Mr. Aberhart promised every adult a dividend of twenty-five dollars a month, which would be issued as scrip and backed by the credit of the national resources of the province. Hence the name *Social Credit*.

The new party was carried to power in its first test, and became the ruling government of Alberta.

Needless to say, the regular \$25 dividend never materialized, and many thought the bubble had burst and that Social Credit was finished.

But the opposite proved true! With the dividend promise out of the picture, Mr. Aberhart and his confreres settled down to the business of running a government. In all fairness, they ran it well. Their administration, outrightly advocating private enterprise, gave sound, stable and progressive government, and remained in power without interruption since 1935. They were re-elected in July, 1952, by another overwhelming plurality.

And in 1952, sensing the dissent that had softened the Coalition Government of British Columbia, Social Credit—headed by W. A. C. Bennett and Mrs. Tilly Rolston, former Conservative Coalitionists—entered candidates in practically every one of the 48 constituencies. Their strength in the outcome confounded every political prophet in the province.

There has been a confused tendency on the part of outsiders to consider the Social Credit party, as its name might indicate, as closely linked with Socialism. Nothing could be farther from the truth. Premier Bennett emphasized that his party has hoisted the flag of Free Enterprise to its masthead and is "unalterably opposed to Socialism."

And so in British Columbia we have a new government, still dependent on its support from opposition sympathizers—a fledgling government with no practical experience in the art of political manoeuvre or political philosophy. Thus far they have faced no test, but there is a wide measure of sympathetic watchful waiting by the general public, who do not necessarily consider their inexperience a handicap to good government.

Another point of interest to the politically minded: the June election saw the alternative voting system used for the first time in British Columbia. It had a significant effect on the final result. First count votes gave Socialists a lead in 22 ridings, and Social Credit in 14. Second, third, and—in some cases—fourth ballots gave the Social Credit a one-seat lead. . . .

So you think you've got problems in Texas and Pennsylvania? Drop up and see us some time!



Rod and Gun headmen T. Suffill, A. Hay, W. Otto check over members' lists.



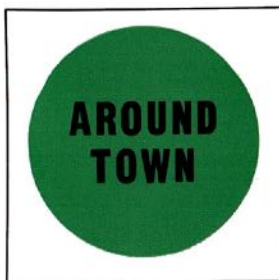
Capt. H. Abrahamson and Mr. H. Urquhart (right), with Capt. H. Sunden (inset).

COMING AND GOING

FIRST arrival at Powell River of the Swedish ship S.S. *Ekefors*, under charter to Canadian Gulf Lines, was marked by a presentation of a glass fishing rod to her master, Capt. H. Sunden by Howard Urquhart, assistant resident manager. In the absence of Vice-President R. M. Cooper, Mr. Urquhart earlier presented a large framed photo of the mill and townsite to Capt. H. Abrahamson of the *Lovland* on the latter's last trip to this port.

CAN WINTER BE FAR?

Soccer, basketball, badminton and indoor bowling, which had given way to baseball, softball, tennis, swimming, golf and other summer sports, are coming into their own again. Add to these the resumption of cribbage, darts and dancing club activities—to mention a few—and there's not likely to be a dull moment on our recreative front this winter. Unusually keen interest was shown by scores of youngsters in the free swimming and diving classes conducted at Willingdon Beach through the summer months by beach supervisor Glenn Kirchner and a dozen volunteer assistants. Baseball enjoyed a terrific season after the opening of Timberlane Park.



AIR TRAVEL INCREASES

Increasing air-mindedness of Powell Riverites since the local airport's opening on June 28 is evidenced by the doubling of flights to Vancouver to six a day. Nearly 600 passengers have gone through the Westview landing strip on some weeks and airline officials are considering replacing the 9-passenger Ansons with a 20-passenger aircraft.

Fastest time recorded to date for the 75-mile trip is 22 minutes, some 12 minutes under normal flying time.

ROD AND GUN CLUB

One of the most successful seasons on record is being enjoyed by the Powell River and District Rod and Gun Club under the leadership of President Bill Otto, Vice-President Bill Snow, Treasurer Dal Langham, and the ubiquitous Alex Hay, whose secretarial duties also include organization of entertainment and fishing derbies for the 400 members.

CRICKETERS TRIUMPH

Owing largely to George Crockett's 41 runs and Arthur Rea's hat-trick on the bowling end, Powell River cricketers defeated the crew of a visiting U. K. ship, the S.S. *Temple Inn*, by a 66-52 score at Riverside Oval on August 28.

Page Fifteen

Cricket Stars S. Blondin and G. Crockett.



Instructor G. Kirchner and tadpoles.



Champs D. Campbell and Mrs. G. Thorburn.





Attractive lawns fronting typical employees' homes.

GARDENERS ENJOY IDEAL SUMMER

AT this time of the year, we can never resist the temptation to talk about our Powell River gardens. And this year, perhaps, we can do so with even more assurance. During the summer we have been privileged to act as hosts for many visitors from all parts of the world—and almost invariably they have been kind enough to enthuse over our flowers and gardens.

To our visitors, particularly those from the southwestern and southern States, the Pacific Islands, and down under in Australia, the green freshness and variety of our flowers have a strong appeal. Conversely, of course, the stronger and more brilliant hues of the south are a source of fascination and wonderment to us.

The background of our floral display centres around our location on the Pacific Ocean in the temperate zone, where summer temperatures are usually around the mid-70's, with winter averaging between 40-50 degrees (save for perhaps a two or three-week period of below freezing weather).

Under these circumstances, the typical temperate zone flowers predominate in Powell River: petunias, asters, zinnias, lobelia, roses of all kinds and varieties, dahlias, gladiolus, sweet pea, hollyhocks, to mention a few. Soil in Powell River varies from good loam to light, sandy soil, and fertilizers are advisable generally.

Perhaps the greatest single asset enjoyed by the residents of Powell River townsite is the absence of sprinkling restrictions. The householder can leave his hose on all night (if he can pacify a light sleeping neighbor), can turn his water on early morning, afternoon, or evening every day in the week. This is a privilege which—by its routine—is not always appreciated, but which to the city dweller is a gardening pearl beyond price. As a result, the green and fresh appearance of the townsite area, on which so many of our outside friends have commented, can be maintained by merely turning a tap at any hour of the day or night!

This summer has been extremely kind to gardeners. Long weeks of continuous sunshine, punctured only by occasional, but valuable showers have presented ideal conditions. And this year, as in the past, the Annual Garden Competition, sponsored by the Company, has stimulated householders to extra efforts. Prizes are awarded for the Best and Most Improved Gardens in each of six designated zones—with additional awards for the Most Improved Boulevards. The emphasis, then, is on improvement—and each year new and aspiring residents break into the prize lists to add new color and brightness to our garden picture.

Page Sixteen

Two examples of artistic landscaping by townsite gardeners.



PULP PRODUCTION

FOR the first quarter century of its existence Powell River put all its eggs into one newsprint basket. But with the installation of the Kamyr machine in 1937 and the addition of the Flakt dryer three years later, the Company became a regular exporter of high-grade, unbleached sulphite pulp to world markets.

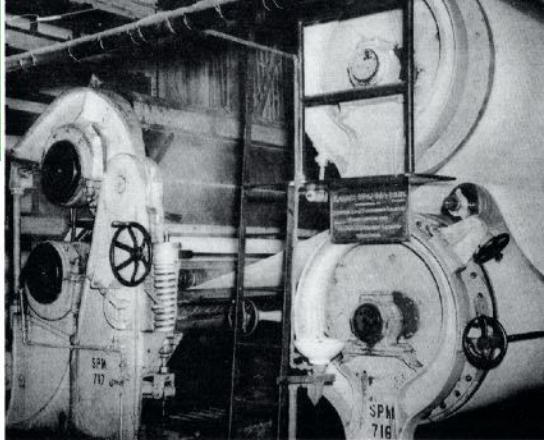
The function of the dryer is to take the sheet pulp from the Kamyr at about 50 per cent air dry and further dry it to 90 per cent or better. This apparently simple operation requires a machine over 90 feet in length, about 16 feet in width, and some 17 feet in height, packed with steam radiators between which pass chain conveyors joined together with light steel tubes.

It is on these conveyors that the damp sheet of sulphite pulp is carried after it leaves the Kamyr. Entering the Flakt at the bottom, it travels the entire length of the dryer, doubling backwards and forwards eleven times, finally emerging from the top of the far end as a hot, dry sheet, ten feet in width, ready for the slitting, cutting and baling processes.

Cut into 30x30-inch squares, baled by pressure, and securely tied with wire, the market pulp is placed on pallet boards with a "grab" hoist and removed to storage sheds by fork trucks capable of carrying eight 450-pound bales each trip.

The high-grade quality of the Powell River pulp, however, is determined not in the Kamyr plant, but in the huge cylindrical vats—known as digesters—where the $\frac{3}{8}$ -inch long chips are disintegrated in a "liquor" mixture of sulphurous acid and calcium bisulphite, assisted by steam being driven through the chips at 125 pounds pressure to the square inch. As the chips are cooked at temperatures ranging up to 300° F. for an average of 7¼ hours, the lignin is dissolved, but the long fibres remain intact to provide the necessary degree of strength and durability to the pulp.

At the end of the "cook", the blow valve at the bottom of the digester is opened and the chemically treated pulp is shot by pressure into huge wooden tanks, where it is washed and its impurities drained off in preparation for the various screening processes that precede its ultimate trip through the Kamyr machine and the Flakt dryer.



Kamyr wet machine.

When the receiving paper mills—which may be in any one of a dozen or more States stretching from the West Coast to New England, or the British Isles or Tasmania, or Belgium, Brazil or Japan—get the pulp, it is mixed with water and, after agitation, quickly returns to its original "slush" form.

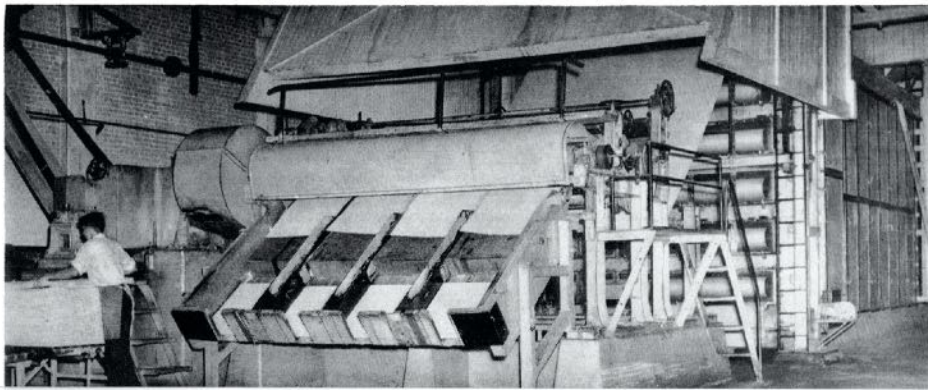
In self-contained or integrated paper mills such as Powell River, the sulphite pulp in this "slushy" state goes directly into the paper-making process, comprising approximately 13 per cent of the stock used in the manufacture of our newsprint. The rest of the stock is composed of groundwood, which is exactly what its name suggests—that is, wood ground up into porridge-like slush, washed and screened, and untreated by chemicals.

During 1951 Powell River produced 45,000 tons of high-grade unbleached sulphite pulp, and this year's production will be about the same. Along with more than 300,000 tons of newsprint the market pulp is transported to railroad or overseas ship loading by numerous deep-sea and coastal vessels, as well as by covered barges of the Kingcome Navigation Company.

The high-grade sulphite pulp is used in the manufacture of such marketable products as printing, writing, and office paper, tissues, towel stock, glassine papers and cardboards— to mention only a few.

Page Seventeen

Dry end of the Flakt dryer. Note squares of sulphite pulp cut to size.





Minutes later they saw our River of Paper.

TOURING EUROPEAN CADETS VISIT POWELL RIVER

By VINCENT E. FORBES

WITH their accompanying officers from Great Britain, Denmark, Holland, Norway and Sweden, thirty-three European Air Cadets visited Powell River on August 15.

Assisting with the entertainment for the day were the officers, committee and members of Number 22 Squadron, Royal Canadian Air Cadets, of Powell River. This was the second visit of British Air Cadets—their official title is Air Training Corps—to Canada, but their first to the West Coast. And it was the first visit to Canada of the European Air Cadets.

Their day in Powell River consisted of a tour through the mill in the morning after their arrival aboard two RCAF high-speed launches of the Air-Sea Rescue Service, a civic luncheon, and a picnic at Lang Bay in the afternoon, where they thoroughly enjoyed the swimming and an opportunity to relax. They were assisted in this by members of Powell River's Air Cadette Squadron, who helped to make the boys' afternoon as enjoyable as possible. Following supper at the beach, the Cadets returned to Vancouver aboard their launches.

This exchange of Cadets is something rather unique. Inaugurated in 1947, at the suggestion of the Air Cadet League of Canada, 25 Canadian boys and 25 British boys were exchanged for a two weeks' visit in each other's country. The following year, at the request of the United States Government, members of the United States Civil Air Patrol Cadets were included in the exchange visit, which meant that each country now exchanged 50 boys. In 1951, at the further instigation of the Air Cadet League of Canada, two cadets from each of the Scandinavian countries were included in the exchange.

The method of selection of representatives in Canada is very strict and demanding. Before he can even be recommended for selection, the boy must meet rigid specifications. He must be seventeen years of age—this is a minimum, preferably he would be a little older—he must be in Grade 11 or Grade 12, he must have been enrolled with his Air Cadet Squadron for not less than three years, he must

have a high scholastic standing, he must participate in extra-curricular activities both in school and out of it, he must be a leader among the youth of the community, and, above all, he must be a boy who, by virtue of his personality, deportment, speech and general appearance, will represent Young Canada at its best.

Transportation for the Canadian boys proceeding out of Canada is supplied by the Royal Canadian Air Force. The RCAF also provides transportation for all the visiting Cadets from other countries, and it is always by aircraft or by high-speed launch, depending upon the destination.

The exchange visits have given a tremendous uplift to the Air Cadet work—it is an opportunity that comes to a boy just once in a lifetime, and is a prize well worth working for. This was one of the reasons behind the Air Cadet League's motivation in inaugurating the visits. However, deeper than the straight reward-for-work value, is the degree of understanding reached among the youth of the various countries involved. Differences in opinions, customs, speech, personalities—all of these are subjugated to the one desire of getting to know each other better, and to promote the cause of Air Cadets throughout the world.

It is entirely possible that before long Canadian Air Cadets will be exchanging not only with Great Britain, the United States and the four Scandinavian countries, but with other European countries, South Africa, India, etc.

Powell River has been highly fortunate in placing three boys on these visits—Don Gardner in 1948, Ray Robertson in 1950, and Tom Prentice in 1951. In exchange, Powell River has entertained the United States Cadets on two occasions, in 1949 and 1950, and were particularly pleased to have the opportunity of entertaining the British and European Cadets this year.

Powell River sincerely hopes that it will have the privilege of further contributing to the success of the exchange in future years. We are justly proud of our own Squadron which has won Dominion honors, and of the contribution it has made to the Air Cadet movement in Canada.

BUGS AND INSECTS—FOREST MARAUDERS

By J. J. PEGUES—Powell River Company Limited Forest Department

FOREST entomology and pathology are inescapable parts of the study of forestry. Our forests are vital to our economy, and any cause of reduced forest yield cannot be ignored.

Forest fire loss, which is always foremost in the eyes of the public, can be reduced through adequate fire protection and through public education in methods of fire prevention and practical protection. But insect and disease losses in our forests, though less spectacular and less known, may rival or even exceed forest fire losses, and for the most part must be combated by trained specialists. Hence the employment of forest entomologists and pathologists.

Insects infesting forested areas are of many kinds, each with its own peculiarities and feeding habits. All parts of a tree throughout its long life from the embryo through the seed, are open to insect attack; so is the young and the mature tree. Even after death and after conversion to lumber the insect plague remains.

Some insects are useful when they help to hasten decay of woody debris on the forest floor and may be regarded as desirable. But the species which cause extensive depletion of forest resources by interfering with natural and artificial restocking, by retarding increment, deforming growing stems, killing the tree outright or producing defects in wood, are definitely a serious menace to our forest economy. By killing or damaging our forests, insects have drastically altered operation plans and forced the emergency cutting and salvage of timber, that was being held for later use and development.

I would not attempt to name all the destructive forest insects, but will draw attention to a few of those which wreak the greatest havoc in our forests, i.e., defoliating insects, bark beetle and wood borers.

The hemlock looper (*Eloppia fuscicollata*) and the spruce bud worm (*Choristoneura fumiferana*) cause millions of dollars' worth of damage annually in the woods. With defoliation of 80 per cent or more there is little chance of recovery in the trees attacked, and in some localities 60 per cent defoliation will cause death. Weakened trees, however, are more subject to attack by bark beetles, wood borers and disease. In a recent outbreak of hemlock looper, heavily defoliated trees which appeared to be recovering in 1947, are now dead or dying.

In hemlock and balsam, girdling by the round-headed borer (*Tetropium* sp.) is the chief agency contributing to mortality; in Douglas fir it is the Douglas fir bark beetle (*Dendroctonus pseudotsugae*). The rate of decay is accelerated by the presence of large populations of secondary insects, like sap roots and ambrosia beetles which cause heavy loss in merchantable timber by undermining attacks.

Defoliating insects attack the leaves, ruining the manufacturing plants of the tree. Beetle and borers attack the trunks, boring through the combined region of the tree and cutting off the route of the raw materials going to the leaves to be manufactured into food. Thus the combined efforts of the various insects weigh heavily in the mortality scales.

Insect control is a major problem in the life of the forest entomologist. Aerial spraying with D.D.T. solutions of 1 to 7 pounds per acre is probably the most effective method of control. Results are usually 75 to 100 per cent

mortality of insects with no adverse effect to fauna in the area sprayed.

Biological control is in the experimental stages. By this we mean the control of undesirable insects by predators, fungi and virus which attack the attacker. Results to date have proven very successful, and intensive research is being carried on in this field.

Logging methods may also be used to control insect infestation, especially in the case of a beetle epidemic. Salvage of wind-blown areas cut down on food potentialities for the insects and the removal of high risk trees, such as our interior pines, where it is estimated that infestation risk to trees over six inches in diameter increases 45 per cent per added inch of increment. This method of control is known as Sanitation Logging.

Unlike insects which appear in areas in epidemic proportions for two or three years and then die out, tree diseases are continually cutting down on forest increment. Root rots, butt and trunk rots, canker, galls and blights are among our more important diseases to growing and mature timber. Damping off diseases and blight affect the seedlings.

Pororia weirii, one of our most prevalent root rots, is found in Douglas fir, hemlock and cedar, and is common in stands of 20-40 years, but has been isolated from rots in 100 and 200-year-old stands. This pathogen attacks the roots, causing loss in increment due to cutting off food supply and extensive loss due to wind throw.

The blister rusts in pine have killed millions of acres of pine forests on the North American continent. The disease brought in on pine seedlings from Europe in the late 1800's has swept across the continent and, according to good authority, will eventually kill all living pine stands still in existence. Introduced to B. C. in 1910, the blight can be found in white pine stands anywhere in the province.

The dwarf mistletoe, a parasite on Western hemlock, has infected many of our stands of hemlock. This plant, which lives off food manufactured by the parent tree, causes loss of increment, witches brooming, burls on trees, etc. Seeds from this parasitic plant enter through the bark of branches less than three years old and send their roots into the cambial layer of the tree to feed off the tree. Control of this parasite is by sanitation logging of infected trees.

Page Nineteen

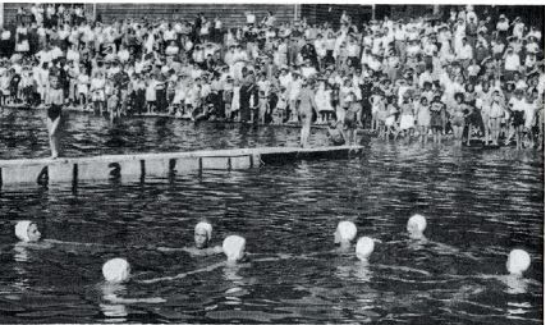
Larvae stage of the Wood Borer.



RECORD CROWDS MARK LABOUR DAY



Unions parade through Westview.



Girls oblige with ornamental swimming . . .



. . . as spectators relax in the warm sun.

POWELL RIVER'S 16th consecutive Labor Day celebration, held under the auspices of local Branches of the International Trade Unions, was one of the most successful and interesting on record.

In initiating their Labor Day program sixteen years ago the local unions insisted and have maintained two sound principles that have met with general approval, and which perhaps makes the Powell River celebration slightly "different". First, they put it on record that all speeches should be brief and to the point. Five minutes was a maximum, and usually twenty minutes takes care of all speeches by union leaders and guest dignitaries. Secondly, while this was Labor Day, it was also Community Day. As a result, Labor Day in Powell River is an outing for the children and adults of the community, irrespective of their union or business affiliations.

Short addresses of welcome were made by Robert Bryce, president, Local 76; Anthony Gargrave, M.L.A. for MacKenzie District; and Russell M. Cooper, Vice-President, Powell River Company.

In his brief remarks Mr. Cooper summed up the union-management position in Powell River:

" . . . We have had our discussions and arguments . . . while we do not always agree and cannot always make settlements that satisfy everyone . . . we have, in the overall picture, always been successful in arriving at a point of mutual understanding."

Sunday, August 31, was children's day—with the inevitable line-up of eager youngsters and perspiring parent escorts waiting in line for the hot dog and ice cream handouts at Willingdon Beach.

An inter-district swimming and diving meet, the first in many years, drew a record entry list for the cups and medals donated by the Union, Lions Club and Powell River Company. The usual novelty and foot races and special entertainment provided interest and variety—but, overall, what made the day was the happy informality and friendliness of the district-wide attendance.

Preceding the official opening was the Labor Day parade of unions led by the Powell River Company Pipe Band, which was escorted by the usual platoon of children and dogs, and a lone horseman.

The outstanding feature of the two-day sport program was the victory of the Powell River swimming quartette in the inter-district relay. The four winners were all over thirty years of age, all were Company employees, and all

had resided in the district for over 25 years! Outstanding swimmers ten years ago, they came back to defeat slim-hipped youngsters in their 'teens and early twenties. The team was composed of Roger Taylor, Bob Dunn and Jack and Bob Redhead.

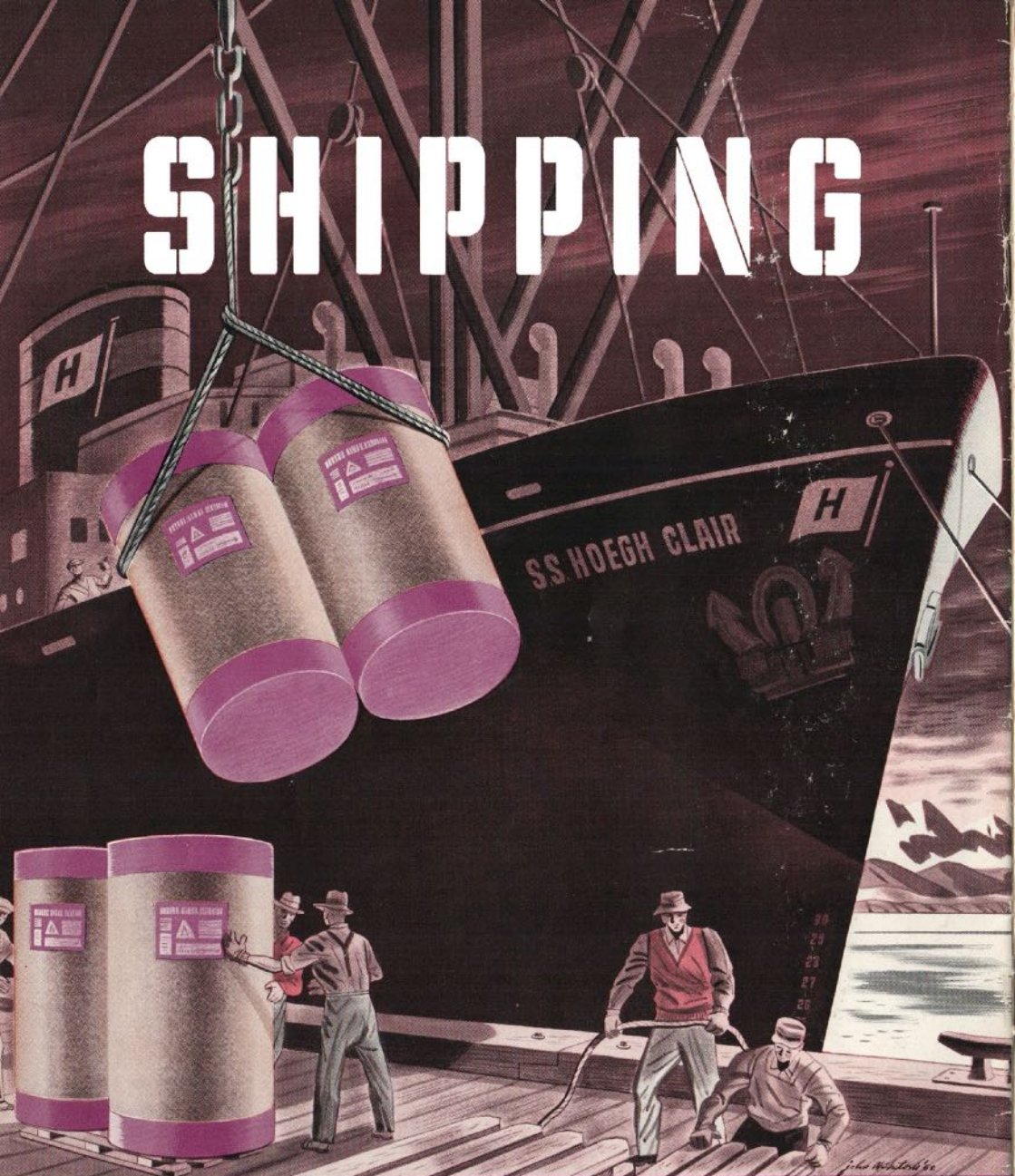
Left—Mr. Cooper.
Centre—Mr. Bryce.
Right—Mr. Gargrave.





Can't you just see Gordon Lang recalling: "So I said to the Prime Minister . . ."

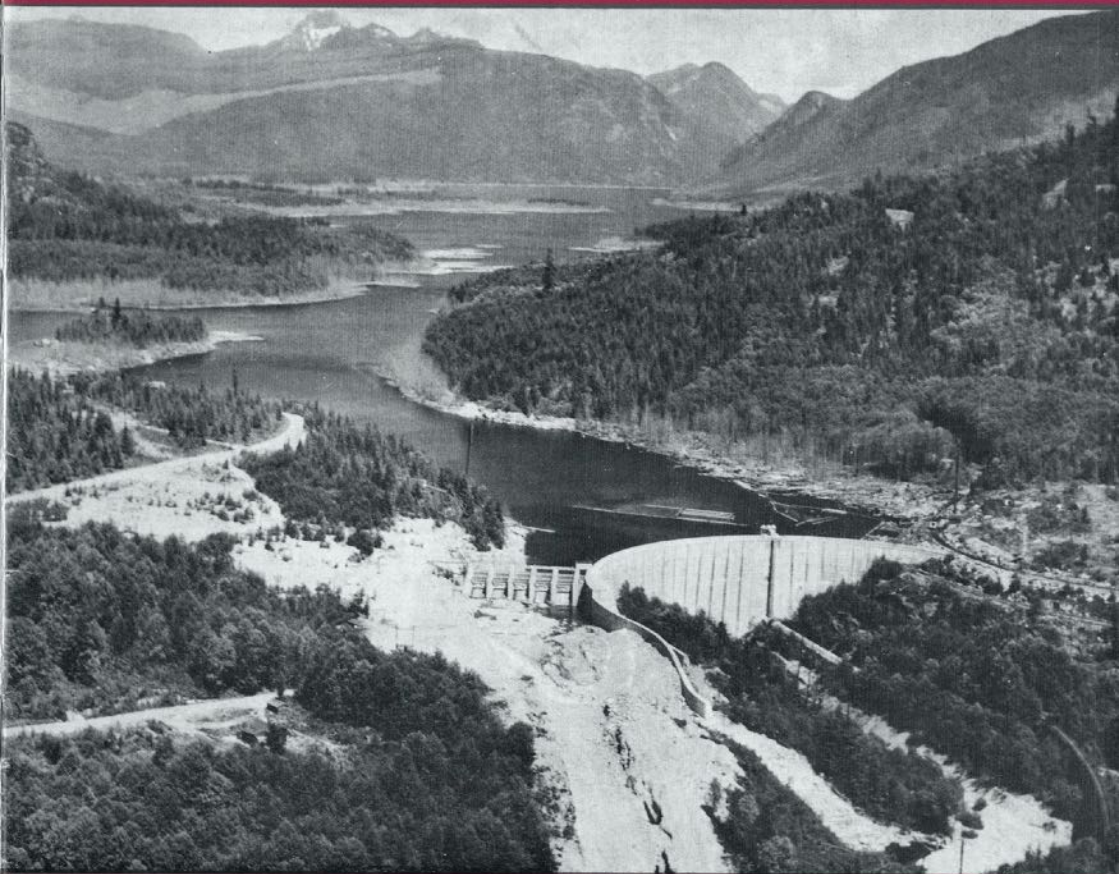
SHIPPING



POWELL RIVER NEWSPRINT

E. H. Stange
Powell River

DIGESTER





Powell River

DIGESTER

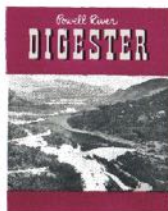
Published by
POWELL RIVER COMPANY LTD.
Standard Building
Vancouver 2, B.C.

Editor
J. A. Lundie

Assistant Editor
Paul King

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

Named after the late Scanlon, one of the original founders of the Powell River Company, the Scanlon Dam supplies nearly half the power used in the mill.



Editor's Notes

POWER!

TWO raw materials are vital in the production of newsprint—Timber Reserves and Power.

It was these two factors that determined the original location of Powell River in the 1910 surveys; and it is these two factors that have enabled the Company to maintain its steady expansion over the years.

On the back page of this issue is an artist's conception of the Power House at Stillwater, 13 miles south of the plant. At Stillwater, 44,000 H.P. or about one-half of the power used in operations of the Powell River mills is generated.

This area was first opened up in 1930 when our Number 7 newsprint machine was installed—and it is additional to the approximately 50,000 H.P. already harnessed at Powell River.

This big Scanlon Dam, as shown on front cover, was completed three years ago. It carries the backed up waters of the Gordon Pasha lakes direct to the Power House through a single 12' 6" concrete penstock. From Stillwater this power is carried over the newly completed transmission line to Powell River at 66,000 volts.

The Gordon Pasha Lakes, named after Gordon of Khartoum, have provided the extra power for our Number 7 and 8 machines and the additional voltage required for modernization and speed-ups.

Which brings us back to our opening. In the original surveys of the area, both Powell Lake and the Gordon Pashas, with their potential 100,000 H.P. of readily accessible energy were the deciding factors in the selection of Powell River mill site.

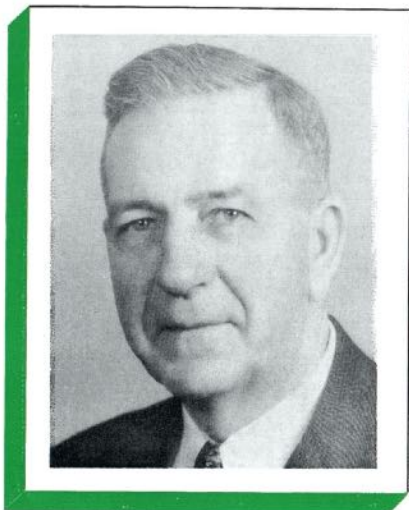
Today, when power and more power are in constant demand by world industry we are glad our original surveyors took note of the Gordon Pasha area.

Season's Greetings



*To our many friends on this continent
and abroad the Digester extends Best
Wishes for . . .*

**A Merry Christmas
and
A Happy New Year**



John Dunlop

HE SHIPS OUR PAPER

FORTY-TWO years ago, a bright eyed, young lad, with the rich brogue of old Scotland on his tongue stepped off a gangplank at Montreal. The new world beckoned. What of the future?

The future was Powell River, for that's where John Dunlop, popular manager of the Powell River Sales Company offices at Powell River, finally landed in his quest for fame and fortune.

But that's the end of the story. To go back to the beginning, few even of his close friends, knew that in those days the ambition to become a farmer burned fiercely in this young Scottish heart. He started off by enrolling in the Ontario Agricultural College, where he spent two scientific years. He then headed west to land in the fertile fruit farms of the sunny Okanagan. This digression lopped off another year before he arrived in Vancouver to join the Provincial Government Department of Agriculture.

It looked as if the farmers had won out—but in August, 1914, the First World War intervened. John joined Canada's first division, went overseas with the 16th Canadian Scottish as a private. Four and one-half years later he emerged with a commission and the coveted Military Cross.

Again the lure of the good earth beckoned. Stopping just long enough to persuade a very charming young lady, Miss Mildred Hill-Tout, to take charge of the Dunlop interests, the erstwhile immigrant, still a glutton for punishment, tried farming in the Fraser Valley under the Soldiers Settlement Board plan.

At this point we draw a veil over subsequent proceedings and mercifully record as our next item, the following extract from the log of the Powell River Company dated June 12, 1925:

"On this day one John Dunlop was taken on strength as a mill worker."

John started with veteran foreman Ed Peacock as laborer on the townsite crew, was transferred to the time office—and later to the sales office as a clerk, under R. C. MacKenzie. Today he is the manager of the department and a well known and popular figure in the community life of the district.

He and his staff of nine employees are responsible for the movement of newsprint and pulp from the time these products are loaded at ship's side in Powell River until they reach their destination. They prepare necessary custom clearances, look after insurance, draw up the numerous customs documents, invoices, bills of lading, roll lists, etc. It is a busy and exacting job.

Mr. and Mrs. Dunlop have three children—two married daughters and a son, John, in the Canadian Merchant Marine Service. Mrs. Dunlop is active in community and church work, and at present is regent of the I.O.D.E. Chapter in Powell River.

Quiet and modest in demeanor, efficient and conscientious on the job, John, after nearly 28 years service, sums it up thus:

"I believe I made a smart move in switching from Plough to Paper!"

JUST A SPOT ON THE MAP • BUT THIS IS OUR CANADA!

John Connell Flies in to Visit Powell River

FOR the rest of my life when I think about Canada shall I recall first and most vividly my day at Powell River? Will it stand for me when this Canadian journey of mine is ended, as the symbol and the summation of such of Canada's secrets and splendours as have been revealed to me?

I doubt if you could find Powell River in an ordinary English atlas. It is however a flourishing little place whose population—if you count in the "suburbs" of Westview, Cranberry and Wildwood—numbers some 9,000. It is on the coast of British Columbia about seventy miles from Vancouver, and its only communications with that gay, gracious and bustling city are by sea and by air; no road and no railway can (as yet) take you there.

Powell River lives by two things only: lumber and paper. In the Vancouver Club I encountered the president of the company which has made Powell River; in formal documents they describe themselves as "manufacturers of newsprint, pulp and paper products."

"Want to see over the mill?" he said. "We'll fly you up and fly you back to wherever you want to go."

A little after nine o'clock on a morning of clear, tranquil sky, windless air and golden sunlight I climbed into the navigator's seat of a small, amphibious, cabined aircraft; and casually, suddenly, with no palaver at all we were heading N.N.W. up the Straits of Georgia; and I sitting there beside the young pilot with a map upon my knees was nodding at gigantic snow-covered peaks and pinnacles that smote the bright blue air like swords.

Crisply the pilot identified the mountains; he told me the name of the big steamer going southward down the strait; he pointed out tugs with great lumber-rafts astern of them.

We put down at a little new-made gravel strip cut out of the forest—in the same sort of ruthless fashion as eight years ago, men hacked Broadway out of the Burma jungle.

I saw the mills. I saw pulp being made into paper at some 1,600 feet to the minute. I saw two boys stirring a glutinous mass of chips and shavings in a huge vat of evil-looking, evil-smelling purple dye.

"That," said the general manager, my escort, "is the job I began at eighteen years ago. A time when jobs weren't easy in Canada, and you took what they gave you."

Conditions have changed now, I may say; but the memory of the slump is a scar across Canadian confidence and prosperity that still aches sharply.

I saw an astonishing machine called an Hydraulic Barker, which is like a demonic parody of a B.B.C. control room; its operator sits at a control panel with a battery of switches and telephones looking out through two thick glass windows.

But beyond the windows there are not actors with their cosy little scripts; there is a mad inferno in which huge trees—150 and 200 years old, massive and noble trunks—careen down a slope, are caught by strong steel pincers and under a bright light are stripped of their bark by immensely powerful jets of water.

The roaring and the hissing, the clouds of spray and dirt, the thunder of the logs (they groan as if in agony), the beat of torrents of water against the windows all add up to a drama far wilder than anything the B.B.C. effects department could achieve. Yet there is the fantastic similitude.

All this I shall remember, I daresay. But it is the people of Powell River, the township itself, that matter to me. Powell River was founded in 1912; it has become, in forty years, a community serenely conscious of its own individuality, its growth and its confidence in the future.

The new primary school is rather better and more advanced than any we have built in London since the war. The houses climb the sunlit hillside, their gardens are flaming with every late summer and autumn flower you could think of.

At the back door, for fishermen, for all those who like "mucking about in boats," there are thirty-five miles of Powell Lake.

At the front door is the Pacific Ocean. The sun sets beyond the high snow-covered peaks of Vancouver Island.

If there are not in Powell River all the elements of the good life for which we strive—work, home and leisure—in a setting of astounding but continual beauty, where are they?

Here, I believe, people of our stock have made and are making the good life. I don't need to be impressed by the quantities of newsprint which Powell River turns out (it all goes to Seattle or Tucson, or Los Angeles, as far as I can see, for the ineffable Mr. Harold Wilson arranged that none should come to Britain). I am impressed by the sort of human beings that this little place breeds—deeply and lastingly impressed.

They have a family resemblance to us of whose stock many of them spring. They are not transplanted British, however: they are *Canadian*. Mr. Vincent Massey, the present Governor-General, has summed his own people up thus: "They are true to their national background. They belong at once to the old world and the new, and they reflect both."

Powell River is that background. Powell River is Canada—in infinite diversity, in this mountainland, or on the wide prairie, by sea or lake shore, in farming village, lumber camp or industrial city, here is the essence of Canada.

The author, John Connell, is with The London Evening News, one of the largest papers in the world, from which this article is reprinted.



Dick Bledsoe and key employees compiling Instructor's Manual

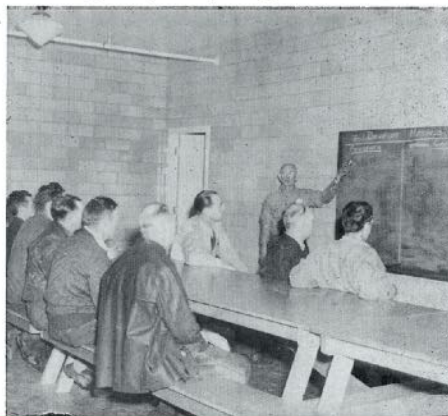
IT is blackening the chimney to say the supervisor is the key man in industrial production. It is a truism today as it was from the moment the Industrial Revolution snatched the individual from the handcraft era and projected him into the centuries of massed machine production.

In each age, the supervisor has had to possess or acquire certain qualifications for his job. Never more so than today when supervisory responsibility has taken on complexities and ramifications that would have appalled him twenty years ago.

During the past ten years, these complexities have gathered momentum. Almost overnight the new technical age has swept industry—and management and supervisors have to an extent been caught in the squeeze. In this period the supervisor has had little or no time to catch up with new technique, new developments in labor relations. He has had to concentrate on production to meet the ever growing demands of a consuming public.

At the same time the rapidly swelling stream of industrial life has created a terrific demand for new supervisors. Industrial management has recognized that to meet the pressing demands of streamlined production three factors are vital:

Bill Clough holding a safety meeting in sawmill boardroom



SUPERVISORY TRAINING EXPANDED

1. Retraining of present supervisors.
2. Training new supervisors to fill new demands.
3. Transmitting new knowledge "down the line."

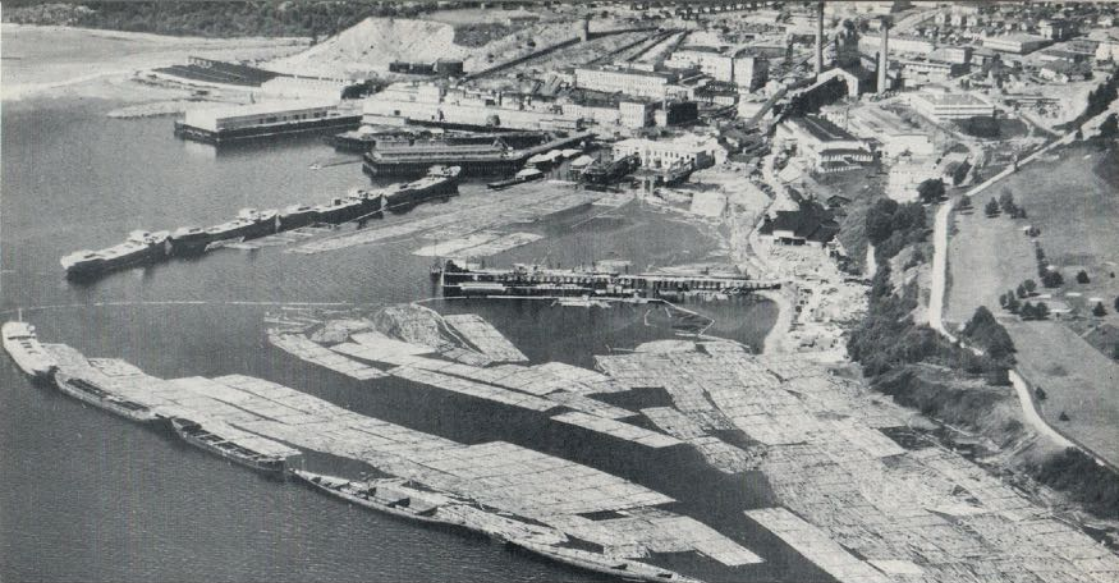
It was with these facts in mind that Powell River Company initiated a year ago a regular course on "Conference Technique" for its supervisors. All supervisors in the mill "went to school" for a week's intensive study in which each individual conducted classes dealing with specific problems in his department and how they could be rectified, how improved, what new thoughts could be developed.

The process has now been carried forward and its practical application is being felt in many departments. Under guidance of Training Supervisor Bill Buhler, superintendents and department heads have been holding regular conferences with employees. These conferences are held in working hours, usually when one or other set of machines is down for regular clean up or maintenance.

The results of this specialized training were demonstrated during the recent speed up operations on Number 3 machine. Prior to shut down, the General Superintendent called in representatives of all departments who would be engaged in the work. They included paper machine crews, millwrights, electricians, pipefitters, mechanics, groundwood men, etc. After several weeks of regular conferences, the work was dovetailed and plotted. There were seventy separate operations necessary. Normally possible delay, uncertainty and loss of efficiency might well have resulted.

Instead so exhaustively had the details been discussed, so well had the work of each group been timed and co-ordinated that the changeover was completed well ahead of any previous effort. Every department had been consulted and the superintendent of each department had gone down the line to his own men. Everyone felt he belonged to the first team and took unusual pride in his job.

The department conference has now become a regular part of plant routine. It has helped greatly to increase efficiency and effect economies. It has built up close co-operation between departments; and has helped superintendents to better understand and appreciate their men; and in turn has given the employee a real feeling that he is part of the big show.



The log pond at Powell River is protected by a breakwater of ships

MAINTAINING OUR LOG SUPPLY

PROVIDING an adequate supply of logs to all of our Company's plants is not confined to having a fixed quantity available in the log ponds at all times.

To maintain the high quality of newsprint and pulp products at Powell River, we require logs of three different species—hemlock, spruce and balsam in required amounts. Our own logging camps produce these log species in varying proportions and we must purchase logs on the open market so that in total, we will achieve the proper ratio.

Similarly, at our New Westminster and Haney lumber operations, logs of definite quality and size are desirable to manufacture lumber efficiently.

During the year our log inventories naturally vary. Generally, we should build up an excess going into the winter months when logging operations are curtailed due to bad weather and when it is very likely that towing from the northerly camps will be well-nigh impossible. We must also provide for a larger inventory at our Fraser River sawmills when towing up-river ceases in the spring freshet period.

In order to maintain a supply of logs close to our plants, the company has established storage grounds in their near vicinity. At Teakerne Arm, 20 miles from Powell River, we have facilities for storing several months' supply, and for breaking up deep-sea log rafts which are made up at our Queen

Charlotte Island logging operations. These rafts, or "cribs," as they are sometimes called, are constructed at the logging camp booming grounds. The logs are loaded on to a "bottom," which is a number of logs woven together by wire rope. When sufficient logs have been loaded, the whole raft is tightened up with other lines. It may contain up to 3,500 pieces or 2,250,000 feet.

We also maintain storage grounds in the Pitt and Fraser Rivers above our New Westminster mills to ensure a sufficient quantity of raw material to last over the spring freshet period.

As if tying all these things together was not enough, we have also to watch carefully that we use the older logs first, otherwise they may be attacked by our enemy the "toredo," common in B.C. coastal waters. In some areas these insects may bore holes two inches into a log in three months and will infest it in eight months to such an extent that it will sink or break into pieces at the slightest pressure. Fresh water will kill them, so we are fortunate in that respect at our Fraser River sawmills. Rigid supervision of our storage grounds is a must in combatting this problem.

Something of the magnitude of the operations and the supervision necessary can be envisioned by the fact that over 300,000,000 f.b.m. of logs are used annually in all Powell River Company operations, necessitating the employment of 1,000 men in cutting, booming and transporting to the mills.

THE GOVERNOR-GENERAL VISITS BRITISH COLUMBIA

LAST July the Honorable Vincent E. Massey was sworn in as Governor General of Canada, succeeding the Right Honorable Viscount Alexander.

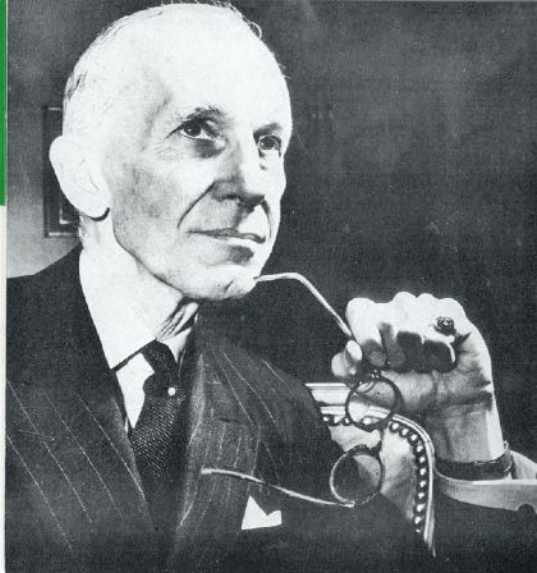
Vincent E. Massey is the first Canadian born citizen to hold this high office—and his appointment, which was the subject of wide-spread debate in Canada, represents a definite break with past tradition.

Since 1867, all Governors General have been residents of the British Isles, appointed directly by the Crown, with the approval of the Canadian Parliament. The position of Governor General of Canada has always been recognized as one of high prestige, influence and dignity. Outstanding figures in public life of the Empire and Commonwealth have invariably been selected; and many world famous statesmen and public servants have filled the post. Over the years these have included Earl Dufferin; Lord Derby; Duke of Connaught (brother of Edward VII); the Earl of Athlone; Lord Byng of Vimy; the Duke of Devonshire; Baron Tweedsmuir (John Buchan); Viscount Alexander, etc.

In recent years there has been agitation in some quarters for the appointment of a Canadian to the office—and this year, on the advice of Parliament, the Queen appointed the Honorable Vincent E. Massey, former High Commissioner for Canada in the United Kingdom, as her representative.

Not all Canadians were happy over the appointment. For Mr. Massey personally they had the greatest respect and admiration. But they asked, "What next—will the once high and dignified office, graced by some of the world's outstanding men be subject in the future to possible political influence, with inevitable loss of prestige and dignity?"

The Governor-General plants a tree in the Pulp and Paper Arboretum in Vancouver



Hon. Vincent E. Massey

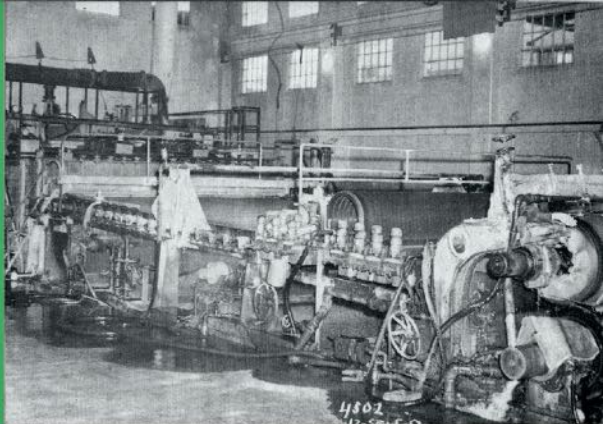
This argument is a powerful one and has been recognized by the Government. While Mr. Massey's appointment represents a break with tradition, "it is not to be taken as a precedent"—nor does it alter the fundamental right of the Crown to recommend a Governor General of its own choice.

What it does do—and this is a vital feature—is to recognize the eligibility of outstanding Canadians for the office. It does not, declares the Government, mean that from now on every Governor General must be selected from Canada—or that a new line of Canadian succession has been established. Next term, for example, Anthony Eden or any Britisher might be chosen.

The office of Governor General represents Canada's direct link with the Crown—and the office holder is Her Majesty's personal representative in Canada. His authority is limited—and today is confined largely to giving assent to various bills, in the Queen's name. He has no power to disallow any legislation passed by the Canadian Government. His position, however, is one of immense prestige and represents a vital binding force in our constitutional life. He occupies in Canada, practically the same position as the Crown does to the Parliament at Westminster.

Vincent Massey on his first tours has made a strong impression on the Canadian public. Following on the heels of such a popular and widely known figure as Lord Alexander, is no easy march. But his quiet mien, his wide background of world knowledge and events, his prestige in Britain, are commanding respect from his fellow citizens. In type and manner he resembles another well loved figure, the late Lord Tweedsmuir, the man of letters.

THE NEW LOOK IN OUR MACHINE ROOMS



Number 3 Machine . . . before conversion

ANOTHER milestone in Powell River's latest \$15,000,000 modernization program was reached this fall with the conversion of No. 3 paper machine.

Boss machine tender Ray Gribble, who started the machine up when it was first installed in 1913, threw the switch to bring No. 3 to a standstill on September 18. Within a few hours maintenance crews ripped the machine apart and a complete rebuilding job was started.

The screens and the entire wet end, including the head box, fourdrinier, and presses were replaced. The dryer and the dry end sections were reconditioned. The old line-shaft drive was replaced by the Harland sectional electric drives with mechanical mastercraft interlock previously used on the Company's No. 5 machine before replacement with the new G.E. electronic drive last spring.

Two weeks less a day after it was shut down, No. 3 was back in operation, its speed increased from 740 feet a minute to 1,050. In addition, better

control and greater efficiency of operation is improving the quality of newsprint produced.

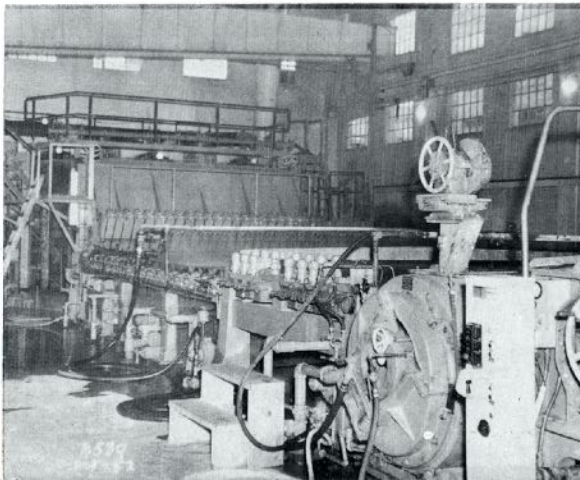
Management's thanks to the men on the job were expressed by executive vice-president M. J. Foley and by vice-president R. M. Cooper at a special get-together in Dwight Hall attended by 150 employees.

Successful conversion of No. 3 followed speedups of Nos. 5 and 6, accomplished in record time last spring, and preceded the modernization of its contemporary, No. 4 machine, in November.

Alterations to No. 7, which was installed in 1930 and which has already been running 150 feet in excess of its rated speed, will complete the \$3,535,000 machine renovation plan. This amount—the largest single item of the 1950-52 modernization program—is comparable to the cost of No. 8 machine which was put into operation in September 1948 at a cost of \$3,500,000 as part of the Company's four-year plan immediately after World War II.

Page Seven

Number 3 Machine . . . after conversion



Ray Gribble shuts down dryers



FISHING IN OUR BACKYARD



Derby winner Jack Redhead and admirers

WITH the sea at our front door and a variety of fresh water lakes in our back yard, fishing has always been a top-flight sport in Powell River.

From the pre-school kids with their home-made gear to the oldtimers in the mill fussing with glass bait casting rods, line poundage, and wiggler plugs, winter week days are just hyphens between the weekends that they can devote to their favorite sport.

A concrete manifestation of the piscatorial craze is the popularity of the trout and salmon derbies conducted by the Malaspina Rod and Gun Club.

For the latter competition, scores of men, women and children head out for the salty Malaspina Straits in a variety of inboard and outboard pleasure craft that would even delight the most dyed-in-the-wool landlubber. For the spring and fall trout they try their luck on Powell Lake, Haslam Lake, the Gordon Pasha Lakes and lesser inland lakes which abound in the area. Still others seek out the choicest "holes" in Wolfson, Freda and Sliammon Creeks where they can fly-cast the hours away to their heart's content.

According to Dr. P. Larkin, chief fisheries biologist of the B.C. Game Commission, Powell River is one of the most fortunately endowed areas in B.C., combining beautiful country with the finest salmon fishing to be found anywhere. But what really amazes him is that despite the purity (low mineral content) of our water, the fishing is still first-rate.

As proof of the area's productivity, club records show trout catches to be in excess of 10,000 pounds a year.

In the past a spectacular sport here has been pier fishing with annual hauls of some three tons of salmon recorded by the club's statisticians. With the Company's new wharf nearing completion, club officials expect that pier fishing will return to its previous popularity on the local scene.

Reflecting its current successful year, the Rod and Gun Club's fall trout derby attracted nearly 100 participants, despite late October fog.

Top prizes among the fifteen given away by the 400-member club went to Jack Redhead whose 6-pound 5-ounce cutthroat was the biggest recorded by the official weighing machine—which didn't register the big ones who slipped the hook.

Significantly, no "too young" restrictions were placed on junior members (17 years and under), as

the club encourages participation in all its activities by children of any age if accompanied by parents or with the latter's consent.

Conduct of fishing derbies, however, is only one of the many activities which keep club president Bill Otto, vice-president Bud Snow, secretary Alec Hay, and treasurer Dal Langham on the continual hop.

Acting as a liaison between the British Columbia Game Commission, other game clubs in the Province, and its own members, the Malaspina Rod and Gun Club is also a clearing house for local complaints, predatory control, and recommendations for local fish and game controls. The club disseminates information on fishing and wild life conditions to the Game Commission and to tourists.

A close check is kept by the 24-hour weighing system of every sizeable fish caught locally both for trophy purposes and for the assessment of general fishing conditions in the individual lakes and streams.

Operation of a hatchery has been carried on intermittently by the club, depending on the availability of eggs.

Annual stocking of local streams and lakes with fingerlings, imported from Provincial Government hatcheries at the club's expense, is another important phase of its conservation program.

One of the club's main concerns is the headwaters of the lakes and creeks. Log and refuse jams must be cleared away to provide for natural habitation and exits must be provided for the small lakes. To this end—and to assure that considerable spawning is maintained—the club volunteers organize work parties to dynamite and clear streams where necessary.

Finally, club members get together at special meetings when they can view "outdoor" films and tell each other of the really big ones that got away.

All in all the Rod and Gun Club is the largest and probably one of the busiest organizations in the district.

Art Lyons weighs in runner-up George Samsin's catch while Bud Railton and Jack Wilson watch expectantly





Even from the air Westminister Shook Mills present an orderly sight

WESTMINSTER SHOOK MILLS

OUR readers will recall that through the acquisition of the B.C. Manufacturing Company interests in September of last year, Powell River Company has moved into the lumber industry. To tell you something about the lumber division, we here review briefly, the operations of Westminister Shook Mills.

You get an impression of orderliness the moment you reach the entrance to the mill, located on the North Arm of the Fraser River in New Westminister, B.C. Surrounded by a well-kept lawn, a white cedar siding bungalow—looking for all the world like everyman's dream house—is the plant's modern office building. Finished in a variety of woods, the interior walls add a pleasing touch to the bright and roomy offices which accommodate Manager T. E. "Tommy" Morgan, Assistant Manager Errol Wintemute, and the five others making up the office staff.

Right across the paved road from "Hemlockall," the employees' lunchroom, lie some of the production units which have made Westminister Shook Mills one of the outstanding sawmills and lumber manufacturing plants in Canada, and here one can see how efficiently a good small plant can operate its sawmill, dry kilns, cooling sheds, planing mill and manufactory.

You would learn that the sawmill, whose foreman was a champion lumber grader, has a capacity of about 100,000 feet board measure per 8-hour shift, the cut being 70% hemlock and 25% fir, which is marketed as ship decking, stepping, door stock, slicing flitches, mine guides and industrial clears. Of the remaining 5%, some 500,000 feet of pine is cut annually for the American rail market, and new markets are being developed for yellow cedar which is in strong demand in small Canadian shipyards because it is fine-grained and easily worked, yet exceptionally durable. Some 200,000 to 300,000 f.b.m. of this species are now cut each month at W.S.M.

Early realization by the W.S.M. management of

the possibilities offered by the plentiful supply of hemlock on the B.C. Coast resulted in pioneering the kiln-drying of hemlock, for the drying process greatly enhances the quality of this versatile species. Drying capacity of the 15 Moore kilns at W.S.M. is 3,500,000 f.b.m. per month.

Visitors would also come across equipment fabricated by W.S.M.'s mechanical department, and they've a really big job facing them now—the conversion of the shook factory to a planer mill.

The revamped shook factory which, until this year, produced apple and can-case shooks, explosive boxes, fish boxes, meat crates and miscellaneous domestic boxes that found their way into many parts of the world, will continue to manufacture flush-door core stock and step ladder stock, but will, to a large degree, drop the shook-making end. The installation of a modern, high-speed planer will complete the conversion to a dimension and finish lumber operation, where the output will chiefly be dimension, flooring, door stock, and extension ladder stock.

Another current development at W.S.M., to tie in with the new planer mill, is the construction of a new dry storage shed 240 ft. x 276 ft., the first half of which has just been completed by the same builder who put up the derrick for the 5-ton crane on the W.S.M. wharf nearly 25 years ago.

While all the machines at W.S.M. are powered electrically, requiring approximately 1,800 H.P., the steam plant provides the equivalent of some 400 H.P. for the kilns, carriage feed, nigger, miscellaneous jump cylinders, the fire pump and electric light generator.

Because of its fortunate location on Lulu Island, it is no trick at all for W.S.M. to ship its forest products. Green lumber is loaded on scows which ferry it to waiting deep sea ships at New Westminister's wharves, a couple of miles upstream, while finished stock is transported on a spur of the B.C. Electric Railway which connects with railroads east and south.

The Romance of The Mighty Fraser



Pattullo Bridge spans the Fraser at New Westminster

SINCE the first dawn of time, the story of world civilization and human progress has largely revolved around the great rivers of the globe. Up and down their waters have streamed the settler, the explorer, the immigrant, the missionary, the conqueror, the merchant and trader. On their banks have sprung up mighty cities and huge industries. Millions of acres of fertile lands lie in their basins and estuaries to feed the peoples of the world. The Nile, Mersey, Amazon, Tiber, St. Lawrence, Mississippi—in their march to the sea is written the saga of nations.

In Canada two of her several large rivers have set the political and economic pattern of the New World. In the east, the St. Lawrence is the economic boundary between Canada and the United States. In the west, the Fraser, emptying its silt swollen waters into the Gulf of Georgia, only twenty miles north of the international border, was the basis on which the original boundary was set and is the main reason why the 49th parallel, stretching along 1,500 miles of undefended border line, was originally chosen as the line of division between Canada and the United States.

To most British Columbians, the Fraser is a legend. It is our western "Father of Waters"—and its story has been the story of the development of the province. In the years ahead, as the world focuses envious eyes on our expanding stores of actual and potential oil, mineral, and power wealth, the Fraser will continue on its way to the sea, bringing new industries, new wealth, and new populations to the west.

The brief outline on these pages does not pretend to tell the story of the Fraser. That has been done vividly, dramatically and painstakingly by Mr. Bruce Hutchison, of the Victoria Times, one of Canada's outstanding newspaper men, and recognized authority on Canadian life and history. We hope however, that this quick review, to which we are largely indebted to Mr. Hutchison, will help to

emphasize the impact of this great western Canadian river on the welfare and progress of the west.

The existence of the Fraser was first suspected by the Spaniard, De Fuca, after whom the Straits at the entrance of Puget Sound are named. The Spaniard Narvaez actually saw the river, but the discovery was never exploited by Spain. Captain Cooke missed the entrance to Puget Sound in a fog; and Captain Vancouver missed it, too, after passing through Juan de Fuca Straits. Vancouver had also missed the Columbia on his way north—and two weeks later the American, Gray, crossed the Columbia Bar to establish United States' first claim to the territory afterwards explored by Vancouver.

All the early exploration of the Fraser was undertaken on the assumption that it was the Columbia—and that its discovery and first claim by Britain would establish the southern boundary between the nations.

The actual discoverer of the river, Simon Fraser, still hoping to descend the Columbia, started south from Fort George in May, 1808. The journey, one of the most desperate and trying in the history of western navigation brought him to the river mouth near Vancouver in July. He recognized by his latitude calculations, that he had failed to find the Columbia—and it was one of the greatest disappointments of his life. But the sea had been reached and the Fraser was now on the map of the New World.

Today this great S-shaped river, starting 300 miles north of the international border, slugs, roars and flows a path to the sea, 850 miles away.

Anyone travelling through southern and lower central British Columbia just can't get away from the Fraser. The great pioneer roads of the province follow its trail. Along the banks and channels it has cut through centuries winds the steel of the world's largest railway systems, our main land arteries of trade and commerce.

In the area drained by the Fraser, has been found most of the wealth that first brought the white man to British Columbia and which has largely sustained the life and progress of the province since infancy.

In 1858, as the gold rush petered out in California, the yellow metal was discovered on the Fraser—and the great invasion began. Steamboats moved up as far as Hope and Yale. Canoes, lashed six together to carry horses and wagons struggled against the swift currents. This was the birth of gold mining in British Columbia—forerunner of the great mining industry of today, much of which still depends on the Fraser.

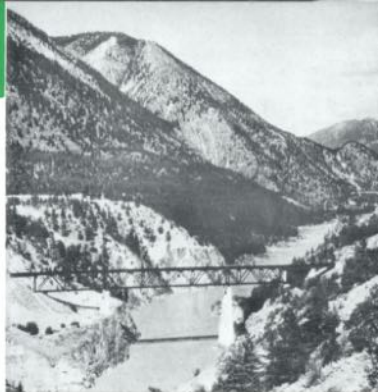
The Fraser is one of the West Coast's most prolific fishing grounds. At its mouth, in the vicinity of the town of Steveston the hundreds of commercial fishermen set their net or troll their lines for the annual runs of Coho, Spring, Sockeye and Steelhead salmon. The fishing grounds are world famous and form the backbone of the large salmon industry of British Columbia.

Up in the great rolling plains of the Cariboo, where the Fraser rushes a tumultuous course from Queenell to Williams Lake are the big cattle ranches of the west. Such names as the Gang, the Australian, Carsons, Douglas, Hargraves, etc., are British Columbia counterparts of the Texas ranch kings. In the old days these cattle were driven along the Fraser, via the Cariboo Road to Ashcroft, for rail shipment to Vancouver. Today the Pacific Great Eastern Railway, now completed to Prince George, picks up its cargo of steers along the line—and eliminates the long, fat-losing drive to Ashcroft.

Around the lower reaches of the Fraser, as it widens out in its slower rolling gait to tidewater, revolves much of the industrial activity of our province. Fifty miles from its mouth are the fertile farm lands of the Fraser Valley, and its unsurpassed mixed farming and dairying country. Twelve miles from the river end is the flourishing port of New Westminster, which handles millions of tons of freight and 500 deep sea vessels each year. Here, too, are located some of the largest sawmills in Canada and from its docks the largest freighters carry manufactured B.C. softwoods, fish and minerals to all corners of the globe.

All along both banks of the lower Fraser and on the many islands of the delta, the rich alluvial soil is under cultivation—and their produce supplies most of the population of the Lower Mainland, including Vancouver, with its vegetables, its fruit, milk and cheese.

Keeping its ancient waters in close harmony with a streamlined age, the Fraser's delta has become the major airplane centre of Western Canada. On Sea Island is located the Vancouver airport, the exit and entry point to Canada, of all the nations leading aviation companies.



The Fraser Canyon near Lillooet

Each year the Fraser, descending from the Rockies to the coast spills 3,000,000,000,000 cubic feet of fresh water into the ocean. Engineers estimate that there is a potential 6,000,000 horse power of electricity available from its basin. To date, only a small fraction of this vast reservoir has been harnessed. Vancouver, since its earliest days, has derived all its power and light from tributaries of the Fraser, the Stave, Coquitlam and Alouette Rivers—producing a total of 250,000 H.P.

Plans are already under way for gigantic power developments in the Fraser basin—probably the largest source of unused power still left on the North American continent. British Columbia's undoubted destiny as a world's industrial giant will still flow with Fraser's waters.

Page Eleven

The Fraser runs placidly by Queenell, in the heart of British Columbia's famed Cariboo





Pattullo Bridge spans the Fraser at New Westminster

SINCE the first dawn of time, the story of world civilization and human progress has largely revolved around the great rivers of the globe. Up and down their waters have streamed the settler, the explorer, the immigrant, the missionary, the conqueror, the merchant and trader. On their banks have sprung up mighty cities and huge industries. Millions of acres of fertile lands lie in their basins and estuaries to feed the peoples of the world. The Nile, Mersey, Amazon, Tiber, St. Lawrence, Mississippi—in their march to the sea is written the saga of nations.

In Canada two of her several large rivers have set the political and economic pattern of the New World. In the east, the St. Lawrence is the economic boundary between Canada and the United States. In the west, the Fraser, emptying its silt swollen waters into the Gulf of Georgia, only twenty miles north of the international border, was the basis on which the original boundary was set and is the main reason why the 49th parallel, stretching along 1,500 miles of undefended border line, was originally chosen as the line of division between Canada and the United States.

To most British Columbians, the Fraser is a legend. It is our western "Father of Waters"—and its story has been the story of the development of the province. In the years ahead, as the world focuses envious eyes on our expanding stores of actual and potential oil, mineral, and power wealth, the Fraser will continue on its way to the sea, bringing new industries, new wealth, and new populations to the west.

The brief outline on these pages does not pretend to tell the story of the Fraser. That has been done vividly, dramatically and painstakingly by Mr. Bruce Hutchison, of the Victoria Times, one of Canada's outstanding newspaper men, and recognized authority on Canadian life and history. We hope however, that this quick review, to which we are largely indebted to Mr. Hutchison, will help to

emphasize the impact of this great western Canadian river on the welfare and progress of the west.

The existence of the Fraser was first suspected by the Spaniard, De Fuca, after whom the Straits at the entrance of Puget Sound are named. The Spaniard Narvaez actually saw the river, but the discovery was never exploited by Spain. Captain Cooke missed the entrance to Puget Sound in a fog; and Captain Vancouver missed it, too, after passing through Juan de Fuca Straits. Vancouver had also missed the Columbia on his way north—and two weeks later the American, Gray, crossed the Columbia Bar to establish United States' first claim to the territory afterwards explored by Vancouver.

All the early exploration of the Fraser was undertaken on the assumption that it was the Columbia—and that its discovery and first claim by Britain would establish the southern boundary between the nations.

The actual discoverer of the river, Simon Fraser, still hoping to descend the Columbia, started south from Fort George in May, 1808. The journey, one of the most desperate and trying in the history of western navigation brought him to the river mouth near Vancouver in July. He recognized by his latitude calculations, that he had failed to find the Columbia—and it was one of the greatest disappointments of his life. But the sea had been reached and the Fraser was now on the map of the New World.

Today this great S-shaped river, starting 300 miles north of the international border, slugs, roars and flows a path to the sea, 850 miles away.

Anyone travelling through southern and lower central British Columbia just can't get away from the Fraser. The great pioneer roads of the province follow its trail. Along the banks and channels it has cut through centuries winds the steel of the world's largest railway systems, our main land arteries of trade and commerce.

In the area drained by the Fraser, has been found most of the wealth that first brought the white man to British Columbia and which has largely sustained the life and progress of the province since infancy.

In 1858, as the gold rush petered out in California, the yellow metal was discovered on the Fraser—and the great invasion began. Steamboats moved up as far as Hope and Yale. Canoes, lashed six together to carry horses and wagons struggled against the swift currents. This was the birth of gold mining in British Columbia—forerunner of the great mining industry of today, much of which still depends on the Fraser.

The Fraser is one of the West Coast's most prolific fishing grounds. At its mouth, in the vicinity of the town of Steveston the hundreds of commercial fishermen set their net or troll their lines for the annual runs of Cohoe, Spring, Sockeye and Steelhead salmon. The fishing grounds are world famous and form the backbone of the large salmon industry of British Columbia.

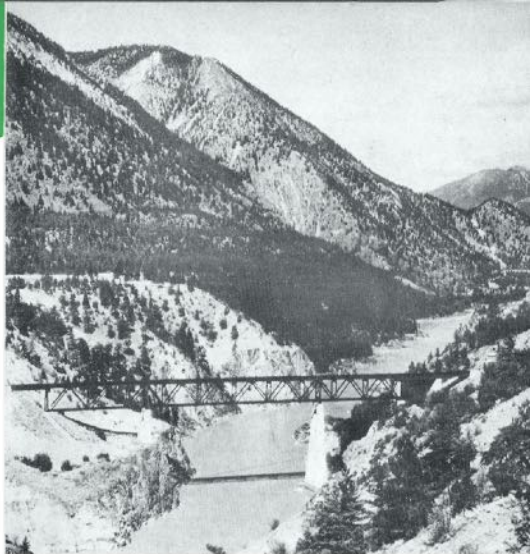
The Mighty Fraser

Up in the great rolling plains of the Cariboo, where the Fraser rushes a tumultuous course from Quesnel to Williams Lake are the big cattle ranches of the west. Such names as the Gang, the Australian, Carsons, Douglas, Hargraves, etc., are British Columbia counterparts of the Texas ranch kings. In the old days these cattle were driven along the Fraser, via the Cariboo Road to Ashcroft, for rail shipment to Vancouver. Today the Pacific Great Eastern Railway, now completed to Prince George, picks up its cargo of steers along the line—and eliminates the long, fat-losing drive to Ashcroft.

Around the lower reaches of the Fraser, as it widens out in its slower rolling gait to tidewater, revolves much of the industrial activity of our province. Fifty miles from its mouth are the fertile farm lands of the Fraser Valley, and its unsurpassed mixed farming and dairying country. Twelve miles from the river end is the flourishing port of New Westminster, which handles millions of tons of freight and 500 deep sea vessels each year. Here, too, are located some of the largest sawmills in Canada and from its docks the largest freighters carry manufactured B.C. softwoods, fish and minerals to all corners of the globe.

All along both banks of the lower Fraser and on the many islands of the delta, the rich alluvial soil is under cultivation—and their produce supplies most of the population of the Lower Mainland, including Vancouver, with its vegetables, its fruit, milk and cheese.

Keeping its ancient waters in close harmony with a streamlined age, the Fraser's delta has become the major airplane centre of Western Canada. On Sea Island is located the Vancouver airport, the exit and entry point to Canada, of all the nations leading aviation companies.



The Fraser Canyon near Lillooet

Each year the Fraser, descending from the Rockies to the coast spills 3,000,000,000,000 cubic feet of fresh water into the ocean. Engineers estimate that there is a potential 6,000,000 horse power of electricity available from its basin. To date, only a small fraction of this vast reservoir has been harnessed. Vancouver, since its earliest days, has derived all its power and light from tributaries of the Fraser, the Stave, Coquitlam and Alouette Rivers—producing a total of 250,000 H.P.

Plans are already under way for gigantic power developments in the Fraser basin—probably the largest source of unused power still left on the North American continent. British Columbia's undoubted destiny as a world's industrial giant will still flow with Fraser's waters.

Page Eleven

The Fraser runs placidly by Quesnel, in the heart of British Columbia's famed Cariboo





Host Al Alsgard sits between special guests Stu Keate and Harold S. Foley

RECORD GRAND SLAM SCORED BY POWELL RIVER NEWS

BECAUSE no newspaper in Canada had ever done it before, it was perhaps fitting that The Powell River News—published in a community where newsprint production is king—should have scored a record-breaking grand slam in the 1952 national contest of the Canadian Weekly Newspapers Association.

Brushing past all competitors at the C.W.N.A. convention in New Brunswick, News publisher Al Alsgard answered at least one contemporary's quip "How hoggish can you get, Al?" by copping the following awards in the highly-competitive 2,000-3,000 circulation class.

1. Best All-Round Weekly.
2. Best Front Page.
3. Best Editorial Page.
4. Best Community Service.

The last-named award is especially prized by weekly newspaper men, not only because this competition is open to all the 586 member papers of the C.W.N.A. across Canada, but also because its holder is singled out for outstanding service to the community—fulfilling the highest tradition of journalism as practiced in a free world.

All these trophies were on view at a special dinner tendered by Mr. Alsgard to local business leaders, coincidentally with the observance of The News' 25th anniversary of continuous publishing in this community. Among those who came to congratulate publisher Alsgard, editor Gordon Crockett, and their staff of sixteen were T. W. Green, the paper's original founder, Powell River Company president, Harold S. Foley, and guest speaker Stuart Keate, publisher of The Victoria Daily Times.

In his formal address Mr. Keate told the unique gathering that "your newspaper is as much a part of its community as the church, the school, and the hospital." Paying special tribute to the Powell River Company, Mr. Keate, a former editor of Time Magazine, described newsprint as "one of Canada's

greatest industrial ambassadors whose far-reaching effects for good no man can compute."

Appreciation of the consistently good work done by the News both editorially and as a local advertising medium was ably expressed by Bert Florence, manager of Powell River Stores Limited, the paper's best customer.

"Sensational!"—to use a newspaper word—though The News' performance was this year, it was not altogether surprising, as the enterprising Powell River weekly had all but accomplished the feat in 1950 when it won the Community Service trophy, was adjudged the Best All-Round Weekly in its class, and received the trophy for the Best Editorial Page, only to place third in the Best Front Page competition.

The winning combination: ad manager Ken Hart, left, editor Gordon Crockett, and publisher Al Alsgard



REPORT ON THE NEWSPRINT SITUATION

EDITOR'S NOTE

On October 3, 1952, Mr. R. M. Fowler, President of the Canadian Pulp and Paper Association, addressed members of the Inland Daily Press Association, in Chicago. The address ranged over a wide field and touched on the key problems facing publishers and producer. Some of the highlights of Mr. Fowler's remarks are outlined in the following summary:

COMMUNITY OF INTERESTS

There is a fundamental identity of interests between the business of manufacturing newsprint and the business of publishing newspapers—and there cannot be conflict, friction or misunderstanding between these two industries.

NEWSPRINT SUPPLY

I have seen little evidence to confirm the opinion that the newsprint situation on the continent is easier. There are fewer "distress" cases—and most publishers have enough to meet their basic needs, but there are many publishers who would like to buy more newsprint if it is available—unless there is an unexpected decline in demand or some serious interruption of production. I would expect a total Canadian production in 1952 of around 5,700,000 tons—an increase of 175,000 tons.

DISTRIBUTION OF NEW TONNAGE

Events have confirmed the prediction made at the beginning of the year, that most of the increased Canadian production would go overseas—these shipments to overseas markets have helped to restore supply to countries that were seriously short—but the total quantities and proportion of Canadian newsprint now going to countries outside of North America are still a very long way below pre-war figures.

WORLD DEMAND AND SUPPLY

For the immediate present there is likely to be a fairly close balance between world supply and total of world demand that is immediately effective—that is, demand that can surmount economic difficulties and exchange barriers—but there is a large potential demand for newsprint in the years ahead from countries outside North America—this trend has already started and the graph for newsprint consumption for the rest of the world is now rising more rapidly than the consumption trend on this continent.

FAVORABLE ASPECTS TO U.S. PUBLISHERS

You have no worries about a steady future supply. Your geographical location next door to Canada and your long tradition of good commercial relations with Canadian mills ensure this.



R. M. Fowler

WOOD SUPPLIES

To make good newsprint you need two things. You need an abundance of cheap power to grind the wood into groundwood pulp, and you need—not any wood—but some of the *best* pulpwood to be had. At the present stage of the paper making science, you can use some of the less expensive tree species, such as poplar and the hardwoods in the manufacture of the better grades of writing and book papers, but you cannot use them to make the kind of newsprint which you need for the kind of newspaper you have developed in this country. For that kind of newsprint nothing has yet been discovered to equal northern softwoods.

I believe that over the next twenty-five years one of the major problems for your industry and ours will be of finding ways to keep the softwoods of Canada for use in making newsprint against the competition from other forest products.

FOREST RESOURCES

The picture that seems to be emerging is one of mounting drain on the forest resources of Canada and the United States. In particular it seems likely that in the next twenty-five years the demand on the larger saw-log sizes for lumber and building materials will exceed the growth and this may force the use of smaller tree sizes for the manufacture of synthetic lumber. It is questionable if total wood availabilities in the United States will be enough to meet your total requirements. But fortunately Canada has adequate supplies of smaller tree sizes to make good any deficit. Together, Canada and the United States can, we believe, not only be self-sufficient in forest products but also able to supply newsprint and other pulp and paper products to friendly nations throughout the world.

Operations of the
CANADIAN PULP & PAPER ASSOCIATION
WESTERN BRANCH

By Leander Manley, secretary-manager

"A UNION of persons in a society for some common purpose," reads Webster, "may accomplish for the group that which the individual may find an entirely impossible task." With this in mind, it is not difficult to see how an association comes into being. The Canadian Pulp and Paper Association represents and interprets one of the world's great enterprises—Canada's pulp and paper industry comprises 76 companies with 131 mills. The Western Division embodies that growing section of the industry on the Pacific Coast and has 10 companies with 13 mills.

The Dominion-wide association was established in 1913 with a membership of 27 companies. The Western Division was established in 1943 with a membership of six companies. Its purposes and objectives are to provide various services to its members as a group on matters of importance and common interest to the industry. Particularly is this so of the Western Division whose growth has been so rapid, demanding care in the interpretation of the industry's policies. These policies and activities are determined by the membership, all of whom are represented on the Executive Committee, or governing body. The chairman of this committee for the current year is Harold S. Foley, President of Powell River Company Limited. When policies and directives have been approved by the Executive Committee, they are put into practice by the Secretary-Manager and his staff.

The chief activities of the Western Division are centred in the fields of safety, education and accident prevention, forestry practice and general education covering the industry's forest policy; transportation

studies in relation to the movement of the industry's production, and customs and tariffs. For each of these four fields, there is a sub-committee. The co-ordination of ideas and problems is debated and developed by these committees in the general interest of the industry. Except for routine administration, these functions of the Western Division constitute its chief direct service to its members.

It is, however, constantly active in developing as wide as possible a public understanding of the importance of the Pulp and Paper Industry. It is impossible to compute the value of an informed public in dollars and cents. One thing is certain—an informed public is one of industry's greatest assets.

The Pulp and Paper Industry has given considerable study to the application of practical public and community relations. And at this date, can speak with a background of experience. The foundation of a good relationship between industry and the public is the placing of vital, correct information in the hands of those individuals through whom the constant reports of the daily doings of man are continually flowing.

Factual up-to-date information about the industry is carried to the general public by various means. Each year, a city—or given area—is selected in which the young boys and girls commencing their first year at school are presented with live, seedling trees and specially illustrated certificates emphasizing the importance of trees. An annual essay contest for junior and senior high school students throughout British Columbia provides them—also their parents—with first-hand, interesting information about the

Page Fourteen

Arboretum established by Canadian pulp and paper industry in Queen Elizabeth Park, Vancouver, B.C.



industry. At this writing, over 4,000 applications have been received for the 1952 Essay Contest.

For class instruction purposes, the industry has constructed a model of integrated pulp, paper, lumber, plywood and hardboard mills, complete with forest area under various stages of cutting and reforestation. This model, 9 feet by 7 feet 6 inches, includes hydro-power development, townsite, booming grounds and a multiplicity of detail to provide an absolutely complete replica of the actual operations.

With several years of experience interpreting the qualities and advantages of manufacturers' products and services to the consuming public, this writer has long held the opinion that too few primary industries enter directly into community activities.

In 1949, the members of the Western Division confirmed this opinion by providing Vancouver with a community project on a grand scale. It is known as "The Queen Elizabeth Arboretum"—a museum of trees and shrubs—Canada's first civic arboretum. It is rapidly developing as one of the Dominion's outstanding urban beauty spots. Eventually, it will contain specimens of every tree native to Canada. This is not possible east of the Rocky Mountains due to climatic conditions.

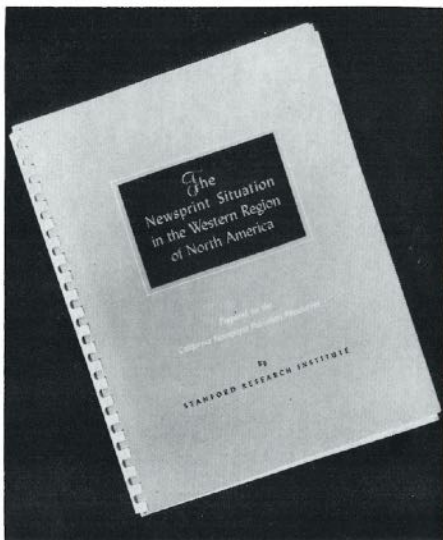
These are the more important activities of the Western Division, Canadian Pulp and Paper Association which are effecting a partnership of the industry with the public in general. It is appropriate that the youngest and the fastest growing of British Columbia's primary industries spends much



Leander Manley

effort and expense to be understood and appreciated. These are the sincere efforts of an industry that takes the public seriously—an industry that places a high value on public goodwill—the goodwill that stems naturally from friendliness, confidence and understanding.

NEWSPRINT SITUATION IN THE WEST



IN the left hand column is a reduced facsimile of the cover of an important newprint survey just completed by Stanford Research Institute.

The report is unique in the history of the pulp and paper industry. It is the first time that a study of this nature has been jointly sponsored by publishers and manufacturers in an attempt to solve their mutual problem. It is undoubtedly the most objective and comprehensive report yet published.

The study comprehends, as suggested, the entire Western Region of the United States including the Pacific Coast and inland States and Provinces; and projects its analyses of production and consumption trends in this decade up to 1961.

The Stanford report is an independent survey, made possible by a heartening collaboration between West Coast producers and consumers of newsprint; and Powell River Company is proud to be associated with its preparation and publication.

It is a serious and thoughtful compilation; and well worth close study by both publishers and producers. The price is ten dollars (\$10.00) and may be obtained by contacting:

Stanford Research Institute, Project 464, Palo Alto, California.

We congratulate California Newspaper Publishers' Association for their foresight in initiating this survey; and Stanford Research Institute for a job well done.



Townsite crew built this arch.

WITH less daylight and colder, wetter evenings coming into their own, Powell Riverites find much to do indoors at this time of the year. Club and fraternal meetings; dances, old time and modern; cribbage, bingo, and bridge contests; film shows, concerts, and displays; plus a variety of sport activities (described on page 19)—all these blend into our busy round.

TOASTMASTERS CLUB

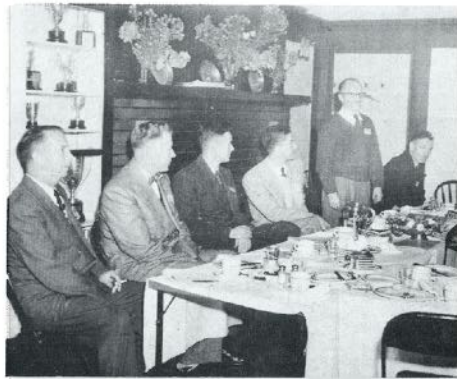
Teshquoit—the Indian-flavored cognomen for Powell River used on the Company's familiar trademark—has been adopted by the district's first Toastmasters Club. Reason for the selection of a distinctive name is the club's continued growth which is expected to result in the formation of another such public speaking group in the New Year. Popularity of the Teshquoit Toastmasters is particularly noteworthy in the face of their Tuesday meeting time at seven o'clock—a.m., that is.

ARTS COUNCIL EXHIBIT

Featuring a special exhibit loaned by the University of B.C., a fine display of handicrafts was staged by the Powell River Fine Arts Council in Dwight Hall in November.

Work in oils, water colors, and black and white crayon by local artists shared the public's interest

Teshquoit Toastmasters' executives.



with samples of ceramics, pottery, sculpture, and weaving skills.

Color and black and white photographs by local camera enthusiasts compared favorably with a photographic display imported from Vancouver.

"H.R." SURPRISED—(Or We're Growing Up)

H. R. MacMillan, one of British Columbia's leading industrialists, read about the Indian village of Sliammon in the last issue of *The Digester* and promptly wrote to Harold S. Foley, president of the Powell River Company.

"About May 1907 I walked along the beach between Powell River and Sliammon to hire a canoe for an Indian and his son to pack us into Powell Lake and carry us around the lake for three or four weeks' cruising . . . and look how little I did and how much you did on that lake and river."

Powell River has grown—and we appreciate "H.R.'s" unsolicited tribute. Our total population at Powell was about 1,000 when the first rolls of newsprint were produced in 1912. Today, eight paper machines and 10,000 residents are accommodated in the modern townsite of Powell River and the adjoining villages of Westview, Cranberry Lake and Wildwood. And by the same token "H.R." hasn't done badly himself on other lakes that he has looked over, in the meantime.

REMEMBRANCE DAY

Powell River paid its annual respects to the War Dead in an impressive Cenotaph service on the eleventh hour, of the eleventh day, of the eleventh month.

Led by the Company's pipe band, local servicemen of two World Wars, Women's Auxiliary to the Legion, Royal Canadian Air Cadets, the Air Cadettes, and members of the Imperial Order of the Daughters of the Empire paraded to special memorial services in Dwight Hall preceding the Cenotaph ceremony.

At the annual Service Men's Smoker, personnel manager Frank Flett, responding to a toast to the Company—pointed out that over 700 men on the payroll at Powell River had served in the armed forces.



Mrs. H. Carson at the easel.



Early viewers at the Fine Arts Council display.



Rug group by local housewives.

\$50 FOR THE LADIES

Taking a leaf from current radio practice, Powell River's Safety Committee have come up with a new plan to stimulate interest in accident prevention.

Basically, the idea is to bring safety into the home. So the committee have adopted a slogan for each week—which will be advertised in the local press and on plant bulletin boards.

On a specified day of each week a name is selected at random from the telephone book—and the woman of the house is asked if she knows the safety slogan for the week. If she does its \$50 cash on the barrel. If she doesn't, the \$50 stays in the pot and another \$25 is added. This procedure will continue until the correct answer is forthcoming.

Only female relations of an employee are eligible for the award.

RECORD BOND CANVASS

Powell River employees shattered all previous records in this year's subscriptions to Canada War Savings Bonds. Participation of the entire 1,900 employees at Powell River was over 88% of the payroll. Subscriptions were \$506,000. This compares with 83% and \$437,000 last year. Van-

cover office employees subscribed for another \$25,400 bringing the total to over \$531,000.

In 1951, Powell River topped all industrial firms in B.C. in per capita participation and were second in the entire Dominion.

PRESENTATION TO LEGION

At a special "stand down" ceremony following Remembrance Day observances, Mr. R. M. Cooper, vice-president, Powell River Company, presented the Canadian Legion branch with two framed photographs of Powell River servicemen taken at the Beaver Club reunions in London, England, during wartime. The third picture presented by Mr. Cooper was an enlarged portrait of the late Lieut.-Colonel John MacGregor, V.C., M.C., D.C.M., who died in Powell River several months ago.

TIMBERLINE GATE

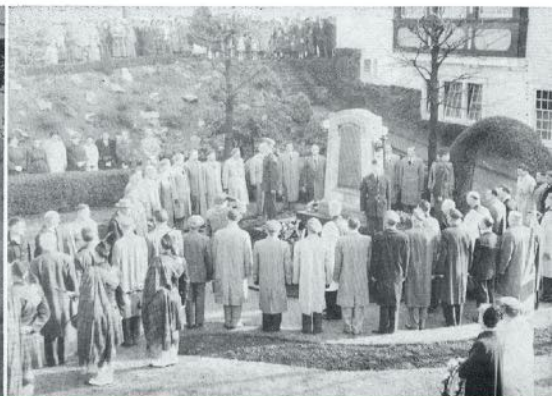
Finishing touches have been added to Timberlane Park, community athletic field built by Powell River Company. In keeping with the name, the entrance gate was constructed of logs and the letters burned in the cross log above the gate, as shown in the picture.

Page Seventeen

War Photos presented to Legion by Mr. Cooper.



War dead remembered on Remembrance Day.



MY RETIREMENT TRIP

By Sam Rees

EDITOR'S NOTE

Sam Rees, Powell River Company employee for the past twenty-six years, tells of a recent trip to Europe, where he spent nearly fourteen months. Shift foreman in the Steam Plant, Sam retired in July, 1951, and two weeks later was on his way back east.



Sam Rees

RETIRING from the employ of the Powell River Company last July, I immediately left for a trip "back home"—a treat I had been promising myself for the last twenty years. I made the trip, stayed away 14 months, saw all the things I wanted to see—and returned to Powell River feeling like a million—and looking forward to the leisure time I would have helping the youngsters in football, golf or baseball. The editor has asked me for some impressions of my trip. I thought these might prove more interesting if, instead of a routine chronological story, I outlined the highlights in their respective categories.

SOCCER AND RUGBY

As an old-time rugby player who learned the game in Wales, where rugby is a religion not a pastime, I was looking forward to seeing some of the great British soccer and rugby teams in action. A few days after arriving in Newcastle I saw the famed "Geordies" play and defeat Tottenham 7-2. While there, I spent practically every Saturday afternoon at the soccer games and saw Burnley, Fulham and other crack teams in action. Crowds of 30,000 and upwards were always on hand for ordinary games.

At my old home in South Wales, I realized one of my life's ambitions. I never missed a rugger game. I saw the touring South African team playing at Cardiff on the same day as the international soccer match between Wales and England. Both were sell-outs, with 60,000 spectators watching each game.

I VISIT A PAPER MILL

While visiting in London I dropped down to nearby Purfleet where a modern board paper mill is in operation. They manufacture building cardboard and corrugated cardboard cartons and the machines are similar to the kamyr machine at Powell River. Due to currency difficulties and trade restrictions,

they are using large quantities of old newspapers for stock, with apparently satisfactory results.

WE CROSS THE CHANNEL

As a veteran of World War I (Royal Navy) I was anxious to see, among other scenes, the battle-fronts of which I had heard so much at Armistice smokers in Powell River. During our week in Belgium we visited the old Ypres front, of particular significance to Canadians in World War I. The beautiful Canadian memorial was untouched by the ravages of World War II—and the restored Menin Gate stood out as a solemn commemoration of British tenacity in this toughest of all war sectors. The rebuilt Cloth Hall, the Cathedral and the new buildings at Hell Fire Corner were all in contrast to the desolation of another age. Of special interest is the fact that all the trees around the Canadian memorial were sent from British Columbia.

From Belgium we went through Holland and Germany, visited the Palace of the Nations at The Hague, and Cologne, which is just one mass of ruins. I could well believe it when I was told this was the worst bombed city in Europe.

SWITZERLAND AND ITALY

It was like a breath of fresh and vigorous air to enter Switzerland. The ravages of war had not touched this beautiful and pleasant country—and the people were open-faced and friendly. We stayed a while at lovely Lucerne before leaving for Italy by boat across Lake Lucerne.

The trip through to Italy was like crossing our own Rockies—rugged, snow-capped peaks, and little villages along the mountain sides, looking like doll houses from the lake far below. We spent a few days in Milan, which, while a large city and apparently very busy, seemed to contain a lot of poverty. There were many beggars, all asking for alms from passers by. Outside the Cathedral are souvenir stalls where they sell you corn to feed the hundreds of pigeons cluttering up the square. That holds you there just long enough for the beggars to get to work on you!

In Genoa they have the finest football park I have ever seen. The stadium holds 70,000 and it was jammed when I saw a game between two Italian soccer teams.

We were glad to get back to British Columbia, which we both think is the finest country in the world. We boosted B.C. and Canada everywhere we went, and I was proud to show my Powell River 25-Year Club watch at every opportunity.

What about conditions in the Old Country? I can say only that there seems plenty of work everywhere and that people appear happy and enjoy life. There must be millions at the football games each week. The children and old people are well cared for. Free milk for the kiddies and hot meals for a very nominal sum at noon. There are thousands of homes being built for old age pensioners, similar to our retired employees' homes in Powell River.



Badminton enthusiast Connie Hall



Soccer starter-Russell M. Cooper

ON OUR WINTER SPORTS FRONT

SOCCER

Soccer's long-awaited move from gravelly Riverside Park to the green sward at Timberlane Park was the big sports news at Powell this fall.

Under sunny skies, reminiscent of the park's official baseball opening in July, vice-president R. M. Cooper sent the four-team senior soccer league off to a flying start with so hefty a kick that one enterprising team manager reportedly sought to sign him on as a regular player!

BADMINTON

No one has as yet claimed them for flying saucers (and no one is likely to so long as they stay indoors) but wishing shuttlecocks hold such a fascination for local badminton enthusiasts that a second "bird" club was born in the district in October. Named the Westview Badminton Club, it holds semi-weekly play nights in the fine new gym of the J. P. Dallos Elementary School. Enjoying a most successful season under the skilful guidance of Gordon Thorburn, head sawfiler, is the original Powell River Club at Dwight Hall.

BOWLING

Five-pin leagues in Westview and Cranberry Lake are attracting big attendances of men and women to the bowling alleys every night in the week. And a small 10-pin loop operates for the more ambitious.

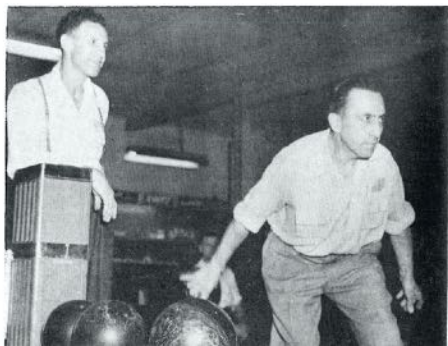
Scores are studiously compared and rehashed in barber shop post-mortems, but competition is friendly and most of the fairer sex, at any rate, bowl just for the fun and mild exercise involved.

BEAR HUNTING

Sudden popularity of bear rugs in Powell River homes this fall can be attributed directly to the misguided bruins themselves. Bent mostly on raiding ripening fruit trees in various parts of the district, dozens of bears were shot down by residents literally in their own backyard. In one instance Miss Judy Banham, a 14-year-old daughter of Company electrician Jack Banham, brought down a 200-pound raider with a single shot from a 30.30 rifle; in another case Michael Slade, 16-year-old son of the Company Safety Supervisor, shot a black bear through the kitchen window.

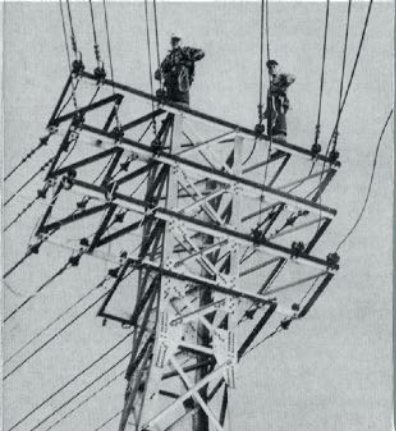
Page Nineteen

Bowlers Alan Tomlinson and Dick Derbyshire



Hunter Michael Slade, 16, and dark quarry





IN THE HOME STRETCH

New mill electrical loop will be completed early in the New Year

With the year's end, the 1950-1952 modernization program nears the tape. Original cost estimates have had to be revised upwards in line with increasing costs of wages and materials in the interim. Schedules were also seriously disrupted by the strike of construction carpenters during the summer. Approximately two months' delay resulted from this cause.

One of the major items in the present program, the steam plant's construction and installation progress has been rapid in the past two months. It is expected the plant will be in operation by March, 1953.

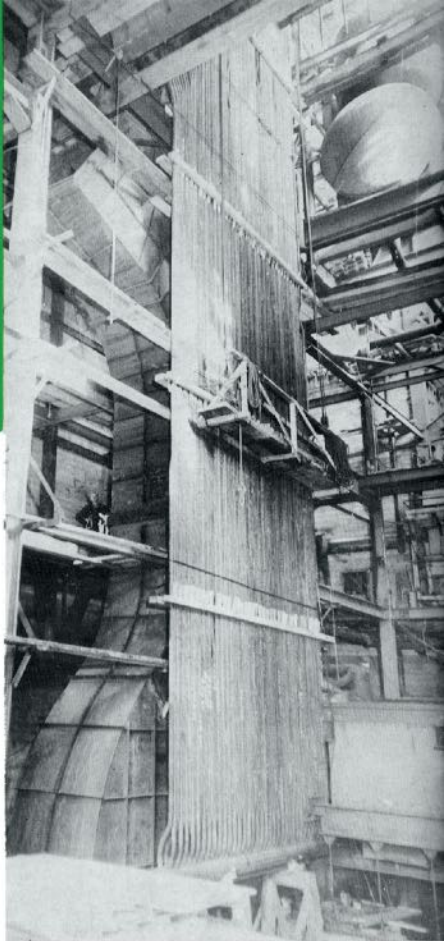
The intermediate, new hydraulic barker, necessary to handle expanded newsprint production, should be ready shortly after the turn of the year.

Installation of the two electric grinders has been completed and many of the initial bugs ironed out.

The new screen room construction and renovation is in its final stages. Around 150 new pumps have been added or renewed as part of this work.

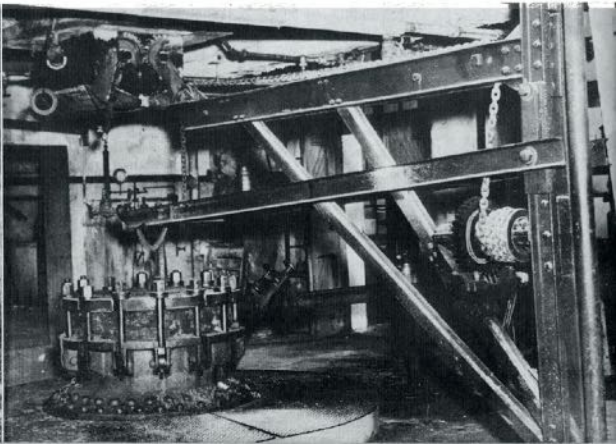
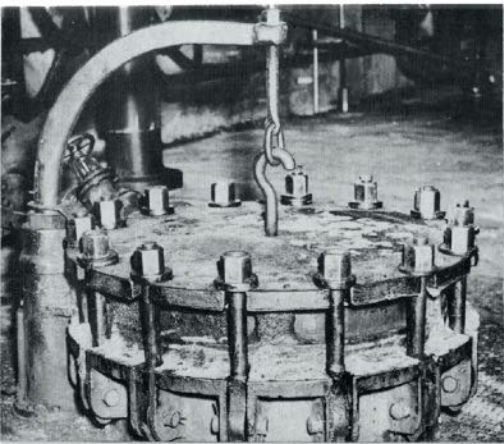
As part of the modernization program scores of smaller installations and improvements are also being carried out.

Page Twenty



Streamlined hydraulic cylinder operated davit (below, left) replaces former bulky chain hoist on digester (lower right)

New Water Wall on No. 8 Boiler





The hi-rigger on his way up

POWER



POWELL RIVER NEWSPRINT