

Powell River

# DIGESTER



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Powell River

# DIGESTER

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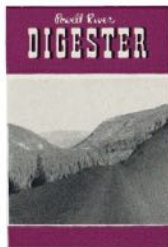
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## CONTENTS

	Page
Edward Brooks.....	1
Target for Man Made Rain.....	2, 3
Ray Jones, Vice-President.....	3
Tucson Newspapers.....	4
They Liked Our Canadian Dollar.....	5
Medals and Orders.....	6, 7
D. A. Evans Memory Perpetuated.....	7
A. E. McMaster Retires.....	8
Blueprint for 1955.....	9
Natural Gas for B.C.....	10, 11
25-Year Club Banquet.....	12
We Tackle the Noise Problem.....	13
Testing for Quality.....	14
Carton Pack for News.....	15
Logging Conference.....	16
Clamp Trucks.....	17
Around Town.....	18, 19
All In the Family.....	20



The Cover Picture

Another section of the type of country in the potentially oil rich areas of the Peace River.



## Editor's Notes

### Progress

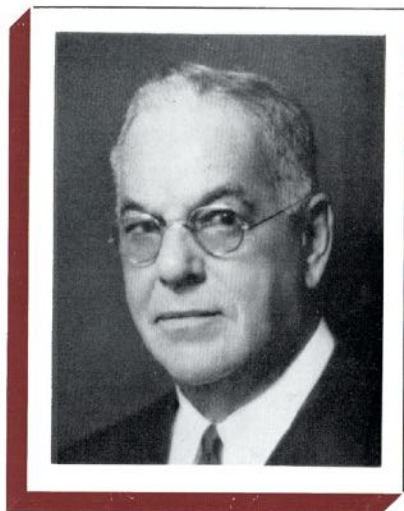
Last summer, Powell River's No. 8 machine attained a speed of 2,000 feet for a new world's record in paper machine operations. This recalled memories of our first newsprint machines installed in 1911, and their speeds of around 600 feet a minute (since substantially increased).

We are indebted to Pusey and Jones Corporation for further interesting information on our early machines and how their speeds compared to other machines of their age. In this very fine volume, "A Hundred Years A-Building," we find an interesting reference to Powell River:

"Four Pusey Jones newsprint machines were shipped 17,000 miles by water in 1911. This was four years before the opening of the Panama Canal. The machines were shipped on the long journey from the Pusey Jones docks, down to the South Atlantic, around storm-tossed Cape Horn, back across the Pacific equatorial waters and finally to their ultimate destination at the Powell River Co. Ltd., Powell River, B.C.

"The machines at Powell River started up at a speed of 604 feet per minute, a speed at which no paper-making machine had ever before been started. At the start-up, the owners, the erecting engineer representing the builders, the mill superintendent and the machine tenders watched the dramatic event. It was successful from the start.

"Less than five years before the installation was made, the spot upon which the mill now stands was a wilderness. In this uninhabited and undeveloped region, the Powell River Company established an industrial village."



The Late Edward Brooks

## Pioneer Director Passes Away

THE death on December 8 of Edward Brooks marks the passing of the senior director and a builder of Powell River Company.

The late Edward Brooks, son of Dr. Dwight F. Brooks, a founder and first president of Powell River Company, was a pioneer of the pulp and paper industry in British Columbia. With his father and the late M. J. Scanlon he participated actively in the original organization of the company in 1910 and saw the first rolls of newsprint ever produced in Western Canada come off the machines at Powell River in 1912.

In 1931 Mr. Brooks was made a vice-president of the company and was an active director for more than a quarter of a century. He played a leading part in the development of policies over the years, and although a resident of Minneapolis, he paid frequent and regular visits to Powell River, where he had many old friends. He was keenly interested in recreational and welfare provisions for employees, and was an active supporter of their implementation.

Mr. Brooks was associated with the forest industry since childhood, and his wide background of practical experience, administrative ability and calm judgment were invaluable in top counsels. He had been president of Brooks-Scanlon, Inc., for the past fifteen years.

He was a kindly man, made friends easily and spent much time with his family, who accompanied

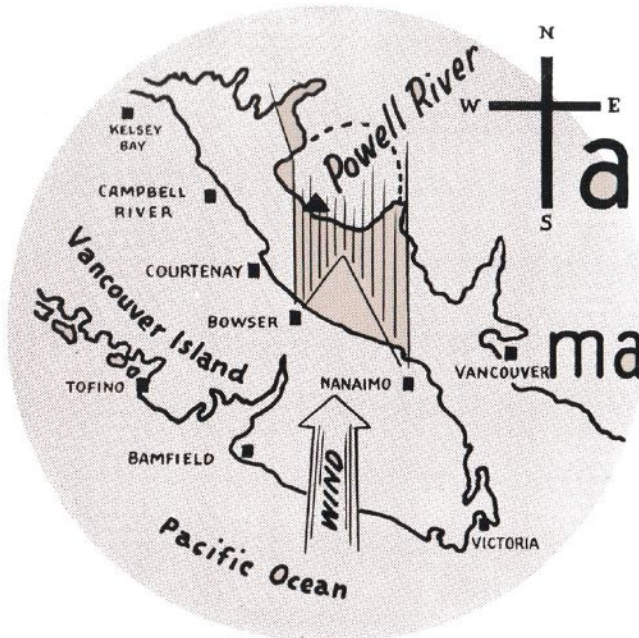
him on many of his trips to Powell River and other points.

He was an outstanding figure in the business life of the Midwest States, where he served on the directorship of many corporations and charitable institutions.

The esteem in which Mr. Brooks was held by his colleagues was recorded by the Board of Directors in their minute book when they passed a special resolution expressing their "very deep sense of loss of an esteemed and valued associate whose sound judgment will be greatly missed. Mr. Brooks' many fine qualities of character, his outstanding leadership, his friendship and warmth of personality will ever be an inspiration to all who knew him, and he will long be remembered by his colleagues and friends."

Edward was the last of the three sons of the late Dr. Brooks. His brother, S. D. "Sam" Brooks, joined the Powell River organization in 1910, and was president from 1933 to 1940. Another brother, the late Harry K. Brooks, was in charge of the Brooks-Scanlon operations in Bend, Oregon, and an original executive of the Powell River Company.

Mr. Brooks is survived by his wife, Markell, a daughter, Anna Markell, and three sons, Conley, Edward and Dwight. To them, The Digester, on behalf of his many old friends in Powell River, extends deepest sympathy.



# Target for man-made rain

TO most people on the west coast rain is an inconvenience—not too great an inconvenience because we have become reasonably well inured to it over the years.

But to Powell River Company, which depends on natural precipitation to maintain its water power storage basins, regular precipitation on the higher levels feeding its lake reservoirs is essential to uninterrupted production.

When we consider that the company consumes well over 2 billion gallons of water every day for its power plant and various processes, "the gentle dew from heaven is thrice blessed."

As an added insurance of ample water supply in its two watersheds, formed by Powell Lake and the Gordon Pasha Lakes, the company last year employed the services of the continent's leading "rainmaker,"

Dr. Irving P. Krick of Denver, Colorado, and his associates.

Dr. Krick does not pretend to make rain. But through the use of silver-iodide generators, placed strategically around the target area, he has been successful under favorable conditions in increasing rainfall in various parts of the United States and as far away as Spain.

The generator idea is based on the precept that nature is only about 5% efficient when it comes to getting the most "yield" out of rain-bearing clouds. To increase this yield, ground generators — small, high-temperature furnaces that burn coke impregnated with silver-iodide — are brought into play when weather conditions are right.

This necessitates the presence not only of storm clouds laden with workable moisture, caused by the

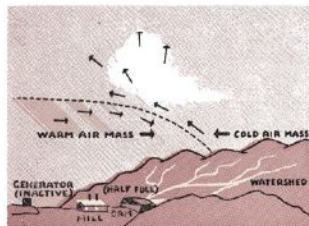


Fig. 1

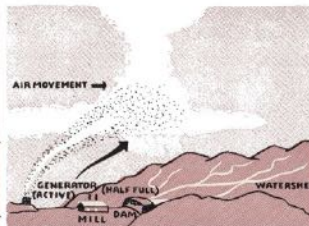


Fig. 2

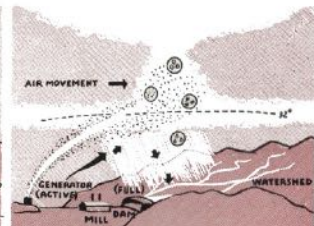


Fig. 3



W. C. R. Jones

## W. C. R. Jones Appointed Vice-President

Born in India, he came to Canada in 1929, to join International Paper Company staff at their Gatineau plant. In 1933 he was assistant to the pulp mill superintendent at Consolidated Paper Company's Wayagamac division; and in 1937 went out to Australia as assistant construction superintendent on the erection of the first Australian chemical pulp mill at Maryvale, Victoria.

He returned to Canada in 1940 to take an engineering post with Howard Smith Paper Mills, and three years later moved out to their Beaubarnois division as assistant manager. He came to British Columbia four years ago as mill manager at Columbia Cellulose.

Mr. Jones has been an active member of the Technical Association of the Pulp and Paper Industry, and for the past four years has represented his firm at the annual wage negotiation conference of the British Columbia pulp and paper mills.

He is a member of the Engineering Institute of Canada and a registered industrial accountant.

We extend a hearty welcome to Mr. Jones and wish him every success in his new and responsible post.

**T**HE appointment of Mr. W. C. Ray Jones as vice-president in charge of industrial and public relations for Powell River Company was announced last month. Mr. Jones, at present mill manager of Columbia Cellulose Company at Prince Rupert, B.C., will take over his new duties within the next few weeks.

Mr. Jones comes to Powell River with a wide and extensive background of pulp and paper experience.

## TARGET FOR RAIN — (Continued)

conflict of cold and warm air-masses, but also of favorable winds and air-currents which drive the clouds to the target area (see fig. 1).

The fired generator sends silver-iodide particles skyward at the rate of 30 trillion a minute. Carried aloft on the natural updraft (fig. 2), the silver-iodide particles collect moisture which freezes into minute ice crystals when the temperature reaches 25 degrees (fig. 3). The crystals grow to snowflakes and finally fall as rain below the 32-degree freezing level.

Because 1954 will go down in the books as a year of unusual weather all over the world, with the British Columbia coast being no exception, it is difficult to assess the exact effect the eleven generators ringed in a rough semi-circle about Powell River have had on local rainfall.

But on the whole, it may be said that an increase of approximately ten per cent in the company's water reserves has been brought about with the help of this system of weather modification.

If these figures are confirmed by further tests, the benefits to the power-using industries will be enormous. Shortages of power, due to unusually dry seasons, have plagued industry on many occasions. They have caused shut-downs in operations, with the consequent disruption and dislocation in employment.

By extracting the maximum precipitation from clouds, storage basins in a normal season will be maintained at top levels against a dry season. And in a dry season maximum moisture extraction could mean the difference between part and full-time operations.

A successful result from the present tests provides additional security to all concerned—to the company in maintaining full production, to the employees in security of their jobs, and to the consumer through continued uninterrupted delivery of newsprint and pulp.

# Tucson Newspapers Grow Side By Side

**I**N recent issues of The Digester we mentioned independently owned newspapers which have merged their production units in the same physical plant. Another striking example of such co-operative consolidation and attendant economies is offered by the Arizona Daily Star and the Tucson Daily Citizen published by the Tucson Newspapers Inc.

For the second time in fourteen years Tucson's morning and evening newspapers last summer moved into greatly expanded, but still combined mechanical, business, and editorial quarters, so they could more efficiently serve their rapidly expanding community.

The Citizen was founded in 1870, while The Star has published in Tucson since 1877. Since 1924 The Star has been owned by William R. Mathews, president and publisher, and Clare R. Ellinwood. They are the officers of the State Consolidated Publishing Company. President and publisher of The Citizen, William A. Small, purchased the Citizen Publishing Company with W. H. Johnson from the Hitchcock estate in 1936. Mr. Small became active in the business in 1939.

The two papers first joined their mechanical and business staffs in Tucson Newspapers, Inc., the following year. Population of metropolitan Tucson at that time was less than 50,000 and the daily circulation of the two papers was 12,208 for The Star and 10,721 for The Citizen.

In the past 14 years as Tucson's population rose to approximately 180,000, the circulation of the two papers jumped to about 30,000 each, with an average 60,000 daily combination being offered to advertisers using both The Citizen and The Star.

In 1940 the two newspapers used less than 900 tons of newsprint or approximately 2½ carloads a month. Last year they used more than 5,000 tons or roughly one carload every 2½ days.



Familiar rolls in Tucson storage.

The papers' latest move was accomplished between editions on the first week in July when more than 50 tons of precision machinery were moved and re-installed in the new production plant which added 43,500 square feet of floor space for the mechanical department and the composing room.

The new pressroom installation included four 16-page Goss Headliner presses with one double folder and color deck and a 9,000 gallon ink supply. Six more such 16-page units and another double folder can be accommodated in the pressroom in the future.

Owing to the change in presses, practically all new equipment was provided for the stereotyping department. Accommodation for the latter was increased from 624 to 1,427 sq. ft.

Again with an eye to future expansion, the extra 4,710 sq. ft. in the composing room allow the addition of ten more typesetting machines, besides the 18 already installed.

How well the whole expansion and moving job was planned and executed can be judged from the fact that to date not a single piece of equipment has been moved from its initial position.

Page Four



# They Liked Our Canadian Dollar

We even got a U.S.  
\$1 bill in return!



WE have been pleasantly surprised and gratified by the response to the story in our last issue on Canada's Currency. Our readers seemed to appreciate the genuine souvenir Canadian dollar bill enclosed in all copies sent outside of Canada.

Many have termed it "smart promotion"—"the ultimate in promotion ideas," etc. Originally, our purpose in enclosing the bill was not smart promotion. We just thought that many of our readers had never seen Canadian currency before and might like to look at the real article.

One we heard of thought we were running a "sandy" and promptly tossed the bill away as phony. Another asked for 6,000 extra copies! All, however, seemed to like the idea, and the nice letters we have received are worth far more than any cost incurred.

One of the nicest compliments was received from Mr. William J. Cadigan, First Vice-President of the International Council of Industrial Editors, who wrote:

"In the course of a year, the industrial editor sees many promotions, techniques and gimmicks—if you will. The dollar bill stunt in your November-December issue of *The Digester* is a corker.

"I was so intrigued by your approach that I have told many people about your clever promotion. Perhaps I was the more intrigued because most of the paper for United States currency is made here in Massachusetts.

"In appreciation of the promotion and to show you our American dollar is also interesting and desirable, I am enclosing one good U.S. dollar in return for your fine Canadian sample."

Here are other typical extracts from letters received to date:

"Thank you for the new Canadian dollar bill which was tabbed in on page 5. This is certainly a unique treatment of the subject and, of course, if it was widespread would run into considerable money. Anyway, I am glad to be the recipient of one of these dollar bills and will save it in the hope of spending it in your wonderful country."

"Please accept our thanks for the copy of your November-December issue including the 'insert' on page 5. This is certainly a dramatic way of high-

lighting your story on the new Canadian currency. Is it logical to assume, since the article appears in your publication, that Powell River manufactures the special bank note paper mentioned?"

"We hope to visit your plant some day and see the wonders of the great northwest. If we do will contemplate the expenditure of the One Dollar note, otherwise it will remain a souvenir."

Our latest communique comes from Frank Packer, owner-publisher of Consolidated Press Ltd., Sydney, Australia, who cabled—"Could you send me one thousand copies *Powell River Digester*, Volume 30, November-December. I will pay freight. Everybody very interested page 5."

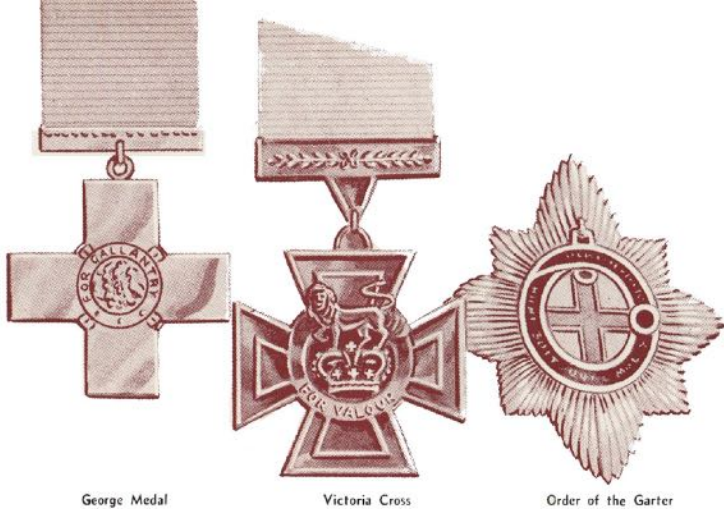
"The *Powell River Digester* brought me the most unusual of all Christmas greetings and I am going to save that dollar until I get to Canada!"

"Please accept my best thanks for sending me about the easiest dollar I ever got. I was in a friend's office in Montreal yesterday, and his copy of the *Powell River Digester* did not have a dollar attached, so I have got something on him. . . . I consider your sending out these bills in the manner you did as a highly interesting mode of advertising, which I do not expect others to follow and certainly if others copy the move, it will have to be in a highly restricted manner."

"I am sure no one but a Scotsman would dream up an idea such as was included with the November-December *Powell River Digester*! A dollar bill is always a Happy New Year, whenever it occurs. As one Scotsman to another, it was a grand idea. (Undoubtedly many Scotsmen have rushed to ask you for additional copies of this particular edition, so I won't do it.)"

"It certainly was most thoughtful of you to attach a Canadian dollar to page 5 in the latest issue of *The Digester*. I am glad to have this souvenir as I consider it very sound money . . . perhaps the soundest currency on the globe!"

"The nicest Christmas present I received was the new \$1.00 bill attached to page 5 of the November-December *Digester*. This was a unique idea and one which I am sure will bring a great deal of reaction."



George Medal

Victoria Cross

Order of the Garter

## For Outstanding Service

**L**AST year Her Majesty the Queen invested one of the Commonwealth's greatest living servants with the Order of the Garter. This, after fifty-five years of public life, enabled Winston Churchill to place a "Sir" in front of an already distinguished name. He is now Sir Winston Churchill, K.G.—a Knight of the Garter.

This is an honor to which no Canadian may aspire. Shortly after World War I, the Canadian Parliament decreed that Canadians would no longer be eligible for titles, many of which had been granted during the war for outstanding war services by military and civil personnel.

Knighthoods of any kind or peerages are, therefore, forbidden to Canadians. This does not mean, however, that no awards or honors may be granted Canadians by their sovereign. What we might term associate Knighthoods can be and still are being awarded Canadian men and women.

The Garter, established in 1350, the most ancient of all Orders of Chivalry (more ancient than the Golden Fleece or the Leopold Star), the high Order of the Thistle and the Order of St. Patrick, carry Knighthoods only, which rules out Canadians.

But other high orders, including the Order of the Bath, Order of St. Michael and St. George, Order of the British Empire, etc., which have different classifications, may be given to Canadians at the will of the sovereign.

The Order of the Bath, for example, has three classifications—Knight of the Bath (K.B.), Knight Commander of the Bath (K.C.B.), and Companion of the Bath (C.B.).

The first two degrees entitle the recipient to carry the prefix "Sir," but the third does not, and a C.B., or Companion of the Bath, may be granted to a Canadian without sacrifice of his "amateur status."

Similarly with the Order of St. Michael and St. George, Companions are admitted without Knight-

hood. Such a recipient would be entitled to a C.M.G.—Companion of St. Michael and St. George.

The Order of the British Empire is one on which we have been queried by many of our friends from the United States. They are a bit bewildered at seeing such letters as C.B.E., O.B.E., M.B.E., etc., after the names of many prominent Canadian citizens.

The Order of the British Empire is divided into five groups, the highest class of which is Knights Grand Cross or Dames Grand Cross (G.B.E.). The second class is Knights Commander and Dames Commander (K.B.E. or D.B.E.). Canadians again cannot qualify for these distinctions.

In Great Britain famous women of the concert and legitimate stages have been raised to Knighthood status. The great concert artist Madame Melba was created a Dame of the British Empire, as was the equally great stage actress Ellen Terry.

Classes three, four and five of this Order bring in Commanders (C.B.E.), Officers (O.B.E.), and Members (M.B.E.) in that order of precedence, and many Canadians have been recipients of such honors.

This Order was introduced in 1917 to recognize outstanding service to the Empire in all capacities—military and civil. Each class may be conferred on men and women equally.

It should be emphasized that the denial of titles to Canadians came as a result of the expressed will of the Canadian Parliament, not by selection of the sovereign. This was specifically recognized in a resolution of the House of Commons on July 24, 1942, which made Canadians eligible for the award of honors and decorations, including awards in the Orders of Chivalry, which do not involve titles.

Several Canadians, notably the late R. B. Bennett, former Prime Minister of Canada and an outstanding figure in Britain during the war, have left Canada to reside in Great Britain, and were granted titles. Bennett became Lord Bennett of Calgary.





The late D. A. Evans, inset, and the tug which bears his name.

## Tug Renamed in Honor of D. A. Evans

**I**T'S the "D. A. Evans" now!

Recently directors of Powell River Company decided to change the name of the Company tug "Progressive" to "D. A. Evans," in memory of our late director and former vice-president and resident manager.

Many of our readers who have visited Powell River over the years will remember "D.A." He was a resident official at Powell River for fifteen years, first as resident manager and latterly as vice-president.

He was a prominent figure in the pulp and paper industry of Canada for over forty years, and had contributed much to its development and progress.

In recognition of his work, he was awarded an honorary life membership in the technical section of the industry—a prized distinction.

The tug "Progressive" is closely associated with Powell River and Powell River residents. For many years this stout carrier has been towing covered barges of newsprint to warehouse, railhead and shipside in Vancouver. Today, as she steams in and out of Powell River thrice weekly with her new name, "D. A. Evans," on the bow, she perpetuates for the people of Powell River, and for many others across the continent, the memory of an old and cherished friend.

Knighthoods should not be confused with peerages. In Great Britain, a Knight—Winston Churchill is the best living example—is still a "commoner"—and may, if a statesman, retain his seat in the House of Commons. But when an individual is raised to the peerage (a Baron or higher) he automatically forfeits his right to sit in the House of Commons. Which is why Sir Winston, with every honor open to him, including even a Dukedom, steadfastly refused all offers of a peerage. To leave the lively controversy of the Commons for the unnatural calm of the Lords would be unthinkable to the greatest living commoner.

Awards for gallantry are in a different category. They may be shared by all. Practically every recognized British war decoration is open to all and has been conferred on Canadians, from the Victoria Cross down to the Military Medal.

The Victoria Cross is the most famous of all British war medals, and is given for outstanding heroism on the field of battle. It takes no cognizance of rank or influence and may be won by a General or a Private soldier. Also, the holder of a Victoria Cross, whatever his rank, is entitled to a salute from his superior. It was instituted by Queen Victoria in

1856 after the Crimea War, and the medals are manufactured from Russian guns captured at Sebastopol. It corresponds to the Congressional Medal of Honor, instituted in 1862, and like it, takes precedence over all other orders and medals. An American, or any national serving with the British or Commonwealth forces, would be eligible for this honor. Other British war medals include the Distinguished Conduct Medal (D.C.M.) open to N.C.O.'s and other ranks only; the Military Cross for commissioned officers; the Military Medal, open to all below commissioned rank. In the United States the war commemorative medals follow a very similar pattern.

During World War II, the British Government initiated a new medal, the George Cross, open to all military and civil personnel for outstanding heroism outside the field of battle. In importance and prestige the George Medal corresponds to the Victoria Cross. Many civilians received the award for brave deeds during the blitz and other trying conditions. One man received it for opening a magnetic mine, another for courageous rescue work during an air raid.

Gallantry and heroism, either in battle or in life, recognizes no limitations and may be shared equally by prince and pauper.



## Vancouver's Harbor Chief Retires

**E**ARLY in February, Mr. A. E. McMaster, O.B.E., Manager of the Port of Vancouver, retired from office after a long and successful career in the business and industrial life of Canada.

Since 1948, "A.E.," as he is known to all his friends, has had the responsibility of supervising the business of Vancouver harbor, one of the major seaports of the continent. He was appointed to the post following World War II, after serving as a key official under Mr. C. D. Howe, Minister of Munitions and Supply. Immediately after the war, under the Ministry of Reconstruction, he became Vice-President of the War Assets Corporation, responsible for the sale and disposal of war material and equipment. His successful administration of the difficult—and unenviable—mission, led in part to his appointment as Vancouver harbor chief.

We say in part, because "A.E." has a background of practical experience in railway and steamship transportation that in itself more than justified his selection. All his early business experience was in the transportation field where he started with the Canadian Pacific Railway in 1903. He was the first passenger and freight agent for the old Grand Trunk Railway in Prince Rupert, B.C. He was a divisional freight agent for the same railway in Edmonton, and an original organizer, and later secretary-treasurer, of the Port Arthur Shipbuilding Company.

During World War I, Mr. McMaster joined the Whalen Pulp and Paper Company in Vancouver as secretary-treasurer, to begin his long association with the pulp and paper industry in British Columbia, in which he became recognized as one of its top administrators.

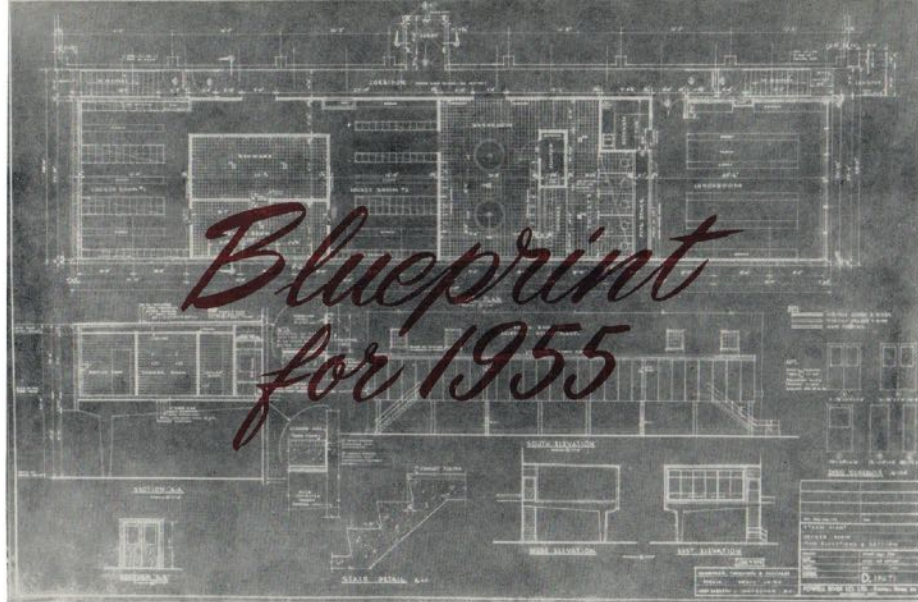
In 1921, "A.E." came to Powell River as resident manager, at a time when plans for doubling of

existing production were in preparation. On April 27, 1926, he was appointed general manager and director of Powell River Company, with headquarters in Vancouver, B.C., and in 1934 promoted to vice-president and general manager. He left Powell River in 1936, and served as a consultant and advisor on the pulp and paper industry. With the start of World War II, the Canadian Government utilized his administrative talents in several fields, including the Ministry of Munitions and Supply branch.

The fifteen years of Mr. McMaster's affiliation with Powell River Company were among the most important years in its history. He joined the company when the great forward surge of newsprint plant construction began in Canada; a movement in which Powell River was a partner. He directed the big expansion program of 1922-1926 and 1929-1930, and led Powell River's fight to obtain water rights at Lois River in 1929.

In the early months of 1930, when lay-offs, due to the depression, were general, Mr. McMaster, then general manager, announced that despite a falling off in orders, Powell River would carry its full staffs as long as possible. As a result it was a full year before any active effects of the depression were experienced in Powell River. It is a further fact that Powell River Company weathered the depression better than the majority of newsprint companies in Canada. This was due in no small part to the energy and judgment of A. E. McMaster.

From the people of Powell River, in particular, come best wishes for continued good health and prosperity to their old chief in his retirement. And these wishes, we know, will be echoed by his many friends in business circles of the continent.



# Blueprint for 1955

**N**O rest for the weary! Powell River Company engineers are at it again.

Somewhat of the above reaction was prevalent among Powell River's busy operating crews, as they looked over the list of new jobs scheduled for 1955. Their feelings were understandable. Almost without a break for the past ten years, a continuous program of modernization and expansion has been proceeding at Powell River. A new paper machine has been installed; new barking equipment has been added; new wharves built; electrical equipment overhauled and expanded. Sawmill, groundwood and barker mills have been modernized. Paper machines have been speeded up. There is scarcely a department or section of the plant that has not felt the impact of these busy days.

In the entire period, operating crews kept the plant at capacity production despite the inconveniences, discomforts and dislocations of construction. It was a fine achievement, and perhaps the boys in the plant, like Greta Garbo, wanted to be left alone for a while.

But, alas, no rest is in sight. These restless engineers are off on another rampage of installing new equipment, changing quarters, and speeding up production.

Here are some of the activities they will undertake in 1955:

The installation of a third winder in No. 7 and 8 machine room. This equipment, built by Jagenberg, should be capable of speeds up to 6,600 feet a minute. It is equipped with a Westinghouse magnetic amplifier control, with regenerative breaking tendency. Provision is being made for automatic shaft withdrawal, semi-automatic core loading and roll conveyors.

To house the new winder, a 38' x 54' extension will be added to the existing machine room building.

The success of the Couch Transfer on No. 8 machine, the first successful installation of its kind in Canada, has prompted a similar addition to No. 7 machine. In addition, new General Electric drives will be installed, which may permit attainment of speeds up to 2,500 feet per minute.

At this stage the engineers are just biting their stride. They have also let a contract for construction of a building for the new Churchill roll grinder, and for additional machine roll storage. This equipment will make possible the grinding locally of any and all types of rolls in the plant—and will permit quick and easy transfer of the rolls off the machine to the roll grinder building, built adjacent to No. 7 machine room.

These "restless" boys aren't through yet. They have contracted for delivery of a new and modern Jagenberg sheet cutter, which is expected to be installed in March. This is a high speed cutter, and will result in increased sheet production and more accurate cutting.

And from the cutter we swerve over to the Steam Plant, where an ambitious project for highly modern locker and washroom facilities is under way. Improvement of lockers and washroom facilities, lighting, etc., has been carried out as an integral part of the company's modernization program, and the 1955 installation carries this progress another step forward.

And 100 miles from Powell River, on the banks of the mighty Fraser River at New Westminster, B.C., work on the modern Martin Paper Products corrugated box plant is nearing completion. Machinery is being installed and production is expected to be under way shortly.

# Natural Gas From British Columbia

By R. J. MOORE

Financial Editor, Vancouver Daily Province

**A** GAS-FIRED industrial revolution promises to zoom B.C.'s buoyant economy to new heights with construction of the Westcoast Transmission pipeline in 1956.

The 30-inch line will provide a \$120,000,000 link between the vast gas reserves of the B.C.-Alberta Peace River area and the Pacific Northwest Pipeline Corp. line to the San Juan basin of New Mexico-Colorado.

The agreement between the two companies was signed December 13, 1954, after three years of battle before the U.S. Federal Power Commission. B.C.'s

hopes for a natural gas supply rose and fell during the hearings as titans of American finance and U.S. business fought for the gasoline plum which required the F.P.C. stamp of approval.

Chief proponents in the long struggle were Frank and George McMahon of Calgary, and Ray C. Fish of Houston, Calif. The McMahon brothers head Pacific Petroleum and a group of other oil companies with large holdings in the Peace River area and in other sections of Alberta. Pacific Pete is parent company of Westcoast Transmission.

Mr. Fish is chairman of the board of Pacific Northwest Pipeline Corp. and heads the Fish Engineering group of companies. Among other contracts, his companies designed, engineered and built the 1,840-mile Transcontinental Gas Pipeline, longest in the world, which runs from the Mexican border to New York City.

El Paso Natural Gas Co., one of the largest distributors of natural gas in the U.S., was associated with the two major pipeline companies in the final deal.

El Paso will build a 370-mile, \$35,000,000 pipeline from Pacific Northwest's Mt. Home terminal to the California-Nevada border and sell 250,000,000 cubic feet of gas daily to California's big power companies and other customers.

Pacific Northwest will build a 1,466-mile, \$168,000,000 line from the San Juan basin to Bellingham, Washington, near the Canadian border. It will connect with Westcoast's 670-mile, \$120,000,000 line from the Peace River area to the United States border.

Westcoast will sell 300,000,000 cubic feet of gas daily to Pacific Northwest Pipeline Corp. at the border and pipe the additional 50,000,000 cubic feet daily to Vancouver and the B.C. market. Tentative wholesale price for Westcoast Transmission gas is 22 cents per thousand cubic feet.

Federal Power Commission approval of the new deal is required before start of construction scheduled for July 1, 1955. The principals in the negotiation are confident of an F.P.C. go-ahead. When first the F.P.C. ruled in favor of Pacific Northwest Pipeline's project last May, it visioned a probability that Canadian gas would be needed to supplement Pacific Northwest's supply for certain areas. This is in line with the new agreement.

Preliminary surveys of the entire route from the Peace River to the San Juan basin have been completed and financing has been arranged.

Before delving more deeply into details of the huge project, let us take a look at what it means to B.C.

Here is the picture in outline:

- (1) Employment of 2,000 persons at the peak of construction, probably by late this year.
- (2) A gas supply for dozens of centres in interior

Below: Sketch map of proposed pipe lines.



# To Be Piped to the Pacific Northwest

B.C., giving a new spur to industries already established and providing a magnet for new industries.

- (3) A stream of new money poured into the economy through myriads of channels, including payrolls, purchases of supplies and equipment.
- (4) The boon of clean, low-cost heating for thousands of Vancouver and other home owners.
- (5) Establishment of a whole series of new secondary industries in the petro-chemical and other fields related to natural gas and crude oil. (Alberta oil is now flowing to Vancouver and south into the U.S. through the Trans Mountain pipeline.)
- (6) B.C. Electric will spend \$15,000,000 in the next two years on preparations for distribution of natural gas in the Lower Mainland, including Vancouver.
- (7) Gas will provide an extra advantage for many industries, including the refining and smelting of metals, ingot production, annealing and heat treatment. It will help cut costs in the mining industry generally.
- (8) Increased revenues for the B.C. Government through taxes, royalties, etc.
- (9) An immediate impetus for exploration for gas and oil in B.C.

Exploration has already been stepped up since announcement of the agreement. The shape of things to come in this direction is indicated by a deal between Imperial Oil and the Pacific Petroleum group of companies. Imperial will spend \$9,000,000 over the next two years in oil exploration on acreage in

the Peace River area of B.C. and Alberta.

In mid-January of this year, Imperial, Seaboard Oil and other major companies took an additional block of some 1,700,000 acres in northwest Alberta and B.C. under reservation for exploration.

The B.C. Government is expected to derive some \$4,000,000 in sales taxes alone on materials and equipment for the line. Royalties, on the basis of the immediate market for gas, are estimated at a minimum of \$3,900,000 in the first year of the pipeline operation. Lease rentals are expected to bring in an additional \$2,100,000.

Trade Minister Ralph Chetwynd forecasts the pipeline will eventually mean two complete Pacific Great Eastern Railway trains a day carrying gas—propane and butane.

He estimates that 4,000 flat cars will move north from San Francisco carrying pipeline materials and that much of the material will travel over the P.G.E. The P.G.E. extension to the Peace River, scheduled for completion in three years, may combine with gas-cleaning and by-product plants to speed the dream of an Inland Empire.

Price tag on natural gas delivered to homes in B.C. will depend on many factors, including cost of financing and construction of the Westcoast Transmission line.

It is estimated that natural gas for home heating will cost about the same as present cost of heating with automatic oil.

The extra advantages of natural gas are—cleaner, safer, no home storage, never-ending supply paid for as used and far cheaper to install.

Appliance dealers in Vancouver and the interior forecast a boom in sales of gas appliances. Cost estimates on installation of a first-class gas furnace vary from \$550 to \$650.

New legislation is being drafted to set minimum standards on equipment and installation and provide an inspection service.

Proposed financing of Westcoast Transmission Company's \$120,000,000 line will take this form: \$90,000,000 first mortgage bonds placed with major insurance companies and banks.

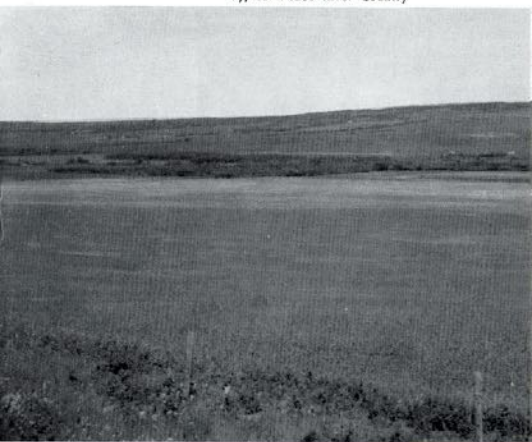
\$12,000,000 sale of preferred stock through Canadian and U.S. underwriters.

\$18,000,000 sale of common stock to Pacific Petroleum Ltd. and other sponsors.

Major supply of gas to the pipeline will come from Pacific Petroleum and its associates, including Peace River Natural Gas Co., Canadian Atlantic Oil Co. and Sunray Oil Co.

Inland Natural Gas Company with headquarters in Vancouver is seeking franchises to supply interior B.C. towns and cities with gas distribution systems which will be tied in with the Westcoast Transmission line.

Typical Peace River Country





G. Thorburn



A. J. Korpi



J. Gebbie



W. H. Lloyd



J. W. Rankin



M. Savage



C. J. Lawrence



S. J. Slado



S. B. Macfarlane



H. S. Davies



W. J. Cratchley



R. T. Baker



G. Elems



V. B. Billett



W. G. Bell



C. Wright



F. E. Stager



W. L. Templeton



E. M. Daly



C. A. Couvelier



E. Cadwallader



E. T. Daly



ON February 7, thirty new members were admitted to the Powell River Company's 25-Year Club. This brings to 274 the number of active employees with twenty-five or more years of service. Retired members, most of whom reside in the Powell River area, total 77, and most of these and their wives turn out for the annual get-together.

This year's was the largest gathering on record with approximately 500 people, including wives, on hand for the banquet, at which President Harold S. Foley presented engraved gold watches to new members.

Mr. Foley, in his welcoming address, recalled many incidents, local and world-wide, that transpired in 1929, the year the incoming group started employment with the company.

"In our past quarter of a century together," Mr. Foley declared, "we have faced and overcome many problems and difficulties. We felt the impact of the great depression of the early thirties; we came through a second World War. Industry on this continent has emerged from these difficulties stronger and sounder, and has brought to our people a degree of prosperity and a standard of living unsurpassed anywhere in the world. All of us—employees, management and government—have shared the benefits of this progress."

Page Twelve



H. V. Poole



R. L. Irving



J. E. Gold



H. W. Hassell



H. C. Kirk



J. P. Dallas



L. C. Howson



O. Roberts

# We Tackle The Noise Problem

THE horse and buggy days, a popular target for the wit of the cartoonist and the derision of the younger generation, did have some advantages over our present age.

One in particular. They weren't worried too much about noise. For them the gentle and rhythmic clop, clop, clop of horses' hooves, the long, quiet nights when the howls of prowling "toms" were not drowned by the roar of airplane engines. For them the unhurried hum of nice, subdued machinery, the calm delights of a summer evening, unpunctured by the deafening backfire of hot rodders burning up pavements.

For them, in short, no noise, or, at the worst, companionable and mostly friendly noises.

Today noise is a very real problem, not only in industry but in our daily life. Machines run at high speeds, electric sirens and bells shriek on our highways, more and more automobiles roar or honk horns on congested streets. Noise has gone beyond the nuisance stage. It is a real and vital problem, which impinges on the comfort, welfare and activities of our people everywhere.

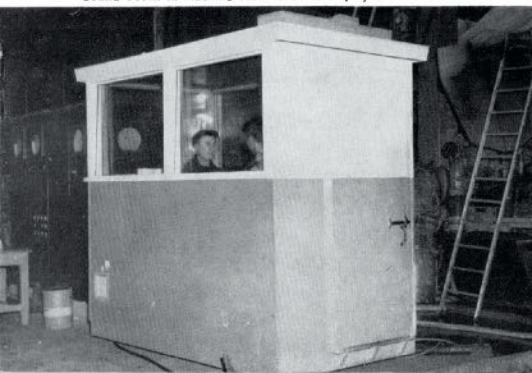
The problem, from an industrial angle, is as acute in Powell River as elsewhere, and here, too, as elsewhere it is not one that is easily solved.

It is one, however, that Powell River Company, individually and collectively, has been studying for the past several years; one on which we have been working hard; and one on which we believe we are beginning to see some daylight.

The problem in Powell River has been approached from two viewpoints:

- (1) Studies and experiments locally and in conjunction with industry and national bodies to eliminate noise and its causes in our plant.
- (2) Where elimination is impossible, to provide protection measures for employees.

Sound booth in machine room enables employees to relax.



Today, our physicists and research staffs are working closely with the National Research Council, who, through a special committee, are concentrating on noise abatement in the pulp and paper industry. Advanced studies and experiments done in the Powell River plant have been made available to this committee. In addition, special experiments are being conducted locally by research staffs.

To speed up our studies and to consolidate information on the subject, Powell River has appointed one of its staff as a Noise Abatement Co-Ordinator. He is collecting information on the problem from every available source, which will be consolidated and analyzed for management. A great deal of progress has been made and with the accelerated intensity of effort this will be speeded up.

Realizing that noise is an immediate problem and that concrete results from studies and experiments will not be available for some time, Powell River has developed progressive measures for employees:

- (1) Sound-proof booths have been installed in machine rooms.
- (2) The Ring Barker operator's station has been enclosed to cut down noise.
- (3) Experiments with specially designed ear muffs have been carried out in the machine rooms. Certain modifications in design, weight and appearance are now being made, which we hope will prove beneficial.

We have not solved the noise problem in Powell River, but Vice-President R. M. Cooper, in a recent bulletin to employees, stated: "I am confident we are making good headway."

But something is being done, and the pulp and paper industry, in particular, is alert to the hazards and consequences of the noise problems, and conscious of the challenge it presents to their ingenuity and technical skill.



Hand sheet forming machine is operated by Jim Hall.



By KEN WATE

Technical Department, Powell River Company

THE ability of a mill to meet consumer requirements and maintain maximum efficiency is dependent to a considerable extent on the establishment of adequate process control measures. This is particularly true of the present-day high production operations in the pulp and paper industry.

An important phase of process control is the compiling of pertinent quality and process data from which the various mill operations can be regulated or modified to give the best results. The considerable attention paid such matters at Powell River is evident from the personnel and the facilities involved in routine mill test work. Approximately forty people are employed in the central laboratory and the seven testing stations located throughout the mill. Excellent testing facilities are provided in each.

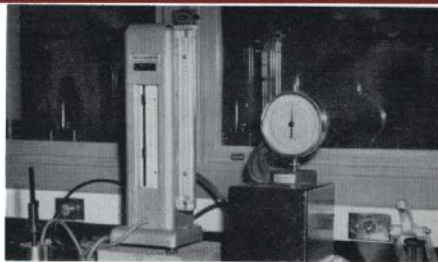
The accompanying photos show some of the specialized testing equipment found in the central laboratory.

The bottom photo shows a laboratory beater. This apparatus is used for evaluating the drainage characteristics and the strength properties of pulp upon beating. Sulphite pulp is treated for approximately one hour in this apparatus, during which time samples are withdrawn at regular intervals and tested for freeness (drainage) and physical strength.

To determine its physical strength, the pulp is first formed into paper sheets,  $6\frac{1}{4}$  inches in diameter and of standard weight, in a sheet machine. Basically the apparatus consists of a cylindrical vessel in which a dilute suspension of pulp fibre and water is thoroughly mixed and then drained through a fine wire screen in the bottom. Paper sheets so formed are subsequently dried and physically tested in a special testing room where air humidity and temperature are maintained at constant levels.

The second and third photos show other equipment used for the physical testing of paper. The mullen and tensile testers measure bursting and breaking strengths respectively, the desk micrometer measures sheet thickness (caliper), and the smoothness tester measures the surface smoothness of the paper, a very important factor in obtaining good printing results.

The extent of the testing done and the broad range of equipment used are evidence of the importance attached to testing at Powell River. The most modern operational and research measuring tools are provided to ensure the highest possible accuracy in all these tests.

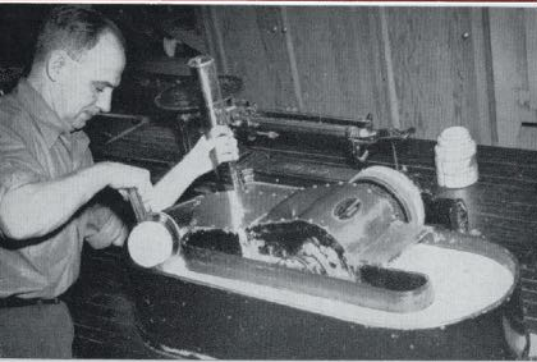


Newsprint smoothness tester, left, and thickness caliper for testing bulk of paper.



Bill Hayes operates tensile tester. Machine at left tests bursting strength of pulp.

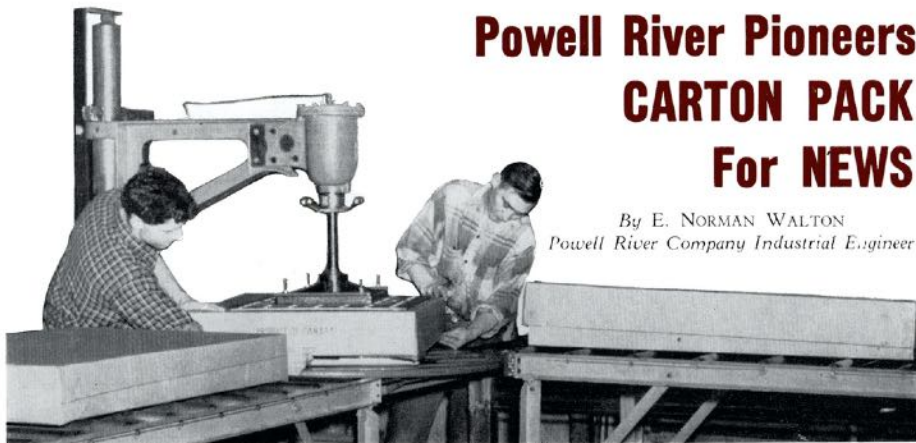
Sulphite stock is tested in experimental beater by George Crockett, below.





# Powell River Pioneers CARTON PACK For NEWS

By E. NORMAN WALTON  
*Powell River Company Industrial Engineer*



The carton sealer on the carton pack "assembly" line.

It looks as if another Powell River Company innovation is about to pay off . . . shipping sheet newsprint in cartons. Our mill at Powell is the first in the industry to standardize on the sturdy and good looking cardboard carton for sheet news.

For many years sheet news has been packed in the familiar "bundle" shown below. However, bundles require a lot of time and labour, as well as heavy wrapper, chipboard, and about 30 feet of gummed tape to assemble. Not only that, they are subject to damage by pallet boards and rough handling—and usually the publisher has no use for all the wrapper and yards of used tape.

About a year ago intensive studies of Cutter Room production were undertaken to determine not only how paper damage could be reduced, but also how sheet quality could be improved.

The first result of the studies was the substitution of the ubiquitous carton for the old-time bundle. The very stiff edges and corners, and the high rigidity of a properly taped carton make for a remarkably strong package. A neat and attractive appearance is an extra bonus.

After many experiments, some sheet news orders were shipped in cartons with a special filament-type

Scotch tape binder, as shown in the left-hand picture below. Later, carton-taping equipment was installed. This unit squeezes the carton with a one-ton squeeze, while a standard gummed Kraft tape is applied around the bottom. This produces a strong and well-sealed package as can be seen in the picture of the carton-taper in action.

Damage to carton-packed papers in either one of the above packs should be much less than with bundled papers, and moreover the publisher might even be able to more profitably dispose of the empty cartons.

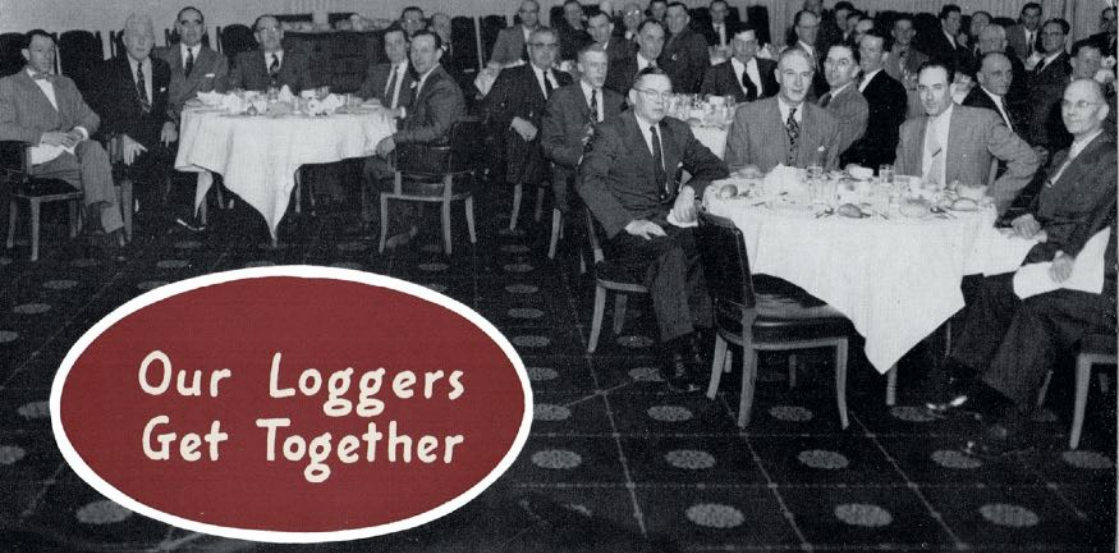
A second result of the studies was the decision to buy a new high-speed sheet cutter, and to relocate and completely modernize the Cutter Room. The new cutter, a German-made machine by Jagenberg, will produce a very clean-cut and uniform sheet. It will run at 500 feet per minute (that's about one acre of paper every minute). It has some unique features not seen on cutters in this country that will be described in a later article in *The Digester* after the new cutter room is in full swing next fall.

Meantime, Dave McBain, finishing room superintendent, will be continuing his experiments to improve his news in cartons.

*Page Fifteen*

The old pack, left, pales by comparison with the smart, compact new carton below.





Some of the men who keep Powell River supplied with the raw product.

**A** GAIN it was the annual gathering of our logging clans. On January 6, superintendents, foremen and officials from Powell River Company's logging division met in Vancouver for their annual conference.

Many of the men present travelled nearly 500 miles to attend these important sessions: some coming from as far away as the Queen Charlotte Islands, others from camps scattered along the rugged coast of the mainland and Vancouver Island.

At the conference, the most important event of the year for our logging men, operations for 1954 were analyzed, the problems and policies for 1955 discussed and planned, mutual experiences related, and old friendships renewed.

President Harold S. Foley welcomed the group and congratulated them on their efforts in 1954. He outlined the background of the "Powell River family," its development over the years, its place in the industry, and the integrated nature of our modern operations, whose success and prosperity could only be maintained by the united and harmonious efforts of all divisions—loggers, lumbermen, pulp and paper

employees, corrugated box personnel—working together as one team.

The conference analyzed repair and maintenance costs, fire prevention procedures, purchasing problems, logging costs, safety instruction and other problems related to woods operations.

All members participated in the panel discussions, and foremen from widely scattered camps who rarely see each other between sessions, exchanged mutual experiences and practices.

Vice-President John E. Liersch outlined general plans and policies for 1955, and special guest speakers included Jack Frost of Weyerhaeuser Timber Company; Don McBean, safety supervisor of McMillan & Bloedel Limited; Malcolm Saunders of Canadian Industries Ltd.; Gerald McKee, assistant chief forester; and James Whitlaw, inspector of Workmen's Compensation Board of British Columbia.

The conference was suitably and vigorously topped off by the special loggers' dinner and dance for wives and friends.



Ed Noyes, Fred Crease and superintendent Clay Anderson, all of Salmon River; Dick Dyer of Dyer Logging Co., and Bill McLeod, Salmon River.

Bert Holbrook, Alice Lake Logging Co. superintendent; superintendent George Bell, Aero Logging Camp; Bill Mains, head office manager, Logging Division, and Gordon Bell, Salmon River foreman.



From left: Joel Matson and superintendent Ted Stromme, both of Alice Logging Co.; Tom Murphy, manager of Kelley Logging Co.; Bernie Rolph and Harold S. Foley.

Norman English, manager of Powell River's logging division; Doug Johnston, Vancouver office; and Bill Manson, manager, Salmon River Logging Co.

Page Sixteen



# CUSTOM BUILT Clamp Trucks FOR NEWS HANDLING

WHEN the first newsprint rolled out of Powell River, material handling techniques were far removed from the modern mechanized age. We have pictures of Dobbin drawing a railway car on our Company Wharf in 1912, before the battery or diesel "Locies" were in operation. Our movement of paper in the storage sheds was by hand truck—an operation that required considerable brawn, good luck, and a lot of man hours.

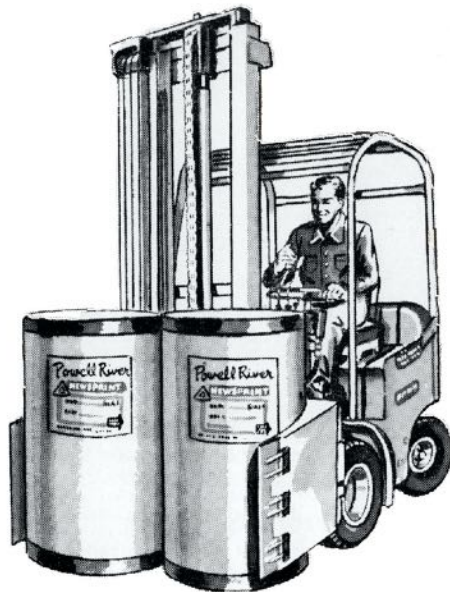
Over the years material handling has become more streamlined. Hoist trucks and diesel-driven trains have entered the picture. The hand trucks have disappeared and as the pace of production increases, new techniques to improve efficiency and celerity of paper movement have been adopted.

In 1929, for example, we produced and moved 154,000 tons of newsprint—mostly by hand trucking methods. Today Powell River production is close to 400,000 tons, which underscores the need for quick and efficient movement and storage of paper.

Today in Powell River we are entering a new phase of material handling with the introduction of clamp trucks to replace our former system of palletized loading.

For the past year, the Industrial Engineering Department has been engaged in an intensive study on material handling, with particular emphasis on conversion to clamp trucks.

At the present time our rolls as they leave the Finishing Room are upended on a tilt table, placed on a pallet board and loaded onto railway cars for transportation to wharf storage sheds. Shipments out via covered barge and Puget Sound Freight Lines are shipped on these same pallets to Vancouver and Puget Sound area. In Californian and deep sea shipments, the pallet boards are left at our Powell



River docks. In both cases the pallets are eventually returned to the Finishing Room to start another cycle—as a tray on which lift trucks can handle paper rolls.

Elimination of the pallets would save manpower, storage space and costly maintenance bills for pallet repair.

With this in mind we started to study the possibilities of converting to double clamp trucks which would carry two rolls on a single lift. Competitive designs, including suggested improvements based on practical operating experience in our plant, were asked for. The trucks, built to these specifications, were put through the most rigid and exacting tests. We stacked, unstacked, loaded railway cars, checked speeds, accelerations, stability, driver visibility, accessibility for maintenance, etc.

As a result we have come up with a special clamp designed for a special job by the men who know attachments best; and we believe it will do a first-class job—and eliminate most of the operating problems we faced under our former handling procedure.

The use of clamp trucks brings us in line with discharge and paper roll transportation at our discharge ports in the United States. Clamps are used in many of the modern publishers' warehouses and on the docks in many ports. At Powell River they will definitely expedite California and deep sea ship loading.

Naturally, we haven't overcome all our problems. Changes in the mill will be necessary to accommodate the new clamp trucks. For the time being, we will continue palletized shipments at our docks, for barges and Puget Sound Lines. Handlers in Vancouver and Seattle are not yet equipped for clamp truck handling; but we are confident that when they see our clamps, they will like them as well as we do.

Former method by lift truck involved bulky pallet boards.





Brothers Joe, Lester and Harold Foley visited Powell River together in January. (See story).



### BROTHERS' REUNION

Unusual sight around town last month was the reunion of brothers Harold, Lester and Joe Foley.

Lester had come up (to Vancouver) from Florida and Harold and Joe naturally could not resist the temptation of showing him results of the multi-million dollar post-war development programs at Powell River.

### OH, TO BE YOUNG AGAIN

Twenty-six girl choristers from Powell River's Brooks Junior High School and Westview High School travelled to Vancouver to sing on radio CBU's school broadcast on January 12.

Powell River Company entertained the excited youngsters at a movie and provided a tour of its subsidiaries in New Westminster. The choir's consensus: "We had a wonderful time!"

### HIGHLIGHTING THE SEASON

James McCartney of Wildwood won the prize for the district's most outstanding job of lighting his home in the Christmas Light-Up campaign conducted by the Powell River and District Board of Trade.

### TV ON ITS WAY

Television moved a step closer to Powell River at the turn of the year with the incorporation of the Powell River Television Company. Plans are to pipe TV programs into local homes by coaxial cable from a master antenna atop Valentine Mountain overlooking the town. TV enthusiast Gordon Turner is president of the new company.

### LOVE STORY APPLAUDED

Shakespeare's poignant tragedy of Romeo and Juliet was re-created on the Dwight Hall stage in early January by the visiting Lancaster Company, who were enthusiastically received by several hundred children and adults from every corner of the district.

### NO PIPE DREAM THIS

The challenging task of welding together nine miles of 20-ft. brine pipe for the Willingdon Arena was undertaken by a score of volunteer company welders in January. Keeness of the men to see the big job done was exemplified by Jack Monteith, who devoted his week's holiday to it.

Many other exacting jobs face the various construction crews as the Arena enters the home stretch. More than 700 yards of gravel were brought in by donated trucks and spread in one weekend by volunteers.

Meantime, welcome financial assistance came from company director Bob Scanlon of San Francisco, who donated \$2,000 to the Arena's building fund.

Volunteer workers were fed by volunteer "cooks" at big arena gravel laying bec. (See story).





Manuel Cervello and Jose Carrera came from Mexico to study paper making. Their guide here was Mel Chatwin, left.

### ADIOS, COME AGAIN

"Go north, young men, to Powell River" was the advice given by Signor Paulino Ortiz Mier, general manager of the Coyoacan Paper Mill in Mexico City, to three young Mexicans who asked him where they could best learn effective paper making methods.

After a week in Powell River the three visitors—Manuel Cervello, 22, Jose Carrera, 21, and Manuel Diez, 25 (who was born in Spain)—spoke highly of our operation and of the friendly people they encountered in the mill and townsite.

### TRANSPORTATION JACKPOT

Secht Motor Transport entered the Powell River-Vancouver bus service on January 4 with two daily return trips.

The route was pioneered by Powell River Stages last fall.

Opposition to the extra buses was raised by the district's leading organizations on the grounds that additional transportation at this time might adversely affect present land, air, and possibly water transportation.

### GIANTS THRILL CROWD

Heading the sport attractions this month were the Philadelphia Colored Giants, who thrilled local audiences with a masterful basketball display. The Giants, who had been travelling in northern B.C. and Alaska dropped in on Powell River on their trip south. The largest crowd in the history of local basketball jammed the High School Gym to watch the deft colored lads in action.

### HE TOOK THE STOCK

Papermaker Don Morgan, winner of the company's 4½-month long safety contest, decided to forego the pleasure of a week's expense-paid vacation in Hawaii in favor of 25 shares of company stock—roughly \$1,000.

Don's name was drawn from hundreds of other employees who belonged to groups which had gone accident-free for the duration of the contest.

### TIMELY OPERETTA

A capacity audience applauded an all-student cast in Brooks High School's operetta "A Christmas Carol" staged just before the holiday.

Bert Forrest took top acting honors with his sensitive portrayal of Scrooge.

### FOOTBALL FILMS PLEASE

During February Powell River soccer fans had the privilege of seeing two outstanding football films. Through courtesy of the British Columbia Football Association a full time picture of last year's English cup final between West Bromwich and Preston was shown, followed a week later by the great match between England and Germany, with England on the winning side. The outstanding play of the German goal keeper and the skill of the veteran Stanley Mathews were applauded by a large audience.

### THE WEATHER HOLDS

Up to the last week in February Powell River had not seen snow during the present winter, and temperatures seldom dropped below 40° during the period. So far one of the mildest winters on record.

### SHIP MODEL AHOY

Unique way of showing his appreciation for his Commanding Officer was Sea Cadet Jim Robertson's surprise presentation of a Canadian warship's model to Cadet Lieut. W. Nicholson.

Son of Jim Robertson, Sr., a long-service docks and storage employee, young Jim reproduced the "Prince David" on which Lieut. Nicholson served during the war.

Navy Cadet Jim Robertson present the "Prince David" to Lieut. W. Nicholson. (See story).





WITH so far one of the mildest winters on record, woods operations are getting away to an early start. Crews are already on the job at Hardy Bay—and in the "sunny" Queen Charlottes, camps will be in production early.

The logging department also announced the retirement after 40 years in the woods of Clay Anderson, Production Supervisor at Salmon River Logging Company. Clay is a son of "P.B." Anderson, one of the deans of logging in the Pacific Northwest. The family are well known in the logging profession and Clay's brother Dewey is one of the province's leading logging men. Ted Stromme, now superintendent at Alice Lake, will succeed Clay.

Over at Westminster Shook Mills, they are very proud of the record of Alfred Pihl, lumber carrier driver. Alf joined the Shook Mills staff 18 years ago and in that time has never lost a day's work or been a minute late in reporting on the job. As a driver on fork lift trucks, Alf has handled the fantastic total of over one billion feet of lumber during his service with the company. It is of further interest that Westminster Shook Mills were one of the first to use friction type hoists in British Columbia—and Alf was selected as the first driver.

Vice-President Harold Renwick is equally proud of the safety record of his employees at B.C. Manufacturing Company. His plant worked through 1954 without a single compensable accident—an outstanding performance in a sawmill where many unavoidable hazards are always present. What this means can be best illustrated by the comparative standings of other B.C. mills. The average accident frequency of 55 sawmills for 1954 was 20.6. For B.C. Manufacturing it was a great big ZERO. In the sawmill and planer day shift crews, there has not been a compensable accident for 1,363 consecutive days—three and one-half years. These spectacular results have been largely accomplished, Mr.

Renwick states, by the employees themselves who have taken safety seriously and who have developed a high degree of safety consciousness. "It's our problem," one employee stated, "and all the guards and protective installations in the world will not do the job if we don't actively practice safety ourselves."

#### IN OUR TRANSPORTATION FIELD

Powell River's second self-dumping log barge was launched early this month—and, being an exact duplicate of her older sister launched last November, will prove equally successful. The use of this new type of barge by Powell River Company has attracted widespread interest and the success of its operation has fully justified the design.

The big ocean going tug, the former Escort has now been officially registered as the "N. R. Lang." Her refit and overhaul has been practically completed and the ship will soon be in service towing log barges from Queen Charlotte Islands to Powell River. One feature of the "N. R. Lang" is the comfortable quarters provided for the crew. Nine staterooms are available and these have been renovated to make them both attractive and comfortable.

The fourth Martin Paper corrugated box plant being built at New Westminster is nearly completed—and it is hoped that production will start before the end of March. Storage facilities in the new building allow for piling rolls to a height of 20 feet. Kraft rolls are nearly double the weight of newsprint rolls—and considerably larger in diameter. Rolls weigh up to 4,000 lbs. against a large newsprint roll which would weigh just under 2,000 lbs. Manager at the new ultra-modern plant is George Holland, formerly a Martin executive in Alberta. The superintendent will be Al Lowe of Winnipeg, who has been with Martins for over 25 years and is one of the most highly experienced men in the corrugated box trade in Canada.

Page Twenty

First W.S.M. lift truck (chain hoist) and first wide gauge carrier.

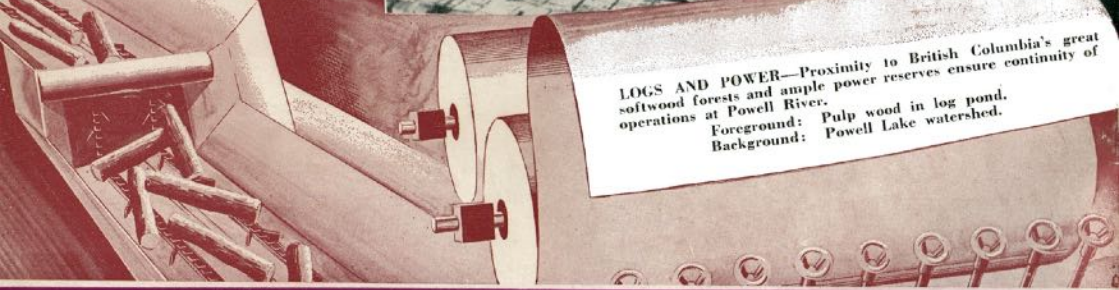
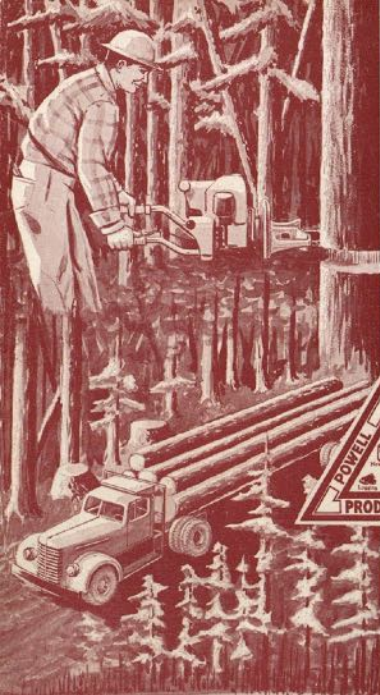


Modern offices now accommodate B.C.M., W.S.M., Martin's Paper, and Kelley Spruce staffs.





NEAR FORT ST. JOHN IN THE PEACE RIVER



**LOGS AND POWER**—Proximity to British Columbia's great softwood forests and ample power reserves ensure continuity of operations at Powell River.  
 Foreground: Pulp wood in log pond.  
 Background: Powell Lake watershed.

# POWELL RIVER PULP and PAPER



Powell River

# DIGESTER



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Powell River

# DIGESTER

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J. A. Lundie, Editor

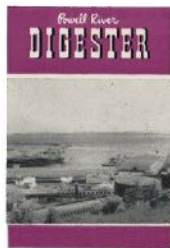
Paul King, Assistant Editor

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## CONTENTS

	Page
H. S. Foley Chairman, M. J. Foley President	1
Pulp and Paper Informs Public	2, 3
Doukhobors in Canada	4, 5
First-Aid Team Wins	5
Peagee Explained	6
Townsite Sale	7
Good Citizens, Rev. and Mrs. Graham	8
Powell River Forest Products	9
Blake, Moffitt & Towne	10, 11, 12
Appointments: Conley Brooks, George B. Hills, Jr., Dr. Ralph Patterson	13
Trucks Replace Logging Trains	14, 15
Around Town	16, 17
Fishing Industry of Canada	18, 19, 20
Ninth Paper Machine	20



The Cover Picture

Powell River is British Columbia's fourth largest port—and merchant ships from the seven seas load and unload at our wharves.



## Editor's Notes

### An Arena Is Built

The citizens of Powell River have built themselves an ice arena. On the testimony of visiting teams and ice artists, it is one of the finest in the province.

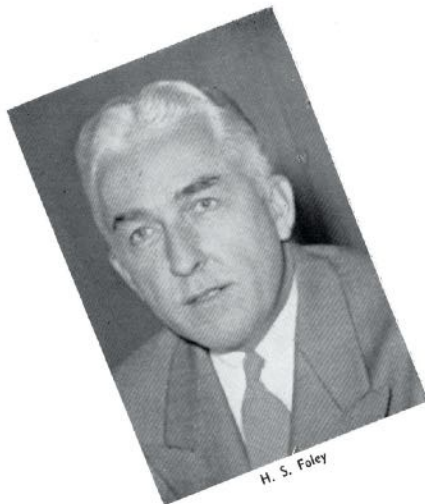
It was opened about two months ago and the stands were jammed as hundreds of youngsters and adults turned out to watch skating and ice hockey on the first artificial ice ever seen in Powell River. Now curling, hockey and skating are popular recreational activities in the district.

But back to our main theme. This is a citizens' rink, built and financed by the people of Powell River themselves! The committee sold bonds, ran novelty shows, brought in concert and other artists to help raise funds. With the help of a \$20,000 donation from Powell River Company, and bond purchases, approximately \$130,000 in cost was raised.

The total cost of the arena is estimated at close to \$300,000. The difference was made up by volunteer labour on the part of local residents and company employees, who contributed days, weeks and months of their time to the job.

Probably nowhere else in B.C. could the same results have been achieved. Few cities have the advantage of the wide variety of technical, engineering and trade skills available in the Powell River Company plant. Specialists were available for every requirement—for surveys, for foundations, building, welding, etc.—and all gave their services. Hundreds of others hauled cement, carried lumber or assembled in other ways.

It was a great united community effort—one of the finest in Powell River's history. It has brought to the people of our area, and particularly to the children, new opportunity for pleasure and progress.



H. S. Foley



M. J. Foley

## H. S. Foley Chairman of the Board M. J. Foley President

**D**IGESTER readers will be interested in the recent changes in top management of the Company. On April 19 it was announced that Harold S. Foley, President of the Company since 1940, had been appointed Chairman of the Board of Directors, and his brother, M. Joseph Foley, President.

In announcing the executive changes, Harold S. Foley stated that the new moves "would broaden the base of management and maintain continued freshness of approach at the top level."

"As Chairman of the Board I will continue to maintain an active interest in the operation and policies of the Company," Mr. Foley declared.

Harold S. Foley joined the Powell River Company as Executive Vice-President in 1936. These were difficult and formative years, and under his direction and personal leadership the Company has enjoyed a record of continued progress and a high prestige in the industry. He is today one of the best known and outstanding figures in the pulp and paper field.

Born in Minneapolis, Minn., in 1900, he received his Bachelor of Commerce degree from Notre Dame in 1921 and began his business career as salesman with Brooks-Scanlon Inc., in Eastport, Florida, in 1922. Successively he became part owner of the Dunan Lumber Company of Bradenton, Florida, President of Foley Lumber Company at Jacksonville, Florida, and Vice-President of Brooks-Scanlon, Inc., Foley, Florida.

Mr. M. J. Foley joined the Powell River organi-

zation as Executive Vice-President in 1948 after a successful business career in the pulp and lumbering business of the Southern United States. In his seven years with Powell River he has acquired a widespread reputation as an executive and administrator.

He graduated from Notre Dame in 1933 where, in addition to his degree, he took time out to play a lot of football and was a member of one of Knute Rockne's famous squads.

He started as a salesman with the Foley Lumber Company the same year and in 1936 became Assistant to the President of Brooks-Scanlon Corporation at Foley, Florida, appointed Vice-President in 1938 and took over as President in 1941. In 1946 he was appointed Vice-President of Brooks-Scanlon Inc., Minneapolis.

He brought to the Powell River Company a wide background in the lumber industry in the South, where he was very prominent in the affairs of the Southern Pine Association and the Florida Board of Forestry. He is President of the B.C. Branch, Canadian Forestry Association, Chairman of the Western Division Canadian Pulp and Paper Association.

Both Mr. Foleys take an active part in community and welfare organizations on several of which they serve as directors.

The Diger joins their many friends in all parts of the world in wishing "Harold and Joe" continued health and congratulations in their respective appointments.

# Reaching the People

By LEANDER M. MANLEY  
Secretary-Manager, Western Branch  
Canadian Pulp and Paper Industry



Integration of forest industries is demonstrated by this scale model.

**I** BELIEVE that this Industry is doing a great thing when it sponsors a contest of this kind. It enables the students to realize how important the Pulp and Paper Industry is and, at the same time, it gives them an opportunity to compete for some worthwhile prizes.

... I am planning to use my prize money for education purposes when I attend University at a later date.

The foregoing is an excerpt from a letter recently received from a successful High School entrant in the Industry's 1954 Essay Contest which is now in its ninth year in British Columbia and which imparts much factual information each year to many thousands of teen-age students.

Commencing in 1947 the Pulp and Paper Industry of British Columbia has carried out a continuous plan of public education. The main objective is to inform the public of the value of British Columbia's forest resources and the economic importance of the Pulp and Paper Industry to our province and nation.

It is a very diversified operation, comprising several individual projects. It reaches and informs British Columbia citizens in all age groups, children and adults alike.

It is a positive attempt to make manifest the opinion expressed by the Honorable Gordon McG. Sloan in his 1945 report of the Forest Resources of British Columbia, wherein he stated:

... Our forests are of such importance to the economic life of the Province, it is essential that the public generally be acquainted with their growth, uses and perpetuation. The school children of today will become the future custodians of this great resource. It seems to me, therefore, that our people

should receive instruction in matters pertaining to the economic and social values thereof."

It will be apparent the objective presents an unusually difficult task, in that all sections of our people must be reached. Further, it must be a continuing operation and sufficiently varied to inform and hold the interest of an equally diversified public audience.

To this end, the Pulp and Paper Industry directs several different educational projects.

Commencing with six-year-old youngsters attending school for the first time, gift seedling trees, complete in attractive peat-filled kraft boxes, are presented each autumn with personal gift certificates. A special ceremony marks the commencement of the distribution and it is a heartening experience to observe the delight of the children when they receive

Paper making kits are supplied to 178 high schools by the Pulp and Paper Industry.





Proud winner of 1954 Pulp and Paper Essay Contest Penny Muir and her school principal, Col. E. L. Yeo.

the young trees. There is no doubt that personal ownership engenders a continuing interest in the growing gift tree.

Moving to higher grades in the Junior and Senior High Schools, the Industry's annual essay contest has proved to be a very valuable medium through which facts concerning the Pulp and Paper Industry can be intelligently conveyed to our citizens of tomorrow. Entrants in this contest are required to make a study of information made available to them by the Industry.

Two years ago, the Western Division, C. P. & P. A., developed a unique teaching aid. It was a paper-making kit by which students could actually make a sheet of paper in the classroom. One of these paper-making kits was placed in every Junior and Senior High School in British Columbia under the supervision of the principal or science teacher. The kit is complete with supplementary aids. These include film strips illustrating the essentials of good forestry practice. Much valuable information concerning modern paper making, which otherwise would be difficult indeed to transmit, has been conveyed to many thousands of teen-age students.

A very important objective is that of instructing the public and children alike concerning production of continuous forest crops. In addition, it has been found necessary during the transitory stage of British Columbia's forest economy, to demonstrate why and how the integration of the primary forest industries is essential to a more complete utilization of the forest crop.

For this purpose, three scale models were constructed for use in classroom lectures. They demonstrate the integration of a pulp mill with lumber, plywood and hardboard mills. They are complete with forest areas in various stages of growth and reforestation, demonstrating how management plans for perpetual yield. They are complete in every detail, even to deep sea docks, townsite, golf course, hydro electric power plant, booming grounds, logging camps, fire lookouts and access roads.

One of these models was recently withdrawn for two months display in the main lobby of the British Columbia Parliament Buildings.

In the realm of community relations, British Columbia's Pulp and Paper Industry has originated and developed a 45-acre tract known as "The Queen Elizabeth Arboretum," a project unique in Canada.

It is doubtful whether there is another spot like it in North America — one which has developed so rapidly and attracted so much attention. This museum of trees and shrubs, a quiet retreat of idyllic beauty, contains over 5,000 labelled specimens. Located on Little Mountain in the heart of the city it is now one of Vancouver's top attractions.

During the Summer of 1954, the Industry took an important step in an effort to stimulate children's interest in the fine arts. This effort was immediately successful. A generous cash scholarship and thirty-two smaller scholarships were provided to encourage children's art studies in organized classes under the direction of the Federation of Canadian Artists. The popularity of these outdoor painting classes has made it necessary to embrace a number of areas surrounding Vancouver. A condition for the participants in these scholarship contests is that their subject for painting shall be trees.

And finally, to round out the Industry's efforts in public education, two annual fellowships are awarded each year to top-ranking graduates from



Thousands of youngsters get seedlings from B.C.'s Pulp and Paper Industry. Here Dr. C. D. Orchard, chief forester, hands them to Victoria children

the University of British Columbia's Faculty of Forestry. Nine executives of the industry also deliver lectures to students of the University on the economics, manufacturing processes and forestry practices of the Pulp and Paper Industry.

Apart from the distribution of factual material and statistics, the activities briefly described in this article carry important and interesting information about the Industry to practically all sections of our people.



"God's creatures must not be man's slaves," is the reason these Doukhobors put a horse out of a job. Unlike this family, most Freedomites do not wear leather goods.

## The Spirit Wrestlers

By LES RIMES

Marine Editor, *The Vancouver Sun*

NO religious sect in Canada — or, perhaps in the entire civilized world — has been subject to such violent discussion as have the Doukhobors of southeastern British Columbia. Their fame, or infamy, has crossed international borders, and writers have been quick to condemn, to exaggerate, to belittle, or to praise. Newspapers have been quick to capitalize on their nude parades and their acts of incendiarism; to emphasize their fanaticism, their "unworldliness".

Actually, to blame it on the "Doukhobors" or "Spirit Wrestlers" is incorrect.

The Doukhobors first came to this continent from Russia at the turn of the century, settling on the prairies. They were a communal-minded people, pacifists, and had suffered untold persecution under the Czars in the country of their birth because of their refusal to bear arms.

It wasn't long after coming to Canada that the Independents gave up their communal life for free enterprise in the land of their adoption. The Orthodox and Named Doukhobors moved on to the Kootenay district of British Columbia along with a few hundred Svobodniki.

It is the Svobodniki — the "Freedomites" — who have been the cause of most of the trouble in the province.

The sect does not believe in a marriage ceremony. A man and a woman take their vows in private before God; and they believe that if their love grows

cold it is better that they part than live together in unhappiness. Consequently, children are the wards of the community, few of them knowing their own fathers.

They do not believe in taking a life of any of God's creatures. They wouldn't wink an eye at burning a house, but before the torch is put to the building one of the members of the sect is sent in to take out any mice, ants, lice, spiders, lest any one of God's creatures perish in the flames. They won't harness a horse, preferring to get between the traces themselves to haul their wagons to the markets. Naturally, they don't eat meat.

And they don't cook their vegetables.

"If vegetables were meant to be cooked, God would have them pre-cooked," is their argument.

So, the men don't shave. God would have equipped men with built-in razors had he meant them to go around clean-shaven.

They won't use metal, for "Metal has cost the lives of men in the mines and in the foundries."

This latter tenet is one which is, indeed, a paradox when one considers they have now settled in the metal-rich Kootenay district of British Columbia and, in fact, one of the major colonies — that of Ootiscoenia or Consolation — is oft-canopied under smoke from the world's largest non-ferrous metallurgical smelter at Trail and high tension lines carrying power from the Brilliant Dam to the smelter pass along the roadways they tramp daily.

Why do they burn the homes of other Doukhobors? The reasoning is quite simple: One "wayward" Doukhobor buys a typewriter or a washing machine or a radio. And, in order to point out the folly of his ways, they burn the place down the first time he's away from home.

And burnings have been considerable. Many of the Named sect and the Orthodox sect work in the corner coffee bars, in the sawmills, and many of the men have shown marked skill in the building trades — especially in carpentry. These are the "wayward" sheep — the "lost" sheep. To burn their homes and the sinful contents is one of the methods of proselytization.

They burn schools too.

Most Canadians are under the impression that the Doukhobors object to education and enlightenment of any kind. This is not true. What they do object to is what they consider the over-emphasis on power and commerce in our modern education methods. Every Canadian child is taught to believe that "we gave the Americans a good drubbing in the War of 1812-14." Every American child is taught "the Americans showed the Canadians and their British allies a thing or two." The Freedomites believe neither side won; and each side should feel thoroughly ashamed of itself. So, why talk about it, let alone boast about it!

As for Commerce, the Canadian child, before he

reaches his teens, is taught that if you loan Mr. A. \$1.00 at 5 per cent for one year, you'll get \$1.05 back at the end of the year. To the kids, that's simple arithmetic. To the Doukhobor, that's usury! So, they burn the schools.

Then, too, they have another "good" reason. I remember at Pass Creek a young teacher whose main uplift in the classroom seemed to be a brassiere. And she emphasized it. It was the day, too, of short skirts; and she had shapely knees. But the elders of the Spiritual Community were horrified. Not only did they burn down her school, but they paraded around it nude, casting their garments into the flame to point out the sinfulness of her ways.

The old folk may have been entirely sincere in their "easy" marriages and in their nude parades. God was their leader. But, some of the younger people, who have "been around" and have become partially "westernized" are joining the sect merely for the sake of nudity for nudity's sake, and because they can "get even" with someone who has crossed their path by burning down his house, or for other devious reasons all under the cloak of Christianity.

The Freedomites are gaining in numbers. From evidence it would appear they are not gaining in sincerity.

That is one of the growing pains that are part and parcel of Canadian nationhood, which must be solved.

## First Aid Team Triumphs



Mr. M. J. Foley (seated right) and Safety Supervisor Stuart Flade (standing centre) pose with the Company's champion first aid team. Sitting, from left, are Frank Scott and Gordon Menzies. Standing, Bert Grundle, Jim Cockrill, Lionel Perrier, Wilfred Duke.

**P**OWELL River Company's First Aid Team won first place honors at the Annual Pulp & Paper Industry Labor-Management Safety meeting held in Vancouver on March 29-30. In competition with ten teams representing the various pulp and paper companies in British Columbia, the team emerged as clean cut winners.

This is the second victory for Powell River Company first aiders this year. Recently they entered the Dominion First Aid Championships and in competition with scores of other firms in British Columbia, took first place in the entire Province in the Tyro Class.

# A BRIEF EXPLANATION OF PEERAGE

**I**n our last issue we outlined some of the well known British Knight-hoods, and the status of Canadians in respect to receipt of titles.

In the current issue we carry the outline into the British peerage to describe briefly the origin, development, precedence and privileges accompanying members of the peerage in the United Kingdom.

At the outset we would point out that no Canadian citizen, by order of Parliament, can accept a peerage no matter how great his services. If, however, he leaves Canada and takes up permanent residence in the United Kingdom he may accept a title or peerage.

There are five ranks of the peerage in Great Britain. The highest in rank and precedence are the Dukes, followed by the Marquesses, Earls, Viscounts and Barons.

At this juncture there is one small point that might be worth clearing up, because it seems to confuse and even bewilder many non-British and Canadian people. The word "Lord" is not a degree in rank of the peerage. It is a courtesy title used frequently to refer to all members of the peerage irrespective of their particular rank, i.e., Lord Alexander (Earl Alexander), Lord Byng (Baron Byng), etc. Also, younger sons of Dukes and Marquesses carry the courtesy title of Lord. In general, it is used to refer to any member of the peerage.

An example of this courtesy use of the word "Lord" was the common reference to Sir Winston Churchill's father as Lord Randolph Churchill. As the younger son of the Duke of Marlborough, the ex-Prime Minister's father was always referred to as Lord Randolph. Had Randolph been the oldest son of the Duke, Sir Winston would never have sat in the House of Commons, and it is extremely unlikely he would have ever been Prime Minister. He would have been the Duke of Marlborough, a great and honorable title, but never greater or more honorable than plain Winston Churchill.

From the time of the Norman Conquest up to the 14th century, all peers were known as Barons. They were the men who had been granted land rights by the Crown in return for military service obligations and certain fixed money payments.

Out of the Barons grew the Earls, who might be designated as Chief Barons, a dignity conferred by royal prerogative on a man who was already a baron.

Up until the reign of Edward III (1327-1377), the peerage consisted solely of Barons, Earls and high Churchmen. But in 1337 Edward III named his son the Black Prince as Duke of Cornwall, which gave him precedence over all other members of the peerage. The title is reserved in perpetuity for the

first born son of the Sovereigns of Great Britain. For many years the only additional Dukes created were members of the Royal family. The first "subject" named to a Dukedom was Robert de Vere in 1385. And the last "subject" to gain a Dukedom was, we believe, the Duke of Wellington. As far as we are aware no one save a member of the Royal family has been raised to this top peerage since the death of the Iron Duke. The last Duke created was the Queen's consort, Philip, named to the British peerage as Duke of Edinburgh.

The senior Duke in Britain is the Duke of Norfolk, Earl Marshal of the realm.

The title of Marquess was created in 1385, but in this instance the title was only for life and was not passed on to his heirs. Creations have been made at long intervals, and the oldest marquessate in England today is that of the Marquess of Winchester, created in 1551. Probably the last man named to the rank of Marquess was the late Marquess of Curzon during the 1920's.

Viscounts were created by Henry VI in 1440 and took precedence over Barons but below the Earls.

During the Middle Ages there were two recognized divisions of the peerage — the Lords Temporal and the Lords Spiritual. In latter years the archbishops and bishops comprising the Lords Spiritual have the right to sit in the House of Lords, but are no longer considered as peers.

With the expansion of parliamentary government the ancient privilege of peers has declined until today the British peer has only two special rights remaining. As a peer of the United Kingdom he is entitled to a seat in the House of Lords, and if guilty of felony or treason he is entitled to a trial by a jury of peers.

It should be emphasized that there is nothing to prevent a peer from being Prime Minister of Great Britain. Many noblemen have had that office, including Lord Palmerston and the Earl of Salisbury. But a peer cannot sit in the House of Commons and this handicap, in recent years, has tended to decrease a peer's chance of holding the highest political rank in the nation. This was the chief reason why Winston Churchill was made Prime Minister instead of Lord Halifax in 1940, even though the deposed Mr. Chamberlain favoured the latter.

In this short article we have referred only to United Kingdom peerages. We have not touched on Irish or Scottish peers, who are in a different category and whose privileges are less extensive than those of the United Kingdom. Many Scottish and Irish peers however, also hold United Kingdom peerages, and as such are possessors of the privileges mentioned above.



*Another Modern Step . . .*

## Powell River to Sell Townsite



General view of Powell River townsite with neighboring Westview in the background.

**A**FTER forty-four years in the business of running its own townsite, Powell River Company has decided to dispose of its houses.

The sale of the houses is contingent on the result of a vote which will be taken shortly to amalgamate Powell River and the contiguous areas of Westview, Cranberry and Wildwood into a single municipality.

At the present time Powell River is unorganized territory with the townsite affairs administered by the Company. The adjacent areas of Westview and Cranberry are incorporated Villages and Wildwood district is unincorporated territory. The proposed municipality would bring into being a compact, well organized area of over 9,000 people. As in other municipalities, (which correspond to counties in the United States) a representative civic body, with a reeve and councillors, will be elected to administer the new area. Powell River will then dispose of its various townsite facilities, which will be merged into the greater municipality services. Present tenants of Company houses will be afforded first opportunity to purchase their homes.

There are many factors yet to be ironed out, and extensive preparation was necessary to provide information and terms relating to each of some 450 houses in the Powell River Townsite. Protracted negotiations with the Government and with the local Villages had to be undertaken to bring the plan to its present status. A special bill had to be presented to and approved by the Provincial Legislature.

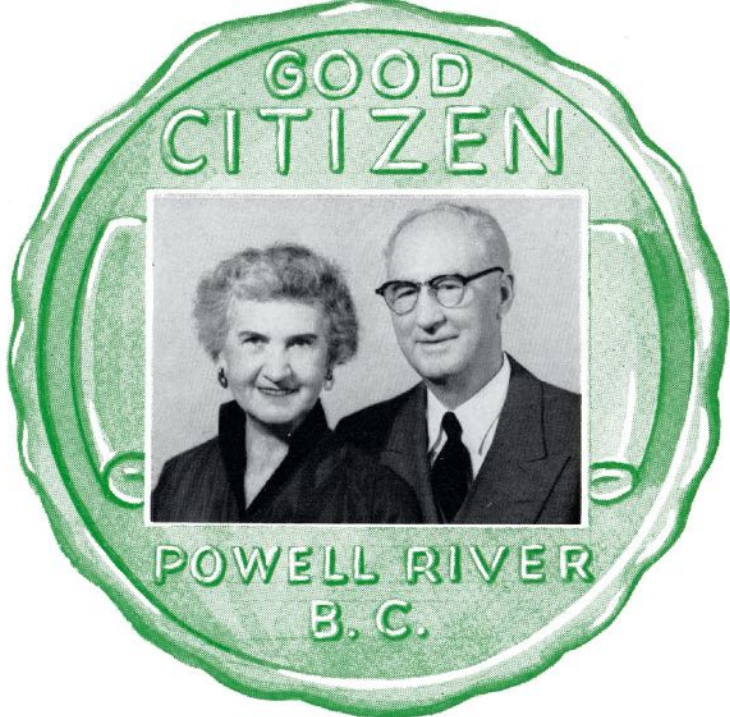
For the past several years the idea of selling its homes to tenants has been under consideration by the Company and employees in general appear to favor the idea of owning their own homes. The operation of a townsite was necessary in the early days, when the Company had to provide housing for the hundreds of new workers who swarmed into the area for construction and initial production.

But in the past twenty years, with the opening up of the surrounding districts, hundreds of permanent employees have moved to outside areas, have built their own homes and formed their own villages. Today the Village of Westview has one-third more population than Powell River, and Cranberry is rapidly nearing the Powell River census. The necessity for providing employee residences no longer exists and the Company believes that the time is ripe to let the people of Powell River run their own affairs.

Tenants have received individual letters advising them of the price at which their house can be purchased and the terms. They have until June 30 to accept or refuse the Company offer.

To advise and assist tenants regarding financing, transfers and other details, a senior Company official has opened a special office in Powell River for interviews at the tenants' convenience.

The reception to the sale has been favorable—and occupants consider that the Company's terms and conditions have been very fair.



TWO years ago Richard Bull, overhead crane operator in Powell River's number 7 and 8 paper machine room, and Mrs. Olive Devaud, an indefatigable retired nurse, became the proud co-holders of the first dual "Good Citizen" award in the Powell River area.

This year a Powell River minister and his gracious wife shared the award. Reverend and Mrs. William Graham proved popular choices for the first married couple to receive the coveted honor.

Although the task of selecting a "Good Citizen" is becoming increasingly more difficult, according to the sponsoring Powell River News and the Pythian Lodges, this year's winners were picked unanimously.

Seventy years young, Rev. Graham—his friends prefer to call him Skipper—this April marked his fortieth year in the ministry, fourteen of them in Powell River. Born near Guelph, Ontario, "Skipper" attended the University of Toronto, then went to Knox College to study for the ministry.

Sent on summer mission trips by the United Church to Vancouver Island and the Peace River country, he fell in love with the then rugged west and one of its lovely daughters resident in Edmonton.

It was tough pioneering around such charges as Peace River Crossing and Prince George, but the newly-weds say they enjoyed every moment of it.

In 1941, following charges in Ladysmith, V.I., and Vancouver Heights, the Grahams came to Powell River. As elsewhere, they entered wholeheartedly into the life of their new community. Skipper devoted all his time to its betterment and Mrs. Graham has helped him at every step.

If an unemployed stranger came to town looking for work and could not find it at once, the Grahams took him into their home to tide him over. Open to everyone — especially to young people — their home is traditionally regarded as the district's unofficial hostel.

Often when Skipper finds a sick mother on his rounds, Mrs. Graham will jump in to cook the family's meals and look after the children.

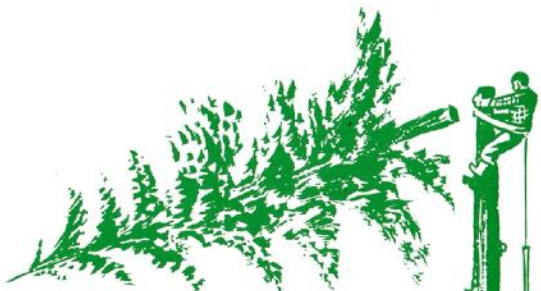
These are not things the Grahams will talk about with others, of course. Mrs. Graham, for instance, likes nothing better than to discuss dramatics or elocution, her favorite avocations. And Rev. Graham, who has actively participated in just about every type of welfare work is as conversant with cultural and social activities of the district as he is with everyday happenings around town.

Then there are their children, now with families of their own. Ronald still lives in the district, while their daughter, now Mrs. Clay Anderson Jr., has moved to West Vancouver.

Together Rev. and Mrs. Graham make a perfect, almost indivisible team of kindly, sincere community workers — a fact which the selectors of our "Good Citizen" for 1954 took into account for its own sake.

On April 1 the Grahams were presented with gold "Good Citizen" buttons and special certificates at a banquet in their honor. It was one of the most memorable presentations since John ("Mr. Powell River") McIntyre was named Powell River's first Good Citizen ten years earlier. And — as one of the banquet guests said with quiet conviction, "It couldn't have happened to nicer people."

# Powell River Forest Products



**P**OWELL River Forest Products Limited is a new Canadian Company formed to market the lumber products manufactured by the Powell River lumber producing divisions.

April 1st, 1955, marked the day when a wide list of familiar lumber products — Westminster Shook Mill's hemlock, fir and yellow cedar, B.C. Manufacturing Company's Western Red Cedar, and Kelley Spruce brand specialty Sitka Spruce products commenced to be exclusively distributed by the newly formed Powell River Forest Products Limited instead of, as heretofore, by the B.C. Manufacturing Company Limited and Kelley Spruce Limited.

Powell River Forest Products Limited, a separate British Columbia corporation and a subsidiary of Powell River Sales Company Limited, will carry on selling, development and research activities for the wide markets served in Canada, United States and Overseas with the abundant lumber products manufactured within the Province of British Columbia.

The new company acquiring the exclusive distribution of the forest products of the old established Powell River lumber divisions, will be headed by Harold Renwick as President, and the same sales staff will continue with Gordon Douglas as Vice-President, Fred Ridley and Michael LePage, all of whom have been engaged in these activities for many years past.

The same high standards of quality and service, which have characterized these operations in the past as a part of B.C. Manufacturing Company and Kelley Spruce Limited will prevail as a guiding policy for the new Corporation, Powell River Forest Products Limited.



Harold A. Renwick



Gordon Douglas



Fred Ridley

# 100 Years in the Paper Business



ONE hundred years in the paper distributing business . . . and 25 years as exclusive paper merchant distributor of Powell River newsprint on the Pacific Coast!

That's the record of Blake, Moffitt & Towne, "Pioneers in Paper," which maintains 18 divisions strategically located from the Canadian to the Mexican border.

This is a far cry indeed from the gold rush days in San Francisco, when the dire paper shortage finally led to three printers switching from their trade to paper handling.

Francis Blake and James Moffitt helped print The New York Tribune for Horace Greeley. The third member of what later was to become Blake, Moffitt & Towne, James W. Towne, plied his composing stick in a small town in New Hampshire. Like many another, the trio came West in those early days and prospered at their trade.

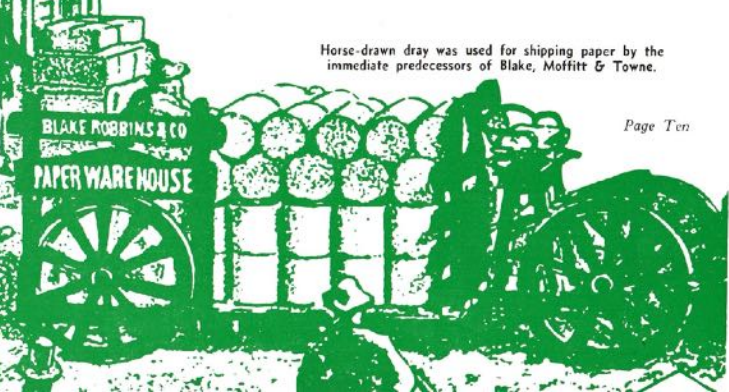
In 1868, a house dealing exclusively in paper was formed with Blake, Moffitt & Towne in partnership with Charles F. Robbins. The firm was known as Blake, Robbins & Company. After the death of Mr. Robbins in 1884, the present firm name of Blake, Moffitt & Towne was adopted.

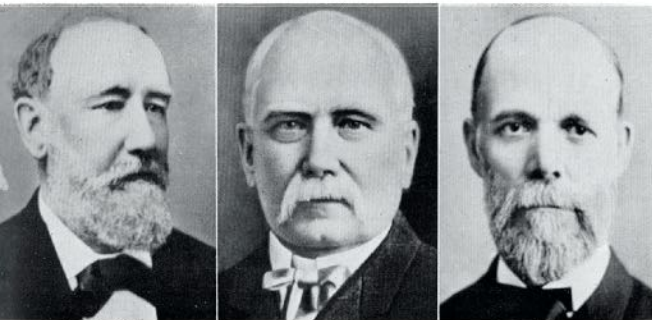
In the early days, each printing firm bought for its own requirements. However, as one printer would run out, he would buy paper from others, so it was not long before buying and selling among themselves became prevalent. This, in turn, led to some printers importing paper for the sole purpose of reselling it to others.

As an example of the acute shortage of paper in those pioneer days, The Californian, first newspaper issued on the Pacific Coast, said at Monterey in 1846:

"Our paper at present is that used for wrapping segars; in due time we will have something better." The vv's were used

Horse-drawn dray was used for shipping paper by the immediate predecessors of Blake, Moffitt & Towne.





Francis Blake

James Moffitt

James W. Towne

instead of w's, the old Spanish font in which the newspaper was printed containing none of these.

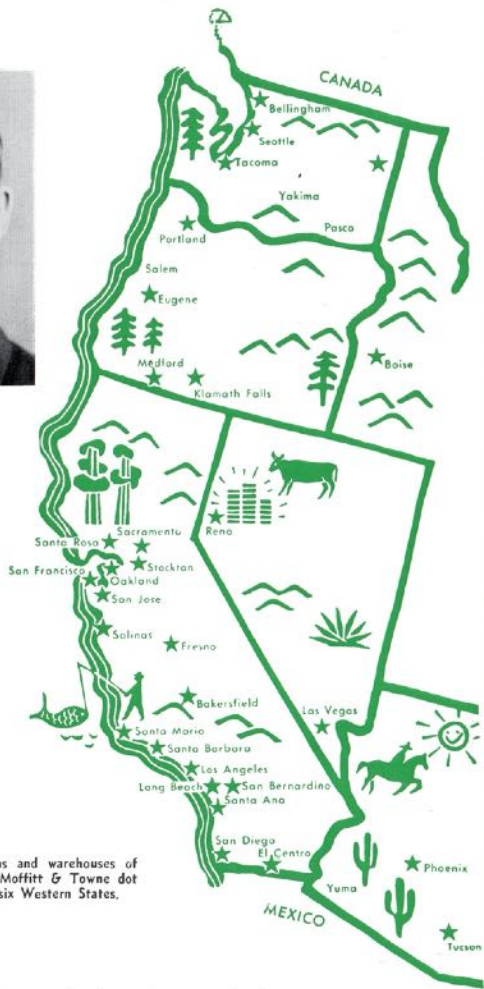
It is interesting to note that one of Blake, Moffitt & Towne's predecessors, the J. W. Towne Company, in 1858, at the time of the Fraser River gold boom, printed the *Victoria Gazette*, the first newspaper in British Columbia.

Also in the newspaper field, when C. A. Gerberding and James King founded the *San Francisco Bulletin* in 1855, the present *Call-Bulletin's* predecessor was printed each day at the plant of Whitton, Towne & Company, with which Mr. Towne was formerly associated.

Mention should also be made of some other early-day printing jobs put out by predecessors of the present Blake, Moffitt & Towne. According to old-time records:

"... One quite rare little book, 4½ by 9 inches, black cloth, plain gilt lettering, which is entitled "*Sandwich Islands, Past & Present*," was written by Rev. T. Dwight Hunt in 1852 and printed at the press of Whitton, Towne & Company, Excelsior office, 128 Clay Street, where it was also bound.

Another rare old book was Theodore Hittell's "*Adventures of James Capen Adams, Mountaineer and Grizzly Bear Hunter of California*." And in 1867 Towne & Bacon issued Bret Harte's "*Lost Gallean*," listed as a "pretty duodecimo of 106 pages."



Divisions and warehouses of Blake, Moffitt & Towne dot the six Western States.



Modern delivery trucks move B.M. & T. paper with speed and safety.

But to get back to the paper business . . . .  
 "The annual production of paper on the Coast at this time was about 1800 tons of printing, worth at wholesale \$160 a ton; 1,000 tons of manila, at \$180 a ton; and 2,400 tons of straw wrapping and 300 tons of pasteboard, each worth \$60 a ton, making in all 5,500 tons, worth \$630,000. No writing paper was produced on the Coast and imports of that article alone amounted to \$35,000 annually."

That was in the 1880's, when the firm's officers were listed as Francis Blake, president; James Moffitt, vice-president; and Arthur G. Towne, eldest son of founder James W. Towne, secretary and treasurer.

Francis Blake died suddenly in 1888, bringing vice-president James Moffitt to the presidency. Under his vigorous leadership the firm continued to forge ahead. Meantime, James Moffitt's elder son, James K. Moffitt, upon graduation from the Uni-

versity of California in 1886, had joined the company as salesman, thus bringing into the firm the second representative of the second generation of the founding families.

Portland, Oregon, was the first branch to be formed by B M & T in 1883. The Los Angeles branch followed in 1891, with James K. Moffitt as manager.

The fire and earthquake completely wiped out San Francisco headquarters in 1906, but they quickly got stocks from Los Angeles and Portland and set up temporary offices in Oakland, across the Bay.

This same year James Moffitt died, nearing 80, and was succeeded by Arthur G. Towne as president, with James K. Moffitt becoming vice-president in 1907. In 1917 James W. Towne, pioneer and last surviving member of the original firm, died in his New Jersey home, aged 88. He had a wide and friendly contact with the company's various mill connections and his death was felt deeply.

James K. Moffitt was elected president in 1927 when A. G. Towne retired.

So it went. In 1932, Arthur W. Towne, younger son of Arthur G. Towne and grandson of founder James W. Towne, became vice-president and manager of the San Francisco division.

The firm continued to expand and today, in its Centennial, a fine new plant for its Seattle division is under way, as the demand for paper and paper products increases.

President James K. Moffitt, in addition to his business duties, as president of his firm, is a regent of the University of California and a leader in the Crocker First National Bank. Mr. Moffitt is recognized as an outstanding figure in the Western scene.



Fine paper "Oscar"—a bust of Benjamin Franklin—honored B.M. & T. at Graphic Arts banquet. From left: F. Paganini, Printing Week general chairman; R. E. Blattnerberger, public printer of the U.S.; and Arthur W. Towne, vice-president and general manager of B.M. & T.

The same responsible leadership prevails throughout the Blake, Moffitt & Towne management, with J. W. Towne, its first vice-president; Arthur W. Towne, its vice-president and general manager; Lester L. Liston, secretary-treasurer, and all the others.

Some of the other key executives are: R. R. Whitman, general sales manager; J. A. Gruner, manager, and his assistant, E. D. Heise, and L. J. Dellwig, the personnel manager. In the field are such skilled executives as Walter W. Huelat, vice-president and manager of the Los Angeles division; Walter C. Macdonald in Portland; Frank A. Carson in Seattle and Lyman V. Hall in Tacoma.

This human element has been a vital factor in the organization's success. The company always is anxious to attract and develop the most competent personnel. Members of the B.M.T. "family," as they are known, are a loyal and friendly group, dedicated to this simple code and creed of the firm's pioneer founders:

"To deal liberally and fairly with all its patrons, to sell only reliable papers and to ignore all irregular goods."

As Arthur W. Towne said recently:

"We have not ceased to grow. Rather, we shall continue to strive for greater accomplishment, for there is opportunity in the future, and the challenge to go forward.

There is a satisfying job for each of us to do if we live up to our possibilities. Our pioneer founders set the pattern of dealing fairly with our associates, our customers and our sources of supply, and we shall do well to follow their lead in the years ahead that reach into the second century."

It is of interest that Donald L. Jeffries of San Francisco, now Vice-President of Powell River Sales Corporation, was a former executive of Blake, Moffitt & Towne as was his late father, Frank E. Jeffries, who for many years was manager of the Tacoma Division.

Powell River is proud to be associated with this long established and reputable pioneer paper house; and as it enters its second century of business, wishes it continued progress and prosperity.

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## Conley Brooks Becomes Powell River Director

**S**UCCCEEDING his father, the late Edward Brooks, Conley Brooks has been appointed to the board of directors of Powell River Company.

The eldest of three sons, Conley has been active in the business life of Minneapolis, where the family reside. He is also a director of the First National Bank of Minneapolis, executive vice-president of Brooks-Scanlon Incorporated, and president of the Kingdom Oil Company.

A graduate of Yale, Conley served for three years with the U.S. Army Forces. Over the years as a young boy and a young man, he has visited Powell River in company with his parents, and has been well schooled in company background and tradition.

## New Appointments



G. B. Hills, Jr.

**T**WO senior appointments in the company organization were announced last month. George B. Hills, Jr., former Director of Planning has been appointed Executive Vice-President of Martin Paper Products Limited and Dr. Ralph Patterson former Technical Director has been promoted to Director of Planning.

George B. Hills, Jr., joined the Powell River organization in 1950 as Executive Assistant. A graduate of Georgia Tech and University of Florida, he was first employed in the Kraft Board industry in Florida where he made a special study of Scrub Oaks in pulp production. He was appointed Director of Planning in 1954 and his latest promotion as chief executive officer of



Dr. R. F. Patterson

Martin Paper Products is a further challenge to his ability and initiative.

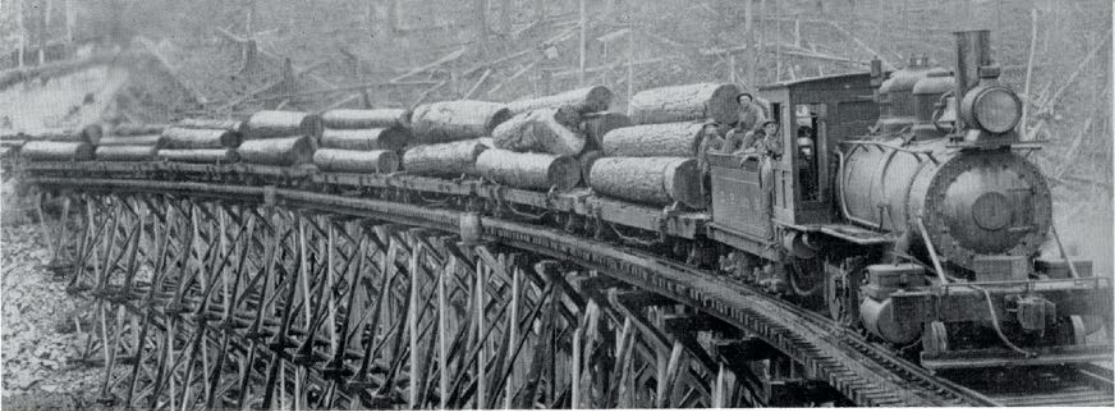
Martin, a wholly owned subsidiary of Powell River Company, operates corrugated box plants at Winnipeg, Calgary, Edmonton and New Westminster, B.C., and Mr. Hills will make his headquarters in Winnipeg.

Dr. Patterson, one of the best known technical men in the pulp and paper industry, joined Powell River as Chief Research Chemist in 1945. A graduate of the University of British Columbia and Mc-

Gill, he has had extensive experience in both eastern and western Canadian mills.

At McGill University Dr. Patterson studied under Dr. Harold Hibbert, a world authority on Cellulose Chemistry.

In his new post as Director of Planning, Dr. Patterson holds a key position in the organization — a post for which he is well qualified both in ability and experience. Dr. Patterson will also be responsible for research policy for the entire Powell River organization.



With a load of choice logs old No. 1 chugged across Copenhagen Canyon.

## In Comes the Truck

ONE of the most colourful aspects of early logging days in British Columbia was the logging railroad, with the locie pulling its long drag of flats from camp to tidewater.

Between 1909-1930, the logging train was supreme in the woods. Trucks were sissy affairs, and in any case were not built to handle the four, five and six-foot diameter logs common in the B.C. woods. It was a fascinating spectacle to watch the old engine tearing down the grade, bells clanging and sparks and smoke flying from the funnels. It was great fun, too, on a holiday to go on a picnic "up the grade," with the entire camp personnel, mothers, fathers and kids astride improvised seats. How the youngsters thrilled as the engineer tooted the whistle and clanged bells at the slightest provocation!

Powell River Company built some famous logging railroads during its forty-five years of operations in British Columbia. Down at Stillwater, twelve miles south of Powell River, all operations on the Gordon Pasha watershed were "locie" jobs, and some of the finest timber logged anywhere was hauled out of this area by the old 50-ton Baldwin. This road was built in 1909 by Brooks-Scanlon-O'Brien, who logged in that area up until 1930, when the original locie was inherited by Powell River Company. Up to the beginning of 1954 the famous old logging grade carried the big sticks of the Pashas to tidewater at Stillwater.

On April 13 last, the final chapter was written in the vigorous story of the 3½-mile railroad linking Stillwater to Lois Lake. Rail hauling was replaced by new stout modern logging trucks, travelling swiftly along a level gravelled roadway.

A few months ago, the new age came to Company logging camps in northern B.C., and the steel trucks moved out in favour of the pert but efficient modern trucks.

With the close of locie logging in our northern camps, Powell River has now converted one hundred percent to truck logging, and old logging grades which have written so picturesque a story in our industrial history are now interesting relics of a past age.



Early logging camp at Kingcome Inlet.

This was Powell River's Townsite in 1909.







Tough equipment is a must on any logging show.

## and Out Goes the Logging Locie

To many old timers in our organization the conversion to trucks seems like the snapping of a last link with the past. They remember the days in Kingcome Inlet between 1914-1925 when the late S. D. Brooks and his associates travelled up and down the logging railroad paralleling Kingcome Inlet. They remember the old Michigan and Puget Sound Railway that ran through the heart of Powell River before it attained the dignity of a townsite. They remember the well-built logging grades in the Queen Charlottes, Salmon River and other widely scattered logging communities along the B.C. coast.

In the last two decades, with logging operations retreating farther and farther from tidewater, and the problem of new grades posing heavy expenditures, truck logging has been gradually pushing the locie into the background. The logging fraternity, through long experience, have developed special logging trucks, which will stand the heavy stresses of modern logging. The advent of new bulldozing and construction machinery has simplified the job of road building. Logging, like everything else in modern industry, has become streamlined and in this age the locie, valuable as it was, has outlived its original usefulness. High maintenance costs, both on roadbed and bridges and trestles, have compelled its eviction. In modern operations the railroad can't go where the truck can, and so the truck comes in and the locie goes out!

The Stillwater tract, with the "locie" on the job for over forty-five years, was one of the most famous in British Columbia. It wound along Lois River from Stillwater and just before arrival at Lois Lake crossed a deep gorge known as Copenhagen Canyon, so named from the thousands of empty snuff boxes tossed overside by loggers on their way up and down the line. From this area, the old 50-ton Baldwin pulled out some of the tallest and straightest "sticks" ever logged in the west. From Stillwater came the world famous 214' flag pole at Kew Gardens, London, the original 200' flag pole in the Court House in Vancouver, and the present flag pole at the University of British Columbia.

Now the sleek, quick-moving, alert trucks have

replaced the Iron King of the forest. The old railroad shops have been converted to truck repair depots, rails have been removed to wind up as scrap or rust disused in a dump. Perhaps the old pioneer, watching with anguished eye the passing of the locie, really understands, though to him logging will never be quite the same. They were great days and boisterous days, the age of the logging locie. There was no such thing as salvage timber, no snipping around with 8 and 9-inch butts. Go after the big stuff, and if the little fellows get in the way, it's too bad. That's the way it was.

But that's not the way it is now. The little fellows are here to stay. Technology and modern streamlining are after the little fellows as well as the big ones. The days of "pick the good ones and let the rest look after themselves" are gone, and with them have gone the logging locie.

And as the last of our locies disappears into the mists of yesteryear and through the mist ride the proud, spic and span trucks, carrying loads up to 100 tons, we pause for one last salute to the old locies, to the old logging railroad, to the men who drove them, and to the loggers who rode them.

Present reminder of the "Canyon" below the Scanlon Dam.



## AROUND TOWN



Dave Westie, left, greets Donald MacLeod, as Ed Esson looks on and George Taylor pipes his welcome. (See story)

### THE MODERN WAY

Biggest chicken farm in the district was created literally overnight when a shipment of 2,500 baby chicks was delivered by plane to Frank Williams.

### HAPPY HOLIDAYS

A house-trailer — believed to be the first built in Powell River — will serve as a home away from home this summer to printing supervisor Mel Wooley and his family.

Advised and abetted by plumber Jock Humphrey, who is lagging a little behind with a similar job, Mel expects to finish his 15½-ft. aluminum covered (and multiple rivetted) trailer in time for his annual vacation.

Constructed at approximately one-third of the retail price ("if you don't count the labor"), Mel's fully insulated, painstakingly finished trailer will be a beautiful argument for the custom-made vehicle.

Jock Humphrey, left, helps Mel Wooley with the finishing touches. (See story)



### MUSIC TO OUR EARS

One of the world's great bagpipers, Pipe-Major Donald MacLeod of Fort George, Scotland, Seaforth Highlanders, had a lot of nice things to say about Powell River during his brief visit on March 26.

Expressing amazement at the extent of the Company mill and overall operations, he frankly admitted he had "never seen anything like it."

He was as favorably impressed with our location as he was with the Company's pipe band and said he would like to return here soon.

Accompanied by Pipe-Major Ed Esson of the Seaforth Highlanders of Canada, he was met by David Westie and Pipe-Sergeant George Taylor, both of whom had served under MacLeod as pipers during the war.

### JUST REWARDS

Sparkling trophies were handed to a dozen winners at the annual meeting of the Malaspina Rod & Gun Club, March 23.

The presentation climaxed several fishing derbies which were featured by the participation of growing numbers of junior members.

Club enthusiasts are now busy clearing land for a 40-acre firing range on the southern outskirts of Westview.

Page Sixteen

J. Searle, D. Embree and J. Moore.  
Junior Rod & Gunners with reason to smile:





Models Elda Stradiotto and Susan Collins. (See story).

### BIGGEST FASHION SHOW

Dwight Hall was transformed into a spring fashion plate by the Lukin Johnston Chapter, I.O.D.E., on March 23.

Two of the dozen pretty models who pleased the largest fashion show crowd on record are pictured above. Ranging from formals to slips, the clothes were supplied by Powell Stores and described by Miss Margot Osborne, ladies' wear manageress.

### TV IN THE MILL

First demonstration of industrial TV equipment in British Columbia was made in Powell River Company mill recently. A number of employees faced a specially designed television camera which was tested in several departments.

No decision was made as to permanent installation of this new device.

### BIG TRIP AHEAD

An invitation to compete at the international music festival in Kerkrade, Holland, in August, 1958, has been received by the Brooks High School Band.

Band conductor W. C. Cummings hopes he can extend the proposed trip to include a tour of military bases in other parts of Europe.

Main problem now facing the band is to obtain sufficient funds for the big adventure.

### WHO'LL WIN IT?

A handsome 12 ft. 7 in. fibreglas covered boat, complete with a 7½-h.p. outboard engine will go to the winner of the March 15-May 15 employees' safety contest draw in the Powell River mill.

Meanwhile employees' wives can enter a safety slogan contest with a lesser merchandise prize rewarding the winner.

### IT PAYS TO SAVE

Assets of the Powell River Credit Union neared the million-dollar mark last year, president Tommy Waldron reported at the annual meeting. He said that rising loan applications, especially in real estate, indicated a good year ahead.

Total loans, granted to 1,820 individual applicants, exceeded the half-million-dollar mark.

Membership in the District Schools' Savings Clubs reached 902 at the turn of the year with funds totaling \$14,805.

### NEW CHURCH READIED

Completion of the new \$60,000 St. Paul's Anglican Church in Powell River is expected around mid-April.

Work on the spacious stone and wood structure was started last October, following a whirlwind campaign for funds which raised more than \$50,000 in cash and pledges.

### NAVY SATISFIED

Sea Cadets of RCSCC Malaspina celebrated "Navy Week" with an official inspection by Lieut. H. G. Elliot, officer-in-charge of Royal Canadian Navy's Recruiting Unit.

Complimenting the Cadets on their smart appearance and training efficiency, Lieut. Elliot said he was pleased with local recruiting results and praised the district's hospitality in glowing terms.

### MOTOR SHOW SUCCESS

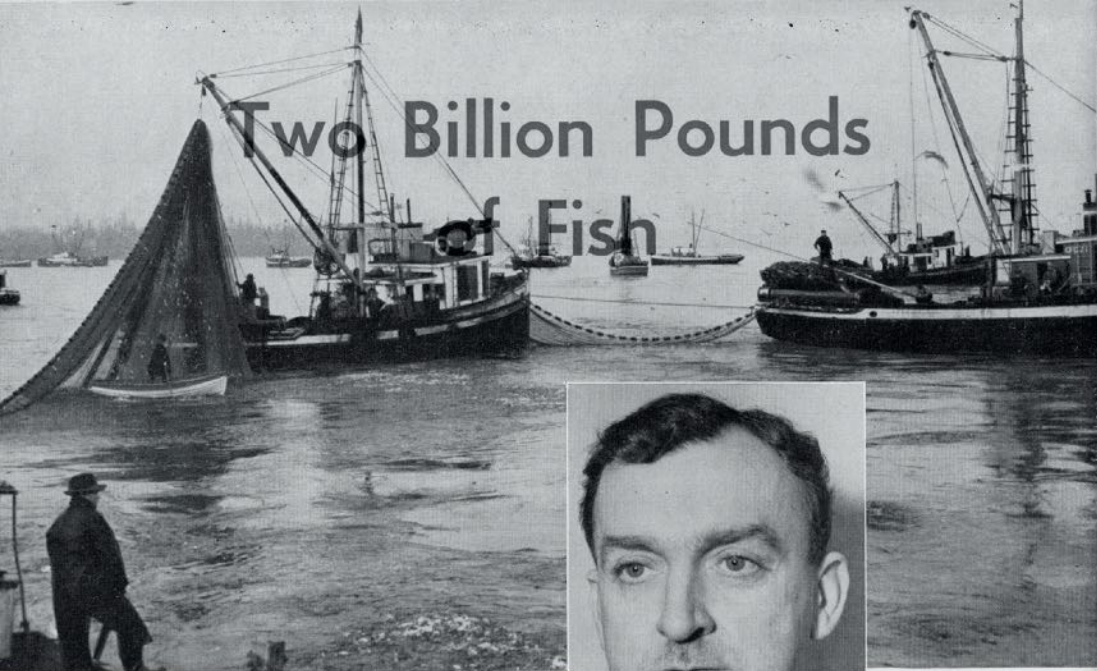
First full-fledged Motor Show staged in March by the Oddfellows in their recently acquired hall at Cranberry Lake attracted wide attention throughout the district.

Winner of the boat door-prize was rigger Jack Pelly's young son Gene.

Early comers admired the Thunderbird. (See story).



# Two Billion Pounds of Fish



Herring fishing on the  
Pacific Coast

By the Honorable JAMES SINCLAIR  
Minister of Fisheries  
Government of Canada

CANADA is endowed with many rich natural resources, not the least of which is her coastal and inland fisheries. While fishermen of other nations have to range thousands of miles to find the fish their nations need for food, Canadian fishermen need scarcely leave sight of their shores to find not only sufficient fish for their own needs, but a surplus big enough to make Canada the third largest fish-exporting nation of the world.

Briefly, here are the statistical facts of Canada's fisheries. Last year Canadian fishermen hauled in 1,900,512,000 pounds of fish and shellfish, for which they collected \$82,762,000. The size of the catch was ten per cent higher than that of 1953; the value eight per cent higher. British Columbia's share was 592,640,000 pounds, which brought \$33,598,000 to the fishermen of the province. Like the overall figures, these were greater than those of 1953, in this case nine per cent for both catch and value. The catch of fresh water fish, taken mostly in the Great Lakes, Lake Winnipeg and Great Slave Lake, was about 60,000,000 pounds.

It was the search for new fisheries which brought the first explorers to Canada, Cabot sailing from Bristol in 1497 to discover Newfoundland and the Grand Banks, and Cartier sailing from St. Malo in

1535 to find Quebec and its rich shore fisheries. The Grand Banks of Newfoundland have now been fished for over four hundred years, but still rank as the greatest single fishery in the world, with the North Pacific not far behind.

Each year Canadian fishermen land close to two billion pounds of fish, worth about 85 million dollars to them, and about 200 million dollars when processed for the market. Over seventy-five per cent of this catch is exported, the bulk going to the United States. This catch includes almost every known commercial fish — salmon, cod, haddock, herring, halibut, sole, mackerel, smelts, alewives, eels, sardines, anchovies, pollock, hake, cusk, skate, plaice, flounder, tuna, swordfish, rosefish, lake trout, whitefish, sturgeon, pickerel, pike, lobster, crabs, shrimps, oysters, scallops and clams. The catch is almost equally divided amongst the three main coastal areas, Newfoundland, the Maritime Provinces of the Atlantic, and British Columbia, but the value of the rich catch of British Columbia — salmon, herring and halibut — is almost half the total value.

Fisheries in Canada come under the jurisdiction of the federal government, which maintains seven research stations, a fish development and culture

branch, an engineering branch, a protective service which has a fleet of seventy-five vessels, five chartered planes and two helicopters, and an inspection and marketing service. In addition the Department carries out a regular programme of demonstration fishing, developing and trying out new types of fishing vessels and fishing gear, and also of exploratory fishing to find new fishing grounds off her shores.

Power dams and pollution of rivers by industry have spelled ruin to fisheries in other countries. Federal legislation gives the Canadian Department of Fisheries overriding authority in these matters. Because of this, all power and industrial developments must make adequate provision to maintain the fisheries. Canada has shown that it is possible to have Fish and Power, Fish and Industry.

Canadians are especially proud of our programme of scientific conservation enforced by the government, and strongly supported by the fishing industry and the commercial fishermen. While most other nations have seen a steady decline in their fisheries, Canada has the enviable distinction of ever-increasing catches in almost all her principal species. The last year saw the greatest catches in Canadian history in the most important fisheries on both coasts, with good prices prevailing.

There is however little point in one nation carefully husbanding her fisheries resources within her territorial waters, if other nations can come and ruthlessly exploit these resources right up to the three mile limit. Some nations have recently tried to correct this situation by arbitrarily extending their boundaries far out to sea, thus excluding other nations which may have fished these waters for centuries. Such actions have resulted in reprisals and actions before the International Court.

Canada and the United States, however, solved this problem in a different way long ago, by international cooperation. Off the Queen Charlotte Islands in northern British Columbia lies the greatest halibut fishery in the world, almost all beyond territorial waters. All-out year-round exploitation by the fishing fleets of both nations early in the



An Atlantic Coast trawler hauls aboard its catch of cod

century resulted in dwindling catches which reached a low of 25 million pounds of small immature fish.

In 1923 the two countries agreed on a joint programme of international control — intelligent conservation based on scientific study. By control of the length and time of the fishing season, and over the size and type of gear used, the fisheries were saved and restored. This year an all-time record of 71 million pounds of first class fish was caught by

(Continued on Page 20)

Page Nineteen

Fishing craft in Westview's small boat harbour near Powell River



## Two Billion Pounds of Fish — Continued

the two fleets in just one month's fishery, almost three times the fish with one twelfth the fishing effort.

This was the first international fisheries treaty, and its success set a pattern for other such treaties in North America, and then in other parts of the world. The international Pacific Salmon Commission has had equal success in restoring the great salmon fisheries of the Fraser River, the past season seeing the greatest catch by American and Canadian fishermen since 1913. These treaties were followed by even larger scale treaties — the Northwest Atlantic Commission formed by the ten nations which fish the Grand Banks to conserve this great fishery and the North Pacific Commission formed by Canada, the United States and Japan to conserve the great fisheries of this ocean. Last year Canada and the United States signed still another such treaty to conserve, under a joint programme, the inland fisheries of the Great Lakes. Thus Canada's sound programme of conservation within her territorial waters is now reinforced by this programme of international conservation on all the waters adjacent to her shores.

The federal Department of Fisheries also exercises control over the killing of marine animals. Here again international cooperation between Canada and the United States has paid a rich reward. The greatest herd of fur seals in the world summers in

the Bering Sea, and spends the winter in southern waters. These seals were hunted on the high seas by many nations, and excessive killing had reduced the herd to less than 150,000. Canada and the United States agreed to end killing on the high seas, and substituted a carefully controlled programme of selective killing on the rookeries of the Pribeloff Islands. This conservation programme has resulted in the herd now numbering over two million seals, with the annual kill returning over a million dollars net to Canada as her share.

On the east coast a vast herd of over 3 million Atlantic seals comes down on the ice from Davis Straits each spring and is hunted by sealers from Newfoundland and Nova Scotia.

Canada has also the only whaling industry left in North America. Whalers off the west coast of Vancouver Island last year killed a record 630 whales — blues, finners, humpbacks, sperms and seis. The whaling plant at Churchill in Hudson's Bay killed almost seven hundred white beluga whales and 2400 pothead whales were killed in Trinity Bay, Newfoundland.

All these developments are encouraging, but there is much to be done. Three-fifths of the world's surface is covered by the oceans, and Canada, with 570,000 miles of coastline, has access to their most productive areas. That gives her a big stake in the world's fisheries.

## Ninth Newsprint Machine for Powell River

\$20,000,000 EXPANSION MADE POSSIBLE BY NEW POWER SUPPLY

AS we go to press, the Directors of Powell River Company announced that preparations for the installation of a ninth newsprint machine will start immediately.

This followed on the heels of the announcement that Powell River had concluded an arrangement with the British Columbia Electric Company for delivery of power to the Powell River area.

A special 100-mile power line will be brought from Squamish at the head of Howe Sound to Powell River, and power is expected to be available by the fall of 1956. Additional details will appear in our next issue.

The installation of Number 9 paper machine will

increase annual output of newsprint at Powell River by 90,000 tons annually, a 25% increase.

Cost of the installation will approximate \$20,000,000, and will involve extensive additions to auxiliary equipment and departments.

Survey work on the foundation is now under way and officials hope to have the new machine in operation by the end of next year.

Premier Bennett of British Columbia hailed this new announcement by Powell River as "Good news for British Columbia." We believe this sentiment will be endorsed by newsprint users who will see in the expansion a further security of present supply and an additional guarantee for the future.



SCENIC JERVIS INLET NOW SPANNED BY REGULAR FERRY ON THE POWELL RIVER-VANCOUVER HIGHWAY



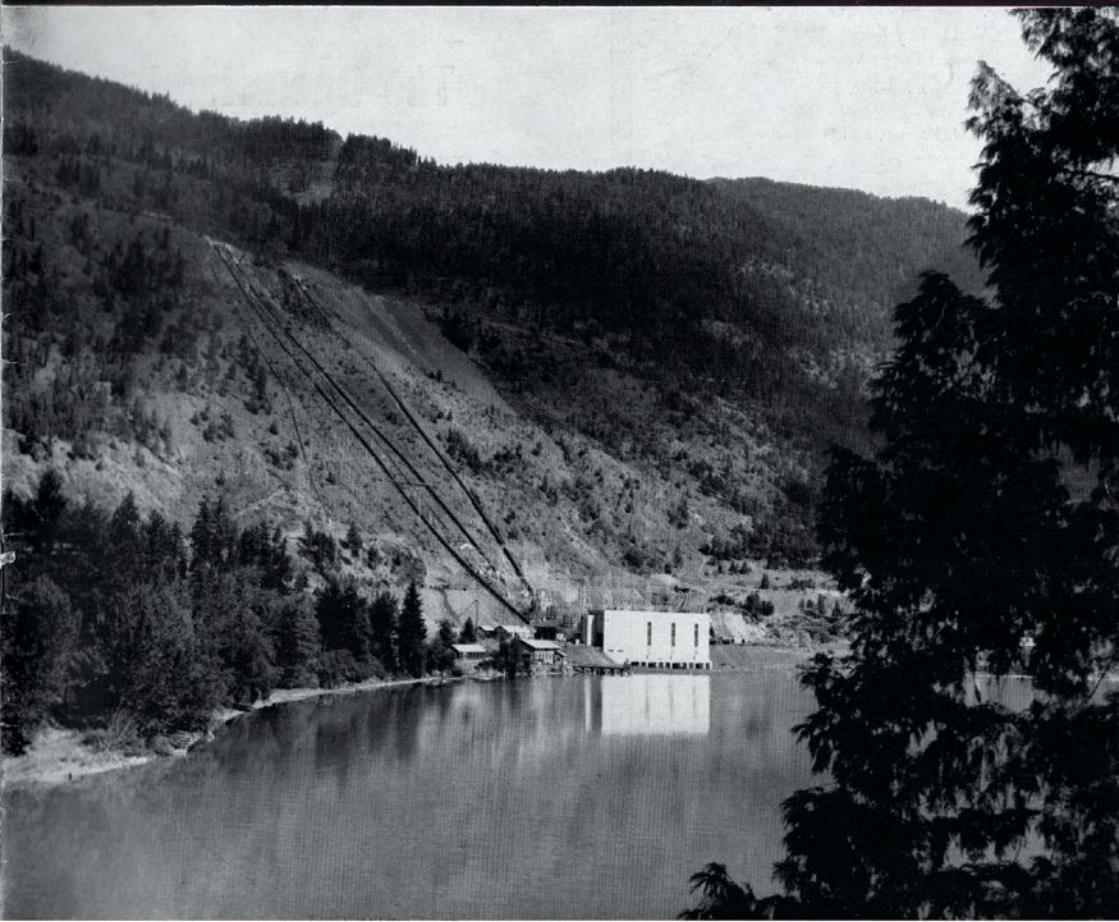
Important departmental operation in Powell River is the pressing and baling of high grade unbleached sulphite pulp for safe shipment.

**POWELL RIVER** PULP and PAPER



Powell River

# DIGESTER



VOLUME 31

MAY - JUNE, 1955

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Powell River

# DIGESTER

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O. J. Stevenson, Staff Photographer



## Editor's Notes

### The Open Road

A recent announcement by the Public Works Department that black top paving will be used over the entire Powell River section of the Powell River-Vancouver highway is gratifying news to residents of the district.

Probably nothing in the past decade has surpassed in importance, to local people, the opening of a through highway link to Vancouver. Over the years visitors have been astonished and a bit bewildered to hear that Powell River has one of the largest per capita automobile registrations in Canada.

"But why?" they ask. "You can't go anywhere."

That is no longer true. The highway unfolds new vistas for the men and women of the district. They can take their car with them, without having to arrange for boat accommodation months in advance. They can go when they please. The inevitable screen of isolation which was present, despite ideal living and working conditions, has disappeared.

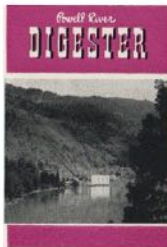
To friends and relatives in outside points the Vancouver highway has been a great boon. Scarcely a week passes but brothers, aunts, cousins and friends drop in to Powell River! On holiday week-ends buses are jammed and car traffic on the ferries strained to the limit. Visitors from the United States or eastern Canada can now drive direct to Powell River without having to park their cars in Vancouver.

This summer will probably see the greatest exchange of visitors between Vancouver and Powell River on record: with the great improvements now under way on the road, drivers can enjoy the lovely and exciting scenic beauties of the trip.

For thirty years, hard working local organizations have been pressing for the "ROAD"—and the final success of their long struggle is an outstanding landmark in the history of the Powell River area.

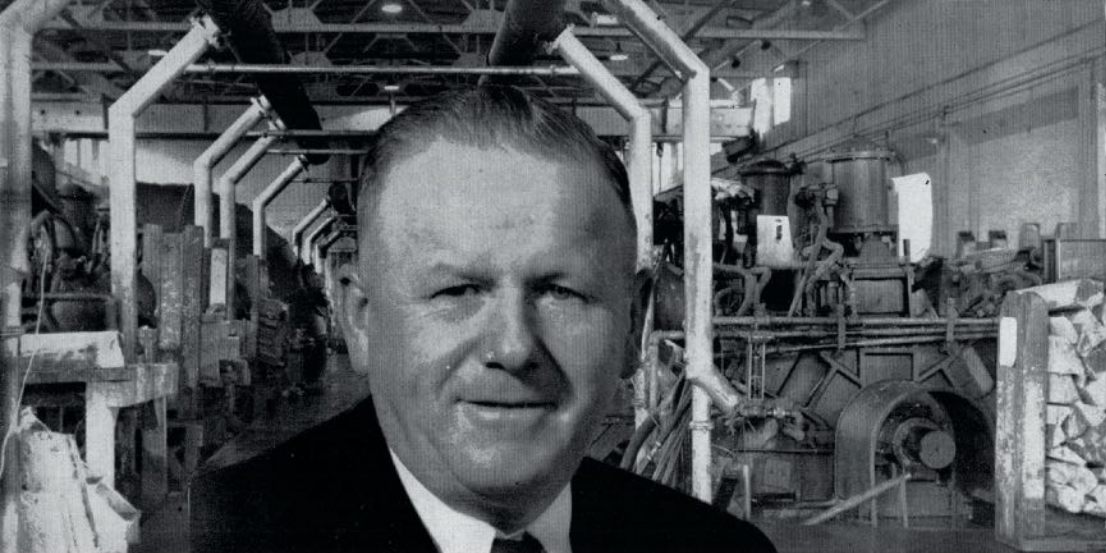
### CONTENTS

	Page
R. F. (Bob) Fletcher.....	1
Parliament and Public—Stu Keate.....	2, 3
Santa Monica Evening Outlook.....	4
No. 9 Paper Machine Ordered.....	5
Okanagan Helicopters and Carl Agar.....	6, 7
Annual Meeting—M. J. Foley, President.....	8
W. K. Kiernan, Agriculture Minister.....	9
More Power (B.C.E.) for Powell.....	10, 11
"Little Canada" Homesteads.....	12
Powell River Boys Shine in Soccer.....	13
Martin Opens New Plant.....	14, 15
Mary Frampton Retires.....	16
Fighting Irish Celebrate.....	16
Over the World's Roof.....	17
Around Town.....	18, 19
New Salvage Regulations.....	20



#### The Cover Picture

The main power site of the B.C. Electric Company at Bridge River, from which the new power for Powell River area will be derived. (See story on Page 10)



Bob Fletcher

## Pulp Specialist — and Bowling Expert

**H**ONORARY President of the British Columbia Lawn Bowling Association . . . one of the province's best and most consistent bowlers . . . President of the newly formed Powell River & District Curling Club . . . a former Crib Club executive . . . a former member of Powell River's Soccer executive . . .

These, along with thirty years' consecutive service with Powell River Company, are part of Groundwood Superintendent Bob Fletcher's contribution to the community life of his town and district.

Bob is a good example of the typical company superintendent who has risen up through the ranks, who has taken his job seriously all the way and at the same time participated actively in the development of social and community life in the area.

Born in Belfast, Ireland, he came to Canada with his family at the age of eleven years. He took all his schooling in Ottawa, moved west to Winnipeg during the First War, worked with an electrical sales company for a few years, and in 1925 headed west for Powell River to start life as a grinderman. He worked through all the grades, was promoted to groundwood millwright, later to inspector and in 1948 to Groundwood Superintendent.

For thirty years production and preparation of

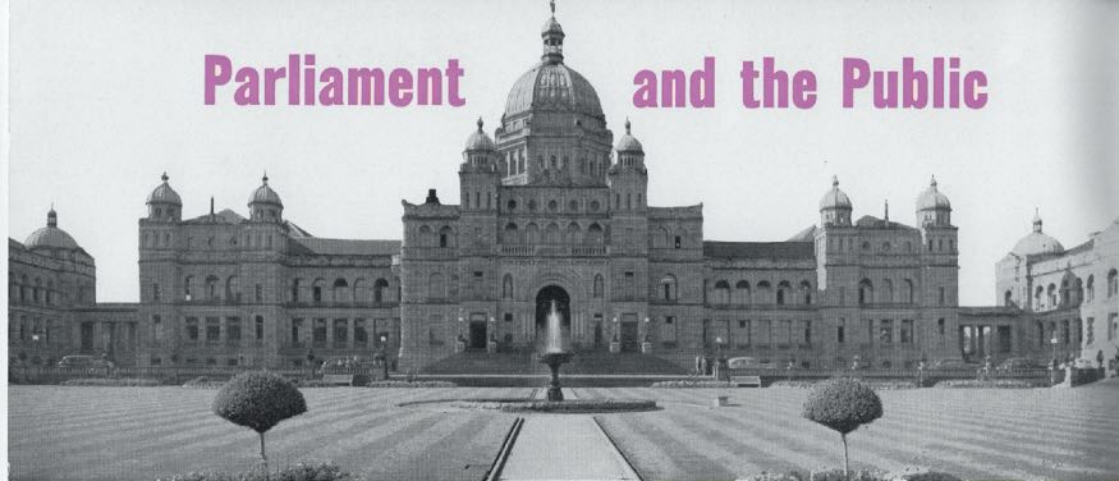
groundwood pulp have been his sole occupations. He knows every nut and bolt in his department, has helped install scores of groundwood machines, has "jigged" stones and has studied pulp production in all its various moods and changing times. He is a pulp specialist and is so recognized in the industry.

As a lawn bowler Bob has brought wide renown to Powell River. He has participated regularly in Provincial Championships, has won numerous trophies, and is considered one of the steadiest and best exponents of the game in British Columbia. This year, in recognition of his contribution to the game, he was named Honorary President of the provincial body.

Mrs. Fletcher has closely paralleled her husband in the bowling field, and three years ago won the Women's Singles Championship of British Columbia. Their son Arthur, a graduate of Powell River High School and the University of British Columbia, is now teaching High School on the Lower Mainland.

That, in brief, is the life story of Bob Fletcher, a key supervisor in Powell River, a good workman, a good citizen, and one of the men primarily responsible for the production and quality of Powell River newsprint.

# Parliament and the Public



British Columbia's Legislative Buildings in Victoria

**EDITOR'S NOTE:** *The following article on our Parliamentary system and its background is a condensation of a recent address delivered by Mr. Keate before Vancouver Rotary Club, March 15th, 1955.*

**W**HEN our legislature prorogues today, and the mace is removed from its traditional resting-place in front of the Speaker, members will be preserving a form of ritual which had its genesis almost 700 years ago, in the "Mother of Parliaments."

The British House, of course, clings to many of the ancient forms, but our own Legislature, which is not quite 100 years old, differs from it in dress, in debate, and at times even in deportment.

Each day's sitting of the House of Commons in England begins with the formal procession of Mr. Speaker, preceded by a white-gloved messenger and the Sergeant-at-Arms.

In the British House today, the public is never admitted during prayers, which open the session, and members turn their back on the Speaker and his Chaplain, kneeling not on the floor, but on the benches—a relic of the times when men wore swords.

In Victoria today, the galleries are full when prayers are read and everyone stands with bowed heads—except the press gallery. For some obscure reason, it is a tradition in British Columbia that newspapermen must remain seated while prayers are being read. Perhaps it is because they are regarded as lost causes.

Another reminder of earlier days in Britain are the two red lines immediately in front of the Government and Opposition front benches. They are spaced so that it would be impossible for two men with drawn swords to reach each other and even today no member, addressing the House, may set foot beyond them—without creating an uproar.

No such restraints, of course, are imposed on Canadians. You will all recall the time, a century ago, when the great Sir John A. MacDonald was so

provoked by his former law partner, Oliver Mowat, that he strode across the floor of the House to his desk and bellowed: "You damned pup, I'll slap your chops!"

Our own provincial parliament, as I have said, dates back about 100 years. The first Legislative Assembly of the Colony of Vancouver Island, ordered by Governor Douglas, met in August 1856. It consisted of seven members, who assembled in a room of the old Hudson's Bay Company fort in Victoria.

In 1858 British Columbia became a colony and in 1865 the Legislative Council of the Province met for the first time in a building which had been the barracks of the Royal Engineers at Sapperton. After 1868 Victoria became the capital, moving back from New Westminster, and the old "Bird Cages," which still stand behind the present Parliament Buildings, once more became the seat of the Government.

We owe a debt of gratitude to the journalists of that age, for preserving in short-hand very full records of the debates. Not long before Edmund Burke had immortalized the Reporters' Gallery as "the Fourth Estate," after the Lords Spiritual, the Lords Temporal, and the Commons—and with a writer's modesty, he had added: "They are more important than them all."

But that was before the day of radio, when newspaper editorials were believed to be potent enough to swing the popular vote.

The British Columbia budget in 1872—the first year after Confederation—was \$414,000.

By 1939, when we had 825,000 persons in the province, it had climbed to \$29,000,000.

Today, with double that population, it has increased seven-fold, to \$214,000,000. That this could take place in 15 years is remarkable testimony to the growth and development of our province.

Another fact which is impressed on the visitor today is that the ancient political art of oratory seems to be dying out. What the British call

## Highlights of Vancouver Rotary Club

Address by

# STUART KEATE

Publisher of The Victoria Times



Stuart Keate

"Parliamentary language" receives only a token nod from our legislators; there is little of the thrust and parry of debate which won renown, in other days, for Gladstone and Disraeli—and, in our country—for Laurier and Meighen.

It is not permissible, even in the British House, to call an opponent a "liar" or a "fool." But such restraints, in the hands of a skilled parliamentarian like Sir Winston Churchill, can only be regarded as a challenge to his ingenuity.

You may remember, just after the war, when the Socialists heckled and jeered the Great Man and in a typical aside he said: "The crackling of thorns beneath the pot does not disturb me."

That sounds innocent enough—until you recall the full Biblical reference from Ecclesiastes. You look it up, and find this: "For as the crackling of thorns under a pot, so is the laughter of a fool."

This is a sublime example of gamesmanship because Sir Winston succeeded in calling his opponents fools without them knowing it!

Actually, the House is an arena of battle. It calls for strong, sensitive and able men on both sides of the floor. I believe it to be a sad fact of political life in Canada today that we lack this strong opposition, both in Ottawa and Victoria, for it is the surest guarantee of our democracy.

In his new book, *The Public Philosophy*, Walter Lippmann expresses the gloomy opinion that popular democracies have been in historic decline since World War I. This is so, he believes, because our leaders no longer dare to do the things that are *right* even though they may be unpopular.

Lippmann believes that every critical situation offers a choice between a hard and an easy solution. The hard solution is almost always right, the easy one almost always wrong. We do not have to look beyond the boundaries of our own country—beyond the recent St. Laurent-Duplessis fight, for instance—to recognize the truth of that simple statement.

Since businessmen have a large stake in government, it is axiomatic that they should take a lively and continuing interest in the conduct of public affairs—but it is not a corollary that businessmen make successful legislators. In fact, a pretty impressive case can be made for the opposite point of view. You don't fire your deadwood in politics—sometimes you send them to pretty exalted places.

Not one of our five most successful prime ministers—Macdonald, Laurier, Borden, King and St. Laurent—could be classified as a businessman, in the strict sense. They were men who knew how to reach the public; they had what is generally called "the human touch."

The businessman has, up until very recently, tended to isolate himself from the man in the street. His philosophy has been: "Make up your mind what is right; go ahead and do it; and, if necessary, tell the public about it after it's done." Obviously such a procedure is loaded with pitfalls for the man who must consider the views, however trivial, of each constituent.

This philosophy has, in turn, led to a form of government-by-default. Where once we believed in the divine right of kings, we now like to believe in the divine right of government officials.

This faith, which we call statism, is held by so eminent a scholar as Gilbert Highet, to be one of the three "regional tyrannies" which he believes could lead to total tyranny on this planet by the year 2000.

The other two are *nationalism*, of which we are not entirely free in this country—the belief that one racial group and political group is superior to all others—and *that "scientific tyranny"* engendered by the Second World War, which has led us to the brink of what Mr. Churchill calls "the balance of terror."

Now where will this drift lead us? And what is the solution to this problem? It's a brave man who will attempt an answer.

Perhaps it is to remind our legislators that they are the servants, and not the masters, of the people; and that the people, speaking through their various presses, ought not to let this cherished concept slip away. "Man *must* question, for that is his nature."

Historically, we are bound to our country, in Burke's words, with "ties which, though light as air, are strong as links of iron."

And that is why—as Mr. Lippmann points out—"Young men die in battle for their country's sake, and why old men plant trees they will never sit under."

# Evening Outlook's New Building First to Use Lift-Slab Construction

THE distinctive new \$400,000 plant of Santa Monica's Evening Outlook is the first newspaper or editorial building of any type ever erected by means of the lift-slab method.

This modern method consists of pouring the concrete for the upper floors and roof at ground level, and using the building's ground floor as a base form. After the slabs have cured properly, they are hoisted by hydraulic jacks to their proper elevation, where they are welded to supporting columns.

Besides the saving in cost—estimated at twenty cents per foot—this method allows architects complete freedom in arranging interior walls. The latter support none of the weight of the roof and can therefore be located strictly for utilitarian considerations. Thus the 80' x 45' composing room is entirely devoid of partitions or columns which often interfere with the most efficient use of available space.

Other functional refinements were conveniently added to the building by the architects who had complete freedom of choice in making divisions of interior space. As a result they achieved "a building which becomes a machine for publishing a newspaper, comparable in efficiency to the press which is used for printing it."

Construction of The Outlook's new building was largely prompted by the need for a larger press to keep pace with the paper's growth. The new press is a five-unit Goss, mounted on an island of concrete separated from the rest of the building's foundations by expansion joints to keep its vibrations localized.

The new all-glass front building is a tribute to the courage of the late Colonel Samuel Grant McClure, a newspaperman for 61 of his 85 years.

Despite the hazards of publishing during the depression, Colonel McClure built a \$40,000 home for The Outlook in 1935, three years after acquiring the paper. The colonel's faith was justified and the original structure became too small for The Outlook.



J. D. Funk

New equipment has been added to the composing room, stereotype department, mailing room and all offices to cope with The Outlook's growing circulation, now approximately 25,000. Accommodation for 300 tons of newsprint is provided in the basement storage.

Col. McClure's son and son-in-law, who participated with him from the time of the 1932 purchase, operate The Outlook today,

with third generation representatives joining the organization in the interim.

Robert E. McClure is editor of The Outlook, while J. D. Funk is its general manager.

The Digester commends The Outlook on its progress and extends best wishes for continued prosperity in its new home.



THE announcement that Powell River will start immediate preliminary work on the installation of Number 9 newsprint machine was further good news for everyone—residents, employees, local businessmen and to the publishers whom we serve.

The installation of Number 9, made possible by the power agreement with B.C. Electric, will involve a further expenditure of nearly \$20,000,000.

It is evidence of the confidence of Powell River Company in the future of the industry, and of its intention to keep abreast of the growing demand for newsprint.

Number 9 will represent the latest in newsprint machine design, and will vary considerably in size and potential speeds from Number 8, installed in September 1948. The new giant will have an overall width of 260 inches, compared with 226 inches for Number 8; and a rated speed of 2500 feet per minute. It will be equipped with a couch transfer—and will produce an additional 90,000 tons of newsprint annually—an increase of 25% over present output—bringing annual production at Powell River to half a million tons.

In deciding on the site for the new machine room buildings, several locations were considered. After careful study of the many balancing problems of cost, convenience, foundations, etc., the building will be located at the mouth of Powell River.

In the past ten years, the Company, in addition to wages and normal purchases of supplies, has spent nearly \$50,000,000 in expansion of its properties and acquisition of new plants.

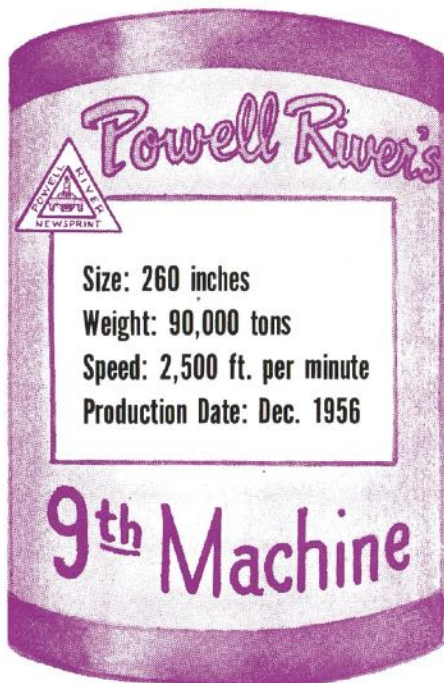
When Number 9 is in operation, along with improved efficiency of other machines, Powell River's daily output of newsprint will be close to 1,500 tons.

The new figure is just six times greater than the output of the plant prior to 1926, when four machines manufactured 250 tons daily.

The output was doubled in 1926, when 5 and 6 machines entered production; and with the installation of Number 7 in December 1930, production rose to 650 tons.

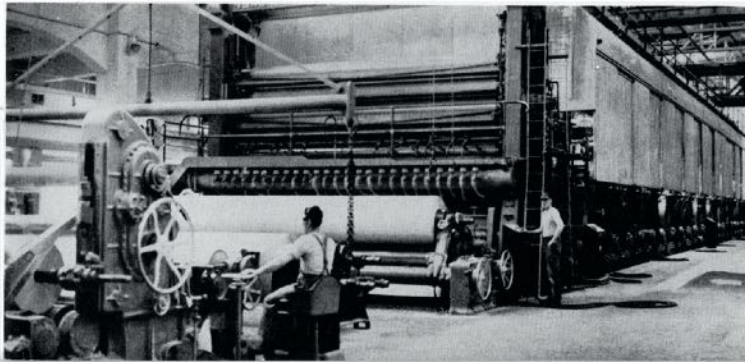
With Number 8 joining its seven sisters in September 1948, total mill production is presently 1,100 tons daily.

And now Number 9, with its new stimulus, with all its challenge and new opportunities, is on the way!



There are busy and exciting days ahead, recalling the memorable days of Powell River's early foundations, first machines, and horse drawn paper trains.

To bring this increased production to the publishers at the earliest possible date the Powell River Company is making every effort to expedite deliveries of machinery and equipment. Key personnel have already been assigned to specific duties, the contract for the machine has been let to Dominion Engineering and production is scheduled for December, 1956.



When No. 8 machine joined its seven sisters in Powell River in 1948, daily newsprint production leaped from 650 tons to 1,100 tons. Installation of No. 9 is expected to boost production close to 1,500 tons

## He Flies in Areas

**P**LACE a six-inch wide plank on the floor and walk along it. Nothing to it? Of course not. But put this plank across a deep canyon and see if you can walk on it with the same equanimity. Chances are you won't even try! And no one will blame you.

Somewhat similar misgivings seize a helicopter pilot when he is called upon to land within inches of a cliff or precipice. The landing space is there, all right, and it's large enough. But the psychological fear of falling in mountain areas at slow speeds is understandably present.

The rarified air at high altitudes gives little support to the rotor blades and it takes an expert to keep the plane from falling while hovering for a landing. In many cases the landing itself is no picnic, either. Dropping several tons of machinery within a few inches of a 2,000-foot cliff edge isn't exactly child's play.

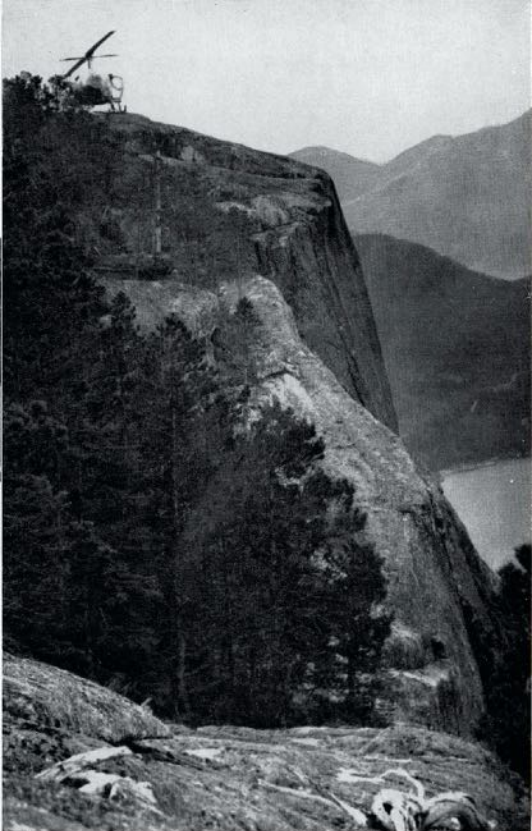
Although, by his own admission, he is "no braver than anyone else," a 53-year-old British Columbia pilot has found a way to land a helicopter on a mountain peak, get out, and walk away, week in and week out.

In this modest manner, Carl Agar of Vancouver explains the reason for his becoming the first helicopter pilot to win the coveted McKee Trans-Canada Trophy—the country's top aviation award.

Short of stature, but long on flying experience—he got his private pilot's licence in 1929—Agar first learned to fly a helicopter in 1944. It was love at first try. Two years later, when the helicopter (he prefers to call it an aerial pack mule) was licenced for commercial flying, he formed Okanagan Air Services with three other war veterans.

At first business wasn't too good. But by 1950, when he won the McKee award, it was booming. His helicopters have dusted crops, made hundreds of mountain-top landings for topographical surveys, flown in materials for the first "airborne" dam at Pallsade Lake in the Rockies, carried out route surveys for the delivery of power from the Kemano River to the \$600,000,000 aluminum project at Kitimat, and successfully completed every other conceivable type of commercial assignment.

Agar's aircraft have also been used in rescue missions. In the fall of 1950 one helicopter pilot



Cliff landings are everyday stuff to pilots of Okanagan Helicopters Ltd.

## Why Carl Agar Won Canada's Top Flying Award

Why walk to the first tee when you can set a helicopter down without digging a divot?



Page Six



# That Would Frighten a Mountain Goat

flew 175 miles north of Vancouver to pick up a forest ranger lying with a crushed leg on a mountain ridge 6,800 feet up. No conventional aircraft could have landed there and it would have taken a ground party many hours to reach the injured man.

It would also have been impossible without the technique of mountain-top landings developed by Agar. This came to him one day in the fall of 1948 when he was flying a surveyor to a mountain peak which turned out to be almost a perfect cone. (Even a helicopter must have a fairly flat platform before it can land). As he windmilled away, his passenger's face fell, then brightened again when Agar gave him a grin and pointed to a pocket nestling into the 70-degree rear slope at around 5,700 feet. In the pocket was a lake, no larger than six times the area of a fair-sized room, yet it occupied most of the space.

He made six passes at the tiny patch of ground, then, suddenly realized that by approaching at a certain angle and at a certain rate he could reach zero airspeed and zero ground speed a foot or two above the ground. The rest was easy. The seventh time he landed.

Agar's immediate concern at that time was proving to the Topographical Surveys Branch the feasibility of using helicopters to fly survey parties and equipment to and from British Columbia's rugged mountain peaks. It was not until the following year, after he and the pilots he trained had made hundreds of such "bump jumps," that the importance of the technique was brought home to him by the visits of U.S. Air Force pilots and the interest of the Royal Canadian Airforce in his work.

It was Agar, too, who four years ago trained Captain P. W. Davis of the Joint Services Air Training Centre in Manitoba in the brow-moistening art of mountain landings and takeoffs. And it was Agar again who, as head of the busy Okanagan Helicopters Ltd., recently conducted a special training program for helicopter pilots of the Canadian Air Force.

It is because of the vagaries of air currents over rough terrain that all Agar's fliers are former bush pilots. He says: "No other flying in the world has any comparison to mountain landings with a helicopter. Some are routine and others are best described as 'out of this world'. A pilot never becomes familiar with one site before he is off to the next one. There may be no wind or it may be blowing 60. The helicopter may shake and shudder with the rapid changing of air currents, yet the pilot has to take them all in his stride."

On several occasions, while working on the vast Alcan development, Agar has worried construction men travelling with him by aircraft into the tiny landing patch thousands of feet up the side of a mountain. Once he had the ground crew build a circle of bonfires to drive the fog and clouds up and away from the landing area and then went in and landed—a feat impossible for a conventional fixed-wing aircraft.



Carl Agar

News of his success in this difficult terrain has spread beyond Canadian borders. When Agar was invited to address the American Helicopter Society convention in Washington several years ago, he found that his reputation had preceded him. The Sikorsky representative took him in tow and flew him—by helicopter, of course—to the plant at Bridgeport, Conn. There he met Igor Sikorsky, whom he has long idolized. What the master said to him Agar will not repeat, except to say: "He was so complimentary that for a while I thought he was talking about somebody else."

In announcing Agar's selection as the McKee trophy winner, Defence Minister Brooke Claxton said that he had "demonstrated great skill and courage on reconnaissance flights over very remote and difficult country."

Aviation men worded it a little stronger. Said they: "He flies in areas that would frighten a mountain goat."



President M. J. Foley addresses a record gathering of shareholders in Powell River

## Continued Progress Shown in 1954

"A GOOD year all round." That is how Mr. M. J. Foley, speaking to the people of Powell River on April 20, summarized Company operations in 1954. Making his first address as President, before a representative group of employees, shareholders, business and union representatives, he went on to say that due to "higher production from continuous operation of the newsprint machines and improved operating conditions resulting from substantial capital expenditures in recent years, earnings had improved."

"Newsprint demand continued strong," Mr. Foley said, "and there was a slight improvement in lumber during the year. With the inclusion of our new corrugated container plants our volume and dollar sales reached an all-time high. Production in all divisions was higher than in 1953—and our news-

print machines reached a new record of 1,244 tons for a 24-hour period.

The Company continued its policy of utilizing small and waste wood, an operation pioneered by Powell River 10 years ago. Approximately 10% of our log usage is made up of this material.

The self-dumping log-carrying barges are meeting our highest expectations, and it is now apparent that Powell River has pioneered another successful project which, by reducing log losses and teredo damage, is a further help in the conservation of our forest resources."

Touching on the Company's decision to sell town-site houses to tenants, the President said the Company believed that it is good for employees to own their homes and participate in local development and civic government.

He reported that the Couch Transfer installed on Number 8 machine last year has proved very successful and that a similar installation will be made on Number 7 this year. Other projects to further improve efficiency and modernize operations will be carried out.

Residents were keenly interested in the President's announcement that shares of Powell River Company stock had been listed for trading on the exchange at Amsterdam, Holland, and that the listing was very favorably received.

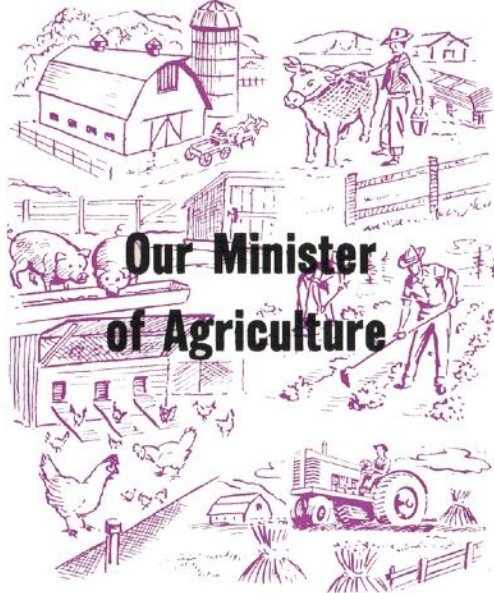
Reviewing prospects for 1955 Mr. Foley felt that the demand for lumber would continue at the same level during the year, and that total sales from our container plants, with the new British Columbia unit now in operation, would be higher.

Production of newsprint will reach approximately 390,000 tons in 1955—and with the business barometer looking favorable, this tonnage can be absorbed without difficulty.

"We are leaving no stone unturned to meet the requirements of our publishers by attaining the highest possible production from our machines," the President concluded.

Harold S. Foley, right, "passes the buck" to brother M. J. Foley





## Our Minister of Agriculture

**A**T the opening of Martin Paper Products' New Westminster, the Company was privileged to have as its guest speaker, the Honourable William K. Kiernan, Minister of Agriculture for British Columbia.

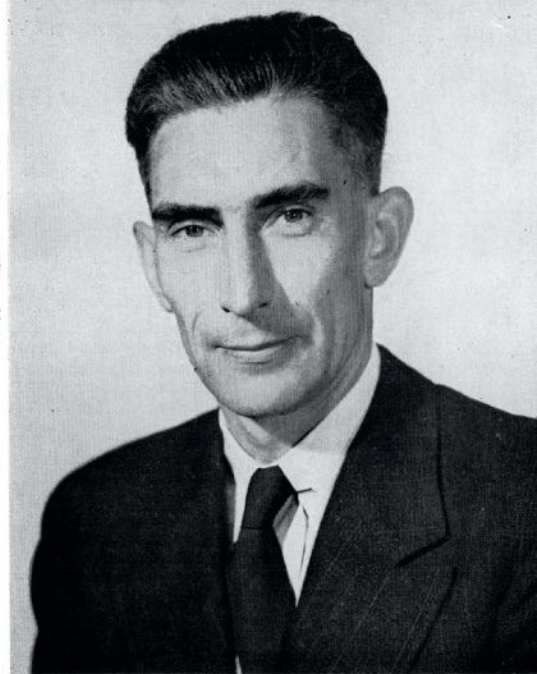
Mr. Kiernan is popular and well-liked by both his colleagues and his constituents. The latter manifested their feelings in no uncertain terms in both elections which the minister has contested.

His first appearance on the political stage was in 1952, when he ran as Social Credit representative for the Chilliwack riding. This constituency, comprehending the fertile Fraser Valley area, is one of the most important agricultural districts in the province—and in the previous Coalition Government its representative, Leslie Eyres, was Minister of Trade and Commerce.

In 1952, when Social Credit made its first serious bid for power, and Mr. Kiernan made his first bid for political office, he was opposed by Mr. Eyres, whose ministerial reputation was high, and by strong Liberal and Socialist candidates. Mr. Kiernan showed a plurality over all other candidates on the first count of ballots and his outstanding victory was a highlight in the election. A year later, when Premier Bennett called another election, Mr. Kiernan repeated his previous triumph with another first count win.

Born in the Peace River area, noted for its championship wheat, and later a resident of the Fraser Valley, Mr. Kiernan was a logical choice for the post of Minister of Agriculture, to which he was appointed in August 1952.

Over 50% of the population of British Columbia is rural, which emphasizes the importance of the agricultural ministry. The province has a total area of 355,855 square miles, rather more than the combined areas of the United Kingdom, France, Holland, Belgium and Denmark, and the minister may travel many thousands of miles each year to the widely



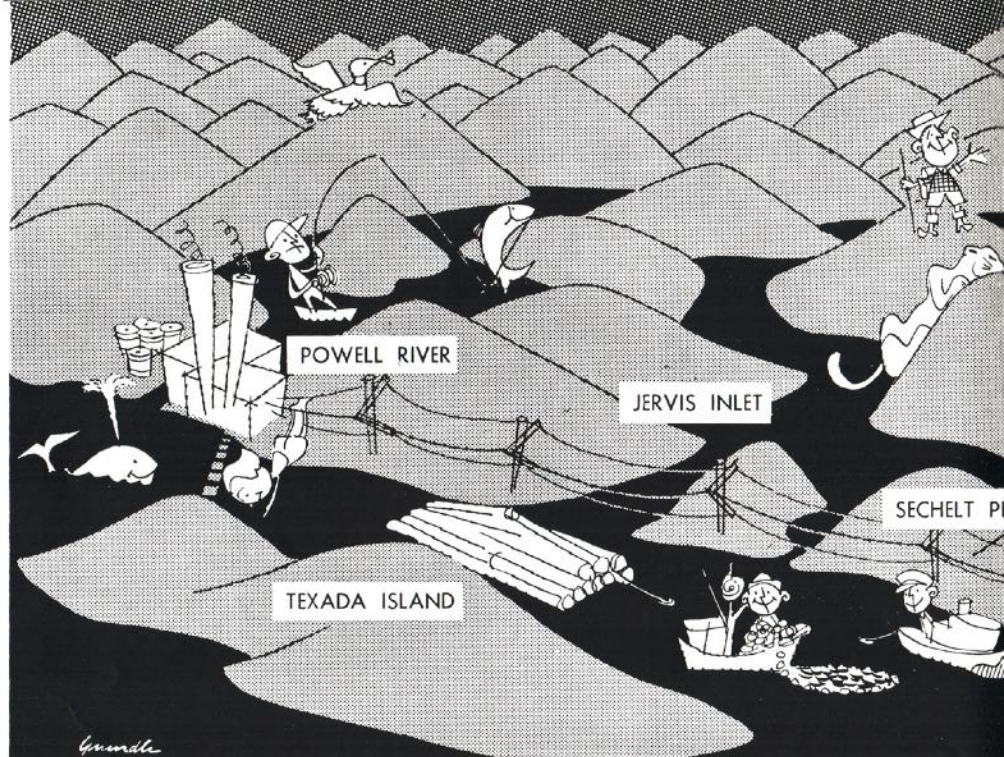
The Honourable W. K. Kiernan

separated areas for whose welfare he is officially responsible. The agricultural zones include the Lower Coast areas (Vancouver Island and Fraser Valley) where dairy farming has reached a high stage of development; the Southern Interior, notably the Okanagan and Kootenay, whose fruit orchards are world famous; the Central Interior, with the great plains of the Cariboo providing ideal cattle grazing country; the Nechako and Bulkley Valleys, whose popularity as a mixed-farming area are matching the province's growth and progress.

Mr. Kiernan has been diligent in his efforts to promote the welfare of the farmers and to expand the agricultural potentialities of British Columbia. He is a serious-minded public servant and his popularity with his constituents is unchanged. He believes and preaches the fact that British Columbia's agricultural future is still in its infancy—that in the Peace River, Bulkley Valley and other fertile areas are rich opportunities for those willing to work and settle on the land.

In his address at the Martin opening, Mr. Kiernan praised the initiative of Powell River Company and other industrial firms whose progress was focussing the eyes of the world on British Columbia.

"We have the resources. We have the people," Mr. Kiernan declared. "With government and industry working together in harmony and understanding we can bring new prosperity to our province, new employment and expanded benefits to our people. I welcome the opening of the Martin plant as another manifestation of our mutual aims, and hope and expect that it is only a forerunner of many similar installations in this area in the very near future."



## more POWER

"A MAJOR event in the history of the Powell River area."

That is how the 10,000 residents in Powell River and the surrounding villages and communities hail the arrangement entered into last April between Powell River Company and the B.C. Electric Company for delivery of electric power to the district.

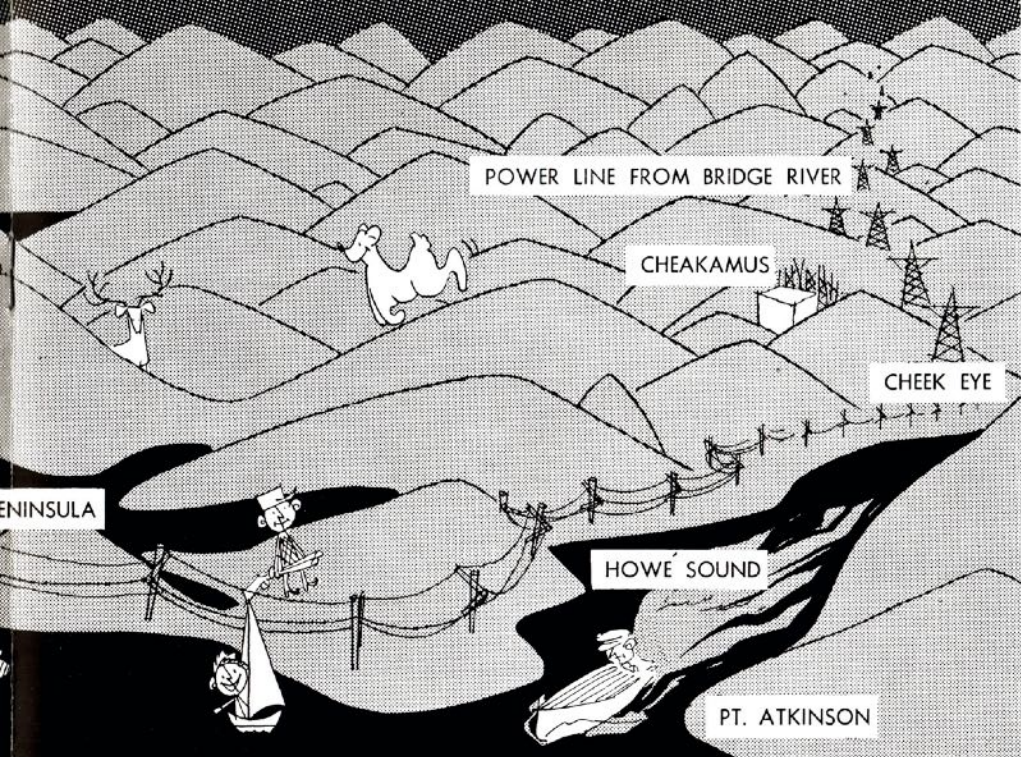
Formal approval of the agreement has been granted by the Public Utilities Commission and construction of a power line from Squamish, at the head of Howe Sound, direct to Powell River, will start immediately. The line will carry electricity at 132,000 volts and will draw power from the company's Bridge River generating plant. The target date for completion is set for the fall of 1956.

The first result of the agreement was the stimulating announcement that Powell River Company would start immediate preparatory work for the installation of Number 9 newsprint machine, scheduled to be in operation by the end of next year.

To the residents the advent of unlimited power for domestic as well as for industrial use was heartening news. Up to the present, the entire district, including the fast-expanding suburbs of Westview, Cranberry and Wildwood have been dependent on

the Powell River Company for power. With the steady increase in newsprint and pulp production in the plant, restrictions on unlimited use of domestic power have been unavoidable if maximum output was to be maintained.

The entry of B.C. Electric will change all this, and residents look forward to a tremendous boom in the whole area in the years ahead. In addition to its strategic location as a pulp and paper producer, the Powell River area is highly regarded as a future tourist mecca for the Lower Mainland of British Columbia and evidence of its growing popularity has been seen in recent months since the combined road and ferry service made it possible to drive from Vancouver to Powell River. This service was inaugurated last fall when Black Ball Ferries started operating between Earl Cove and Saltery Bay to complete the last leg of the trip between the two cities. There are four ferry trips a day on the present schedule and it takes approximately six hours to make the drive. This includes the Earl Cove-Saltery Bay ferry trip and Gibsons-Horseshoe Bay trip, each of which takes 65 minutes. A substantial portion of the road north from Gibsons to Sechelt is hard-surfaced and the Provincial Department of Highways



# for POWELL

has announced plans to hard-surface an additional 30 miles this year, which will mean a good highway along practically the whole route.

This will undoubtedly shorten the travelling time between the ferry trips and will result in a reduction in the total travelling time between Vancouver and Powell River.

Locally the whole area is known as "the Sunshine Coast" and it also boasts some of the finest salt and fresh water fishing in British Columbia.

The area surrounding Pender Harbour, thirty miles south of Powell River, has been described as the "Venice of Canada" and offers attraction for either the native British Columbian looking for relaxation or for the tourist seeking new scenes on the Lower Mainland.

The power company will purchase outright the existing power systems in the Powell River townsite and in Cranberry and Westview. In addition they have taken over the power system in the area between Howe Sound and Powell River, known as the Sechelt Peninsula. Residents in all these areas are assured of all the electricity they require. This will undoubtedly result in extensive construction of new homes in the attractive areas between Powell River and the

thirteen mile stretch south to Stillwater.

Already auto camps are being built along the new highway. Motels and hotels are on the drawing boards. Small secondary industries, impelled by the mild climate and ideal conditions will probably follow. The power is being extended across Malaspina Straits to Texada Island and northward to the village of Lund.

Late this summer or early autumn, the "metropolitan" area, which includes Powell River townsite, the villages of Cranberry and Westview and the district of Wildwood will vote on incorporation of the four areas into a single municipality. As a preliminary to this move Powell River Company has offered the company-owned houses in the townsite for sale to their present occupants—most of whom have already signified their intent to purchase.

All told, the past twelve months have been exciting ones for the district. Residents of Powell River can now purchase their own homes. Unlimited electric power is available throughout the area. And Number 9 newsprint machine, with its influx of construction crews bringing new business to local merchants and expanded opportunities to employees puts the cream on the strawberries.



Lieut.-Cmdr. A. de V. Hunt, right, explains his model of Little Canada Homesteads to Frank Flett, personnel manager of Powell River Company

## “Little Canada” to Benefit Britain’s Underprivileged Convalescent Children

A LITTLE bit of Canada will be transplanted to a lovely hill-top in the south of England in an unusual child health scheme devised by a kind and imaginative Briton.

Built on the lines of a pioneer Canadian fort from lumber donated by provincial governments and private firms like Powell River Company, these authentic homesteads will provide out-of-town recuperative facilities for sickly city youngsters who would otherwise be denied the benefits of such a healthy environment.

The idea was conceived by a member of Sir Winston Churchill’s famous wartime Map Room Staff, Lieutenant-Commander A. de Vine Hunt of the Royal Navy’s Volunteer Supplementary Reserve. It came to him out of his pre-war experiences as honorary treasurer of a baby hospital in London which specialized in preventive measures and in long-term treatment for babies of the very poor.

While—in his own words—the hospital did magnificent work for the babies, Commander Hunt soon realized that there was little provision in this direction for children 6-12 years who were sickly, but not ill enough for admission to hospital or to one of the country’s overcrowded convalescent homes.

Despite their many other wartime preoccupations, both Mr. Churchill and the late President Roosevelt personally encouraged the Little Canada Homesteads plan during the Quebec Conference in 1943.

Royalties, gained from the sale of Cmdr. Hunt’s “Dunkirk to Berlin” map of Mr. Churchill’s 200,000 miles of hazardous wartime travel, this year made it possible for him to re-visit Canada and seek donations of materials required for the Little Canada Homesteads.

Each homestead will house 80 to 100 children in ten log cabins set in a natural background of coniferous trees. The cabins will flank communal lodges, offices, a place of worship, maintenance buildings, and stables.

Care of animals, familiarity with trees and wild life, farming and gardening are some of the features intended for the children according to their interests and abilities. Fishing, canoeing, and swimming are also planned.

In every way the constant endeavour will be to foster in the children an early appreciation of the vast resources of Canada and the ways of the Canadian people.

# Powell River Boys Shine in Tournament of Champions



Powell River youngsters like Roy Gerela (with ball) sparked the big soccer contest.

**P**OWELL RIVER is fast becoming known as one of the most active soccer towns in British Columbia. Last month, in the Tournament of Champions, sponsored by the Vancouver Sun and including boys in different divisions from ages eleven to eighteen, Powell River representatives were outstanding competitors.

Three Powell River teams competed in the finals against Vancouver and Victoria elevens. They won all three competitions—and, in addition, a young Indian star, Leslie Adams, playing for Powell River's Division I team (boys under 18) was selected as the outstanding player in the entire tournament of over 200 players. He was awarded the Sun's Rose Bowl trophy, and on his return to Powell River was carried shoulder high by his team mates as hundreds of spectators cheered him through the streets.

This is the second time in three years that a Powell River youngster has been acclaimed as the tournament champion. Two years ago, Metro Gerela won the Rose Bowl trophy.

Four other Powell River boys were selected on the all-star eleven chosen by officials. Roy Gerela, aged

8½ years was picked as the outstanding player in his position—and it is believed he is the youngest competitor ever to gain this high favor.

This season saw a total of eighteen soccer teams playing in the Powell River area—evidence of the tremendous popularity of the round ball game among our youngsters.

Vice-President R. M. Cooper headed the large group that met the boys on their return trip and congratulated them on their success and the honour they had brought to the district.

Rose Bowl winner Leslie Adams is a member of the Sliammon tribe of Indians, whose reservation is three miles north of Powell River. Another Sliammon boy, Stanley Peters, playing for Powell River, was selected as the best left full back in the tournament.

The Sliammon Reserve Indians specialize in soccer, and each year they have an eleven competing in the Senior Powell River League. Over the years they have developed some of B.C.'s finest soccer talents. Their speed, ball control, and tactical skill have amazed soccer experts on their trips to Powell River.

*Page Thirteen*

All Powell River players were feted at a special victory banquet by restaurateur Al Mantoani, left



Leslie Adams, Soccer Boy of 1955, receives coveted Vancouver Sun Trophy from soccerman Jack Hendry



# Martin Enters British Columbia's Corrugated Box Field



Martin  
Paper  
Products

ON May 11, Martin Paper Products, wholly owned subsidiary of Powell River Company, officially opened its new British Columbia corrugated box plant.

The opening, under chairmanship of George Holland, Vice-President of Martin's, was an impressive affair at which hundreds of visitors took advantage of the opportunity to inspect the modern equipment and appointments of the plant.

Guest speakers at the opening were the Honourable W. K. Kiernan, Minister of Agriculture for British Columbia, and Mayor F. H. Jackson of New Westminster. Mr. Kiernan commended the initiative of Powell River Company in extending its corrugated box operations to British Columbia and providing additional employment and opportunities for B.C. workmen.

"I am particularly interested in the location of the

new Martin plant in the New Westminster area," Mr. Kiernan declared. "It is adjacent to my own constituency in the Fraser Valley, which is an agricultural area and which is interested in the type of product you are manufacturing. I have a real and personal pleasure in declaring the plant officially opened."

Mayor Jackson, speaking for the people of New Westminster, welcomed the addition of a new industry, with its steady payroll, to the growing industrial area of the Fraser River port.

Introduced by Mr. Holland at the opening ceremonies were Harold S. Foley, Chairman of the Board, Powell River Company; and Martin executives Frank H. Brown, President, and George B. Hills, Jr., Executive Vice-President.

The Martin plant at New Westminster is recognized as the most modern corrugated box factory

Page Fourteen

Modern sample room viewed by visitors



Kraft rolls in storage provided backdrop for opening ceremonies







Mayor Jackson, George B. Hills, Jr., Harold S. Foley, George Holland, Frank H. Brown, and the Hon. W. K. Kiernan officiated at Martin's opening.

in Canada. The 85" Langston heavy duty corrugator, 250 feet in length, is the latest model and is capable of speeds up to 600 feet per minute. The two new printer-slotter are the last word in press design, and all other auxiliary equipment is the finest available.

Fluorescent lighting has been provided for all production areas; and a new departure is the use of fibreglas-reinforced plastic walls which permit a maximum of natural light. In the event of future expansion, the walls can be easily and quickly relocated.

In designing the plant, B.C. products have been used wherever possible. To this end, wide use has been made of lumber of native B.C. coastal species, including red cedar siding, yellow cedar roofing, and Douglas fir plywood.

For the convenience of customers, a modern display room for product demonstration has been located right in the plant. Locker, wash room, and commissary facilities are well planned and comprehensive, with excellent ventilation throughout. The company has installed a most modern and extensive waste disposal system which will have a very helpful effect on over-all plant cleanliness.

Total floor space of the plant is 51,000 square feet. There is ample storage for roll-stock, which will ensure uninterrupted production at all times. The plant layout was based on careful studies of over thirty of the best corrugated box plants in North America.

The New Westminster plant is the fourth corrugated box factory operating under the Martin name. The company has been in business since 1929, and

when acquired by Powell River in 1954 was already manufacturing in Winnipeg, Calgary and Edmonton.

To operate the British Columbia branch, highly skilled key men with long experience in the production and sale of corrugated boxes were drawn from other Martin plants.

President of the Martin organization Frank H. Brown, is an outstanding administrator and a leading Canadian financial expert.

Executive Vice-President is George B. Hills, Jr., former director of planning who was transferred from Powell River Company to take over chief administration of the four plants.

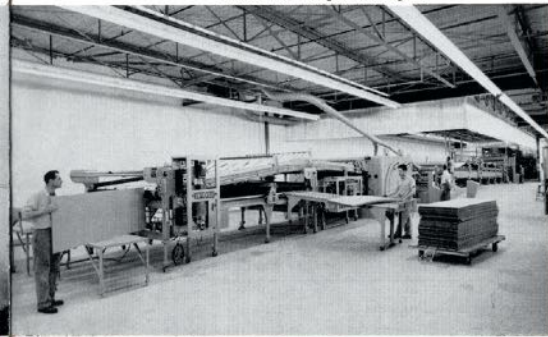
Vice-President of Martin's and manager of the New Westminster plant, George H. Holland, has been actively engaged in the corrugated paper box trade for 18 years. He is recognized as one of the industry's top authorities on corrugated container sales and marketing methods and was formerly Alberta manager for Martins. He is backed by an experienced sales staff under Gordon Cain.

In charge of production is Superintendent Al Lowe, who has been with Martins for twenty-six years and is known as one of the most experienced production men in the trade. His chief machine operators have all had many years in the business.

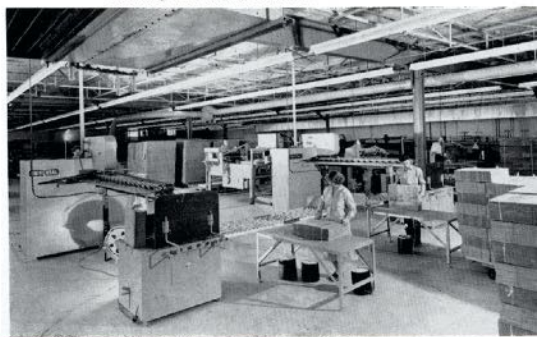
With a long background of practical experience and know-how, and with the technical and engineering services of Powell River Company available at all times, Martin's New Westminster plant is in a position to provide the British Columbia territory with the best in service and quality.

Page Fifteen

The 85-inch Langston corrugator



Stitching and binding equipment



# Mary Frampton Retires

**L**AST April in the offices of Powell River Sales Company in Vancouver, the staff collected for a special presentation. They were honouring Miss Mary Frampton on her retirement after 31 years service with the sales end of the pulp and paper business.

Mary joined the office staff of the old Sales & Shipping Division at Powell River in 1924, was transferred to Vancouver in 1929, and in 1936, when the Powell River Sales Company was formed, she joined the organization as secretary to William Barclay, now retired.

Over the years, Mary, with her long experience, has been a tower of strength to the company. She is familiar with the geography of the area to which our products are shipped, knows all the complexities and details of transportation and routing. She was a mine of information to executives.

No one has ever seen her excited or ruffled. Courteous and friendly, she is well-liked and well-known by publishers and visitors from many parts of the world. She is the encyclopaedia of the sales staff—and the boys in that department, used to Mary's memory of events and places, have had a hard time with the files since she departed.

Mary owns her own little home on Capitol Hill, overlooking Vancouver. She is an ardent gardener and flower lover, and one of the gifts bequeathed to



Mary Frampton

her at her retirement reception was a big bag of soil fertilizer.

She will be greatly missed by everyone in the organization, who have benefited so much from her helpful co-operation and happy disposition.

## Fighting Irish Celebrate

**O**N March 5 last the Irish Fusiliers, Vancouver's famous Irish regiment, observed the anniversary of Barrosa Day. This is a traditional gathering, observed by all Irish regiments in Her Majesty's forces all over the world. It recalls the Battle of Barrosa, March 5, 1811, when the British, under Sir Thomas Graham, fought a pitched battle with the French under Marshal Victor in an attempt to raise the blockade of Cadiz. The brunt of the fighting was borne by the celebrated Irish Brigade, who lost over 1200 men in its furious and successful assault on Barrosa Ridge.

Among guest speakers for the occasion were Lieutenant-Colonel The Honourable Robert Bonner, Attorney-General for British Columbia, Harold S. Foley, Honorary Lieutenant-Colonel of the "Irish," and Chief Justice Wendell B. Farris, Q.C. Mr. Foley emphasized the value of tradition in a regiment, using Barrosa as a typical example of the fighting qualities of the Irish regiments which had been maintained and enhanced in succeeding generations.

"Wherever you find the toughest fighting, you'll find the Irish," he declared.



Chief Justice W. B. Farris, Q.C., Lieut.-Col. The Honourable Robert Bonner and Lieut.-Col. H. S. Foley commemorate Barrosa Day

# Over the Roof to Europe



Press, radio, civic and government guests of Canadian Pacific Air Lines ready to leave Vancouver on inaugural flight over the Arctic Circle.

"ONE of the most significant developments in modern commercial aviation."

That is how newspaper and civic bodies of Western Canada are describing the new Polar route over the world's roof to Europe recently pioneered by Canadian Pacific Airlines.

The inaugural flight was initiated on Friday, June 3, when forty representatives of the press, radio, business and government were guests on the epic making flight from Vancouver to Amsterdam. Journalists from the United States, Australia, New Zealand and Hawaii joined their Canadian confères. The press group, among whom were many old friends of Powell River, included: Stuart Keate, Victoria Times; Sam Cromie, Vancouver Sun; Seth Halton, Victoria Colonist; Lyall Dagg, Vancouver Herald; Ray Argyle, British United Press; Ken Melvor, Vancouver Province; Frank Turner, Canadian Press; Byron Fish, Seattle Times; Russell Holt, Seattle Post-Intelligencer; Robert Parker, Time-Life, New York; Frederick Howard, Melbourne Herald; Keith Dunstan, Brisbane Courier-Mail; Stewart Cockburn, Adelaide Advertiser; John Toohey, Sydney Morning Herald; William Ewing, Honolulu Star-Bulletin; O. E. Long, Honolulu Advertiser.

Among other notables on the plane were Hon. R. G. Williston, Minister of Education for British Columbia; Rt. Hon. P. D. Hills, Lord Mayor of Sydney and E. H. Halstead, Minister of Tourist Development, New Zealand.

The new flight moves Europe and Western Canada 1,000 miles closer and opens up new vistas for trade and transportation between this country and the continent. Total time for the 4,825 mile passage including only one refuelling stop at Sondrestrom, Greenland, is 18 hours. On its voyage the big 4-engine aircraft will fly at 20,000 feet and at no time will be more than 90 minutes from an airfield.

Every modern convenience has been installed and the trip across the Arctic Circle may be made, say passengers, with all the comforts of home.



Left to right: Stuart Keate, Seth Halton, Sam Cromie

From Down Under: Frank Crane, Secretary to Lord Mayor, Sydney; Walter Hamilton, Editor-in-Chief, A.B.C. News Service, Sydney; John Toohey, Sydney Morning Herald; Rt. Hon. P. D. Hills, Lord Mayor, Sydney.



# SAFETY FOR TWO-

## YOUR MATE AND YOU.

AROUND  
TOWN



Happy winners Mr. and Mrs. C. L. Bryson. (See story below)

### NO SETUPS HERE

Visiting Vancouver athletes have stubbed their toes here this spring on at least two fields—soccer and baseball.

Demonstrating the improved quality of local sport, our roundball laddies took Dubbel Wear and North Van Celtics into camp, while the Rodmays mastered White Spots and gained a win and a draw against Collingwood Athletics as the ball season opened in May.

All four visiting teams play in the city's senior leagues.

### A BEAUTIFUL CHURCH

Powell River's most beautiful church opened its doors Sunday, May 22.

Built at a cost of \$60,000, the new St. Paul's Anglican church blends stone, wood and stained glass in such an effective way that it has already become one of the district's show places.

The modern edifice replaces Powell River's original church, which at one time served as the community's school and library. It is shown below.



### LUCK OF THE SCOTS

Lady Luck smiled simultaneously on two Scottish families May 16 when our company's spring accident prevention contest came to a fitting close.

Chip silo man Campbell L. Bryson won the popular draw for the valuable 12½-foot plywood and fibreglas boat, complete with a 7½ h.p. outboard engine and other accessories.

Mrs. Tommy Welsh, whose husband operates the hog machine in the sawmill, was declared winner of the safety slogan competition, receiving a mantel radio for her prize. Her slogan is worth remembering: "Summer, winter, fall or spring—let Safety govern everything."

### THEY'LL BE BUSY!

Occasioned by the latest development program, centering around the coming addition of No. 9 paper machine, were several staff changes in the engineering, industrial engineering, and technical services departments.

Appointed engineering assistant to chief engineer Harold Moorhead was former industrial engineer Norman Walton. The industrial engineering group now reports to Syd Collicutt, superintendent of technical services.

Former testing station supervisor Vic Poole was made control supervisor in charge of testing and statistical departments.

Gil D'Aoust was appointed senior project engineer for the new expansion program, with development engineer Al Chard as project engineer in charge of groundwood mill additions.

Bert Mullen and Gerry Harrison were given similar assignments as paper mills project engineer and wood preparation and services division project engineer, respectively.

Guy Kennedy, who had recently worked on the new Martin plant in New Westminster, was appointed field supervisor on all construction work in the development program.



Powell River Company's famed Pipe Band performed at the opening of the Willingdon Arena

### PRIDE OF THE DISTRICT

Once branded as a dream impossible of accomplishment, the Willingdon Arena this spring became a living monument to the power and the glory of community co-operation.

Built at a cost of \$130,000, raised largely by public subscription, its truer value is now estimated at \$300,000. The balance lies hidden in untold man-hours of donated work—as close to the proverbial labour of love as a group of volunteers can get.

Result of this unprecedented effort is the largest enclosed ice surface in British Columbia, with present seating accommodation for approximately 1,500 persons.

Inauguration of the district's first ice arena has already brought hundreds of hours of skating pleasure to youngsters and adults of all ages throughout the district. It has enabled residents to enjoy regular periods of curling and hockey, and witness pleasing ice shows from Vancouver.

Overnight it has put an end to the old complaint

about there being "nothing to do here all winter."

Commenting on the Arena's opening, The Powell River News editorialized:

"To examine all the avenues from which help came (to the Arena) is a task that would take a week of solid work itself. Perhaps to grasp the magnitude of the success, one should remember that it is an undertaking which would be impossible of achievement for the same cash investment in any other place in the province. Not the least of its reasons for success lies in the reservoir of technical, engineering, and trades skills which was available through the Powell River Company organization, and so generously made available as management and labour put shoulders to the wheel toward a common objective."



### RON MARRIED

Married in Chicago late in April was Ron Melvin of the Powell River Sales Corporation Chicago office. Shown in the accompanying photo are Anson Brooks of Seattle (left), the groom, his brother David of Vancouver and M. J. Foley.



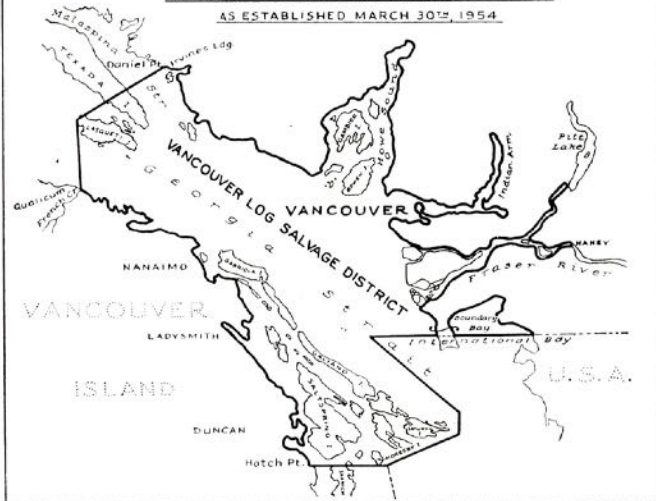
Children naturally take to skating . . .

. . . while others prefer curling



## VANCOUVER LOG SALVAGE DISTRICT

AS ESTABLISHED MARCH 30<sup>TH</sup>, 1954



# New Log Salvage Regulations

ON March 30, 1954, the Provincial Cabinet established, under authority of an amendment to Section 165 of the "Forest Act," regulations governing log salvage operations in certain coastal waters of British Columbia.

Briefly, the "Log Salvage Regulations" in their present state have been designed to protect (a) the interest of the log owner from so-called "log pirates" who in the past have disposed of salvaged logs to the highest bidder regardless of ownership or markings and (b) to establish and recognize the genuine beachcomber in his own right as a responsible and valuable friend of the logging industry.

To accomplish this the government has ruled that all persons now wishing to engage in beachcombing operations in a Log Salvage District must obtain a permit from the Minister of Lands and Forests. Furthermore, he must display on both sides of his vessel the number of his permit, and also when actually engaged in salvage operations or in charge of salvaged logs display a pennant bearing the letter "LS"—the genuine beachcomber has no objection to this licensing of his operations as it affords a form of protection in as much as it eliminates other "part time" beachcombers from salvaging logs and profiteering from their sale. The new regulations clearly state that any vessel not conforming with these rules and found operating in a Log Salvage District will be subject to prosecution. A very interesting feature of the licensing regulations is that all permits are issued on a personal basis for a period of 12 months and at the end of each term are subject to review by the minister. However, allowances have been made for the minister to withdraw, cancel, or refuse any permit at any time.

To protect the interest of the log owner the regulations provide for the establishment of Log Receiving Stations to be operated solely as a reception, sorting and disposal points for beachcomber logs. Here again the licences are personal. In an effort to avoid any influence affecting the disposal of the logs collected, no person who has an interest in any

business concerning the manufacture, utilization, or dealing with products of the forest is eligible to receive a Log Receiving Station Licence.

The beachcomber now has two alternatives regarding the disposal of salvaged logs. He can either (a) deliver them to a station or (b) deliver them to a collecting point designated by the operator of the station when it is impracticable owing to distance to deliver them to the station itself. On no account, however, is a beachcomber now allowed to make a direct sale of logs salvaged in a licenced area as has been the past practice.

It is now the duty of the operator of the Station to ensure that the rightful owner of any marked log shall have the right to demand the delivery thereof, on payment of certain salvage charges, or to receive reimbursement following the sale of such "marked" logs after expenses, such as the costs of resorting, stumping, towing, booming, etc., have been deducted from the proceeds.

In the past the beachcomber usually received the whole of the proceeds from salvaged "no marks visible" logs. By the new regulations the balance over and above the salvage charges is returned to the log owners and, therefore, this part of the new regulations is very acceptable to the logging camp operators as they can now set off against this return a good percentage of felling and transportation costs they incurred prior to the spill.

It is interesting to note that operating costs of any Receiving Station are also specifically governed by the minister, and the same rules apply to the operator of a Log Receiving Station as do to a beachcomber regarding the withdrawal of his licence.

Since these regulations have been in effect it has been proven that the principle of the amendment has great merit and is one which, in the end, will be very beneficial to both beachcomber and log operator. However, as in the majority of cases of new legislation certain aspects will have to be altered through the experience gained in this very important feature of logging operations.

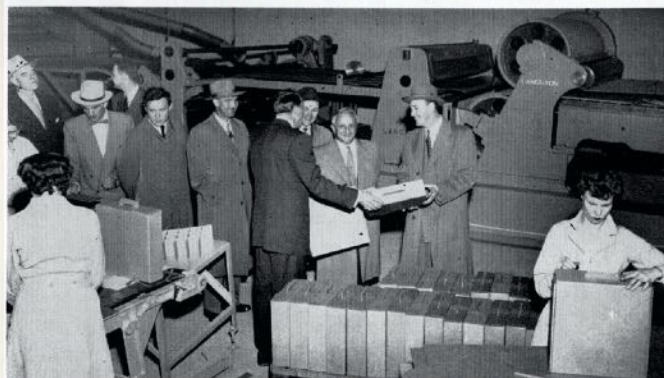


Martin's vice-president George Holland, centre, chats with visitors



Harold S. Foley, centre, with "Lefty" Gaunt and Al Lowe of Martin's

Gloseups of  
**MARTIN'S  
 OPENING**  
 (story on pages 14-15)



Sample cartons were presented to visitors by sales manager Gordon Cain (back to camera)



Visitors were guests at a reception in the Hotel Vancouver

H. L. Hansen, international union officer; Powell River Company Vice-President W. C. R. Jones, and Martin's Executive Vice-President George B. Hills, Jr.



Spencer James, right, Martin's Edmonton manager, discusses cartons with visitors



Guests examine sample cartons



**SMART IDEA**—When increased production caused a newsprint storage problem at South Coast News in Laguna Beach, California, pressman Bob Sherry designed this portable hoist which enables him to stock half rolls three-high in an odd-shaped room where an overhead "I" beam was impracticable.

**POWELL RIVER PULP and PAPER**



Powell River

# DIGESTER



VOLUME 31

JULY - AUGUST, 1955

NUMBER 4



Powell River

# DIGESTER

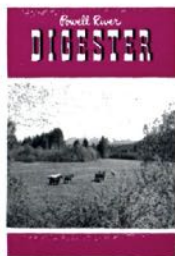
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J. A. Lundie, Editor  
Paul King, Assistant Editor



## CONTENTS

	Page
Number 9 is on its way!	1
Steamboating on the Arrow Lakes and the Columbia River	2, 3
Teamwork Makes Paper	4, 5
Powell No. 2 Introduced	6
Companies, Unions Sign Contract	6
Royalty's Name Barriers	7
Arcadia Tribune's New Home	8
Petaluma Argus-Courier Centennial	9
British Columbia—Tourists' Paradise	10, 11
The Princess of Vancouver	12
The N. R. Lang	13
Tom Kelley Passes Away	13
Visitors to Powell River	14, 15
Hudson's Bay Buys Powell Stores	16
Paul Broxon Joins Sales	16
All in the Family	17
Around Town	18, 19
Core Palletization	20



### The Cover Picture

In the midst of an unprecedented industrial expansion, British Columbia is still a rancher's, miner's, and tourist's paradise. For other views of our beautiful province please turn to pages 10-11.



## Editor's Notes

### Welcome Relief

The recent press release that newsprint has been placed on the "free" list by Great Britain is of interest to Canadian pulp and paper manufacturers.

In theory this means that the newspapers of the United Kingdom, who have been strictly rationed on newsprint supplies for the past fifteen years, will now be able to increase their orders and expand the size of their papers.

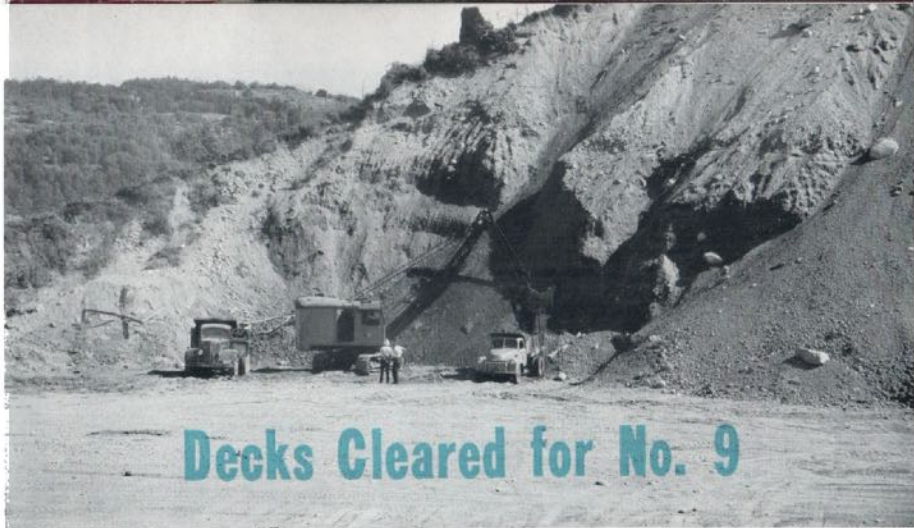
In practice, however, this does not mean that British newspapers can immediately order all the newsprint they require. Government officials, alert to the already dangerous export-import balance in the nation's economy, state that voluntary rationing will still be necessary; and that additional consumption must be a gradual and ordered process.

Nevertheless it is welcome news. Welcome to the Canadian manufacturer looking to future markets: welcome to the long-suffering British publisher who has been forced to carry on with daily papers averaging ten pages or less; welcome to the reader who has been limited to the briefest news items set in small type in narrow columns.

It is difficult for us in Canada and the United States to appreciate that the great London and county papers like the Daily Mail, Express, Times, Yorkshire Post, etc., have been operating on this skeleton basis. Could anyone imagine the Chicago Tribune, New York Times, or any paper in a city one-twentieth of the population of London existing on ten pages?

This is the drought in which the British publisher has existed since 1940. Until now, sixteen years after a tired Prime Minister made his country's declaration of war, the publishing houses of the United Kingdom have been strictly rationed on newsprint.

The news that some measure of relief has been granted the hard-pressed British publisher will be welcomed by all freedom-loving people.



Site for No. 9 Machine Room Building is levelled for excavation

## Latest Development Program Centres Around New Machine

FOR the next eighteen months the most frequently mentioned word in Powell River will be Number 9. It is a common word in many quarters, but in Powell River it's a very special brand.

On Saturday, July 23, Harold S. Foley, representing the directors of the Company, and F. Courtney Powell, longest service employee in the organization, jointly handled the official start of work on Powell River's latest and modern newsprint machine, Number 9.

In a simple ceremony Mr. Foley and Mr. Powell turned over the first shovelful of earth on the new site. Immediately after the trucks and bulldozers moved in, and excavation procedures were under way.

For the information of those who know the plant, the new machine will be located near the mouth of Powell River, behind the present Kamyrr building and paper storage area. This location will enable quick and easy passage of newsprint to wharf stor-

age sheds.

The new machine is designed for speeds up to 2,500 feet per minute and will be equipped with couch transfer and every modern improvement. Work will be pushed vigorously ahead and production is expected to be under way in the fall of next year.

The installation of Number 9 involves considerable additional and subsidiary construction, which includes a new groundwood pulp mill and screen room; modifications and additions to the steam plant; revision of the wood preparation department and provision for supplying wood to the new groundwood mill. Other essential services for the new portion of the plant include stock and power supply, roads, sewers, etc. Total cost is expected to approximate \$20,000,000.

Building contracts for the latest development program in connection with our ninth machine have been awarded to Northern Construction Company.

*Page One*

The new site will be handy to the wharf and other mill departments

Mr. Foley autographs shovel used in sod-turning ceremony. (See inside back cover).



# Steamboating



The Kootenay at Arrowhead in the early 1900's

## Sternwheelers really pioneered the fabulous Kootenay country

By LES RIMES

Vancouver Sun Marine Editor

MUCH of the history and development of the Pacific Northwest centres around the old river and lake boats that at the turn of the century, and for two decades following, plied the rivers and lakes of British Columbia, Washington and Oregon. The role of the sternwheeler in building up the west is a story that may some day be fully written. It is a saga of romance, colour and achievement.

Rail, highway and air travel may have figured importantly in the expansion of the Kootenay district, but it was the steamboat which pioneered the routes, bringing the first settlers, loggers, and miners. That's long before the network of roads was put in by pick and shovel; before steel was laid along the precipitous edges of rugged canyons.

It started 90 years ago when Capt. Len White, an American, launched his little sternwheeler Forty-Nine to travel up the swift-running Columbia River from Colville to the Big Bend above Revelstoke where gold had been discovered.

He may have had big plans, but his first trip blew them to smithereens.

Capt. White kissed his wife goodbye on December 9, 1865, telling her he'd be back in plenty of time for Christmas dinner. But a severe Arrow Lakes winter hadn't been considered when he thought of

Yule-tide turkey. Ice formed on the lake behind him and ahead of him, keeping him and his crew stuck on the lake until the thaw in April.

By that time, the gold rush was pretty well over. And after a couple more trips, the Forty-Nine was laid up.

Following that, steamboating on the Columbia and the Arrows was forgotten for 20 years.

It wasn't until about 1885 that Fred Hume, William Cowan, and Capt. Sanderson got together in Nakusp, to organize the Columbia Transportation Company, and launch the steamer Despatch to try to capture some of the trade going west through northern Washington.

She proved so successful that the trio began thinking of a newer, bigger, faster ship. So, they took in J. A. Mara who was operating on Kamloops Lake and Capt. John Irving, well-known along the coast, to form the Columbia & Kootenay Steam Navigation Company, with a capital of \$100,000.

Their new ship, the Lytton, was launched in 1890, cost \$40,000, was 131 feet long, and had a tonnage of 125 tons. Among passengers on her first trip were W. C. Van Horne and other C.P.R. officials who were looking over the Kootenay country with a business focussed eye.

# on the Arrows and Columbia

Later, the C. & K.S.N. Co. bought the Kootenay, giving \$10,000 in promissory notes for the 140-footer. She netted \$10,000 in three trips—and paid off with plenty to spare.

That started the long list of ships which served on the Columbia River and the Arrow Lakes, and on the Kootenay Lake which lay a few miles further to the east.

Among the predecessors was the Columbia which ended her short life in 1894 when she burned alongside a woodpile on the lake. She will be remembered, however, for two important events.

Capt. J. A. Anderson installed aboard her the world's first ship-to-shore telephone.

And she carried in her finest stateroom on one trip the Archduke Franz Ferdinand on his coming-of-age world tour in 1893. (It was the assassination of the archduke which precipitated the First World War).

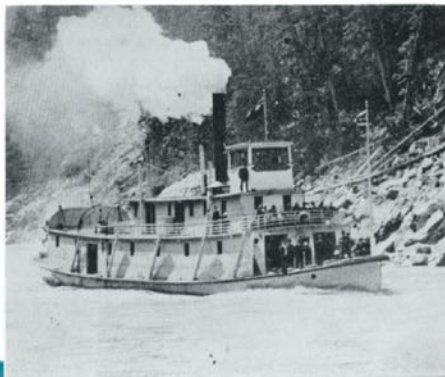
Those were the days of garish interior design. Every stair-post had to be turned, every beam festooned. The Nakusp, launched in 1895, had a double-decked dining room as luxurious as that aboard Atlantic liners of her day.

The ships saw the heyday of mining in the Kootenays, carried gamblers in their saloons, and entertainers going to sing in the tall wooden opera houses. There were men going to the mining claims with optimism in their hearts; and men coming back from the camps with nothing but the shirts on their backs.

Decks became pitted with the caulked boots of the loggers, and stairways were dusted by the crinoline skirts of the ladies who were going into the new land with their men folk.

Ships became bigger and more luxurious, like the big 1,700-ton Bonnington, built in 1911, which ended her days in the early '40's as a hulk on the beach at Nakusp after chunking up the Arrow Lakes for 30 years.

The Revelstoke heads up the Columbia River



There were fast ships, too. Like the Rosland which set a record on the Arrow Lakes of 20 miles an hour—a speed not attained by the ocean liners of the day.

They built the towns and the settlements wherever they poked their bows up on the sand beaches.

And there are stories aplenty the old-timers can still tell.

Like the story of the bath-tub.

The Nakusp loading cordwood for her boilers in 1902



Two Englishmen had built themselves a "home" opposite Nakusp on the Upper Arrow Lake. It lacked nothing, save a bath-tub. So, they had one sent up on the sternwheeler.

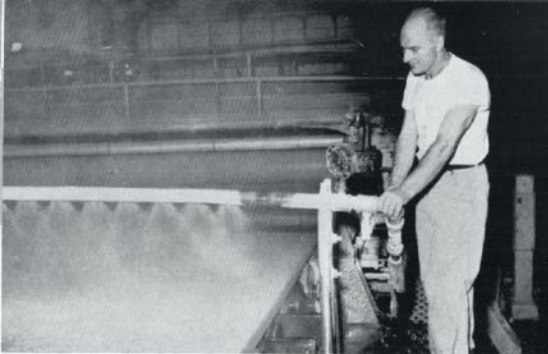
The ship ploughed her shallow bow up onto the sand beach and deckhands put the bath-tub "ashore" in about six inches of lake water.

Passengers and crew were surprised when the old steamer made its return trip to find two naked Englishmen sitting in a bath-tub in two feet of water, taking a bath in the lake.

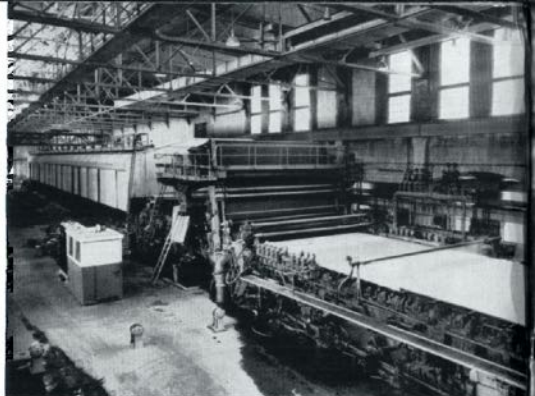
"You just don't bathe naked, don't you know. You require a bath-tub for your ablution!"

The old, steel-hulled Minto remained on the Arrow Lakes until a couple of years ago when she was laid up for want of more passengers. Highway and rail had made their inroads.

Built in 1896 in Toronto, the Minto was shipped out west on freight cars in pieces to be assembled on the Stikine River where gold had been discovered. She was re-routed when the Stikine River rush petered out; was re-assembled in Nakusp, and spent nearly 50 years chunking up and down the Arrow Lakes, putting well over a million miles of white water under her still-solid keel.



Machine tender Jack Wright



A modern paper machine

**P**ROBABLY nowhere in the entire pulp and paper industry is team-work as well organized, or indeed, as necessary, as on a modern newsprint machine.

The six or seven men who make up the crew are called paper makers, for theirs is the job of producing, from the mixture of raw material prepared and processed by numerous other departments, the final product—the finished newsprint ready for immediate transfer to the newspaper press rooms. Each is a specialist at his own job, and save for the broke hustler or sixth hand, who may be just starting his career at paper making, has a service record varying from a minimum of two years by the fifth hand to fifteen or more for back tenders or machine tenders.

In Powell River most of the men on a paper machine crew have come up together, have learned each other's methods and have developed a unique industrial camaraderie and understanding co-operation.

The half dozen men on a shift are responsible for the continued operation of a machine costing several million dollars and producing on the one shift alone about 20,000 tons of newsprint annually, with a gross value of \$2,500,000.

Each machine has a normal crew of six men. In Powell River where, at present, machine room crews are also responsible for the body wrap on rolls, an extra man is carried who is known as a spare winderman.

The head man, the top paper maker on the

crew, is the Machine Tender. In general he is responsible for the entire crew operation. His is the skilled craftsmanship responsible for the formation of the newsprint sheet. The entire "wet end" of the machine comes under his control, and the important clothing such as wires and felts are his responsibility. The most important phase of paper making is the original formation of the wet sheet. This governs weight, thickness, strength and other factors, all of which affect press running. The machine tender's job is not only that of an experienced and veteran employee. Above that it requires a touch of "intuition" that is the final test of the true paper maker. He is the highest paid man on the crew and one of the key figures in the production of Powell River newsprint.

The Back Tender is number two man on the crew. He could be called the eyes of the machine tender. When the sheet, still comparatively wet, leaves the wet end of a paper machine and enters the dryers—that long mass of steam heated cylinders—the back tender takes over.

He is responsible for drying the newsprint to

If there's one thing that counts  
around a fast moving paper machine .

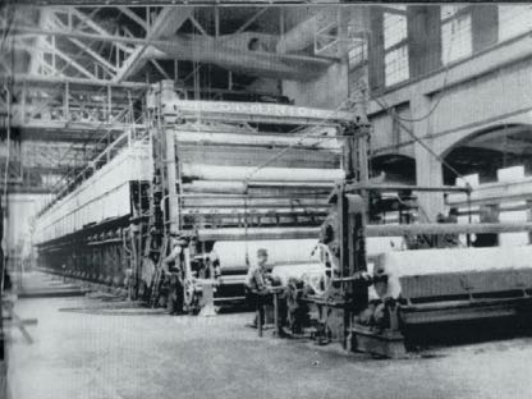
Page Four

Broke hustler Jim McEvoy



Fifth hand Herb Keller





is nearly a block long

## it's **TEAMWORK**

required specifications, to ensure even calendaring and to "build up" the newsprint roll evenly across its entire length. This job, like that of the machine tender, requires years of skill, knowledge and practice, and if a reel is not "built up" properly, if too much or too little moisture is in the finished reel of newsprint, if hard or soft spots develop, trouble will be experienced not only in rewinding and cutting, but in running the sheet through the newspaper presses. It is an exacting and highly skilled trade.

Third man is the Winderman. His responsibility begins the moment the reel of newsprint has been wound and transferred for cutting and rewinding. The winderman is one of the three senior paper makers on the machine—and he must see that the reels are cut in the prescribed roll lengths, that the rewinding, as far as possible, goes through without a break. He is responsible for splicing when necessary, and for the body wrap on all rolls. For the final quality of the finished roll, he carries a high responsibility.

Below the winderman are the three junior paper makers, Fourth, Fifth and Sixth Hands.



Back tender Archie McPhee

The fourth hand is the winderman's first assistant. His responsibility is to help the winderman start up each reel, to watch it as it runs off on to the cores, and to give the winderman immediate warning of any irregularity—rolls running together, holes that may have passed unnoticed, etc. He also assists in winding the body wrap on rolls. This job requires considerable experience, unusual alertness and quick reactions.

The fifth hand or roll bucker is second assistant to the winderman. He assists the fourth hand in starting up a reel, helps wrap the rolls, and transfers them from the revolving drums to the waiting "dolly."

The junior on the machine is the sixth hand or broke hustler. On this job he starts his career as a paper maker, keeping the floors clean, and active as general helper. He assists the fourth and fifth hands in wrapping rolls, helps in transfer of reels to the winder. In the selection of a broke hustler, the personnel department is very particular. He is the future machine tender, the man who will some day be responsible for the output of a considerable share of the Company's product.

Educational background, mental alertness, personality, quickness of reaction, are all considered.

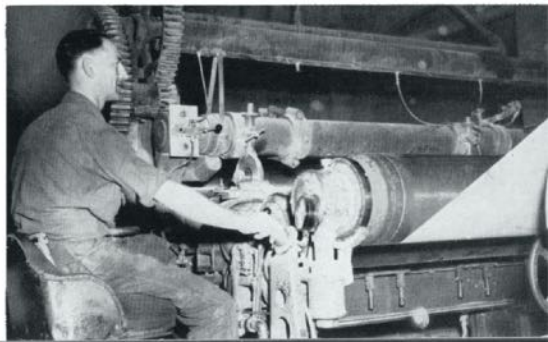
Each of these six men is part of a highly coordinated team whose individual and united efforts are focussed on the important and essential goal of producing quality newsprint.

Page Five

Fourth hand Gene Hrynyk



Winderman Eric Henderson



# Powell No. 2 Makes Its Bow



The logs slide off the deck . . .



. . . and another dump is completed

**F**OLLOWING log towing history made last fall by Powell River Company's revolutionary self-dumping log barge, Powell No. 1, early this year her sister ship, Powell No. 2, was launched successfully to mark yet another milestone in log carrying.

Each barge is capable of carrying 1,500,000 feet of logs for the Powell River mill. A single tug can service both barges, towing one while the other is being loaded.

Delays due to rough waters, and loss or damage to booms have been completely minimized. Unloading

time has been reduced virtually to a few minutes; expensive cable (formerly used to lash big booms together) entirely eliminated; turn around time cut down appreciably; and overall efficiency greatly increased.

How flooding of port-side tanks forces the barge to careen, allowing the logs to slide into the water under their own gravity is shown in the above pictures. A self-bailing arrangement then empties the tanks and the barge returns quickly and safely to its normal equilibrium.

## Companies, Unions Sign Wage Agreement

### NEGOTIATIONS CONDUCTED IN SPIRIT OF TRUE COLLECTIVE BARGAINING

**I**N June the Pulp & Paper Companies of British Columbia and the locals of the International Unions of Pulp, Sulphite and Paper Mill Workers and Paper Makers signed a two-year wage settlement which will run to June 1, 1957.

The agreement provides for a wage increase of 5%, effective June 1, 1955, and a further increase of 5 cents per hour on June 1, 1956. In addition, the night shift differential was increased to 7 cents an hour; and an additional "floating" holiday with pay will be granted next year.

The new settlement means an immediate increase from \$1.59 an hour to \$1.67 an hour in the base rate. With the additional 5 cents next year, the base rate will be raised to \$1.72.

The night shift differential was upped from 6 to

7 cents an hour and applies to all employees at work between 8 p.m. and 8 a.m.

The additional floating holiday applies to the individual employee. He may take the time off with pay on a day mutually satisfactory to himself and his supervisors.

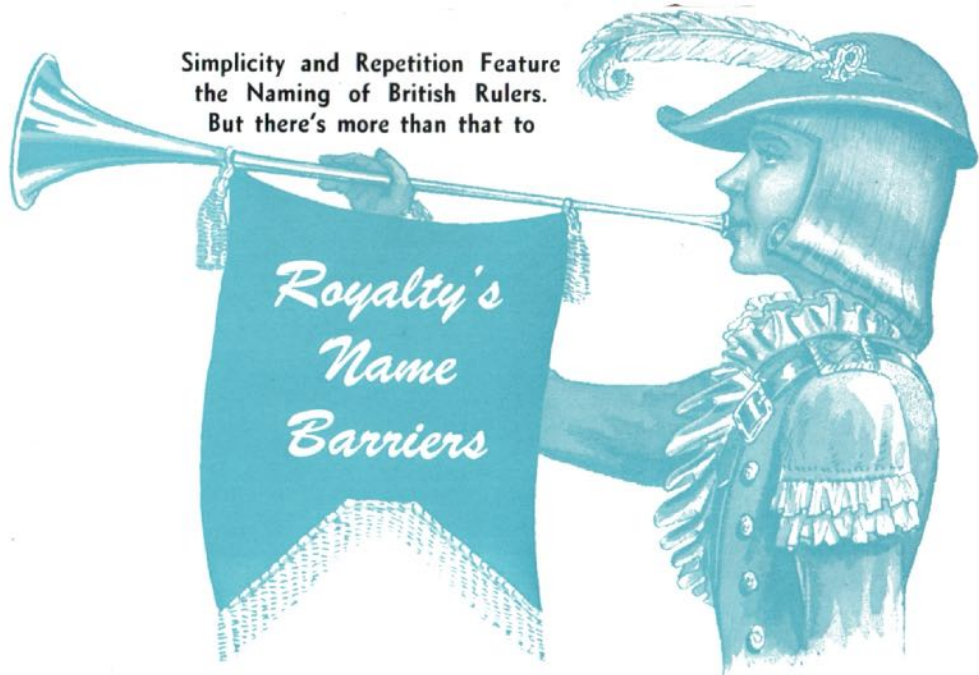
Both Union and Company representatives are unanimous in stating that the negotiations were conducted on a high plane of mutual understanding and respect. At the conference, Union representatives expressed their earnest desire to reach a settlement without recourse to conciliation boards or outside opinion, and this was cordially endorsed by management.

"The entire negotiations were an example of collective bargaining at its best," a Union official stated.

The settlement was later overwhelmingly endorsed by employees of all nine companies, and ensures uninterrupted continuity of operations for the next two years.



**Simplicity and Repetition Feature  
the Naming of British Rulers.  
But there's more than that to**



*"And every one was a Henry,  
She wouldn't have a Willie or a Sam,  
I'm her eighth old man called Henry,  
Henry the Eighth I am."*

**T**WO characteristics have featured the naming of British sovereigns since the Norman Conquest—simplicity and repetition.

In the 889 years between William I and the present Elizabeth, there have been 41 sovereigns on the English and British Thrones, and one Protector, Oliver Cromwell. Twenty-two have been absorbed in three names: eight Henrys, eight Edwards and six Georges. Six names have accounted for another fifteen: four Williams, three Richards, two Charles, two James, two Elizabeths and two Marys. The remaining four are singletons: Stephen, John, Anne and Victoria.

Just how the particular name of a British sovereign is selected we do not know, but there is no doubt that a lot of care and attention, a lot of searching into history and tradition transpires before a name is placed on the Royal Roster of sovereigns.

It is perhaps significant that there has not been another John or Stephen for over 700 years. Neither of these were popular kings and both left much to be desired as men and administrators.

There has not been a James or a Charles since the late 17th century. Historically, the unfortunate Stuart kings seemed to collect trouble on all sides. They were not lucky. Charles I was beheaded, the only king ever to suffer that fate. Charles II, the Merry Monarch, with his mistresses and the unbridled gaiety of his court, would not meet the rigid standards demanded of the modern British ruler. And James II, last of the Stuarts, was involved in rebellion. That lets out James for a few centuries, at least.

Similarly there has not been a Richard since

1485, and the overall reputation of the three kings of that name preclude any immediate possibility of a Richard IV for a long time.

The four Williams have a mixed record, with William I and III as outstanding figures; but the playboy activities of William IV in the 19th century have placed the Williams in the truants' corner, if not indefinitely, at least temporarily.

The two Marys have shed little lustre on British royalty, and the name has no popular appeal. The reign of the lone Queen Anne, on the other hand, despite the hereditary shortcomings of the Queen herself, was an outstanding one, and next to Elizabeth and Victoria, Anne could be a future title for a Queen.

In British history the Henrys, Edwards and Georges have predominated, because on the whole the reigns of these sovereigns have been distinguished by civil progress, martial vigor, and national accomplishments.

There is a further interesting factor. There have never been more than eight kings of the same name—and the last Henry died over five hundred years ago. It's not impossible that Henry's record of amorous activities have been partially responsible for the failure to reproduce the name in later monarchs. The rather unfortunate incidents of Edward VIII's period may well have ruled out the Edwards for a while.

With the advent of the present Prince Charles the Stuarts have served their penance so the Charles' are back in line again after nearly 300 years' absence.

Whether "8th" remains the unalterable high for British royalty remains to be seen. It is more than probable that George, Charles and William will be the logical choices for future monarchs. Meantime, the magic name barrier seems to be the so far unpassable number VIII.



Semi-Weekly Paper  
Climaxes 15 Years  
Of Progress

## Arcadia Tribune Enters New Home

**C**LIMAXING 15 years of steady progress under its publisher F. Harold Roach, the Arcadia Tribune recently entered its new home.

More than twice the former floor space is now available to the Tribune's staff in one of the most up-to-date plants in southern California.

Backbone of the new 71'x115' concrete block building on Santa Anita Avenue is the 48-page Hoe rotary press, the first of its kind ever to be operated in Arcadia.

In addition to the semi-weekly publication of the Tribune, the 70-ton double-decker press turns out a great deal of work for publication throughout the San Gabriel Valley.

Installation of the two-color Hoe press necessitated the acquisition of additional stereotyping and other equipment.

A feature of the new building is a long hall running the width of the building between the offices and composing room, which gives access to both departments from the parking lot. This arrangement makes it possible for all employees to reach their respective departments without going through any other departments.

To commemorate the move into its new home, The Arcadia Tribune produced a special edition reviewing the history of newspapers in that city.

In his "Publisher's Corner," Mr. Roach pointed out that while he had been at The Tribune's helm for 15 years, actually the paper was founded 28 years ago, and this year marks "the 25th anniversary of



F. Harold Roach

its adjudication as a newspaper of general circulation entitled to print legal advertising."

Although much of the history of Arcadia papers is incomplete, it appears that the first regularly published weekly newspaper in and for the City of Arcadia was the Journal, started by C. A. Coon of Monrovia, where it was printed. Prior to that time, Arcadia apparently was supplied with a local news supplement on a once-or-twice-a-month basis by one of the Monrovia papers.

Between 1917 and 1940 several newspapers and several different publishers have figured in the journalistic history of Arcadia. The first paper published was the Journal. The first daily, the Arcadian, had a brief three months life in the mid-twenties. Other publishers and other dailies came and went until 1940, when the present publisher F. Harold Roach and Ewing Hass started their 15-year partnership in the Tribune. In 1948, Mr. Allan B. Jaynes joined the firm as a third partner.

Today the Tribune, as the voice of Arcadia, is steadily expanding its influence and circulation, and the Digester wishes it continued progress in its new home.

Page Eight

Smart functional office greets Tribune visitors



Neat efficiency characterizes the shop





Editor and publisher D. H. Olmsted, centre, examines a new edition as production manager C. Olmsted, left, and advertising manager J. A. Olmsted, Jr., look on

# Petaluma Argus-Courier Marks Its Centennial

## Voice of the "World's Egg Basket" Dates Back to the Earliest Days of the Golden State

ONE of Powell River's oldest friends in California, the Petaluma Argus-Courier, celebrates its Centennial on August 18.

The Argus-Courier is a direct descendant of the Petaluma Weekly Journal and Sonoma County Advertiser, which printed its first issue on August 18, 1855. The first publisher was Thomas L. Thompson.

Petaluma is situated at the head of a tidewater, navigable stream called the Petaluma River, which runs into San Francisco Bay. It is 40 miles north of San Francisco, at the southern end of Sonoma County. Today it is a town of some 11,000 people in the centre of a prosperous poultry and dairy community. It calls itself the "Egg Basket of the World."

The town itself had its beginning the year California became a state. The first cabin in what is now Petaluma was built in 1850. In the early days it was the shipping point for agricultural products as well as wild game for San Francisco. The city was laid out in 1851, and incorporated in 1858, three years after the establishment of the first paper.

The Petaluma Weekly Journal dropped the name Sonoma County Advertiser as being "too cumbersome" before the paper was a year old and had the field to itself until 1859, when the Petaluma Weekly Argus made its appearance. In 1864 the two papers united under the name of the Petaluma Journal and Argus, and then in 1873 the name Journal was dropped from the masthead and the paper became known as the Petaluma Weekly Argus.

In 1876 the Petaluma Weekly Courier was established. It became a daily in 1891, and in 1894 was merged with the Daily Imprint, which had started ten years previously. In 1913 it became a morning daily.

The files of the Argus are missing for the period January 1889 to January 1899, but sometime during that period the paper became a daily. In 1900 it

was purchased by the Olmsted brothers: Stephen H. and C. Clay, proprietors of the Marin Journal, San Rafael, Calif., and J. Emmett, then city editor of the Republican in Santa Rosa, Calif. The latter came to Petaluma to run the paper. In 1903, the youngest Olmsted brother, John A., following his graduation from the University of California, joined the Argus, and in 1908 he purchased the half-interest of his San Rafael brothers. J. Emmett and John A. Olmsted then ran the paper together until the death of the former in 1935, when the latter purchased his interest and became sole owner.

In 1926, the Olmsted Company was incorporated, and in December 1927, it purchased the Courier. For the next two months the two papers were published separately, the Courier in the morning and the Argus in the evening. Then they were combined as the Petaluma Argus-Courier, but with both a morning and evening edition. The morning edition was discontinued during World War II, resumed again after the war, and then discontinued in May 1953 when the auto routes were extended through the rural areas.

In October, 1953, John A. Olmsted died and the paper passed into the hands of his six children. It is now being published by the three sons: Duncan H., editor and publisher; Stephen Clay, production manager; John A. Jr., advertising manager.

The Petaluma Argus-Courier is published evenings except Sunday by 32 full-time employees. It has a circulation of 5,000, confined mostly to Petaluma and the surrounding territory in southern Sonoma and northern Marin counties. Its mechanical equipment consists of a Goss flat bed press; six linotypes, including a Comet and two mixers; a Ludlow type casting machine and an Elrod strip casting machine.

The Powell River Digester takes this opportunity to congratulate The Petaluma Argus-Courier on its 100th birthday and to wish it continued growth in years to come.



The Columbia River from the Big Bend Highway



Fishing the Peace River is real sport

### Each year more and more people discover this beautiful vacationland

**H**AND in hand with the spectacular industrial development of British Columbia in recent years has come the increasing awareness of the attraction this beautiful province offers to the visitor or tourist.

The many and varied scenic spots, the opportunities open to the hunter and sportsman are bringing in increased tourist trade each year. The thousands of large and small lakes and rivers, rugged snow-capped mountains standing as silent sentinels over forested hillsides and fertile valleys, the farming in the Fraser Valley, the great orchards of the Okanagan, the big industrial areas under construction hundreds of miles away from the large centres of population—all these provide an enticing variety in color, contrast, and natural beauty.

In recent years, too, the accelerated and well-planned road construction programs have opened up for the tourist many of the hitherto inaccessible



Emerald Lake in Yoho National Park is a favorite with tourists to Eastern B.C.

areas. Some of the finest roads in the west may now be found in the interior of British Columbia and on picturesque Vancouver Island.

The accessible areas and expanded road building are being pushed into the central and northern parts of the province. The tremendous development now under way at Kitimat and the proposed Frobiisher and other developments in the Yukon and Alaska will further stimulate these areas, with all their charm, color, and tradition, and bring new and well-surfaced highways to open up more vistas to the tourist visiting British Columbia.

Page Eleven



Page Ten

Typical farm around Grand Forks

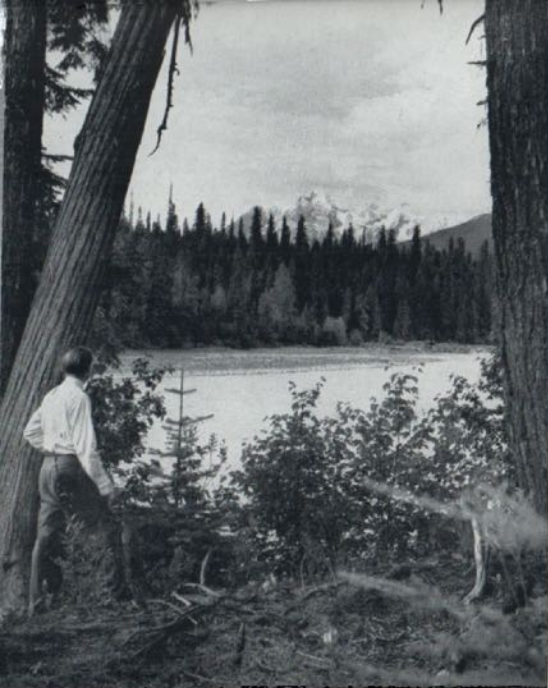


Only two other places in the world have natural springs like Radium Hot Springs

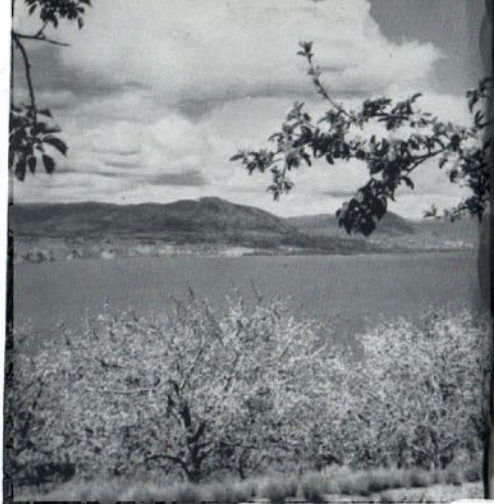


Douglas firs tower in Vancouver Island's majestic Cathedral Grove





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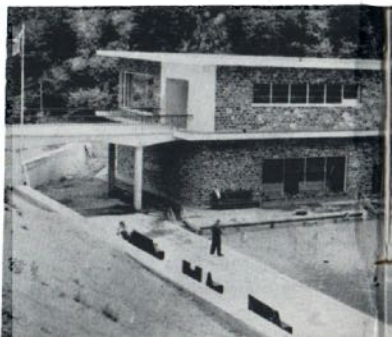


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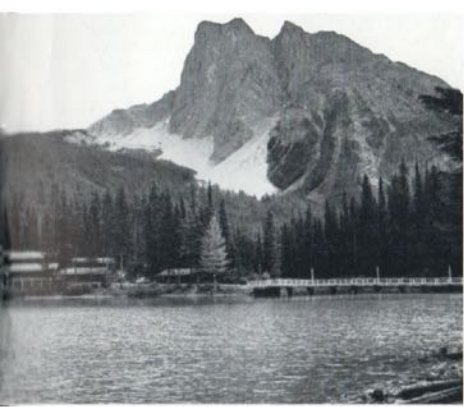
Page Ten

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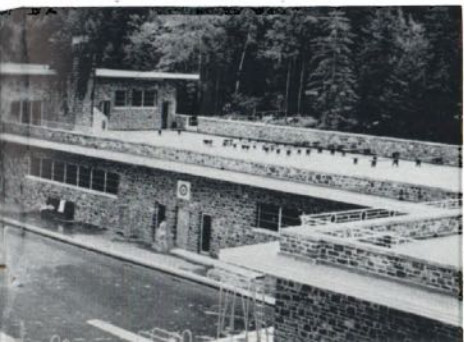
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*Page Eleven*

Douglas firs tower in Vancouver Island's majestic Cathedral Grove



Natural springs like Radium Hot Springs





The Princess of Vancouver enters Vancouver's harbour under Lions Gate Bridge

**British Columbia's Mainland and Vancouver Island  
are now linked by Canadian Pacific Railway's**

## **Latest Triumph of Marine Engineering**

**T**HE Princess of Vancouver, which entered Vancouver-Nanaimo, B.C., ferry service on June 21, is the latest triumph of marine engineering design, and is the formidable instrument through which the Canadian Pacific Railway Company has expanded its ferry service between the British Columbia mainland and Vancouver Island.

The 5,553-ton Princess boasts a yawning car deck which can accommodate 28 railway freight cars or 115 autos and trucks of all dimensions. Operating from specially-constructed slipways at Vancouver and Nanaimo, the stern-loading vessel now runs on a thrice daily return trip schedule. Accommodation is provided for 800 passengers in brightly-lit modern lounges and public rooms, and a coffee shop, seating 150, caters to meal requirements of patrons.

Contract for the building of the Princess of Vancouver was let in June, 1953, to Alexander Stephen and Sons, Glasgow, Scotland, and after delivery to the company following sea trials at Skermorie, Scotland, earlier this year, the vessel sailed for British Columbia waters on May 7.

The spanking new Princess carried a cargo of 150 English-built automobiles lashed securely to her spacious car deck. Despite heavy seas in the Atlantic, the cars arrived in tip-top shape.

The overall length of the Princess of Vancouver is 419'9"; extreme breadth is 65'5 3/4", and her extreme load draft is 14'10 1/2". While the new Princess is the largest vessel in the C.P.R.'s Coast

Steamships fleet, gross and net tonnages at 5,553.86 and 2,430.21 respectively, are smaller than some of the other vessels as the car deck is exempt from measurement due to its being open at the after end.

The ship is powered by four diesel engines driving through hydraulic couplings and gearing and providing a total of 5,040 shaft horsepower. Service speed is 15 1/2 knots.

Twin screws propel the Princess of Vancouver and twin rudders control her course.

Of particular interest is her bow propeller, the only known installation of its kind in a commercial vessel. This Voith - Schneider - design screw is installed in a forward, athwartship tunnel, and, when in operation, provides a powerful lateral thrust to the bow of the ship. This makes for easy manoeuvring when berthing. The auxiliary screw is electrically driven.

Economical heavy oil is used to fuel the ship's engines, and thermostatically-controlled heaters ensure that the viscosity of the heavy oil is reduced to that of ordinary diesel fuel.

Wide "picture" windows throughout the two decks allow passengers an uninterrupted view of the seascape.

With the addition of the Princess of Vancouver to Vancouver-Nanaimo service, the company now operates eleven daily return passenger sailings across the Strait of Georgia between Canada's third largest city and the hub city on Vancouver Island.

# The Original N. R. LANG

**L**AST September The Digester introduced to its readers the large ocean-going tug, purchased for special log towing operations.

The original name Escort was changed to N. R. Lang, in honor of the late Norman R. Lang, pioneer director of the Powell River Company.

This is the second ship to be named in honor of Mr. Lang, who, even at the turn of the present century, was an outstanding figure in the paper industry on the Pacific Coast.

In 1900 the first N. R. Lang, then a saucy, modern stern wheeler, was launched at Portland and used to carry paper and merchandise for the Willamette Pulp and Paper Company, of which Mr. Lang was then an executive.

With a rated horsepower of 400 h.p., the "Lang," dashing up and down the Willamette and Columbia rivers at 10 to 12 knots was a familiar and romantic vessel. The gross tonnage was 528, with an overall length of 174 feet. With her light draft of three feet she could navigate and poke her stub nose in almost any convenient nook or cranny.

She served successively the Willamette Pulp and Paper Company (1900-1912), Willamette Navigation Company (1912-1920), Western Transportation Company (1920-1939), and at the outbreak of World War II her machinery was removed and sold as scrap.



The sternwheeler and the tug (inset) bearing N. R. Lang's name

For several years she served as a carpenter shop with Western Transportation Company. In 1952 she was finally broken up.

Today the new N. R. Lang, perpetuating a pioneer in the pulp and paper industry carries on, and tows the log barges to the site where Mr. Lang spent much of his time as managing director of Powell River Company from 1912 to 1926.

Mr. Lang's family still retains close contacts with Powell River Company. His son Norman, formerly an official in Powell River, is now active in business circles of Vancouver, B.C. His daughter is Mrs. H. F. G. Letson, wife of Major-General Letson, a director of Powell River. Mrs. Lang, also a resident of Vancouver, viewed the initial trials of the new tug, named after her late husband.

## Pioneer Lumberman Tom Kelley Passes

**T**HE death of Thomas Arthur Kelley in Vancouver on June 18, 1955, took away one of British Columbia's most colorful and best-known logging operators.

Tom, as he was known in every camp along the West Coast, came to B.C. in 1907, and for many years carried on logging operations in the Queen Charlotte Islands and other areas along the coast. He was one of the original pioneers of the Davis or Kelley raft, which first solved the difficult problem of towing logs across the open waters of Hecate Straits between the Queen Charlottes and Vancouver Island.

He was president of Kelley Logging Company Limited and its subsidiaries which were later purchased by Powell River Company. Kelley Spruce Limited, which specialized in the production of high-grade spruce and hemlock lumber, supplied 55% of

the spruce used in the manufacture of Canadian aeroplanes in World War II.



Tom Kelley

During his logging operations in the Queen Charlottes, Tom became very friendly with chiefs and members of the famous Haida Indian tribe. As a result he built up a unique private collection of Haida totem poles, and was an authority on Haida customs and traditions.

Mr. Kelley is survived by his wife Mona, and two sons, Barry and Blake, all resident in Vancouver, B.C.



# They Were WELCOME

WITH reasonably good summer weather and with the improved Powell River-Vancouver highway offering fresh incentive to travellers, we have been privileged to entertain many visitors from far and wide in the past few months.

On June 23, representatives of the Technical Section of the British Paper and Board Makers' Association, who have been touring Canada and the United States, inspected our plant and facilities. They expressed particular appreciation of the fine co-operation shown by the Canadian mills throughout their tour. Heading the party was Mr. George E. Underhay of Bowater Paper Corporation.

We were pleased to welcome several visitors from San Francisco during the period. In early June, Mr. Matt Nissim, representative of Stewart, Eubanks, Meyerson & Co., well-known financial firm, made his first trip to Powell River, accompanied by Mrs. Nissim. Mr. Nissim came to the United States from the Orient four years ago and joined his present firm.

Two representatives of our old friend, The San Francisco News, were prominent among our guests. Miss Marjory Fisher, Music Editor, spent several days in the district, taking time out to attend a local concert and ballet performance. Another News representative was Office Manager G. P. Swenson, accompanied by his wife and daughter Carolyn. All were first time visitors.

From inside the family circle came Leonard "Lefty" Gaunt and Mike Sreepnek, superintendents of Martin Paper Products plants in Calgary and Edmonton, respectively. Both found the speeds and magnitude of paper machine operations an interesting contrast to corrugated box operations.

Page Fourteen



Music critic Marjory Fisher found new sounds in the paper mill

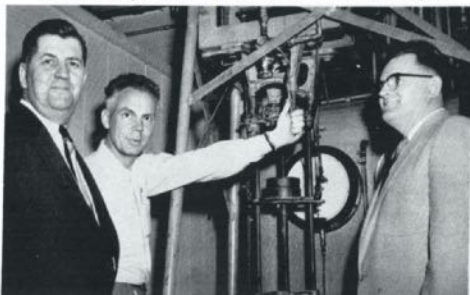


Mr. and Mrs. G. P. Swenson and daughter Carolyn

Mr. Earl Porter



Host J. Stigings, centre, with Messrs. L. Gaunt and M. Sreepnek



Mr. Lars-Olaf Ekeberg





J. Coppock, left, accompanied, and vice-president R. M. Cooper, right, greeted the British Papermakers Party. In the group: T. T. Potts, J. Lomas, B. A. Shipstone, P. A. Duxbury, G. E. Underhay, L. W. Casuser, W. S. Sinclair, B. Joss, B. Verdoorn, C. G. Wallace, F. Bolam, R. R. Smail, J. Turner

Also from California, passing through for a quick look at the plant and a spot of fishing were Mr. and Mrs. William O'Shea of The Sacramento Bee, Mr. and Mrs. Byron Conklin of The Modesto Bee, and Mr. and Mrs. Lewis Brownholtz of San Francisco. With them were Mr. and Mrs. Norman J. Wiener of Portland, Ore., where Mr. Wiener practises law.

Southern visitors included Mr. and Mrs. J. H. Curran of Nashville, Tennessee, and Dr. and Mrs. A. Haas from Cincinnati, Ohio. They were particularly impressed with the fine appearance of our gardens. Miss Mildred Fraser of the Vancouver Office Staff accompanied them to Powell River.

From Florida came two old friends of Brooks-Scanlon, Mr. R. S. Stubbs, of Tallahassee, former superintendent of Brooks-Scanlon at Foley, Florida, and Mr. O. J. McDonnell, president of the McDonnell Lumber Company and formerly vice-president and director of Brooks-Scanlon at Foley.

Also from Florida, we were pleased to see Mr. Earl Porter, vice-president of the Southern Division, International Paper Company.

From Alabama our interested visitors were Mr. and Mrs. A. G. Wakeman. Mr. Wakeman is an executive of the Coosa River Newsprint Company.

Other visitors included the officers and honorary officers of the 65th Light Anti-aircraft Battery, Irish Fusiliers of Canada, of which Mr. Harold S. Foley, Chairman of the Board, Powell River Company, is Honorary Lieutenant-Colonel.



Capt. A. B. Ryan, Lieut.-Col. F. E. Eaton, Col. H. Fullerton, Hon. Lieut.-Col. H. S. Foley, Col. D. A. Kellough, Cadet M. Fullerton



Mr. and Mrs. N. J. Wiener and Mr. and Mrs. B. Conklin

Page Fifteen

Mr. and Mrs. M. Nissin



Dr. and Mrs. A. Haas, Mr. and Mrs. J. H. Curran, and Miss M. Fraser, centre



Mr. R. S. Stubbs and Mr. O. J. McDonnell





New landmark in Powell River

## Hudson's Bay Takes Over Powell Stores

THREE months ago Powell River Company announced its intention of "retiring" from the townsite business by offering tenants the option of purchasing their homes in the townsite area.

Shortly after came the further announcement that "Powell Stores," local subsidiary of the Company, had been sold to Hudson's Bay Company. So, since May 2, Powell River housewives have been shopping at "The Bay," as this old-established firm is known throughout the nation.

The change-over has been well received, but to older residents and employees it is a break with the past. Since the inception of the townsite in 1911, the original Powell River Company department store served the public of the district—and for many years

was the only available shopping centre in the area. In 1942, Powell Stores was formed as a wholly owned subsidiary company. Over the past fourteen years, the store has served the people of this territory—and while old timers particularly may feel a touch of regret as "The Store" moves out—they will welcome "The Bay" as a worthy successor.

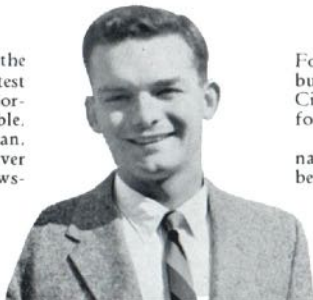
With the sale of houses and with the opening up of the district, it was felt that the area should be served by an independent organization like "The Bay," already well established in British Columbia and with centuries of merchandising experience behind it.

So when you come to Powell River on your next visit, the Hudson's Bay Company will be your department store host.

## Paul Broxon Joins Sales Corporation

CALIFORNIA publishers in the months ahead will meet the latest member of the Powell River Sales Corporation. He is a very presentable, earnest and well-trained young man, who spent some time in Powell River learning the background of the news-print business.

Paul Broxon, a native son of California, is the latest recruit on Don Jeffries' staff in San Francisco. Paul went to Monrovia High School and, on graduation, served two years with the U.S. Air



Paul Broxon

Force. He later spent two years in business administration at Pasadena City College. He graduated from Stanford in 1951, majoring in Economics.

Paul was a salesman with the Carnation Milk Company in Los Angeles before he joined the Powell River Sales Corporation this year.

In Powell River he was very popular in the plant, where he made many friends, who will watch with interest his progress in the industry.



**H**ONOR of being the safest sawmill in its category throughout Canada and the United States came to the British Columbia Manufacturing Company, a Powell River subsidiary.

The New Westminster plant recently completed more than 1,026,000 accident-free man-hours to win top honors in the National Safety Council competition.

Earlier B.C.M. was awarded the Workmen's Compensation Board's Meritorious Safety Performance Certificate for Group C of the sawmill industry in 1954.

Congratulations to both management and labor on receiving this award "for their efforts devoted to the prevention of accident" came from the Board's chief inspector A. Francis.

Suspended between two trucks one of the largest timber sticks ever taken out of the Powell Lake area rode triumphantly through the Powell River town-site in early August on its way to the log pond.

The 114-foot long fir was then towed to Still-water for use as a stiff-leg on the unloading platform at O'Brien Logging Company's base camp there.

Felled by a hand logger on Goat Island, the big stick was cut for O'Brien's, a Powell River subsidiary.

With choice weather and the pleasant surroundings of the Newlands course at Langley Prairie, 30 miles east of Vancouver, for a perfect backdrop, the largest turnout to date featured Powell River Company's annual "family" golf tournament on June 25.



Safest sawmill in its class is the B.C.M. Plant at New Westminster

Out of the multitude of divoters from the Company's Head Office at Vancouver, its logging and sawmilling divisions, Powell River Forest Products and Martin Paper Products, log scaler Jim Chapman emerged the winner with a net of 61 for 18 holes.

Used to quick figuring, Jim found the 91 handicap (meted out to him under the Atlantic handicapping system) to his liking and went on to cop the silverware.

Limited space prevents The Digester from publishing all the photos taken on the links to record the great day. But the two shots below should be sufficient to show that the boys didn't spend all their time around the 19th hole.

As in other similar events, everyone benefitted from the opportunity of meeting other members of the fast-growing Powell River family in an informal, relaxed atmosphere.

Page Seventeen

D. Johnston, "The Champ" J. Chapman, G. Marples, J. Graham



B. Bruce, C. Hergstrom, D. McHugh, F. Ridley, D. A'Moore



## AROUND TOWN



KP's Jack Baker and Russ Evans pose proudly with their welcome sign

### TOPS AGAIN

Word has just been received that for the third consecutive year, Powell River Company led all Canada in participation in the Canada Savings Bond drive for 1954 with 83.5%.

In announcing this, vice-president R. M. Cooper congratulated all concerned on their achievement.

### IT HAD TO COME

The search for uranium has finally reached Powell River. Prospecting for the rare radio-active element around Powell Lake's shores on their days off this summer is a quartet of local adventurers comprising Ed Workman, Tom Dunbrack, Grant Workman and Ron Brookman. (See photo).

Uranium seekers are G. Workman, E. Workman, T. Dunbrack (with Geiger counter), and R. Brookman



### WELCOME TO TOURISTS

In anticipation of a tourist influx, a colorful sign has been erected at Saltery Bay by local Knights of Pythias and Pythian Sisters, to welcome visitors to the district as they embark from the Jervis Inlet Ferry.

### AIRPORT PROGRESS

Westview airport's new administrative building, erected at a cost of \$16,000, was formally opened on June 26 by village commissioner W. W. Burroughs, a Powell River Company sub-station operator.

Plans for the building were prepared by plant engineer Ron Stewart.

### SECOND BEST IN B.C.

Powell River's youthful golf star, 16-year-old Blake Cramb, placed second in the British Columbia Junior Golf Tournament on June 27.

Although his driving was definitely off, Blake carded a creditable 153 for 36 holes to finish behind par-breaking winner Brian Copp.

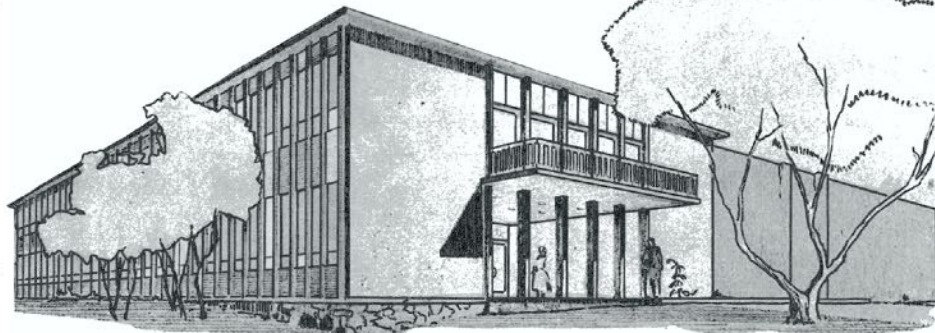
### OUR OWN STRADIVARI

Grinderman Gus Miller uses his leisure hours for the intricate art of violin-making. Gus not only makes his own instruments, but loves playing them as well.

Page Eighteen

Gus Miller and his violins





Architect's conception of the Hospital's new chronic wing

### BIG CAMPAIGN ON

Drive for a \$400,000 40-bed chronic patient wing for the Powell River Hospital was started on July 18.

The community's share of the total cost is \$135,000. A special committee headed by W. V. Thomson hopes to raise this amount by donations and pledges during a three-weeks' canvass of the entire district.

### BINGO! SHE WINS CAR

Biggest bingo game ever held in the Powell River area was won by Mrs. Joe Missio, wife of the mill's head painter, on July 8.

More than 500 persons tried for her prize—a new 1955 car—in the Willingdon Arena. Staged by the local Lions Club, this and three preliminary bingo contests will help the Lions raise funds for an all-purpose cement floor in the Arena.

### THE SUN CAME OUT

Under sunny skies a large holiday crowd enjoyed Dominion Day sports and games sponsored by the Powell River Lions Club at Willingdon Beach.

Ivor Botner copped the day's featured mile swim, while Al Peptuk won the bicycle raffle conducted at the evening dance in Dwight Hall.

### CLUB HOUSE OPENS

Thirty Vancouver lawn bowlers participated in the successful opening of the enlarged and remodelled Powell River Bowling Club headquarters on July 9.

Harold S. Foley, Chairman of the Board, Powell River Company, officially turned the building over to the club. The Company had administered it for the past 33 years.

### OSSIE PASSES

After 30 years' association with Powell River Company as staff photographer for its house publications, including *The Digger*, O. J. (Ossie) Stevenson passed away in hospital on July 11. Ossie was a great Powell River booster and will be sadly missed throughout the district.

The *Digger* joins Ossie's many friends in expressing the deepest sympathy to his widow, Mrs. Edith Stevenson.

### ROTARIANS ORGANIZE

W. C. (Bill) Rickson was installed as president of the Westview Rotary Club in June when the newest service club received its charter from governor George Maloney of District 151.

On hand at the invocation ceremonies were Rotarians from Vancouver Island and Lower Mainland points.

### YOUNGSTER TRIUMPHS

Nine-year-old Bobby Campbell, son of steam plant employee Bob Campbell, Sr., landed at 21-pound 14-ounce salmon to walk off with the Rod and Gun Club's summer derby.

Despite indifferent weather, some 100 hopeful anglers—predominantly adults—participated in the nine-day-long contest ending July 3.

### WELCOME MILL VISITORS

Headed by president Anson Brooks of Seattle, some of Powell River Sales Corporation men visited the mill early this summer. They were Fred Ward and Terry Hollern of Los Angeles, Vic Coudert of New York, Ron Melvin of Chicago, Don Jeffries and Paul Broxon of San Francisco.

Page Nineteen

Mr. H. S. Foley with pioneer bowlers Bill Parkin and George Linton



Keen games marked opening of enlarged club house



# CORE

## Palletization

has saved this grain firm money, space and labor in handling its products



Bags are loaded on cores

OVER the years, The DIGESTER has carried several stories on the use of paper cores. We have heard how they have been used for doll houses, ranch houses, insulation for pipes. Our readers might be interested in another more recent use for cores in industry.

Buckerfield's Limited, grain merchants of Vancouver, some two years ago, decided to modify and adopt a system of handling bagged grains which had been used in the United States. Consequently, their modernization program at that time included provision in their warehousing operations for the handling, storage and railway car loading of bagged materials with cores from newsprint rolls.

The accompanying photographs and explanation illustrate the method of palletization of bagged grains at the Buckerfield's warehouse.

Bags of grain are delivered from a conveyor to a turntable, where three to four men place the bags in bins arranged in a circle about the turntable. These bins are located at a convenient throwing distance away from and below the level of the turntable.

A counterweighted door and side walls contain the pallet load. While the bin is being filled, the door is kept closed and a neat stacking pattern is achieved.

The sequence of operations is as follows:

1. Five three-foot-long cores are placed, by hand, in the jig on the floor of the bin.
2. The bin door is lowered.
3. Approximately three-quarters of a ton of bagged grain is piled in the bin.
4. The bin door is raised.
5. A five-pronged bayonet fork lift inserts forks in tubes and carries the load to its assigned place in the warehouse. Pallet loads are stacked three high in the warehouse and the cores are left with their load.

When railway cars are to be loaded, the bayonet forks are simply inserted under the pallet load and alongside the cores. In this manner a tight pack is obtained in the car. Loading time approximates twenty-five minutes per car.

It can be readily understood that large warehousing operations of this nature would require consid-

erable quantities of fiber tubes. In the Buckerfield operations, a stock of 10,000 to 15,000 cores is maintained and approximately 2,000 are used per month.

The principal advantages claimed for this method of palletization are:

1. The low cost of used cores compared with wood pallets.
2. The saving in usable space and labour (e.g. wood pallet boards take considerable storage space and are awkward to move about empty.)
3. The negligible bag damage due to tearing on rough surfaces. (Tearing was previously experienced when wood pallets were used.)

For the handling of bagged materials, this method has proved efficient and economical and it is expected that a more widespread use of such warehousing methods will be seen in the future.

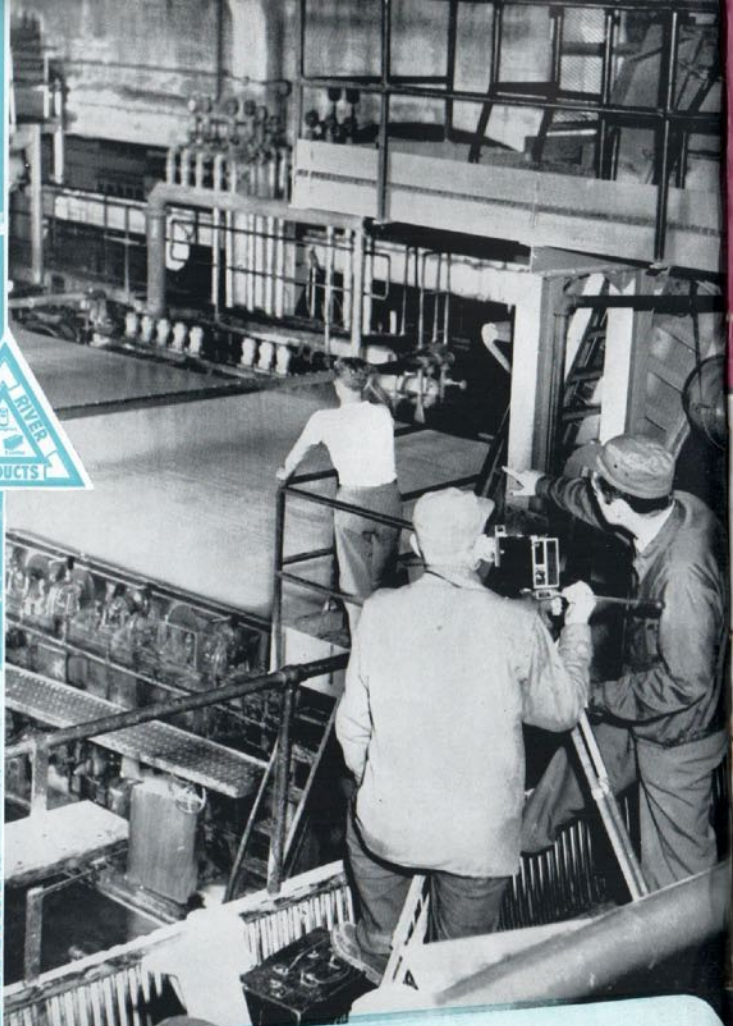
Forked lift truck raises load





First shovelful of earth on the site of Powell River's ninth paper machine are turned over by H. S. Foley, Chairman of the Board, left, and F. C. Powell, the Company's longest service employee. Nearly \$20,000,000 will be involved in Powell River's latest expansion program. (Story on page 1)



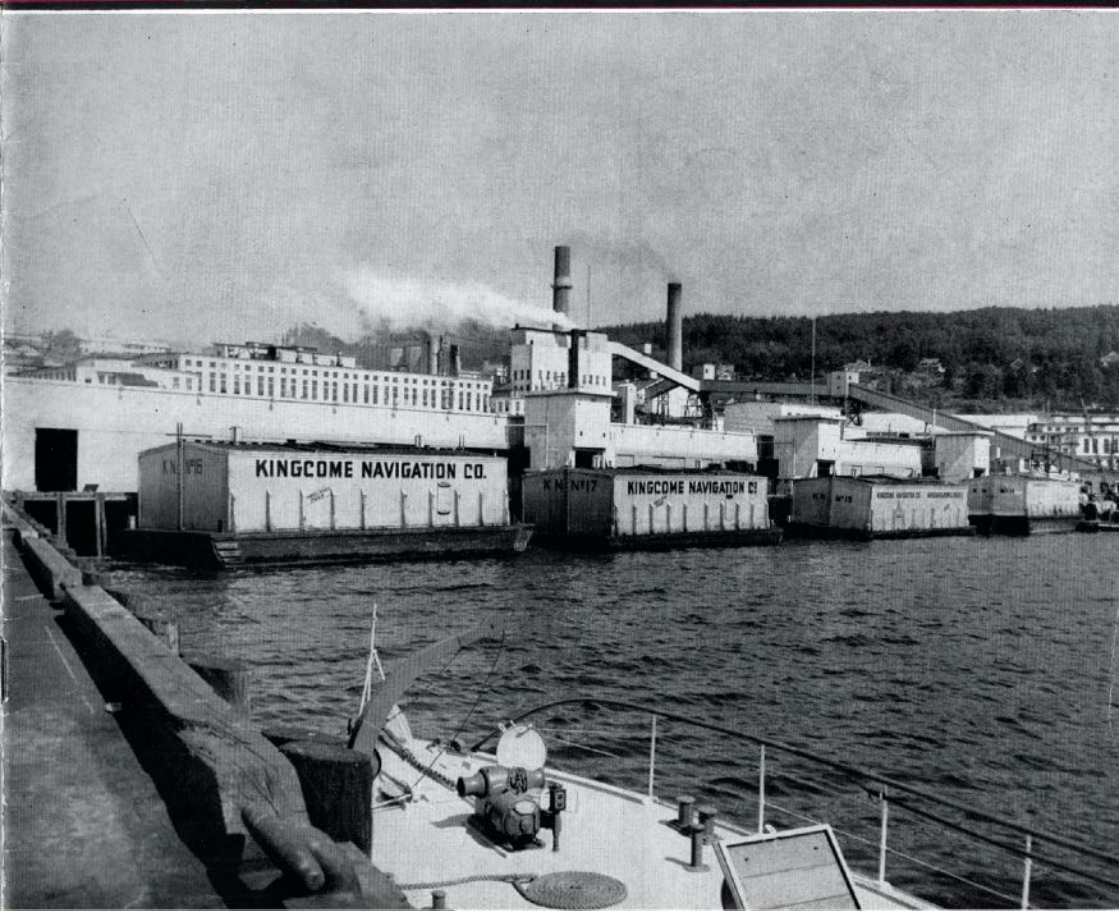


Powell River's oft-photographed "Number Eight," above, one of the world's fastest paper machines, will have to look to its laurels when the Powell River Company adds a ninth machine next year. Of the latest design, the 260-inch wide machine will be designed for speeds up to 2,500 feet per minute.

**POWELL RIVER** PULP and PAPER

Powell River

# DIGESTER



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SEPTEMBER - OCTOBER, 1955

NUMBER 5



*Powell River*

# DIGESTER

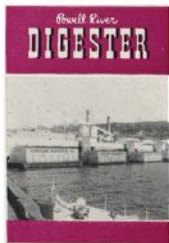
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## CONTENTS

	Page
Jack Gebbie Moves to Vancouver.....	1
Our Pipe Band's Big Year.....	2, 3
Honolulu Advertiser's Centennial "Log".....	4
Is Your Name Mac?.....	5
Pulp Consumers Visit Powell River.....	6
San Francisco Call-Bulletin's 100 Years.....	7
Powell River Becomes District Municipality.....	8
Riverside Press-Enterprise in New Home.....	9
Visitors During the Summer.....	10, 11
More Schools for Powell River Area.....	12
B.C. Minister of Education—R. Williston.....	13
What's News—Around the Plant.....	14
S. A. Perkins Marks 90th Birthday.....	15
B.C. Fire Chiefs Conveno in Powell River.....	16
All in the Family.....	17
Around Town.....	18, 19
Theodosia Diversion for More Power.....	20



The Cover Picture

Specially designed covered barges take on newsprint and sulphite pulp at Powell River, whence they will transport their cargoes to railroad in Vancouver.



## Editor's Notes

### President Eisenhower

The anxiety felt by all Americans over President Eisenhower's recent illness is shared by Canadians.

First, because as good neighbors and friends we are naturally concerned about the health of the Chief Executive of the United States of America. And too, like most Americans, we are as concerned over the possible international and economic implications of Mr. Eisenhower's inability to carry on his duties at the White House.

But our concern and anxiety goes far deeper than this. As Canadians, we are thinking not in terms of politics or economics. We are thinking and praying for an old friend, whom we first knew as General Ike, the man who led the Allied Forces to victory in Europe; General Ike, who by his firmness, tact, kindness and understanding won the respect and admiration of the free world; of General Ike, who later as plain Mr. Eisenhower was elected to the most important office in the democratic world, and who as President of the United States has discharged his duties with dignity, decency and tolerance.

Seldom, we believe, in the history of the United States has any President dedicated himself more selflessly to the welfare of his nation than has Mr. Eisenhower; and we know that the label of any one political party means little to him compared with the privilege of serving his people and upholding the honor of his country.

He has been a balance wheel at a time when extremes and the accumulated resentments of twenty years might well have brought new tensions and disruptions to the world. He has been an international citizen as well as a national figure. By his calmness and sanity, by his unimpeachable integrity he has helped ease world troubles, while retaining universal respect and the affection of his country.

We believe that at this time all Americans, irrespective of their party affiliations, will pray, as will Canadians, for the complete recovery of Mr. Eisenhower—a great and good man.



Jack Gebbie

## Jack Moves to Vancouver

**H** EADING recent staff promotions was the announcement by vice-president R. M. Cooper that assistant personnel manager Jack Gebbie has been transferred to the Vancouver office where he has joined the Industrial and Public Relations division under vice-president W. C. R. Jones.

Except for two years in the late twenties and his five years' service in World War II, Jack has been a resident of Powell River for forty-two years. He came here with his family in June, 1913, attended local public and high schools and started work as a laborer in the plant in 1922. He was later transferred to the laboratory, and when he left to join the armed forces in June, 1940, he was assistant beater room foreman.

He rose to the rank of lieutenant with the Saskatoon Light Infantry and came back to Powell River in May, 1945, as personnel counsellor for returning servicemen. That rehabilitation in Powell River proceeded so smoothly was due in chief measure to the tact, experience and personality of Jack Gebbie.

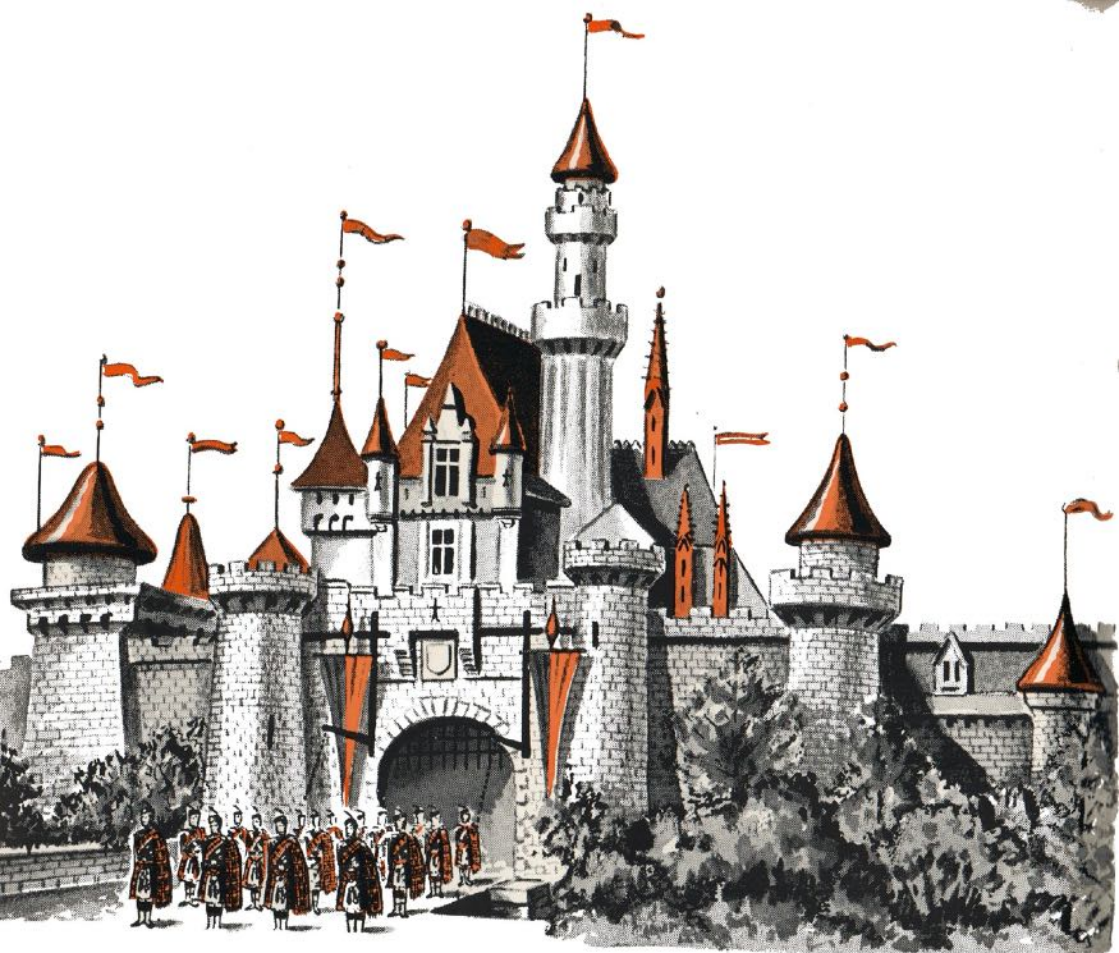
Jack has been active in the recreative and community affairs of the district throughout his lifetime.

In his younger days he was one of the district's outstanding all-round athletes.

He was a top basketballer, and was a member of the first team that brought the Senior B championship to Powell River. In wrestling he was outstanding, and among the highlights of our recreative life in the early thirties were the famous bouts between Jack and picked stars from other Pacific Coast centres. He played senior baseball, dabbled at soccer, but to the best of our knowledge has never tried golf.

His wife, formerly Olive Donkersley, whose family is well-known to all oldtimers in the district, has been a resident of Powell River since childhood, and their two sons were both born here. Some Vancouver or North Vancouver junior soccer club will find it to their advantage to look out for elder son Miller, who starred on local pitches.

Direct contact with labor, and labor unions, and close association with wage negotiation and bargaining have occupied Jack's attention, and these factors along with his social and recreative background will prove invaluable in his new post.



Fabulous Disneyland made a perfect setting for Powell River Company's colorful musicians.

**From Hospital Patients to Parade Crowds  
Everybody Loves to Watch and Listen to**

## **Our Musical Ambassadors**

**T**HE "pipes" are in the limelight again! Powell River Company's international Pipe Band has recently returned from a visit to Los Angeles, where they dominated competition at the Highland Games, to complete one of the most successful years in their history.

During the summer the band has appeared at competitions in Vancouver, Seattle, Portland and Victoria, where they were major winners. Piper Fred MacLeod has been awarded the trophy for the

best individual piper in the Pacific Northwest for 1955; our drummers, under the master touch of Bert Sorley, have picked up top honors. The band has been winner and runner-up consistently against highly rated bands in the west—the Seaforth Highlanders of Canada, Vancouver Police and Canadian Scottish bands, the United States Sixth Army band and others.

Formed officially as a Company unit in 1939, the Powell River Pipe Band has won a reputation as



Texas farmers were among the many Powell River visitors over the years who have enjoyed the pipes.



Hospital patients of all ages love the Band. Above: Scene in California's Rancho Los Amigos Sanatorium.

one of the finest aggregations in the nation. They have appeared in numerous special parades and competitions throughout the Northwest, and have made many friends for themselves and the Company wherever they have gone.

In their latest appearance in Los Angeles where they won the championship of Southern California, they played at a children's polio hospital, where they made a tremendous hit. They entertained crowds at Disneyland and made several public appearances before large and appreciative audiences.

Powell River pipers are a mixture of youth and experience. Pipe Major Dave Westie was a top piper in Scotland before coming to Canada. Drum Major Bert Sorley was a winner in many Highland competitions in the old land. Star soloist Fred MacLeod, on the other hand, learned all his piping in Canada from his father, a former pipe major. Local lads like Gordon Menzies, Doug Murray and Cecil Poole picked up all they know right in Powell River.

Today the band is a highly-polished aggregation, sure of themselves, proud of their record and willing to compete against the best this continent can offer.



Members of the Powell River family—Martin Paper Products—formed this audience in Edmonton.

The entire district is proud of its pipe band, proud of the record they have made in international competition, and proud of the prestige and goodwill they have gained for the district, the Company, and our people.

Page Three

Holders of numerous West Coast championships, they are a familiar sight to thousands.



Vancouver's Caledonian Games hold a special attraction to our transplanted Scots.





Advertiser's Allan J. McGuire kneels to count the log's rings while Gerald B. Burnett, left, and Wayne Damon look on.

## The Advertiser Likes Our Log

**L**AST July, at the request of the Honolulu Advertiser, Powell River Company sent a Sitka spruce log cut from their Queen Charlotte operations, which will be one of the attractions at the Advertiser's Centennial next July.

"The Log" arrived, was unloaded, and transported to the storage rooms of the paper for seasoning. It will be sanded and polished for the big Centennial exhibit.

The tedious work of counting the growth rings of "The Log" will be under the direction of a forester from the Territory of Hawaii's Department of Agriculture and Forestry. At established points that coincide with famous dates in both Hawaiian and United States history, markers will be placed. For example the annexation of Hawaii as a territory to the U.S. in 1900 and all the way back to the discovery of the Americas by Columbus in 1492 will be included.

The Advertiser prints its three regular morning editions and its two Sunday papers on newsprint from Powell River, and has been a customer since 1931.

Already "The Log," according to Advertiser officials, is attracting attention, especially from student visitors, to whom timbers of this size are rarities.

### 500-Year-Old Sitka Spruce To be Featured at the Advertiser's Centennial



A Powell River employee studies log before shipment to Honolulu.

# Is Your Name MAC?



By COLIN JOHNSTON  
Finishing Room Shift Boss



**D**URING the last war, we have heard there were more troops with the name "Mac" than any other surname in the Canadian army, which means the Macs must have something if they are that numerous.

What have they got? Who and what are these Highlanders, whose descendants are thickly settled in almost every corner of the earth?

"Mac" means "son of," so let's start from there.

In the first place, should it be spelled Mac or Mc? It is a popular misconception that "Mc" is Irish and "Mac" is Scots. Until comparatively modern times Erse and Gaelic were identical, and the rules are the same for the Celtic names in both countries. "Mc" is obviously an abbreviation, and "Mac" is standard.

Does the name following the "Mac" take a capital letter or not? When Ramsay MacDonald became Prime Minister of Great Britain, the newspapers carried considerable correspondence on the subject, and the rule laid down by the experts was: if the surname is also a proper name, it is capitalized; otherwise it takes a lower case letter. Thus, the son of Donald becomes MacDonald, but the son of the priest is Macpherson.

There are a number of ecclesiastical names dating from the time of the Celtic Church, such as Macmillan, son of the tonsured one; and Macnab, son of the abbot. Although abbot is not a proper name, it could, of course, be capitalized, but it is not customary to do so.

In many instances a knowledge of Gaelic is helpful; a good example is MacKinnon. This derives from the proper name Fingon, which has been out of use for some centuries. The original Fingon was a great grandson of Kenneth MacAlpin, first King of Scots. The son of Fingon is MacFingon, but by rules of Gaelic grammar the "f" and "g" become silent, so MacFingon was eventually MacInn. Nowadays it is MacKinnon.

Where did the "K" come from? The answer is that it just crept in there, since there is no "K" in the Gaelic alphabet. There is no "Z" either. Then what about MacKenzie? This is a name that has suffered badly from Anglicisation. It means the son of Kenneth and should properly be MacCoinneach. It is only in recent times that the "z" has been sounded. This also applies to Dalziell and Menzies.

There are seventy-one clans listed by the Lyon King of Arms, which makes it official, and thirty-one of these start with "Mac." Some of the clans such as Skene, Forbes, Innes and Urquhart I would regard as families and not clans, but the Lord Lyon lists chiefs and tartans. Innes has no connection with MacInnes (MacAngus). In Canada "Maginnis" is the usual pronunciation of MacInnes; but in Glasgow, MacLeod is invariably called "Maglud," so we are even. MacKay in Scotland is correctly pronounced to rhyme with "high"; in Canada it rhymes with "day."

Admirers of General Douglas MacArthur will be interested to know that the MacArthurs claim, with some justification, to be the oldest clan in Scotland. Indeed they claim descent from King Arthur of the Round Table, and their Gaelic patronymic of Mac-ic-Artair would indicate that they are a cadet branch, which would be the case if they were descended from a younger son of King Arthur.

**EDITOR'S NOTE:** This is the first of two articles by Mr. Johnston. The second will appear in the November-December issue of The Digester.







Members of the Association of Pulp Consumers and their Powell River hosts.



Messrs. W. Gilbert, R. Powers, J. Evans, H. Urquhart, C. Smith.



Mrs. Reed Porter and Mrs. Al Wilson with R. G. McHugh.

Messrs. H. O. Barney, G. Brombacher, Jr., R. Neubrech, S. Collicutt.



## Pulp Users See Powell River Mill

LATE in August a group of forty representatives of the Association of Pulp Consumers, Incorporated, visited Powell River as another point of call on their tour, which had included a wide variety of mills from the east to west coast. They were accompanied by representatives of American trade journals.

"We have visited so many pulp mills on our trip—and as Powell River was our first newsprint plant, it was an interesting change." The group visited the site of Number 9 machine room, where construction operations were already in progress; after which they were conducted on a tour of our pulp and newsprint plants.

Several of the ladies in the party spent some time looking over the attractive appointments of the M.S. Powell River, in port at the time to load newsprint for California points.

Following the mill tour, the visitors attended a luncheon at which they were welcomed to the district by vice-president R. M. Cooper.

Accompanying the group from Vancouver were vice-president W. C. R. Jones, Roy Foote, vice-president of Powell River Sales Company, and Sales Company manager R. G. McHugh.

Page Six

Vice-President R. M. Cooper set the mood for the luncheon gathering.





It's a far cry from the modern Call-Bulletin . . . to . . . its original home.

## Founded by America's first martyr for Press Freedom, San Francisco's Call-Bulletin is looking ahead to its **Second Century of Progress**

**L**OOKING forward to a second century of service, The San Francisco Call-Bulletin is the only newspaper of Gold Rush days still publishing in San Francisco. A combination of the two oldest newspapers in San Francisco, The Daily Evening Bulletin and The Daily Morning Call, its history dates back to October 8, 1855.

Founder of The Bulletin was James King of William—San Francisco's famous crusading editor and one of America's first martyrs for freedom of the press.

Born in Georgetown—a suburb of Washington, D.C.—James King added the suffix "of William" to denote he was the son of William King, and thus avoid confusing his identity with several other James Kings.

The San Francisco of the 1850's which James King of William found was a vastly different city from the San Francisco of today. It was a lusty young city, run by corrupt politicians and gangsters. The cause of right and justice languished for want of a champion.

The fighting editor and the crisis met head-on, and that meeting culminated in the birth of The Bulletin and the advent of law and order in San Francisco.

At the start, The Daily Evening Bulletin was a little 4-page sheet, with just four columns to a page. Almost overnight, its circulation leaped to 1,000. Within two months it had the largest circulation in the city and had been increased in size three times. Within six months the paper was enlarged again and enjoyed the highest circulation of any newspaper in the West.

But seven short months after he set up shop in a dingy office in the Montgomery block at Montgomery and Merchant streets, the editor of The Bulletin was dead!

On the afternoon of May 14, 1856, James Casey, a leader of the lawless element, ambushed King at the corner of Montgomery and Washington streets, and shot him down in cold blood.

On his death, King's pen was taken up by his

brother, Thomas Starr King, who continued its crusading policy.

Also about this time, a group of printers—headed by George Barnes—pooled their money and their talents and prepared to publish a newspaper.

The choice of a name baffled them. Standing at "Printer's Corner"—Montgomery and Clay—discussing their quest for a name, they looked up at a billboard to see the title of a farce playing at a local theatre. The play was named "The Morning Call." It looked like an inspiring title, and so "The Morning Call" was the name which appeared at the masthead of the 4-page sheet which made its bow to San Francisco on December 1, 1856.

Both The Call and The Bulletin pioneered with San Francisco's first rotary "lightning" presses in 1869. Eight years later The Bulletin installed a still faster "web-perfecting" press—printing on both sides from a continuous web of paper—and turning out folded papers at the then astounding rate of 18,000 per hour!

Of the parade of literary greats whose by-lines graced the pages of both The Call and The Bulletin during their hundred years of service to San Francisco, none will shine as brightly as that of Fremont Older.

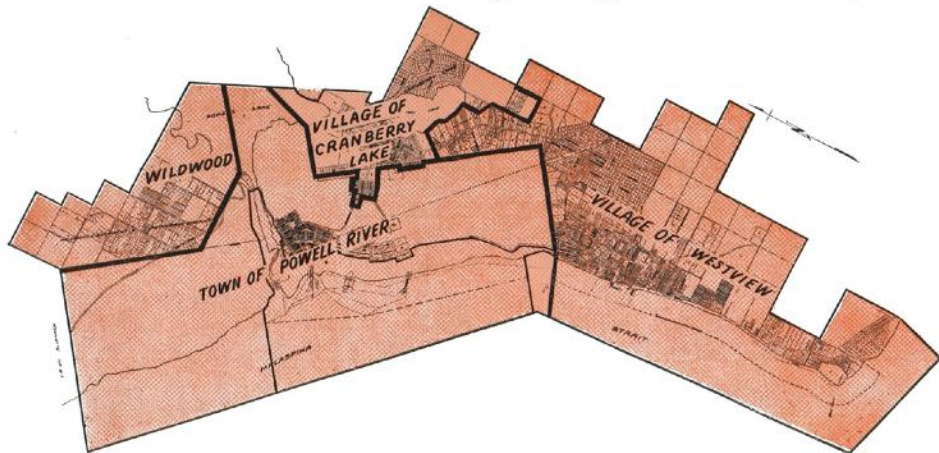
Destined to be an outstanding public servant for progressive American journalism, Older was appointed managing editor of The Bulletin in 1895.

In September, 1913, The Call was acquired by William Randolph Hearst and changed to an evening paper. In December of that year it was combined with The Post (which had been established since 1871) to become The Call and Post.

The impact of Mr. Hearst's forceful and constructive leadership was soon reflected in the increased importance of the newspaper; and in 1918 Fremont Older left The Bulletin, going to The Call and Post as editor.

In 1929 Mr. Hearst purchased The Bulletin; and on August 29 of that year published the first edition of the combined Call-Bulletin. Thus, the present-day San Francisco Call-Bulletin was born . . . with a heritage second to none in the United States.

# It's a Municipality Now!



## Greater Powell River Area Created by Amalgamation

ON September 15, the townsite of Powell River, a landmark on the mainland of British Columbia for nearly 45 years, technically passed out of existence as unorganized territory. On that date residents of Powell River voted to incorporate into the District Municipality of Powell River and residents of the adjacent areas voted to amalgamate with Powell River.

The area comprehended by the new municipality will now include the former townsite of Powell River, the villages of Westview and Cranberry and the District of Wildwood. It will be approximately eight miles in length and four wide, making the area one of the larger municipalities of British Columbia. It will represent a strong economic unit with a population of 10,000, well stocked with experienced and enthusiastic citizens ready to assume the responsibilities of their new civic status.

With the vote in favor of incorporation, about 70 per cent of the residents of Powell River will be home owners on October 1. All services formerly maintained by the company—electricity, water, garbage, etc., will be sold to the municipality after elections have been held and a municipal council takes over. From now on all property taxes, including those of Powell River Company, will be paid to the municipality. A "caretaker committee" has been appointed to carry on until elections are held on December 17.

The municipal council will consist of nine members elected from the various districts, and a reeve, who will take office at the start of the new year.

In disposing of the majority of its homes, the company employed the services of an independent firm of appraisers. The homes were sold to existing

tenants "without strings." A minimum down payment of 10 per cent of the purchase price and the balance in monthly instalments over twelve years was required. Tenants can increase both down payments and monthly instalments or pay cash to suit their individual plans.

The decision to dispose of the townsite is in keeping with modern trends and has been under study for many years. Several factors have made the present an appropriate time to bring this out.

First, the opening of the highway to Vancouver has changed the entire aspect of civic life. New and secondary industries are being planned and greatly increased demand for property and houses is expected. It was generally agreed, both by company and residents that the time was ripe for the people of Powell River to take over administration of their own affairs.

A second favorable factor is the new electric power line now being constructed by the B.C. Electric Company, that will bring unlimited power to the area next year. This will relieve Powell River Company of the responsibility of supplying power to the districts. For nearly 45 years this has been a direct responsibility of the company—and with the expanding of its industrial facilities, unlimited consumption of domestic power was no longer possible.

The amalgamation of the four districts has been hailed generally with satisfaction. Residents feel that a new era of progress and expansion lies ahead, and that the Powell River District Municipality, with Powell River Company operations as a solid background, will be a strong and powerful factor in the life and prosperity of the lower mainland of British Columbia.

# Riverside Newspaper Builds New Home

**Press-Enterprise  
Keeps Pace  
With Growing  
Community**



A PRODUCT typical of the enterprise of its leaders and their faith in the future of their State, is the new and greatly expanded home of the Riverside Daily Press and Daily Enterprise at Riverside, California.

The Riverside Press is one of those steady and enduring dailies, which has been in existence for nearly three-quarters of a century, has survived depressions, fire, wars and tumults and has given steady and dependable service to its city and county.

The Riverside Press is an amalgamation of two newspapers, the Daily Press, which ran its first issue in 1878, and the Daily Enterprise, which started out in 1885. The two papers were combined in 1932, and today the Press serves the afternoon field and the Enterprise the morning. The combined circulation is 40,000 and claims 89 per cent readership in the Riverside area alone.

Growing steadily over the years, the two papers had built new additions, installed new presses and remodelled their old building. This year, they moved into their new modern home at 14th and Grove in Riverside.

The new plant has 48,000 square feet of floor space, four times that of its predecessor, and the new press can turn out 50,000 48-page papers each hour. Elaborate parking facilities have been included, with 114 spaces for employees; and appointment and facilities throughout are the last word. Newsroom space has been doubled, linotype installation extended, and laboratory, wire room, dark room facilities, etc., are all in keeping with the modern and spacious design of the building.

Press readers enjoy the benefits of the best in wire and news service, Associated Press, United Press and New York Herald-Tribune wire services

are all included in the thorough coverage given to national and international news.

The principals who guide the policies of the paper are Howard H. Hays, Sr., president of the company for the past 27 years, and a resident of Riverside since 1908; Arthur A. Culver, general



**H. H. Hays, Jr.**  
Editor



**Howard H. Hays**  
President



**A. A. Culver**  
General Manager

manager since 1937; and Howard H. Hays, Jr., editor since 1946. Howard, with a long family background of newspaper publishing, spent three years with the F.B.I. before taking over the editorship.

The policy of the Press, expressed by its editor, is a strict impartiality of news dissemination, and a two-fold emphasis on local and international news. "The emphasis we place on international news," Mr. Howard declared "stems from our conviction that our readers may not live to continue to read if they and their fellow Americans do not base their foreign policy decisions on adequate information."



Norman Robertson, Mrs. Clyne and daughter, Howard Urquhart, Chief Justice Clyne.



Baron Shaughnessy and R. M. Cooper



Mr. and Mrs. Richard Pearce at the Powell River wharf.

## Many Interesting People Visited

WITH ideal weather conditions prevailing, we were privileged to welcome an unusually high number of old friends and new in August and September.

Among them were several distinguished Canadians, including the Hon. Lester B. Pearson, Minister for External Affairs, and Mrs. Pearson; Canada's High Commissioner to the United Kingdom, Norman Robertson; Chief Justice J. V. Clyne. Mrs. Clyne and their daughter; and Baron Shaughnessy of Montreal.

From various parts of the United

States we were glad to see Mr. W. J. Pennington, comptroller of The Seattle Times, and Mrs. Pennington; Mr. J. Morony, Dallas News executive, and Mrs. Morony; Mr. A. G. Wakeman of the Coosa River Newsprint Service Bureau, and Mrs. Wakeman; a group of Bank of America executives from southern California and their friends; Mr. George Dougal, office manager of the Rocky Mountain News, Denver, Colorado, and Mrs. Dougal; Miss Joyce Alexander of Newspaper Printing Corporation, El Paso, Texas; Mr. and Mrs. David

Page Ten

Mr. and Mrs. W. Keith, Mr. and Mrs. J. Collins



Mr. and Mrs. D. Gonyea, Mr. and Mrs. J. McClellan, Jr., D. Moorehouse, Miss M. Baker, G. Smaling; sitting, Mr. and Mrs. E. Baker II and daughter Suzy.



Mr. and Mrs. Don Reed





Miss J. Alexander



Mr. and Mrs. J. Garrett, Mr. and Mrs. W. Granger, Mr. and Mrs. G. Chambers



Mr. and Mrs. A. Harris, Sandra and Len

# Powell River During the Summer

Nussbaum of Jacksonville, Florida; Mr. and Mrs. W. Keith and Mr. and Mrs. J. Collins of Los Angeles; Mr. E. Baker II, publisher of the Tacoma Tribune, Mrs. Baker and their daughters Suzy and Martene; Mr. and Mrs. D. Gonyea of Tacoma; Mr. and Mrs. J. McClellan, Jr., of Longview, Wash.; Mr. D. Moorehouse of Olympia and Mr. G. Smalling of Gig Harbour, Wash.; Mr. and Mrs. J. Garrett and Mr. and Mrs. W. Granger of San Francisco; Mr. and Mrs. G. Chambers of Tucson, Arizona; and Mr. and Mrs. James W. Langley of Bellingham, Wash., who

came with their two sons Neil and Bruce.

Among several pressroom people who came to Powell River for the first time were Mr. Al Harris of the Phoenix Republic and Gazette, Mrs. Harris and their children Sandra and Len; Mr. and Mrs. Richard Pearce, also of Phoenix, Arizona; Mr. Don Reed, pressroom superintendent of the Riverside News and Enterprise, California, and Mrs. Reed; Mr. and Mrs. Al Schnitzer (see outside back cover) of Los Angeles, where Mr. Schnitzer is reel room foreman of the Times.



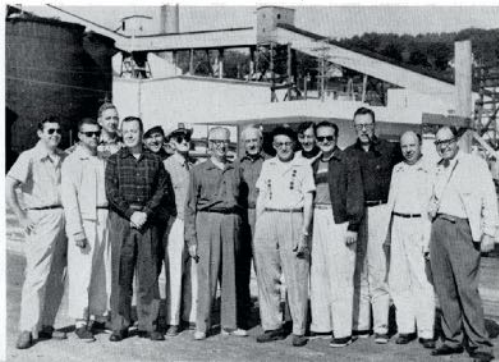
Mr. and Mrs. J. Marony in a Powell River garden.

Page Eleven

Mr. and Mrs. D. Nussbaum



Welcome visitors off the yacht "Valkyrie"

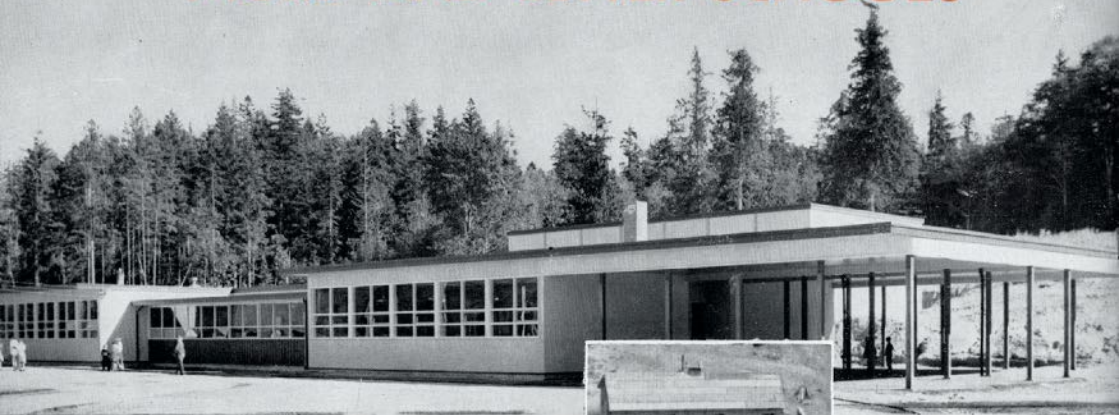


Mr. and Mrs. G. Dougal



# A Growing Community Gets

## MORE AND BETTER SCHOOLS



### Three Powell River Areas Open New Buildings



Functional lines characterize Powell River's new schools. The one above is at Edgehill. Inset: Powell River's original school (second building).

NEWS of expansion of industrial and commercial ventures in the Powell River district is being paralleled by a similar extension of educational facilities. On September 20, the Honorable Ray Williston, provincial Minister of Education, arrived in Powell River to officially open three new schools in the area.

The three modern buildings represent the first stage in the \$1,500,000 three-year construction program of new schools for District 47, of which the Powell River area is the main section.

Stressing the urgent need for new teachers, the Minister pointed out that the situation in British Columbia could be duplicated anywhere on this continent.

"The tremendous and, to an extent, unexpected development of our economic life," Mr. Williston declared, "has caused many building and teacher supply difficulties. In several instances, particularly in rural areas, we have been compelled to utilize teachers whose training is incomplete. So fast has been our increase in school population that it has been necessary in some districts to adopt a shift system to accommodate pupils. In British Columbia this year, there are 14,500 more school pupils than there were four months ago."

"These difficulties will be overcome, and we are making every effort to meet the rapidly expanding population of the fastest-growing province in Canada," the Minister concluded.

The three new schools are located in outside areas adjacent to Powell River—at Grief Point, five miles south along the Powell River-Vancouver highway; at Edgehill, less than two miles from the centre of Powell River; and in the Wildwood district, two miles north.

Today in District 47, there are nearly 2,500 pupils in attendance at fourteen schools. In the township of Powell River there are about 1,100 pupils at Henderson and Brooks schools, the bulk of the remaining 1,400 are in the surrounding villages of Westview, Cranberry and Wildwood. There are 95 teachers on the staffs of the various primary and secondary schools. In Powell River, senior matriculation classes are available.

The three-year program provides for a new primary school in Powell River, and ground has been cleared for a \$400,000 junior-senior high school in Westview which should be completed by next fall.

Powell River schools today are well up to top provincial standards. This is an added incentive for parents of teen age children, who can be assured that their children's education will not suffer if they settle in the Powell River area.

In provincial competition—scholastic, recreational and social—local pupils have more than held their own. A Powell River boy has won the Governor General's Medal at the University of B.C.—and many others have been leading students at university and later in business and industry. Many boys who graduated from local schools have gone on to university, have taken their degrees and returned to Powell River as engineers, technicians, teachers, etc.

A substantial number of our superintendents and foremen first studied their three R's in Powell River schools; and scores of others are key men in plants or organizations in many parts of the country.

The local school board is composed of responsible citizens who have lived many years in the area; and have insisted on and obtained the best staffs and equipment available.

## PORTRAIT



The Honourable Ray Williston

ON the opposite page we have outlined the opening of three new schools in the Powell River district by the Honorable Ray Williston, Minister of Education for the Province of British Columbia.

Mr. Williston was appointed Minister of the important education portfolio in the last legislature, succeeding the late Tillie Rolston. At the age of 41 he is one of the youngest members of the Cabinet, but already his sincerity, his evident ability, his easy and friendly approach have won the confidence and respect of the public.

The minister came to his new post well equipped with a sound background of the educational structure of his province. He started out as a school teacher and was successively promoted to principal and inspector. He was a former member of the B.C. Teachers' Federation and a member of the B.C. School Inspectors' Association.

This popular young Minister is a native son of British Columbia, born in Victoria, B.C., on January 17, 1914. He is a graduate of the University of British Columbia, and prior to joining the Cabinet was Inspector of Schools in the Prince George area and east-central British Columbia.

Mr. Williston served for four years with the

R.C.A.F. in World War II as an armament instructor and pilot in the training schools in Canada.

He has been a good community citizen and has taken a leading part in the Boy Scout movement and A.O.T.S. He has been actively affiliated with community centre work in Prince George and Princeton; was chairman of the Prince George Polio Committee and active in church work.

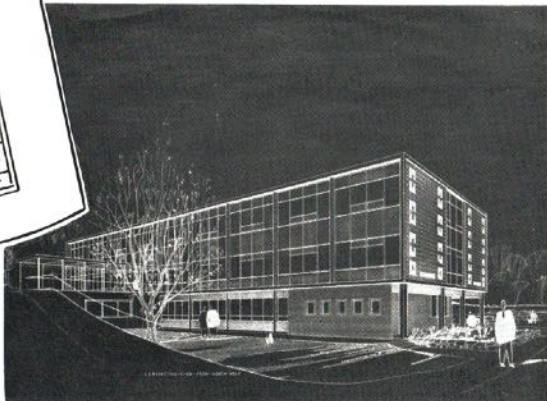
Married with three children, the Minister still retains his interest in flying, holding a private flying licence. When time permits, which is not often, he keeps up with his other favorite hobby, music.

The Minister made a very favorable impression on the Powell River public. His youthful appearance, his ready grasp of and his sincere interest in the development and progress of education, were evident in his conversation. He has travelled extensively over the province opening new schools and discussing the educational problems of the districts with school boards and parent-teacher groups. His clear-cut knowledge of his job and his wholehearted determination to make the educational advantages of our province second to none assure that in Ray Williston, British Columbia has a Minister who will safeguard and develop the true interest of our children and our schools.





## around the plant



Artist's conception of our new office building.

**WHAT'S** going on around the plant these days? Ask any of our engineers or operating staffs, and there's only one answer—PLENTY!

There's so much going on now both in and out of the plant that the ordinary Powell River resident has become almost shockproof. Amalgamation, new power lines, expanded traffic along the Powell River Highway—and the fast-moving construction work on Number 9 machine.

Around the plant, of course, Number 9 and its ancillary installations are still big news. Clearing operations for the 260-inch machine have been completed and work on the footings and foundations is under way. Schedules are being maintained and slightly surpassed to date, as hundreds of construction workers move expertly about their trades.

Alongside Numbers 7 and 8 machines, the new Jagenberg winder has been installed and preliminary tests have been made. Completion of this \$300,000 project will provide a third winder for the two fast-travelling machines. Capable of speeds up to 6,600 feet per minute, the Jagenberg installation will provide the extra roll winding capacity to take care of increased production resulting from faster machine speeds.

Work is going ahead on the Churchill roll grinder building, and the new \$83,000 locker room for the Steam Plant is in its final stage and will add another ultra-modern convenience for employees.

Replacement at a cost of \$86,000 of the old

groundwood storage tanks has been nearly completed, and company carpenters and millwrights, who engineered the job, have every reason to be proud of their efforts.

Conversion to clamp trucks for roll handling—a \$200,000 program, is well advanced—and this equipment, when designs have been modified or altered to local specifications, will shortly be in general use.

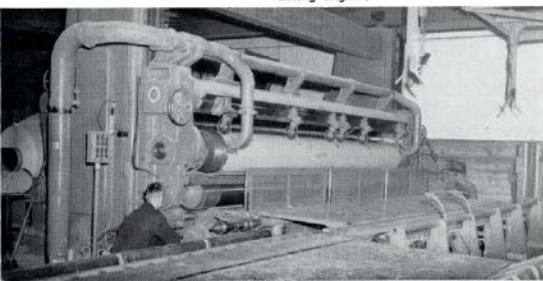
The Jagenberg cutter and layboy for sheet news is now being assembled in Number 4 warehouse, site of the relocated cutter room. This \$110,000 installation will greatly speed up and modernize our sheet cutting department.

Next in line is a main project, a \$1,500,000 job, involving installation of Couch Transfer equipment on Number 7 machine. This necessitates many changes and revisions to the electric drives, head box and other equipment. The revamped machine will be capable of speeds up to 2,000 feet a minute.

Last but not least is another sizeable project—construction of the new office building, which will probably get under way some time next year. The building will approximate \$600,000 in cost, and will be immediately adjacent to the present Rodmay Hotel, which is well-known to many of our friends across the continent.

These are only a few of the major items to which our engineers are giving their skill and training, and on which tradesmen and laborers are working steadily to scheduled programs, aimed at production on Number 9 machine by the late fall of 1956.

The new winder undergoes tests while the tall smoke stack gets a face lifting (right).



# Publisher Marks 90th Birthday

## Sea-Loving "Sam" Perkins Weathered Many Storms In the Early Days Of the Pacific Northwest

**R**ETIREMENT at 65? That may be the modern trend, but it certainly doesn't apply to Sidney A. "Sam" Perkins, who, at the age of 90, is still the active publisher of the Bellingham Herald and the Daily Olympian in Washington State.

Active? Ask any of the harassed editors of these two papers or any of the "tired" businessmen of that area, whether Sam is active or not. Still alert, looking more like a spruce 65, he is vigorous and emphatic of speech, and can be found every day at his office on the third floor of the Perkins building in Tacoma.

"Sam," who started out in life selling tinware in Iowa, headed west as a drummer on the road, reached the coast in 1886, made a fortune in the land boom of the period, and promptly lost it all on the land crash of 1893.

Sam is the name most of his friends use—and a president hung it on him by mistake. At the time President Taft came through Tacoma in 1911 a Samuel A. Perkins was visiting from Boston. The president evidently knew the name but not the man, because when he was introduced to Sidney Perkins he shook hands and said heartily, "I'm mighty pleased to meet you, Sam."

Following the land crash he went to work at any job that offered. He wrestled with shingle bolts, checked water meters—and looked around. A confirmed Republican, he entered local politics, and was later secretary for Marcus Hanna, chairman of the National Republican Committee and subsequently Senator for Ohio.

On one of his trips back to Tacoma in 1898, he found the Tacoma News was having financial troubles. Sam had no money, but he was interested, and that was enough. He borrowed the money on the strength of his enthusiasm and energy, picked up Albert Johnson, who had been recommended by a friend, as editor—and Perkins was in the newspaper business.

That's how it all started in the fall of 1898, when Tacoma's population was 28,000 and the city was still staggering from the land depression of the 90's.

Sam's next venture was purchase of The Ledger, which was in difficulties. No cash payment was put up, and by the time the affairs of the old Ledger group had been straightened out, Sam Perkins had revived the sheet, and the profits during the next three



Sidney A. "Sam" Perkins aboard "El Primero"

years paid for the purchase. He hadn't put up one cent of money.

In 1900 he acquired the Everett Herald and started on the prowl for fresh newspaper meat. He soon acquired papers in Bellingham, Aberdeen and Olympia. At one time, before he started consolidating, he was the owner of seven papers: The News and The Ledger in Tacoma, The Herald in Everett, The Recorder and The Olympian in Olympia, and The Herald and The Revue in Bellingham. In 1918, he sold The News and The Ledger to the Tribune Publishing Company.

And so goes this almost fabulous story of a well-loved and outstanding figure in the Pacific Northwest. He has been one of the builders of the Puget Sound area, and probably no one in the State of Washington can boast a wider circle of friends and acquaintances in all walks of life.

He was a personal friend of Presidents McKinley, Taft, Roosevelt (Theodore, that is), Harding and Hoover. At one time or another he has been President of Alaska-Mexico Transportation Company; Perkins Investment Company; Vice-President of Alaska Steamship Company, and Chairman of the Board of Directors of the Standard Gypsum Company.

His second love after newspapers is the sea, and his yacht, the El Primero, a 137-foot craft, is one of the best known on the Pacific Coast. He was a sailboating enthusiast—still is—and blue water is in his veins. He was with the U.S. Naval Intelligence in World War I and for many years was Director of the Navy League of the United States.

In the brief space at our disposal, we could not hope to do justice to the aggressive and exciting career of Sam Perkins. But we can pay our respects to a high-class citizen, a gentleman, and one of the Pacific Northwest's builders and greatest boosters, and wish him continued good sailing.

Keep the flag flying, Chief!



First Austin fire truck in Canada built by Powell River Company mechanics interested visiting chiefs.

## Visiting Firemen Set Hot Pace In Powell River

### B.C. Fire Chiefs Hold Busy College, Visit Paper Mill

**THROUGH** August 22-25 Powell River was honored by the visit of some 200 British Columbia fire chiefs and their wives, who had selected the district as the site of their 1955 Fire College Convention. This was the first time in its history that the convention had been held outside of a recognized city, and the first time a so-called company town had acted as host to the group.

A further unusual feature of the Powell River convention was the joint sponsorship by the four fire chiefs, representing Powell River, Westview, Cranberry and Wildwood.

The main business of the convention was held in

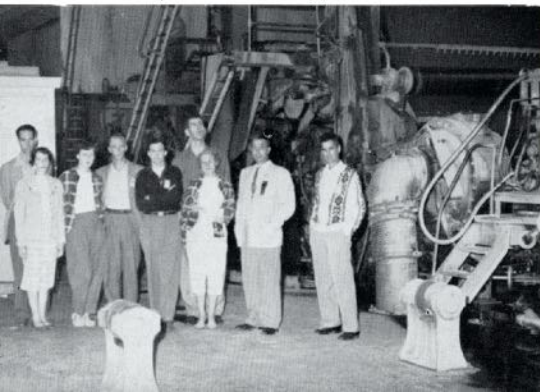
Powell River, but special entertainment was held in the evening in all of the four districts. With the respective committees each vying to outdo the other, this year's conference received top rating from the visitors.

Chiefs were in attendance from Cariboo points like Williams Lake, Quesnel, Prince George; from the Okanagan cities of Vernon, Kelowna and Penticton; from northern B.C. points including Prince Rupert, Kitimat and Terrace; from the large metropolitan areas of the lower mainland—Vancouver, Victoria, New Westminster; from the Fraser Valley, the Kootenays and up to the borders of Alaska.

The delegates were welcomed officially by Mr. R. M. Cooper, Vice-President and Resident Manager of Powell River Company; and principal guest speaker at the windup dinner was Mr. W. C. R. Jones, Vice-President of Industrial and Public Relations.

*Page Sixteen*

Many B.C. fire chiefs saw a paper machine for the first time.



Delegates honored Powell River's first fire chief, the late Dave Gardiner





Harold S. Foley, right, helps Aero Camp superintendent George Bell dump the last log off the last train.



AT 5 p.m. on August 31, "the long reign of the logging locie in Powell River Company operations came to an end." At Aero Camp, in the Queen Charlotte Islands, Chairman of the Board Harold S. Foley and Superintendent George Bell dumped the last log off the flat car and into the harbour. This brought to an official close Powell River Company railroad operations in the Queen Charlottes.

The first expanded development of the Queen Charlotte logging operations dates back to the First World War, when the Sitka Spruce trees in that area were found ideal for aeroplane construction.

Communal logging on Cumshewa Inlet, site of Aero Camp, started under the late Tom Kelley in 1922—and in 1935, railroad logging, with equipment taken largely from other Powell River camps, was started. It is estimated that when Mr. Foley and Mr. Bell pushed the last log off the old locie, about 800,000,000 board feet of logs had travelled down the grade to tidewater.

☆ ☆ ☆

OVER on Vancouver Island at Salmon River Logging Company, work is under way for the elimination of two bridges on their logging high-

ways. These are 421 feet and 385 feet long respectively, and were built back in 1937, when railroad logging was still in practice.

Since the change to truck logging from 1949 onwards, and with the securing of timber limits through a government Forest Management licence, the decision to remove these bridges in favor of a more economical truck logging road has been made.

This involves a real engineering problem. The new road, forty feet in width, will be built around the bend of the river, by-passing the bridges.

The diversion job entails approximately three miles of road building necessitating one hundred and fifty-six thousand yards of fill. In forty-eight stations alone, or less than one mile, there is cutting and filling of two hundred and fifteen thousand yards to be done.

The largest cut is seven hundred feet in length through a forty foot high clay bank, and the largest fill fifty-five feet deep, two hundred and fifty feet in length, both with a width of forty feet.

It is anticipated the new road will be completed this Fall, and the hauling of logs over the only two bridges on the operation over the Salmon River will be a thing of the past.

Page Seventeen

Vice-President John Liersch talks to locie engineer prior to final run.



It took two trucks to haul this log through Powell River. Cut from Company limits log measured over 125 feet.





President M. J. Foley presents Vancouver Board of Trade bursary cheque to Louise Tremblay.

### AT SCOUT JAMBOREE

Local scouts Gunnar Rasmussen and Clive Kent, together with scout leaders Dick Stanfield, Jack Embree and Larry Husband attended the ten-day World Scout Jamboree at Niagara-on-the-Lake in August. All came back with glowing reports of the Jamboree which drew 10,000 scouts and leaders from 60 countries.

### DIFFERENT NOW

It was 1899 when Alfred Carmichael staked out the power for the present Powell River Company plant. Last month he returned for a visit, his first in 50 years.

"There was nothing here but bush then, not even an Indian," he recalled as he looked over this growing district of more than 10,000 souls.

### CANUCKS COME TO POWELL

Vancouver's entry in the Western Hockey League, the Canucks, took over the Willingdon Arena in late September. In addition the Canucks staged two exhibition games, to the delight of Powell River hockey fans.

The Canucks' appearance gave local hockeyists a great send-off for their first full season.

### CADETS SUCCEED

Five local Sea Cadets, all original ratings of R.C.S.C.C. "Malaspina," passed special out-of-town courses in August. They were Val Lesuik, Gary Saunders, Glen Young, Billy Rees and Robert Smith.

Cadet Petty Officer Jim Robertson, also an original member of the group, was one of two B.C. boys chosen for a special three-months' cruise aboard the aircraft carrier "Magnificent."



### TWO FULL DAYS

Favored by lovely weather, Labor Day celebrations featured a parade, sports, speeches, band performances, topped by the annual Labor Day dance in Dwight Hall. Stillwater P.T.A. again took first prize in the parade, with a flower-decked float.

### BERGIE RETURNS



Bergie Thorsteinsson

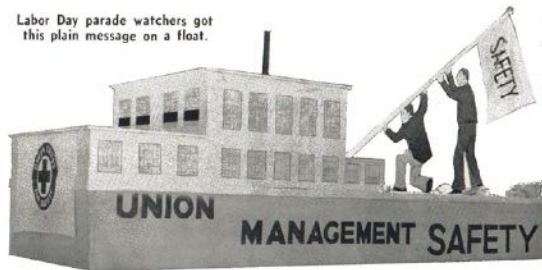
Bergie Thorsteinsson has been appointed inspector of Powell River School District No. 47, succeeding inspector T. G. Carter, who is working closer to Vancouver. Bergie spent several years in the district during the 30's and in addition to his teaching duties was active in community affairs.

### SIGHTS SET ON THE IRISH

A move is afoot to establish an anti-aircraft reserve unit of the Irish Fusiliers in Powell River. Honorary Lieut.-Colonel of the parent Vancouver Regiment is Harold S. Foley, Chairman of the Board, Powell River Company.

A Bofors gun, exhibited by the Irish, attracted wide attention at the P.R.E.

Labor Day parade watchers got this plain message on a float.



### LUCKY GIRL

Tall, dark and pretty, 18-year-old Powell River Company office worker Agnes Fries won the title of "Miss Powell River 1955" over seven other contestants. Agnes took part in the Miss P.N.E. contest in Vancouver and also reigned over the P.R. Exhibition September 22 - 24.

### TRAVEL DEPARTMENT

Powell River and district residents are either doing more travelling or entertaining more out-of-town visitors. Pacific Western Airlines, which recently absorbed Queen Charlotte Airlines, found it necessary to change its original once-a-day flight to two-a-day, and after inauguration of the "flying bus" service, coupled with reduced fares, up to three-a-day. The week ending September 4 brought a record number of 1,050 passengers using the Westview airport.

At the same time Black Ball Ferries announced they would maintain their full summer schedule throughout the winter.

### MOOSE HONORED

Powell River Moose Lodge was honored this month with a silver award in the Moose International Community Service awards competition conducted annually by the fraternity.

### PENALTY OF PROGRESS

Tourists who think Westview has been hit by a small earthquake will be relieved to know the debris is a necessary part of the sewer installation. Visiting motorists and residents alike hope to see the work completed by the year's end.

### MANY HEAR LEE

Lee Straight, outdoor editor of The Vancouver Sun, addressed 200 sportsmen at the Rod and Gun Club meeting on September 10.

Mr. Straight also presented certificates to 16 junior members who passed Game Warden Bert Wilson's Woods Safety Course.

Page Nineteen

Sun's Lee Straight looks over game warden Bert Wilson's shoulder as he explains rifle loading to junior Rod and Gunner Clive Kent.



Eye-testing equipment and an isometric map of the mill (out of picture) featured the Company's P.R.E. booth.

### FINEST TO DATE

The district's finest display of farm and garden produce, household and graphic arts, commercial exhibits, and other fall fair attractions were rolled into the successful three-day Powell River Exhibition September 22 - 24.

Although down somewhat from last year, attendance figures still exceeded ten thousand.

Company president M. J. Foley declared the 1955 P.R.E. officially open. A featured part of the ceremony was the presentation made by Mr. Foley to Louise Tremblay of Brooks High School, on behalf of the Vancouver Board of Trade. Louise topped approximately 15,000 other entrants in British Columbia to win the \$100 cash bursary.

Grand aggregate honors in the P.R.E. went to Mrs. K. Hodson, with Fay Trombley copping the junior aggregate championship.

Ron Owen and Mrs. Art Gardner won the two car prizes.

### GARDEN WINNERS

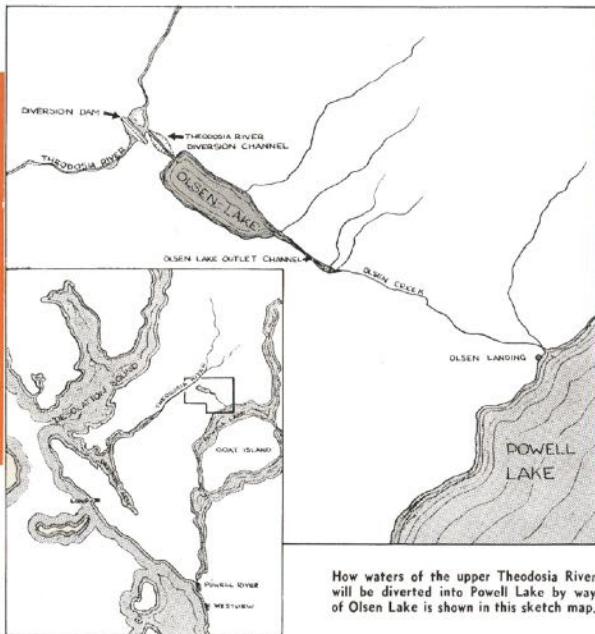
Top prize of \$100 for the best garden in the townsite was won by Mr. and Mrs. Sam Cramb of 761 Maple Street. A total of \$761 was awarded in 1955 to the five zones in the townsite. Judges this year were H. West and Mrs. V. T. G. Collings.

Best garden in the entire townsite brought \$100 to Mr. and Mrs. Sam Cramb.



## This Diversion Will Give Us Added Power

### Powell Lake Level To be Raised by Theodosia River



How waters of the upper Theodosia River will be diverted into Powell Lake by way of Olsen Lake is shown in this sketch map.

**A**MONG other interesting projects now under way is the Theodosia River diversion program.

The purpose is to divert a portion of the water of upper Theodosia River into Powell Lake to provide additional water for generation of power at Powell River.

The project, which has been under study for the past four years, involves the erection of a low log crib dam across Theodosia River, and the building of a channel through to Olsen Lake from which the

diverted flow will be carried along Olsen Creek to Powell Lake. (See map).

The canal to Olsen Lake will be a quarter of a mile long, with a maximum depth of 40 feet. At Theodosia River a weir is provided in the dam to permit a minimum flow down Theodosia River to protect fish spawning.

The work is expected to be completed, weather permitting, by the end of the year. Crippen Wright Engineering are consultants for Powell River Company and will supervise the new installation. The entire project is under the direction of chief engineer Harold Moorhead and resident engineer Don Blake.

Development engineer Al Chard has been responsible for the preliminary studies and contacts, while project engineer Guy Kennedy made arrangements with property owners in the Olsen Lake area who are affected by the diversion.

The new project will mean approximately 2,000 additional kilowatts of power, and it is protective insurance against possible low water next year before the B.C. Electric power is available for the area.

From a fisherman's viewpoint, a company spokesman stated that, in his opinion, the diversion would materially improve fishing in Olsen Lake. He pointed out that with a continual flow of water going through the lake, the water would be colder and hence help fishing during the sluggish summer months.

More water power will be added to the Powell River dam, below, by the Theodosia diversion.





Blending perfectly into the picturesque castle surroundings, Powell River Company's Pipe Band proved a big hit in Disneyland which they visited after winning the Southern-California championship (See story on pages 2 and 3).



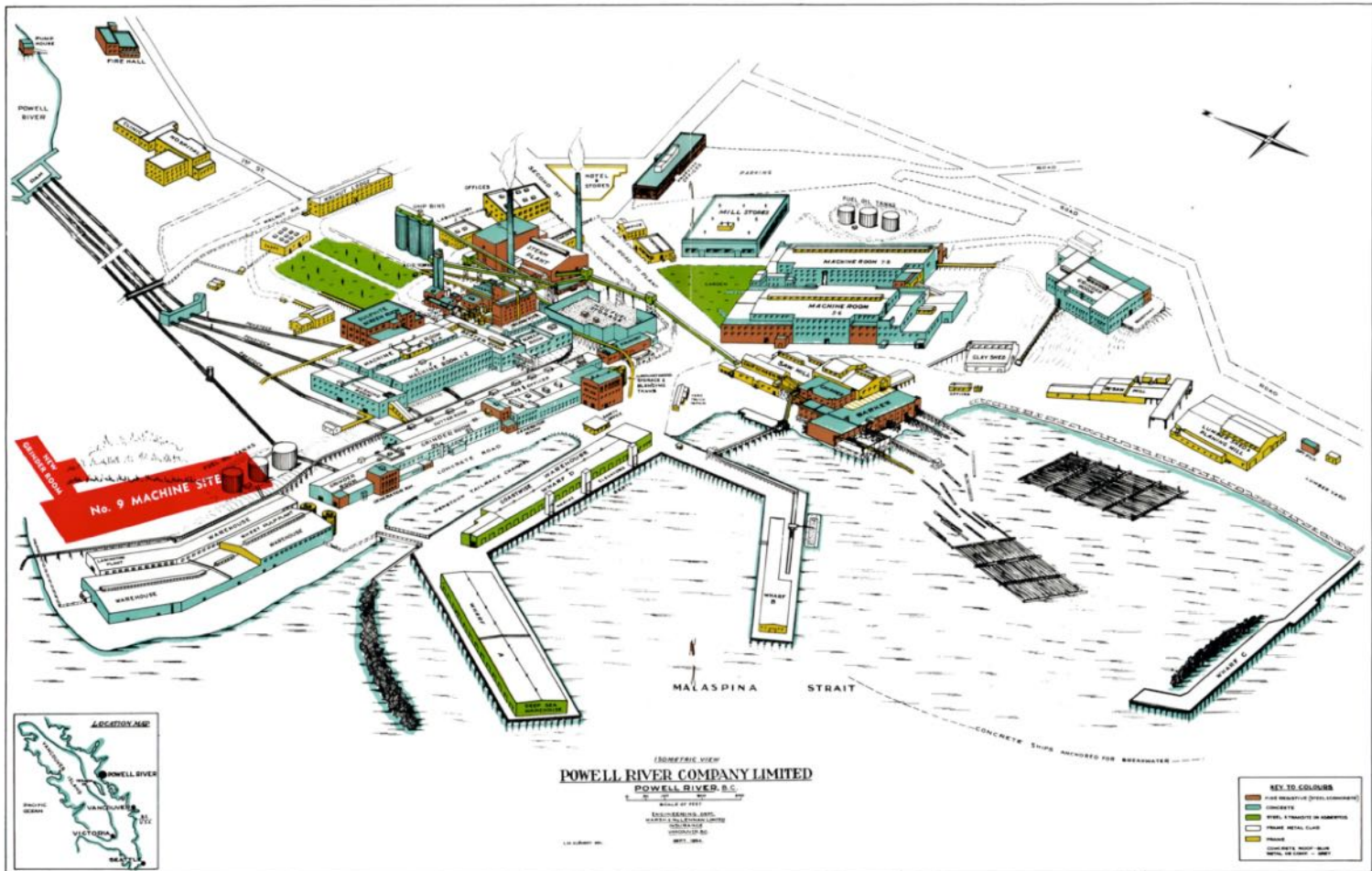


Among several pressmen who learned about Powell River at first hand last summer was Al Schnitzer, reel room foreman of the Los Angeles Times. Mrs. Schnitzer accompanied her husband and baby Eric came along for the ride too. Powell River Company always welcomes out-of-town visitors, no matter whether they come by land, sea, air, or "papoose" fashion.

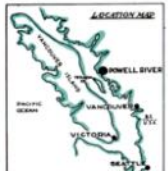
# POWELL RIVER PULP and PAPER

**NOTE**

Overleaf is an insert of the latest isometric view of our plant showing the extent of our properties at Powell River. The location of our new Number 9 Machine is shown on the extreme left.



**No. 9 MACHINE SITE**



ISOMETRIC VIEW  
**POWELL RIVER COMPANY LIMITED**  
 POWELL RIVER, B.C.

SCALE OF FEET  
 ENGINEERING DEPT.  
 WARD & BURNHAM ENGINEERS  
 1000-1100  
 VANCOUVER, B.C.  
 1957-58

**KEY TO COLOURS**

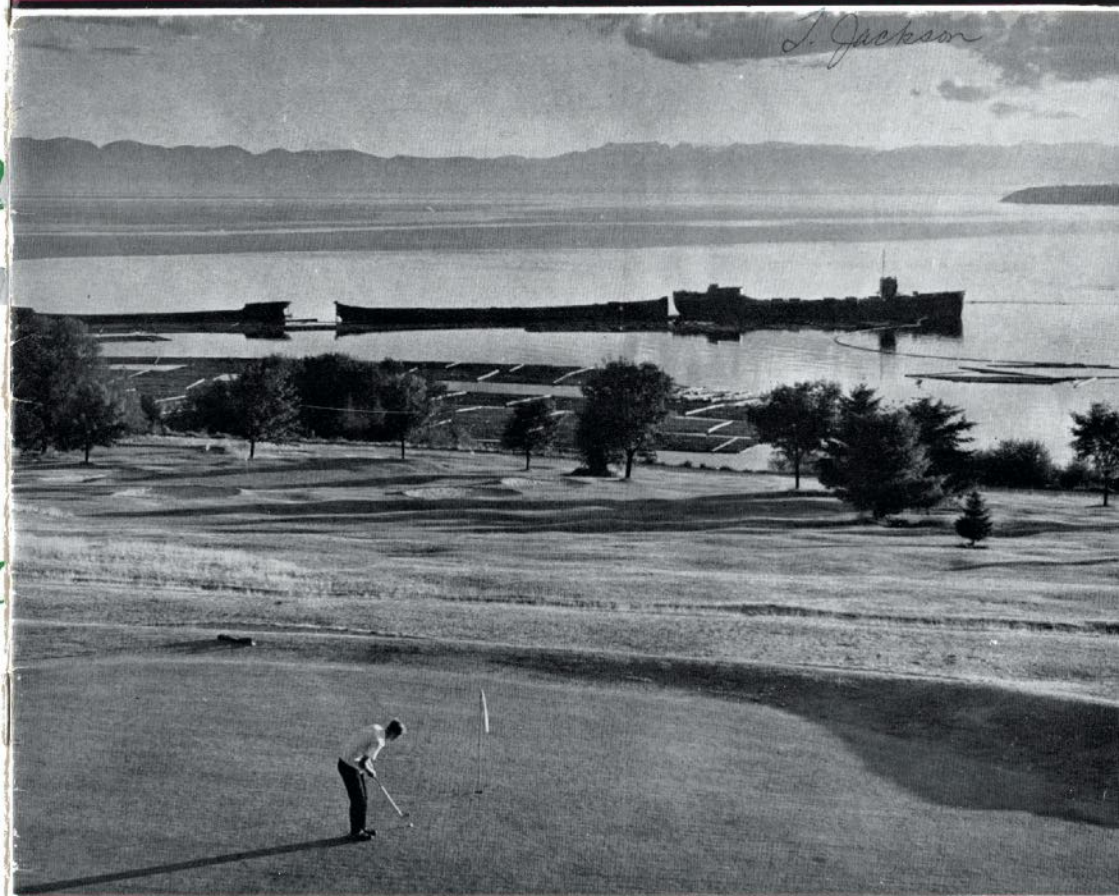
Steel Reinforced (Pre-stressing)
CONCRETE
STEEL & TIMBER OR SHEDDING
PAVING METAL CLAD
PAVING
CONCRETE SHIP MOORING METAL CLAD - 1957



Powell River

# DIGESTER

*J. Jackson*



VOLUME 31

NOVEMBER - DECEMBER, 1955

NUMBER 6



Powell River

# DIGESTER

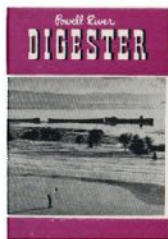
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## CONTENTS

	Page
H. J. Burns, Assistant to the President.....	1
Vancouver's Changing Skyline, by Doug Collins.....	2, 3
Canadian Citizenship by Dr. W. G. Black....	4
B.C.'s Lieutenant-Governor Frank Ross.....	5
John Dunlop Retires.....	6
Powell River's New Movie Ready Soon.....	6
Kamloops Sentinel Goes Daily.....	7
Is Your Name Mac? (Part II) by C. Johnston.....	8
Greeley Tribune.....	9
How Martin's Make Cartons.....	10, 11
Our Weather.....	12
We Prepare for the Tourist.....	13
Visitors to Powell River.....	14
Curling Crowds the Limelight.....	15
Construction Progress.....	16
The Pacific Great Eastern Railway.....	17
Around Town.....	18, 19
New Appointments.....	20



The Cover Picture

Typical late fall and winter day in Powell. In the shadow of our ship breakwater, golfers enjoy their daily round.

## At Christmas Time

It is natural, as the Christmas season draws near, to reflect on the many factors which have influenced our lives and conduct during the year, and for which we can be truly thankful.

We of the Powell River family have many reasons to count our blessings in this our 43rd year of active operation as a company.

Our family has been a happy one. The men and women in all divisions of our organization have contributed generously of their ability and loyalty and have made the year past one of outstanding accomplishment.

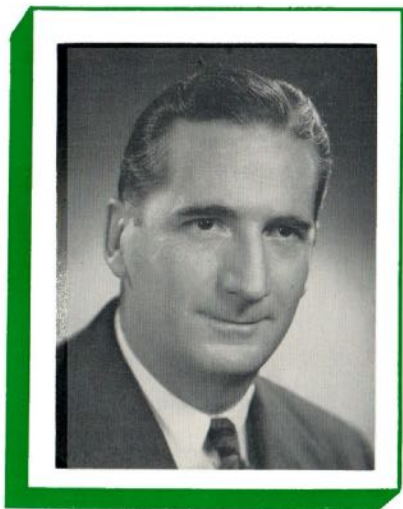
In an unusually difficult year we have been greatly helped by the tolerance and understanding of our customers in many parts of the world, some of whom have been associated with us for the full 43 years of our existence.

We have enjoyed the confidence of the people of British Columbia, who in many ways have contributed to our development and who have expressed their faith in our future progress.

We are thankful, too, that we are members of a great nation, with ideals and principles of government that allow men and women in all walks of life to unite in free enterprise on which the prosperity of our industry has been founded.

For these, and for many other privileges we are truly thankful, and to one and all we extend Season's Greetings and Best Wishes for—

A Merry Christmas  
and  
A Happy New Year



John Burns

## Assistant to the President

ON October 1 Powell River Company announced the appointment of Mr. H. John Burns, Comptroller of the Company, to the post of Administrative Assistant to the President.

Mr. Burns joined Powell River as Assistant Comptroller on January 1, 1950, and in the spring of 1951 was promoted to Comptroller. In his new position of Administrative Assistant, he will work on administrative matters directly with President M. J. Foley.

Born in Londonderry, Ireland, in 1913, he arrived in Vancouver, British Columbia, when only a few months old. He attended public and high school in Vancouver and his easy progress through the various grades was due almost as much, his teachers say, to his Irish eyes as his recognized talents and ability.

Following high school he joined the Canadian Bank of Commerce staff where he decided on a career of finance and accounting. He graduated as a chartered accountant in 1938, having articulated with

the well-known firm of H. J. Paisley and Company.

He served for two years as a Corporation Income Tax Auditor with the British Columbia Government and later entered private industry, joining the Boeing Aircraft Company of Canada, where he was appointed treasurer and where he remained for five years.

Sensing the inevitable expansion and development of the pulp and paper industry in B.C., John went to the Sorg Pulp Company, now Canadian Forest Products Ltd. He was treasurer with Sorg until he joined Powell River Company at the end of 1949.

During his six years with Powell River, John Burns has been a popular and highly valued member of the executive group. He is well-known in B.C. financial circles and in the pulp and paper industry of the province; and active in the civic, community and cultural life of the city.

In his new post his wide background of British Columbia industry and finance will prove invaluable to himself and the Company.

# Vancouver's Changing Sky Line

POST OFFICE

B.C. ELECTRIC BLDG.  
21 STOREYS

UTAH CONSTR. BLDG.  
20 STOREYS

MARWELL CONSTR. APTS  
22 STOREYS

AS IT WILL APPEAR SEPTEMBER 1957

By DOUG COLLINS  
(Vancouver Province Business Writer)

IT can't spread out so it is spreading up. That's the story in miniature of the new downtown Vancouver—a business city which is daily thrusting higher to paint a skyline reminiscent of the greater cities south of the border.

But it isn't the whole book. Beyond and behind the 20-storey-and-more giants which are robbing famed Hotel Vancouver of its pre-eminence on Burrard Inlet's southern shore other chapters are being written.

They tell of massive subdivisions spilling eagerly across North and West Vancouver, Lulu Island, Burnaby. Of municipal works programs to cope with the floods of humanity which have descended on Canada's gateway to the Orient since the close of the Second Great War—and of magnificent new bridges to bear the outlying multitudes into the city's working centres.

They tell also of \$100,000,000 being spent on

30 structures now under construction, recently completed, or to be started soon.

It all makes the pundits who claimed Vancouver's halcyon trading days would end with the elimination of some of the traditional Asiatic markets look silly. Because building—that clear mirror of prosperity—goes on and on.

The figures show dollar value of business and domestic construction in this metropolis will, by the time you read this, have beaten that of any other year by a merry margin.

And there's no sign of the process coming to an end. The planners who risk the big money are already thinking ahead to 1957 and beyond.

But let's take a look at today. A high look and a wide look.

Topping the dollar list of buildings is the Federal Government's new Post Office, with an estimated cost of \$10,000,000.

Now in the second stage of steel erection, it occupies the whole block bounded by Homer, Hamilton, Dunsmuir and Georgia Streets, and will be the largest post office in the country. It also registers several other firsts, for it will have the biggest welded steel frame in the world and the only rooftop in Canada offering a landing field for helicopters!

There is to be a tunnel connection with the C.P.R. station seven blocks away, and a drive-in mailing system. All this will be ready by mid-1957.

Highest mark—in both senses of the term—of the multi-million dollar skyscrapers now being built here will be made by a 22-storey apartment structure at Georgia and Nicola.

Marwell Construction Co., Ltd., is building and will own this \$2,000,000 effort which is to consist of a 14-storey section in addition to the main part rearing eight floors higher.

The job is well ahead of schedule, and may be finished by next June. Cement is presently being

Post Office building covers a city block.





poured near top level and, when work is over, 272 more luxury suites will be available for the lucky ones who can afford to do away with the chores of commuting while still enjoying one of the finest panoramic views in the world.

Price-wise, however, the new apartment block is small stuff compared with the 21-storey glory of B.C. Electric's \$6,500,000 office building at Nelson and Burrard.

This glass, steel and concrete giant won't exactly dwarf other whoppers such as the Marine Building, but it will pretty well hold its own against the more familiar landmarks which have done their large bits toward making up what so many Americans have termed the "little New York skyline."

The offices are to be occupied by about April, 1957, contractors John Laing & Son (Canada) Ltd., having poured concrete for the lower floors which will take up the 24-foot excavation. This preliminary work was started in October.

On Georgia and Burrard a 28-foot deep excavation has been made and footings are complete for another costly office project—the 19-storey structure designed by architect C. B. K. Van Norman of Vancouver for Burrard Building Operations Ltd. Utah Company of the Americas are the contractors (and contrary to the widely held belief the building is not owned by American but by Eastern Canada interests).

The new offices are sited directly opposite the Hotel Vancouver and from the harbor will appear to plug the "gap" between the famous hotel and Guinness's Marine Building. Glass and aluminum are the architect's idea in this case for exterior eye-appeal and the job will be completed two summers hence.

On Broadway and Willow will stand a 14-storey, \$3,000,000 medical building, working drawings for which are now being completed by architects McCarter, Nairne and Portman and construction of which is expected to commence this December. Already in use is the new, 12-storey Customs Building at Burrard and Pender. Work will be started next year on a \$1,000,000 city library. Woodward's Ltd. is firm about the \$5,000,000 shopping centre designed by staff architect Jim Page for a 30-acre site at Cambie and 41st. A city auditorium costing \$2,750,000 is to be erected between Georgia and Dunsmuir and Hamilton and Cambie.

And this is to disregard many other fine buildings and the vast industrial expansion proceeding in and around the city.

With topography such as Vancouver's, bigger and better bridges are essential if the largest proportionate post-war population increase—55 per cent—is to find the means of getting in and out of it all.

The new Granville Street bridge is now performing sterling work for people who cross False Creek. But the city is driving out strongly to the North and South.

To cope with the problem, massive new spans are to bracket Second Narrows and the Fraser.

The former—which is to cost \$16,000,000—is worthy of first mention.

It will be a six-lane, cantilever-type bridge and work will be started "as soon as the contract has been let," say provincial government men. Two years thereafter, the traffic should be flowing over it.

To the South, replacing the ancient and inadequate Marpole Bridge, an \$8,000,000, four-lane beauty is to cross the Fraser at Oak Street. Con-

struction, by Gilpin & Co. of Vancouver, is well advanced, and the structure reaches out over the river's north arm to Lulu Island. A second, two-lane bridge will connect Lulu with Sea Island and the International Airport.

That, very briefly, is the story of the new Vancouver. It's a city which is spawning industrial projects like the \$150,000,000 Annacis Island Industrial Estate, where the first \$1,000,000 worth of building has already been let; where chemical plants costing \$18,000,000 are being built, and where an oil refinery addition nudging the \$3,000,000 mark is being constructed.

With home building proceeding on an unprecedented scale, it all adds up to a record high for 1955, with overall construction costs for the first 10 months totalling \$97,628,941.

So this year will be history's best. Surprisingly, no one seems to be very surprised. Canada's third largest city is coming into its own.



Burrard Building Operations Ltd.'s 19-storey office building on Georgia and Burrard as it will appear when completed. (Photo is of architect's model).

Photo shows scale model of \$6,500,000 office building now under construction at Nelson and Burrard for B.C. Electric.



# Canadian Citizenship

Ottawa's Houses of Parliament resting on a Maple Leaf symbolize the Canadian Citizenship Branch.



By DR. W. G. BLACK  
Regional Liaison Officer  
Department of Citizenship and Immigration.



CITIZENS in Canada may be classified into two categories: (a) those who were born in Canada, and (b) those who have come to Canada and have become "naturalized." Immigrants are not compelled to become naturalized, for it is felt unwise to force upon people such a great privilege as citizenship. However, the great majority of the newcomers are eagerly seeking status as citizens of their own accord.

The following are the steps required for those who are aliens:

1. They must have been legally admitted into Canada for permanent residence. This is known as being "landed."

2. They must have had their place of domicile in Canada for at least five years after having been landed in Canada. There are three important exceptions to the requirements of Canadian domicile. These are:

- Under certain circumstances, a person who has served outside of Canada in the Canadian armed forces.
- The wife of a Canadian citizen, provided she has been legally admitted to Canada for permanent residence.
- A person who had a place of domicile in Canada for twenty years immediately before the first of January, 1947, and was not under an order of deportation on that date.

3. They must have lived in Canada for at least one year immediately before the date of their application. This period would count as part of the five years referred to in (2) above.

4. They must file an Application for Citizenship with the Clerk of the Court for the county or district in which they live. In order to file such an application they must be at least 21 years of age, or the spouse of and residing in Canada with a Canadian citizen.

5. They must appear for examination before the Court. At this examination the applicants must satisfy the Court that they are of good character, that they have an adequate knowledge of English or French, and that they have an adequate knowledge of the responsibilities and privileges of Canadian citizenship.

6. If the applicants are approved by the Court and by the Minister of Citizenship and Immigration, they will be called once more before the Court to

take the Oath of Allegiance to Her Majesty the Queen. At the same time a Declaration of Renunciation of foreign nationality is made in writing. They are then presented with their Certificate of Citizenship by the Court.

British subjects may obtain their Canadian citizenship more easily than aliens, by taking the following steps:

1, 2 and 3 are the same as for aliens.

4. British subjects wishing to apply for Canadian citizenship should obtain a copy of the form "Application for Citizenship by a British Subject" (Form CR 2) from the Clerk of the Court for the county or district in which the applicants live, or from the Registrar of Canadian Citizenship, Ottawa. After completing the form in full and having it notarized, the applicant should send it to the Registrar of Canadian Citizenship, Ottawa.

5. British Subjects are not required, in most cases, to appear for examination before the Court; however, they must be of good character and have an adequate knowledge of English or French.

It should be added that when aliens become Canadian Citizens, they become at the self-same time British Subjects and citizens of the Commonwealth; when a British Subject becomes a Canadian Citizen, he continues to retain his previous status as a British Subject.

To clarify a point that is sometimes confusing, it should be noted that British Subjects in Canada have all the rights and privileges of a Canadian citizen, including the franchise.

Today the Department of Citizenship and Immigration, with headquarters in Ottawa and regional liaison officers in each province is actively engaged in instructing and educating newcomers and emphasizing the responsibilities of citizenship to our people. Some of their activities include: Assisting immigrants in learning our languages; special classes in citizenship with instruction on our history, government, resources, etc.; promotion of educational and social activities; programs to prevent racial and religious prejudices; and many others.

These programs are being carried out by the regional officers throughout the Dominion and aliens in particular have been impressed and gratified with the efforts of the Canadian people to bring them into the family fold.

His Honour  
FRANK ROSS  
Lieutenant-Governor  
of British Columbia

## Her Majesty's New Representative

ON September 7, 1955, in a colorful ceremony, before a distinguished gathering which included many former Lieutenant Governors, Frank MacKenzie Ross, C.M.G., M.C., was installed as Lieutenant Governor for British Columbia.

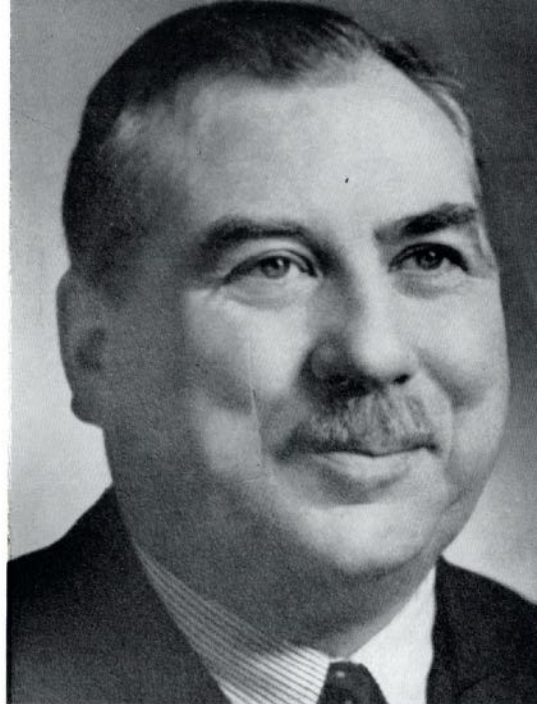
The new incumbent of Government House has had a long and distinguished career in the industrial, civic and military life of Canada and British Columbia. Born in Glasgow and educated at Royal Academy, in Tain, Scotland, he came to Canada as a young man in the early days of the present century. At the age of 23 he went overseas in World War I with the famous 8th Battalion, the Winnipeg Black Devils, and emerged with the Military Cross and bar for outstanding service in the field.

In the past 35 years Frank MacKenzie Ross has been one of Canada's business leaders — and his activities and interests have been varied and widespread.

He is Chairman of the Board: Western Bridge & Steel Fabricators Limited, Vancouver, B.C.; Canadian Dredge & Dock Company Limited, Toronto, Ont.; Consolidated Oka Sand & Gravel Company Limited, Montreal, Que.; International Paints (Canada) Limited, Montreal, Que.; International Paints (Ontario) Ltd.; International Paints (Western) Ltd.; A. Ramsay & Son Co. of B.C.

In addition, His Honour is President of West Coast Shipbuilders Limited, Vancouver, B.C.; Red Barge Line Limited, Vancouver, B.C.; Vice-President of Meritt - Chapman - Lindsay Limited, Kingston, Jamaica; Douglas Lake Cattle Co., Ltd., Vancouver, B.C.; Sincennes-McNaughton Line, Ltd., Montreal, Quebec.

These multifold operations only partially exhaust the scope of his energy and interests. He is also a director of the following organizations: RCA Victor Co., Ltd.; Trans-Canada Airlines, Ltd.; The Maritime Trust Company; North American Elevators Ltd.; Circle "S" Cattle Co., Ltd.; Diamond "S" Ranch Co. Ltd.; Inter-City Papers



Ltd.; Pacific Nickel Mines Ltd.; Peace River Natural Gas Ltd.; Pioneer Mines of B.C. Ltd.; International Paints (Holdings) Ltd.; Columbia Papers Ltd.

In recognition of his outstanding service to Canada and Canadian industrial progress he was created a Companion of the Order of St. Michael and St. George in 1946.

Officiating as Chatelaine at Government House is his charming wife, Mrs. Phyllis Gregory Ross, C.B.E., who in her own right is ranked among Canada's foremost citizens. An honour graduate from the University of British Columbia, Mrs. Ross during World War II was economic advisor to the War Time Prices and Trade Board, and in 1941 was Oils and Fats administrator for the government, the first woman in Canadian history to ever occupy such a high post in national affairs. In 1945, Mrs. Ross was awarded an honorary LL.D. from the University of British Columbia and in 1946 the King named her a Dame Commander of the Order of the British Empire. Mrs. Ross has two children, Brenda, a McGill graduate, now in Montreal, and John, a Rhodes scholar of 1949, who practices law.

Today, with His Honour, Lieutenant-Governor Frank Ross and Mrs. Ross, British Columbia can well be proud of its two first citizens and the record of achievement and public service they bring to their office.

John Dunlop

## Retires

FOR nearly twenty years users of Powell River newsprint have seen the above signature on their bills of lading and other documents. From November 1 onward, the well-known signature of John Dunlop, manager of Powell River Sales Company office at Powell River, will be missing from these documents.

John retired on October 31, after 31 years of service, first with Powell River Company and later with Powell River Sales. Twenty-seven years of his employment have been connected closely with pulp and paper sales, shipping and transportation.

Many publishers and shipping people have met John personally on their trips to Powell River. They have respected his ability and appreciated his quiet and modest dignity on the job. A holder of the Military Cross for valor in his country's service, he has been a first-class citizen and gentleman. He will be missed by all in the organization.

On his retirement he was entertained at a special luncheon by his Sales Company confreres in Vancouver; and in Powell River, President M. J. Foley presented, on behalf of the supervisory group, a farewell gift. The Sales staff at Powell River also



John Dunlop, left, with part of Supervisors' gift presented by President M. J. Foley.

gave a special dinner and presentation in John's honor.

The Dunlops left Powell River early in November for Victoria, where he has purchased a home for permanent headquarters.

## Powell River's New Movie to be Released Soon

OUR new colored film, "The Powell River Story," is in the last stages of editing, and we hope it will be available for first showings early in 1956.

Every possible effort has been made to make the "Powell River Story" an outstanding industrial film. To insure its best and most dramatic presentation, the Company has secured as narrator the services of Bruce Hutchison, outstanding Canadian journalist, historian and author. Mr. Hutchison has written such widely-read books as "The Fraser," "The Incredible Canadian" (the story of former Prime Minister Mackenzie King), and "The Struggle for the Border," and his participation and supervision

will bring top-quality continuity and dignified narration to the Company's newest movie.

Co-operating as technical advisor on the film is Mr. Clyde Gilmour, one of Canada's best-known movie authorities and critics. Aided by the technical know-how of Lew Parry Studios, these acknowledged literary and film experts should combine to produce an industrial picture which we hope our friends will enjoy.

Further information on the completion of the film and its availability will be published in a later issue of The Digester.



## Canada's Newest Daily

is also the country's first newspaper to move  
from three to five times a week

**T**HE City of Kamloops, some 275 miles east of Vancouver, is one of the best-known among British Columbia's hinterland areas, and boasts many items on the credit side of its industrial, civic and climatic ledger.

It is located in the dry area of B.C.'s southern interior, and has a mean annual rainfall of 11 inches. The Kamloops Sanatorium is one of the best-known tuberculosis hospitals on the continent. Canada's two transcontinental railways serve Kamloops, and the city is the centre of an expanding mining, grazing and fruit growing district. Climatically it has been compared with Bukhara in Central Asia, and Karakul sheep from that area have been successfully introduced into Kamloops. And last, but not least, many of our United States friends will remember Kamloops, if for no other reason than it bears the same name as the most famous of all British Columbia's fighting trout.

Recently, Kamloops was the centre of another milestone in provincial history when The Sentinel, a weekly newspaper for the past 75 years, moved up into the daily class, as British Columbia's eleventh daily, with a five-times-a-week edition. In keeping with the five day week, no editions are published on Saturdays and Sundays.

The Sentinel thus became the first paper in Canada to move from three times a week (classed as a weekly) to five times a week (classed as a daily). Six weekly publications were considered as financially impossible at the present time due to additional staff requirements in all departments to take care of the extra day. Five-times-a-week dailies are fairly common in the western United States, with a score or more already successfully operating in California.

The Kamloops Daily Sentinel will continue to give full coverage to all local news. In addition, provincial, dominion and world news of the day will be provided through the complete services of the Canadian Press.

Earlier this year The Sentinel moved into a new building with a plant adequately equipped to handle the publication of a daily newspaper. At the time

of the move The Sentinel switched from flatbed printing to production by stereotyping and printing on a 16-page Duplex tubular press. New Goss plate-making equipment was purchased—a Goss 45-W matrix roller, a Goss 54-UT 3500-lb. stereo furnace and metal pump, and a Sta-Hi Master vacuum former—it being the objective to deliver top quality plates to the press.

Plastic plates, made on a Klischograph, are mounted directly on to the tubular plates.

The press is capable of any combination of pages from two to sixteen. Color can be used, in addition to black, on the front and back pages, but this reduces the capacity of the press to twelve pages.

The new building, completed at a cost of \$175,000, is a one-storey structure 100 by 114 feet, with a partial basement to house the heating and ventilating plants, electrical room and storage vault. It is constructed to take another storey at a later date.

There are forty-eight full-time employees on the staff of The Sentinel, which is this year observing the 75th anniversary of its founding. The Sentinel was started in 1880 in the construction camps of the Canadian Pacific Railway in the Fraser Canyon. As the railway neared completion, the founder, Michael Hagan, moved his type and hand press to Kamloops and commenced publication in the little village in July, 1884.

The present publisher, Ronald White, has been with The Sentinel since 1925 when he was a partner with his father, the late Ralph E. White. He was for a number of years plant superintendent before becoming editor and finally publisher. He is a former president of the Canadian Weekly Editors' Association, B.C. Division.

Carman White, son of the publisher, in his last year of apprenticeship in the composing room, carries on the family tradition as the third generation in the newspaper business.



Ronald White

# Is Your Name MAC?



By COLIN JOHNSTON  
*Finishing Shift Boss*

**EDITOR'S NOTE:** The author of the two-article series on the "Macs," Colin Johnston, is an authority on Scottish history and Scottish background, particularly of the Highland Clans. Just to keep the record straight, we have asked him to include as a conclusion to the "Mac" series a few remarks on the origin and background of the Johnstons.

**A** SCOTSMAN'S name alone is not necessarily a clear indication of his clan. It is important to know the ancestral stamping grounds. The Sinclairs, for example, are a clan in Caithness, but the West Coast Sinclairs are a sept of the Campbells and have no right to the Sinclair tartan.

The clans that are members of Clan Chattan—Davidsons, Macphersons, Farquharsons, Macphails, Macgillivrays, Shaws, MacBeans, etc., rank as independent clans, but at the same time Macintosh is chief of Clan Chattan and also Clan Macintosh. This is a sore point with the Macphersons, who hate to yield precedence, since at one time the Macphersons claimed the chieftainship, but a decision of the Lyon King of Arms recognized Macintosh in the 17th century (1672).

The members of Clan Alpin all claim descent from Kenneth MacAlpine, first King of all the Scots. The King in Scotland is King of Scots but not King of Scotland, which is a neat point. The various clans of Clan Alpin are independent and did not form an active confederacy, merely recognizing kinship. One would suppose that the MacAlpines would head the list, but the MacGregors claim the honour. The more important members of Clan Alpin were Grants, Macphees, MacKinnons, MacQuarries and MacAuleys.

Clan Donald is the largest and greatest clan in Scotland. At one time the Lord of the Isles could challenge the might of the King of the Scots. There are many branches bearing the name MacDonald and the clans Macintyre, MacAlister and MacIain are parts of Clan Donald. The MacDougalls are undoubtedly the senior descendants of Somerled, the founder of Clan Donald, but are not now regarded as MacDonalds. They form a separate "name" and clan. The MacDougalls were very powerful until they backed Baloi against Bruce, and when Bruce became King he soon reduced their power.

The main branches of Clan Donald are Clan-ranald, Clan Uistean (MacHugh), Keppoch, Glen-

garry, Knoidart and Moidart. MacDonald of Sleate, chief of Clan Uistean, was declared MacDonald of MacDonald by the Lord Lyon in 1947. The MacDonalds of Glengarry settled Glengarry county in Ontario and the last instance in history of the Fiery Cross being sent out to rouse a clan occurred during the War of 1812, when the Fiery Cross was sent through Glengarry county to summon the clan to repel an American invasion. Which, of course, the Highlanders did!

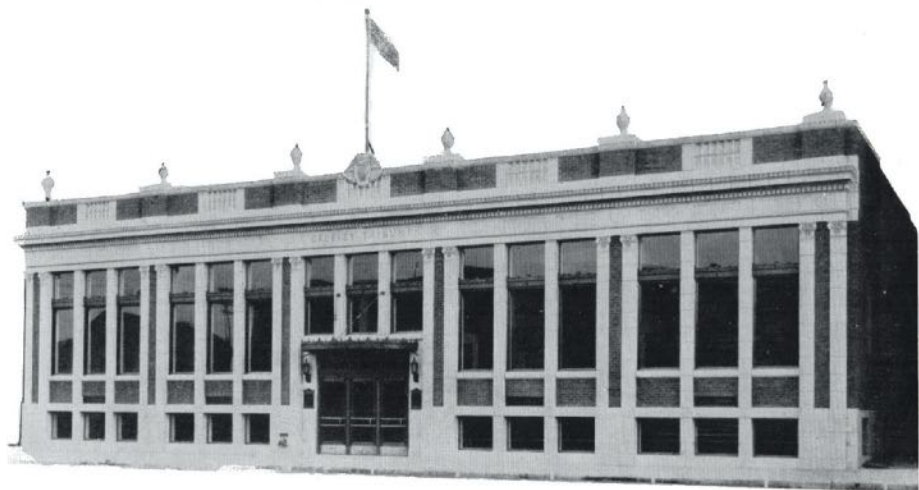
When we get into the septs of the Clans the matter gets quite complicated. There are lists of septs of the clans, but some of the affiliations given seem somewhat doubtful. Many Lowland names are listed as clan septs—names that have no connection with the Highlands. The Lothians, for instance, have not the slightest trace of Celtic blood. An exception must be made of Galloway, the land of the "queer Macs." The first inhabitants were Celts, but the clan system was broken up at an early date and the people absorbed by the Lowlanders; that is why names like MacWha, which have no connection with the recognized clans, occur in Galloway.

I was asked to comment on the origin of my own name. There are Johnstons in many countries, but only in Scotland do we find Johnstons. Thus the letter "t" separates the quality from the quantity. The Lowland Johnstons are a numerous border family of Norman descent, and they were Wardens of the East Marches. Lochwood, Westerhall, Annandale and Elphinstones are Johnston names. Lowland Johnstons sometimes spell the name Johnstone, but the Highland Johnstons never add the "e." There are branches in Northern Ireland and at Bordeaux, France, where they were in the wine trade. These must have been Lowland Johnstons, since all wine tastes like vinegar to me, and I feel sure that my ancestors were satisfied with usquebaugh (Gaelic for whisky).

Among the Highlanders, Johnston is the anglicized form of Maclan. There were MacIans of Ardnurchan, a clan that became dispersed in the 17th century, and the Clan Ian Abrach, or MacDonalds of Glencoe, whose well-known history needs no elaboration here.

While they are not exhaustive, I hope these few observations on Scottish names and clans will be of some interest to that great host of individuals who carry on the great names and who have every reason to be proud of their records of achievements down through the pages of history.

This imposing structure has been home to The Greeley Tribune since 1929. It houses one of the best-equipped plants in Colorado.



## Open House Marks

# The Tribune's 85th Anniversary

**C**ELEBRATING its 85th birthday in November was the Greeley Tribune, of Greeley, Colorado, which published its first edition on November 16, 1870.

The Tribune has a colorful background of development and is closely linked with the name famous in American and western history—Horace Greeley.

In 1870, Mr. N. C. Meeker was agricultural editor of Horace Greeley's New York Tribune, and inflamed with his publisher's enthusiasm for the West, he entered wholeheartedly into the Greeley plan to form a colony in Colorado. The resultant townsite that sprung up was named Greeley, after Horace Greeley. Naturally, with a new town, a newspaper was indispensable, and Meeker organized the Greeley Tribune, of which he was the first editor. The original heading of the paper, in Horace Greeley's own handwriting, featuring the first edition, is today still a distinguishing characteristic of the paper.

In its 85 years as a newspaper, the Greeley Tribune has had only a few publishers, so the paper has been able to enjoy a long and comparatively uninterrupted continuity of policy.

In 1908 the Greeley Tribune published its first

daily edition, and was one of three papers, with the Greeley Sun and the Pioneer, serving the area. By 1913, the three papers had been consolidated into one organization, the Tribune Republican Publishing Company, the present name of the parent company.

Since 1903, the Hansen family have been dominant figures in the operation of the Tribune. Mr. Charles Hansen became editor on January 1, 1903, and he was responsible for the amalgamation mentioned above. From 1913-1953, Mr. Hansen was publisher of the Tribune. On his death in 1953 his wife, Mrs. Christine Hansen, was named president, and his daughter, Miss Mildred S. Hansen, was appointed publisher. Floyd E. Merrill has been

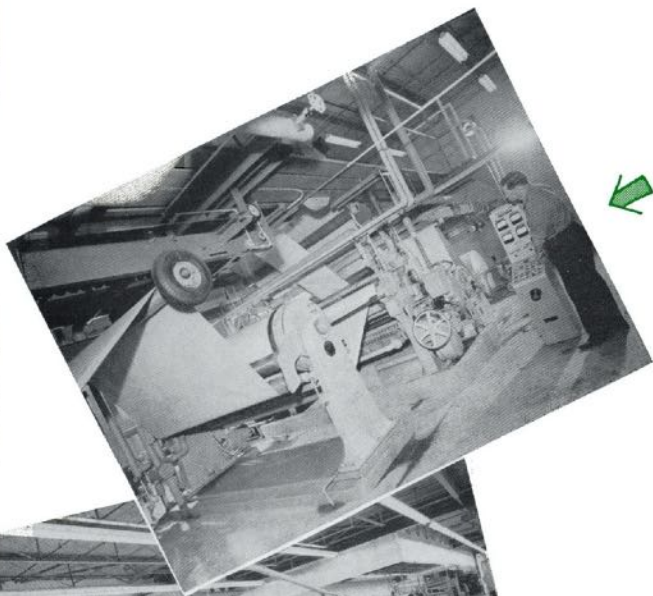
editor since 1913.

On November 16 and 17 thousands of people, among whom were representatives of all Colorado newspapers, attended Open House in the Tribune's impressive building. Built in 1929, it has one of the most modern and best-equipped plants in Colorado, and its influence throughout its long career has been a dominant factor in advancing the progress of the state, and the civic, social and cultural welfare of its district and its people.



Mrs. C. Hansen,  
Board President

Miss M. S. Hansen,  
Publisher



Kraft roll storage.

# How Martin's

A Powell River

**L**AST June the Martin Paper Products plant at New Westminster, the most modern and recent addition to Powell River Company properties, went into production.

The plant embodies the latest designs in architectural knowledge and the latest corrugating machinery manufactured.

Five months later, the operation in the new plant and the reception of the product by the public have been gratifying. Sales quotas have been reached—and the months ahead hold promise of continued good operating schedules.

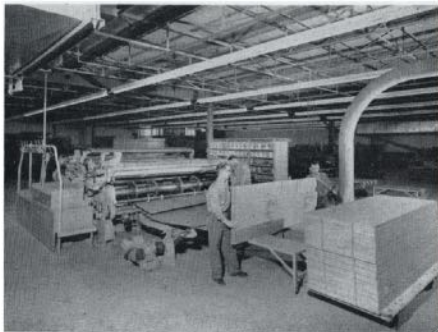
On these pages we show for the benefit of our readers a pictorial run-through of the manufacture of corrugated containers, of which Martin's is the largest in Western Canada.

Two views of the Langston corrugator, capable of producing 250,000 square feet of corrugated board per hour.



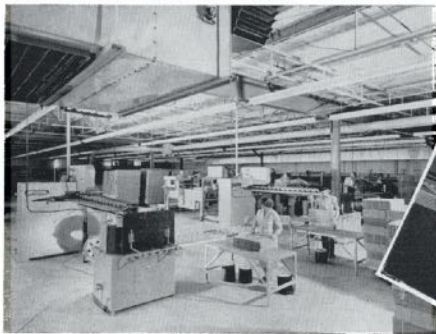
Skilled art and design men, like the die cutter above, create "selling" cartons.

Printing, slotting, scoring and trimming is handled in a single operation.

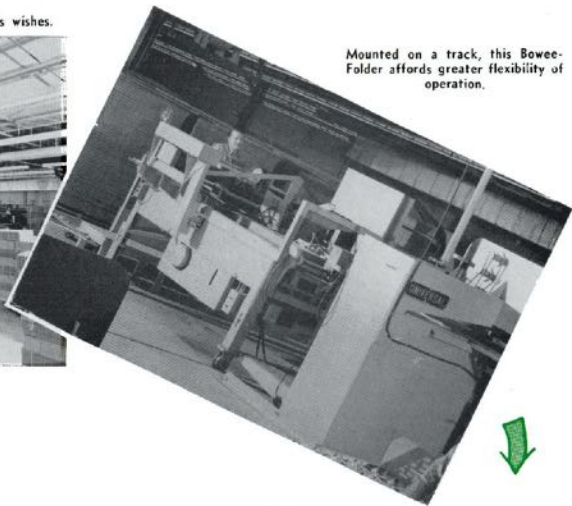




Boxes are taped or stitched according to the customer's wishes.



Mounted on a track, this Bowee-Folder affords greater flexibility of operation.



# Make Cartons

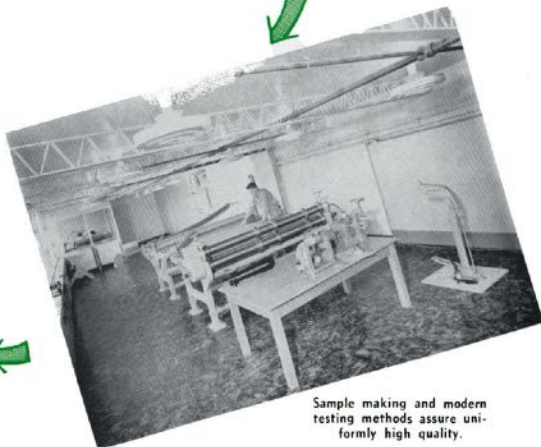
## Subsidiary at Work

The firm started operations in Winnipeg in 1929 just prior to the depression. Today, as well as the latest plant at New Westminster, Martin's have operations in Winnipeg, Calgary and Edmonton, staffed by experienced operators and sales experts.

Executive Vice-President is George B. Hills, former Director of Planning of Powell River Company, with headquarters in Winnipeg. In charge of operations in the Westminister plant is George B. Holland, Vice-President and a recognized authority on sales and production.



Automatic ejectors count the cartons going through these stitchers.



Sample making and modern testing methods assure uniformly high quality.



Martin's New Westminster plant is latest and best.



LET'S TALK ABOUT



# ur Weather

**W**EATHER is a nice subject of conversation, provided you keep it clean and general. But when it comes to hometown weather, there is probably no subject on earth that can bring a more ferocious growl to the throat of any urban dweller anywhere in the United States or Canada than a derogatory or uninformed remark about the climate in and around these parts.

For example: the purple-faced wrath of a San Franciscan being told by a guileless Washingtonian that he (the Washingtonian) wouldn't live in the Golden Gate for all the coffee in Brazil—what with fog twenty-four hours a day, summer and winter.

And if you're talking about Los Angeles, not too heavy an accent on the smog, old boy.

If you live in balmy California or British Columbia, don't tell a New Yorker his city that fries you in summer and freezes you in winter isn't even good enough for the birds. Ten million Gothamites will argue this vigorously—more vigorously than seems necessary.

So it goes through Toronto, Halifax, Kansas or Texas—yes, and Powell River.

And that's what we really started out to talk about—that climate in Powell River.

If you think the lads from San Francisco and L.A. or Long Beach get riled over the insulting asides of unlightened foreigners or out-of-staters, you should see the berserk ferocity of the Powell Riverite when some well-meaning immigrant—including D.P.'s from Vancouver—and alas, some good friends and neighbors north and south of the Mason-Dixon line, greet us with an oozy smirk to remark:

"Ah yes, Powell River. That's away up north, where it rains all summer and rains and snows all winter." And what sends us rushing for our machine guns and poison gas containers is that we get this sort of thing from residents of Vancouver, British Columbia, and vicinity. From California or Texas or Kansas or even Toronto and Montreal we can suffer this sort of slander up to the boiling point. But from Vancouver—Vancouver of all places, with 64 inches of rain, almost as much fog as other places we know—from these same villagers, it's just too much, gentlemen.

Seriously, though, it is true that while the pulp and paper mills at Powell River are known intimately in many and widely extended parts of the globe, there is a wide misconception of climatic conditions in the area.

To put the record straight, our average annual rainfall at Powell River is about 36 inches, just about one-half of the dew that pours down on Vancouver. It is much less than either Seattle or Portland, and only slightly higher than Victoria,

"B.C.'s Evergreen Playground." Which means, of course, that we have more sunshine and less snow than any of the three cities mentioned.

A look at temperatures reveals that the thermometer rarely passes the 80° mark on the hottest summer days. This year, for example, there were only two days in which the temperature reached 82°.

In the winter our temperature runs in the forties and fifties for the most part. In January and February, one or two freezing spells might drop the glass down to 20° or 15° above. The short duration of freezing weather is reflected in the condition of the surrounding lakes in the area. Outdoor skaters have had practically no opportunity in the past two years to have more than three or four days skating at the most.

The harbour at Powell River is, of course, open all year round, as is Vancouver, Seattle, Portland, etc.

Another interesting factor is that once you leave Powell River and travel south to Vancouver the water becomes colder and colder, and you will have to go as far south as Santa Cruz, farther usually, before you can enjoy a dip in water as warm as the Powell River area.

So these few facts are just a final outburst against the reported innuendos on our sodden or frozen conditions, especially from our friends in Vancouver and Seattle.

So, next time you come to Powell River, you don't have to wear slickers and gum boots or fur coats. Just come along in your usual undies, and if things do get tough we can lend you a sweater or a light overcoat.



Powell River employees record weather data for Canada's Meteorological Service.

# New "TOP of Highway 99" prepares for THE TOURIST



Scenic new highway links Powell River with Vancouver with the aid of two ferry crossings.

## MOTELS ALREADY UP— MORE UNDERWAY

AS hinted in earlier issues of *The Digester*, the opening of the Powell River-Vancouver highway has brought and will continue to bring many changes in our way of life. These may be good or bad, but they represent the march of progress and will have to be taken in stride, like many other modern innovations.

Apropos of the changing landscape is the appearance of that great traveller's aid, the motel, which is now an indispensable item in modern American and Canadian life. But, in Powell River, until last year, the motel was an unknown animal and its debits and credits had never interfered with the even tenor of our smug isolation.

Today motels are rearing their attractive or indifferent heads in the area; and there is little doubt that in the months and years ahead dozens of the creatures will be scattered along the twenty-mile stretch of highway between Powell River and Saltery Bay.

Two motels are already in operation, two others are under way and plans for more and larger erections are being prepared. It is of interest that the pioneers in the business have been forward-looking plant employees, some of whom have been granted leave of absence to try out their new venture. Financing

has been difficult and these boys have poured their life's savings and their reputations in the community into the undertaking.

The results have apparently justified the risk. During the past summer space was at a premium as more and more tourists and residents used the highway which, save for about fifteen miles south of Jervis Inlet, has been black-topped. It is one of the finest scenic routes on the lower mainland of British Columbia, and as word of its attractions spread, traffic will continue to increase.

The oldtimer in Powell River views the introduction of the "new-fangled" innovations with fixed feelings. Having been isolated for many years, with in and out passage only possible by boat, the district was almost entirely free from petty thievery or undue social disturbances. No one locked their doors, windows or cars. Holdups or street riots were unknown.

The opening of the highway and the faster movement of people up and down the road will bring new business for motels—and added problems. But you can't have your cake, etc., and progress means new responsibilities as well as privileges.

And so the motel has finally arrived in Powell River, and is now an integral and necessary part of our new environment.



Cook's Motel was Westview's first.



This new Courtel is ten miles south of Powell River.

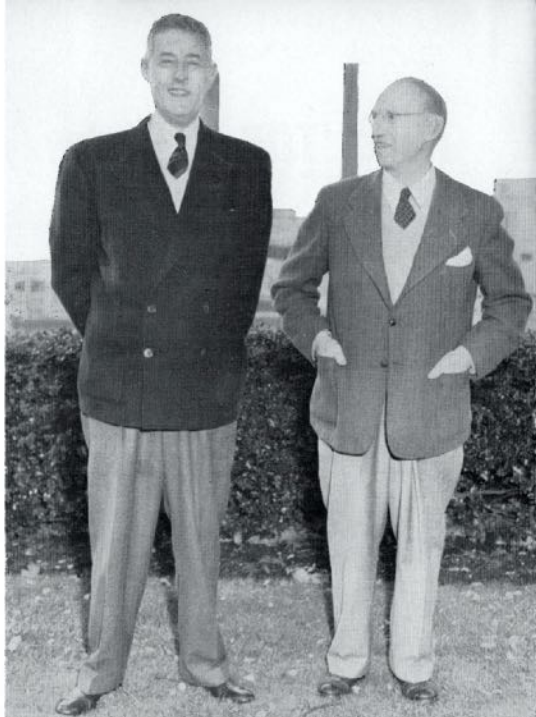


SCORES of old friends and new in all walks of life and from many lands were welcome visitors to Powell River this fall. Among them we were privileged to greet:

Mr. S. "Kim" Kessell, managing director of Australian Newsprint Mills, and Mrs. Kessell; Mr. J. V. Jaeger of Brooks-Scanlon, Minneapolis, Minn., an old friend of the Powell River family, who came with Rev. Father D. J. Keegan; Mr. R. Bonnet, partner in the firm of Pautrot and Bonnet, France, important dealers in pulp, also in paper mill machinery and supplies; Mr. T. Z. Wiklund of Finland's Kymene Mill; Sir Robert Erskine-Hill, and Mr. Dunlop of Edinburgh, Scotland.

Mr. F. Youngman, president of Crown Zellerbach of Canada, and Mrs. Youngman; Mr. Bell-Irving, son of the late R. Bell-Irving, a former Powell River vice-president and resident manager, and Mrs. Bell-Irving; Mr. J. Pembroke, president of The Royal Trust Company of Canada, and his Vancouver branch manager George Vale; Mr. A. C. Price, president of Price Brothers & Company, and Mrs. Price, who were accompanied by Mr. and Mrs. Charles Price and Vice-Admiral H. E. Reid, C.B., and Mrs. Reid; Mr. Art Chapman, former New York hockey star and present manager of the Vancouver Canucks; Messrs. J. L. MacGregor, J. L. Watson, and Les Way of the Boy Scout Association. Les is publisher of The Canadian Weekly Editor.

We were also glad to meet the current holder of



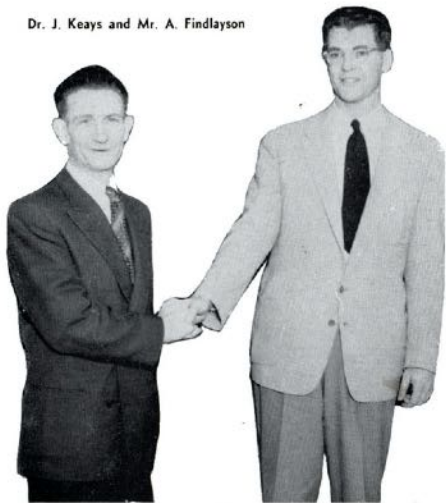
Mr. J. Pembroke and Mr. G. Vale

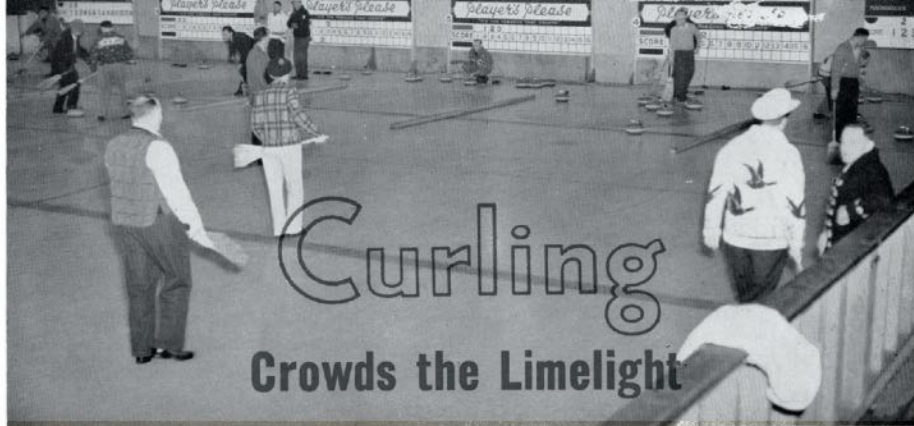
the Powell River Company scholarship, Mr. Alex Findlayson, who was introduced to Powell River by Dr. John Keays, superintendent of research and development. The scholarship is awarded annually at the University of British Columbia for post-graduate research in wood chemistry.

Page Fourteen

Mr. Art Chapman

Dr. J. Keays and Mr. A. Findlayson





The ice arena these Powell Riverites helped build now resounds to the thud of curling "stones" and the swish of sweeping besoms.

CANADIANS and Americans are both fond of talking about the invisible border separating their two nations. Save for this imaginary line we are in most respects the same people, with the same social and political backgrounds, the same language and a general community of social, cultural and economic interests.

This may be true. But in one rather surprising area—that of sport—the imaginary line is not so imaginary.

What do Canadians and Americans have in common in the world of sport? Quite a lot, but there is a wide difference in emphasis and popularity.

Take lacrosse and ice hockey—fast, speedy, dashing games that should appear naturals for an American. These are played from coast to coast in Canada, and national championships are held each year. In the United States, however, both games have been relegated to a minor key, and are almost unknown on the Pacific Coast (south of the 49th parallel) as spectator sports.

Soccer, too, one of Canada's great sports, is scarcely even a minor pastime in the United States, although it is growing. Lawn bowling, another favorite in every Canadian city, has never attracted popular or widespread interest across the border. Canadian lawn bowling championships, embracing teams in every province from Atlantic to Pacific, are held annually.

And last, but not least, one of the fastest-growing sports in Canada, which in the past few years has penetrated into almost every city, small town and suburb—CURLING—has enjoyed only a mild popularity in the United States.

One of the major national sporting events of the year in Canada is the annual Canadian bonspiel championships, at which rinks from every province compete for Canadian supremacy, and which occupies top space in the sports pages of our dailies.

The game of curling—"bowls on ice" as it is called—has attracted male and female, young and old. Powell River is one of the latest to join the curling family; and in the new Willingdon Arena, scores of "rinks" or teams play throughout the winter months. The same is true in Vancouver and in the interior towns and villages, where ice arenas

have sprung up almost overnight, and where the popularity of curling has kept these expensive projects out of the red.

Curling, like lawn bowling, may be played in rinks of four individuals, or in doubles and singles. Each player uses two "stones" weighing about 40 pounds each, which he slides along the ice for a distance of 140 feet in a 12 foot circle. A feature of the game is the "sweeper" who dashes down the ice beside his partner's "rock" or stone, sweeping vigorously with a besom or broom to create a vacuum ahead of the rock and give it just that extra inch which may spell victory or success. Some experts question the advantage of sweeping, but that's the way it was done in old Scotland and "it's guid enough for us, ye ken."

The game has taken Powell River by storm, and the curling club now has a membership of 170, which is capacity for the time and space allotted. A favorite pastime in town is to drop out to the Arena on curling nights and watch the lads and lassies in action. Enthusiasm runs high, and skills are fast developing, particularly among former lawn bowlers. Within the year local teams will be competing in provincial playoffs, they hope, and then it's high-ho for the great Canadian national bonspiel.

Very timidly we would like to suggest to some of our friends down the coast or in the middle states that, if you are looking for a worthwhile addition to your community facilities, get together and build a curling rink.

It's good fun and good sport. We know. We've tried it in Powell River.

Delivery seems effortless though "rock" weighs 40 lbs.

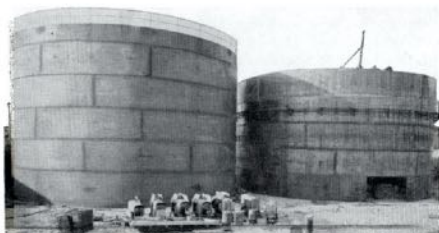


Fast sweeping creates vacuum, makes stone travel farther.



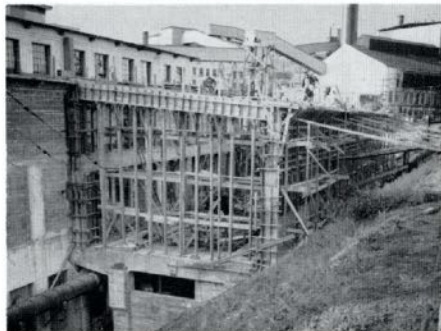


No. 9 Machine Room construction well under way.



New and rebuilt tank will store a total of 60,000 gallons of fuel oil.

Roll grinder building takes shape.



**I**T was only last July that a sod-turning ceremony signalled the start of construction on Powell River's Number 9 newsprint machine and ancillary equipment.

Since then nearly three-quarters of a million yards of earth have been moved and several thousand cubic yards of concrete poured by construction crews. As a result, the 500' x 89' building for the Company's second post-war paper machine and its adjacent 100' x 100' finishing room are beginning to take definite shape.

Rising 20 feet above the ground-level basement floor, the operating floors for the 262-inch wide machine should be completed by the year end.

Footings for the 120' x 100' screen room and 220' x 100' grinder room located at right angles to the machine room on its north end were started in late November.

Meantime a 120' x 156' extension is being added to No. 4 Warehouse for engineering stores. This should be finished by mid-December. This warehouse is also the home of the new Jagenberg sheet cutter which was put on the line in November.

For handier access to the busy construction scene, a 1,200 ft. long gravel road has been cut around the hillside on top of which the Powell River Company has provided a model camp for the construction workers.

Work is proceeding on the \$100,000 34' x 147' addition to No. 7 - 8 machine room which will house the new Churchill roll grinder.

Recently completed was the \$85,000 steam plant locker room building, incorporating the latest in wash room facilities.

Dismantling of three fuel oil storage tanks to make room for No. 9 was followed by the re-erection of two 30,000 barrel tanks in another area.

Results thus far have been very satisfactory and construction schedules maintained.



# The P.G.E.

By BRUCE RAMSAY *Vancouver Province.*

**W**ILLIAM Ralph Talbot Chetwynd, British Columbia's Minister of Railways, has made a bet, and the chances point to his collecting on it. The wager is that his railway, the once white elephant of Canadian railways, the Pacific Great Eastern, will have a metropolitan terminus at North Vancouver at 4:15 p.m. on June 11, 1956.

With that day rapidly approaching, Mr. Chetwynd can look to his engineers' reports, and smile a confident smile that his bet was not a rash one. Inch by inch, through the twisting scenic wonderland of Howe Sound, the line is going through.

The terrain in parts is unlike anything railway contractors have had to face since the building of the great trans-continental lines through the heart of the Rockies.

Total cost of the 48-mile ribbon of steel from Squamish at the head of Howe Sound (present southern terminus of the line), to Vancouver is expected to be under the \$10,500,000 estimated for the job. A further extension, making the line 727 miles long, will reach from the present "end of steel" at Prince George into the rich Peace River district at a cost of \$50,000,000.

On that historical date, June 11, 1956, Mr. Chetwynd not only hopes to see the first train in two decades pull into Horseshoe Bay, but also, to see the first 57 miles of the northern extension in operation.

Long a strain on the public purse, the P.G.E., which the wags often labeled "Past God's Endurance" or "Please Go Easy" is, now, for the first time in its turbulent history, showing a profit. Earlier this year, Premier W. A. C. Bennett announced that in 1954 the operating surplus was \$265,055.

When the line between North Vancouver and

Horseshoe Bay was abandoned in the late 1920's, the right-of-way was retained by the government, and while home-owners along the right-of-way, often converted it into gardens, roads, or even put a swimming pool on it, it was not forgotten. As soon as the extension project was announced, work crews were on the scene, much to the heated annoyance of the bordering residents. The men had to remove practically all of the 10,000 cubic yards of solid rock, 8,000 yards of loose rock, and 115,000 yards of other materials which made up the old roadbed, and replace all this with new bedding. This was the comparatively easy stretch of the road, which included numerous new bridges and trestling, but beyond Horseshoe Bay, the going was much harder.

Towering mountains reach right down to the sea, leaving not even enough level land for a goat trail. Four tunnels had to be blasted out of the solid rock, the longest being 1,600 feet between Furry Creek and the copper mining town of Britannia Beach.

Out of Prince George, the biggest single task faced by engineers is the spanning of the Fraser River with a concrete and steel bridge costing in the neighborhood of \$1,500,000. From there, it will go through the Pine Pass, along the route similar to that followed by the John Hart Highway to serve both Fort St. John and Dawson Creek.

When completed, this line, which formerly began nowhere and ended nowhere will usher in a new era on the rich interior of B.C. From the Cariboo, stockmen will have the metropolitan areas closer at hand, and the wheat farmers of the rich Peace River district will have ready access to the coastal markets for their products. Oil men in the Peace area, too, will benefit by the line, as will all the families who earn their living from the natural resources through which the steel will pass.



Plenty of fast action features Powell River's newest sport on ice.

## AROUND TOWN

### HOCKEY ERA DAWNS

Powell River's first hockey league made an auspicious start in the Willingdon Arena on October 22 with Hotel Rodmays and Wilshire's Sporting Goods entries battling to a rousing 3-3 tie before 350 rabid fans.

The crowd exceeded 500 the following Saturday night when Home Gas—the other club in the "triangle loop"—got the short end of a 10-6 score against the Wilshires and since that time crowds of 1,000 or more have witnessed games.

What augurs particularly well for the league's future is the keenness displayed by scores of youngsters playing in the minor hockey setup.

### "CARETAKERS" TAKE OFFICE

Powell River District Municipality officially came into being on October 17 when five members of the Caretaker Council were sworn in by County Court Judge James McGeer of Vancouver to take office until formal elections are held in December. They were: Lawyer J. S. P. Johnson (chief advocate for amalgamation of the district's four communities); magistrate W. G. Harris (later elected reeve); hotel owner and former M.L.A., B. MacIntyre; shoe store owner and sheriff E. T. Bernier; and carpenter R. S. Lyon, a former Westview village commissioner.

Cranberry Lake's clerk Bob Johnson was appointed temporary municipal clerk.

The interim councillors accepted their jobs on the understanding that they would not contest the first municipal election on December 17.

### FULLY ACCREDITED

One of the few accredited hospitals in British Columbia is the distinction now enjoyed by Powell River General Hospital.

This means that the local hospital has met all requirements laid down by the Joint Commission on hospital standards. It is further assurance that Powell Riverites get the best in hospital service when they need it.

### SUBDIVISION STARTED

Work of building roads has begun on the McCarthy Development project at the Dorval property in Westview. Aim of the project is to erect 200 modern homes overlooking beautiful Malaspina Straits and the mountains of Vancouver Island.

### BRIGHT IDEA PAYS OFF

Bags of light bulbs sold by 90 Air Cadettes and Cadets with the help of Powell River Lions' Club members netted \$450 towards construction of an all-purpose cement floor for the Willingdon Arena. The drive was part of several Lions' schemes to raise \$5,000 towards the \$12,000 floor.

Judge McGeer swears in Powell River Municipality's Caretaker Council.

Page Eighteen







Hunters Buse and Johnson with prey.



Hans Johnson models finished product.



The Johnsons spinning goat wool.

### SWEATERS ON THE HOOF

Why pay for a sweater when you can have more fun killing mountain goats, spinning their wool, and knitting a custom built model?

This is precisely what Powell River's ace hunter Hans Johnson and his hunting partner Irvin Buse did recently with the help of Mrs. Johnson. For results see pictures above taken by paper tester Bruce Savory.

### OLDEST MAN DIES

Tom Timothy, former chief of the Sliammon Indian Reservation and Powell River district's oldest resident, died on October 28. Believed to be close to 110 years old, "Chief Tom" came to this area long before Powell River was settled by the white man. He headed the Sliammon tribe until relinquishing the post to younger men several years ago.

### BOTH UNCONVINCED

A rare political event ended in a stalemate at Westview's Moose Hall in late October.

The occasion was a public debate between proponents of the Social Credit and Co-operative Commonwealth Federation (CCF) parties on the subject "Are the principles of Social Credit practical for Canada's economy?" B.C. Legislature Speaker T. J. Irwin championed Social Credit against A. Gargrave, M.L.A., who challenged him to the debate.

### SCOTS WELCOMED

Return appearance of Scotland's White Heather Concert Party was enthusiastically received by Powell River Scots (and those who wished they were) in Brooks High School on October 22.

### MANY BROTHER ACTS

No less than 166 sets of brothers and several brother-sister "acts" appear among the 2,000 employees at Powell River. Since some of these sets involve as many as four men, it seems likely that at least 360 employees have a brother or sister on the Company's payroll.

### SPORT SHORTS

One of local soccer's brightest stars, Brooks High School teacher John Clifford, transferred from the Cranberry Lake eleven to New Westminster Royals of the Pacific Coast League, prolific breeder of Canadian soccer champions.

Figure skating under a professional instructor made its bow at the Willingdon Arena on November 5.

Senior men's basketball started November 7 which also saw former high school girls do battle with the current crop of students.

Indoor bowling continues in popularity at the Westview and Cranberry Lake alleys.

The curtain went up on competitive curling on November 6 at the arena.

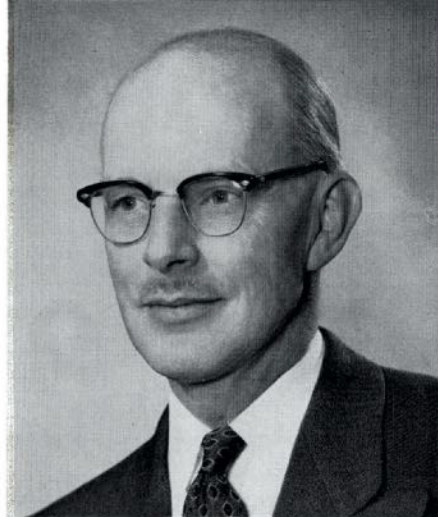
### RON LEAVES US

A presentation was made to plant engineer Ron Stewart on the eve of his departure for Vancouver to join another ex-Powell River engineer, Dick Sandwell and his growing firm of engineering consultants. Highlight of the engineers' party for Ron was the award of an engineers' cross made by Gerry Harrison and pinned on his chest by Bob Chapell (see cut). Promoted to plant engineer on November 1 was chief project engineer Gil D'Aoust.

Engineer Bob Chapell decorates his ex-boss Ron Stewart with Hero medal.



## New Appointments



Kenneth B. Finn

**S**UCCEEDING Mr. John Burns as Comptroller for Powell River Company is Kenneth B. Finn, C.A., internal auditor since 1951.

Our new comptroller was born in Hendon, England, arriving in Canada in 1913 as a youngster in his early teens.

Finance has been his lifetime work. He was employed in the bank on leaving school and later articulated with the firm of George A. Touche & Co. in Winnipeg.

Arriving in Vancouver in 1929 he entered chartered accounting work and in the thirties worked with the Dominion Income Tax Department, later transferring to the Provincial Income Tax Branch, where he specialized in corporation tax work.

In 1941 Ken joined the Boeing Aircraft of Canada as chief accountant; and on the winding up of that firm's business in 1945, went to the Industrial Development Bank as financial analyst. From here he joined Powell River in 1951 as internal auditor.

Married with two children, Ken's hobby is wood-working, a vocation at which, according to his friends, he is as much at home as he is with the intricacies of finance.

New Manager of Powell River Sales Company at Powell River is Wilfred "Curly" Woodward, succeeding John Dunlop, who retired on October 31.

One of Powell River's real veterans, from a residence angle, Curly came here as a baby in 1911, before the first newsprint machine was installed.

He started as an office boy in 1924, worked through various departments of the mill and office; and was a pioneer employee of the Powell River Sales Company when it was formed in 1937. Since that date he has worked as second-in-command to John Dunlop, and has had a wide experience and intimate

contact with sales, shipping and transportation problems for the past twenty-five years.

He brings to his new position a unique and invaluable knowledge of the production and manufacture of pulp and paper. He knows every phase of plant operations and has a wide circle of friends in the industry.

So when you see the name of W. Woodward attached to your latest shipping bills, you will know you are dealing with an old friend and a veteran in delivering newsprint and pulp to users of Powell River products.

Promoted to plant engineer, succeeding R. M. Stewart, is J. Gilbert D'Aoust, senior project engineer at Powell River. A graduate of the University of British Columbia, Gil joined Powell River as stenographer in the engineering department in 1934. In 1937 he transferred to the draughting office, but left at the end of 1940 to accept a post with Consolidated Paper Company at Port Alfred; and later joined Price Brothers, another of Canada's leading pulp and paper producers.

Gil returned to the Pacific Coast in 1945, and was employed as a senior engineer with Sorg Pulp Company at Port Mellon, B.C. In the summer of 1949 he returned to his first love, Powell River, as development engineer. For the past year he has been senior project engineer, where he has been prominent in the new plant expansion program under resident engineer Don Blake.

He brings to his new post over twenty years of experience in both eastern and western Canada, and an intimate knowledge of the background and growth of Powell River Company.



W. W. Woodward

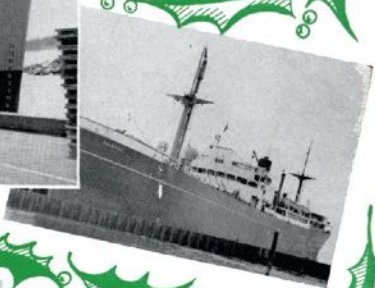
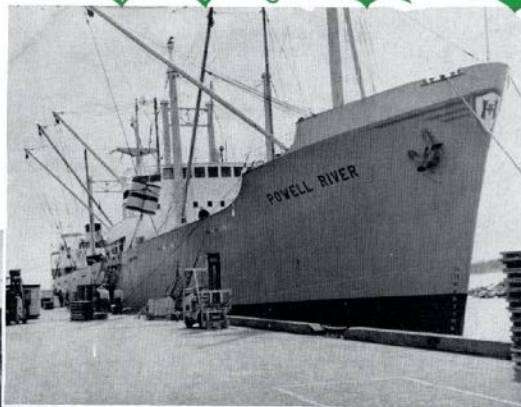


J. Gilbert D'Aoust



Bulldozer at work on the rugged right-of-way of P.G.E. Railroad, as fishermen troll for salmon and, in the background, the Powell River ferry from Gibson's approaches Horseshoe Bay.

Ships from many lands  
visit Powell River during  
the year—to our friends  
in these many lands . . .



and in other parts of the world we say—

*A Very Merry Christmas and may the New Year  
bring you Happiness and Prosperity*