Powell River DIGESTER

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Powell River

DIGESTER

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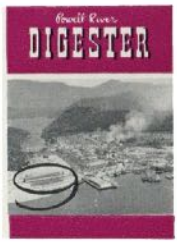
10

CONTENTS



The Cover Picture

Location of Powell River's ninth paper machine can best be appreciated from the air. For a closer view from a nearby hill please turn to the centre-spread.

Editor's Notes

In this issue we have attempted to review in simple outline the complex background of developments leading up to the installation of Powell River's ninth newsprint machine.

In announcing its official start of production we wish to express our appreciation for the sympathetic and understanding attitude of our publishers and users of Powell River newsprint during the long construction period.

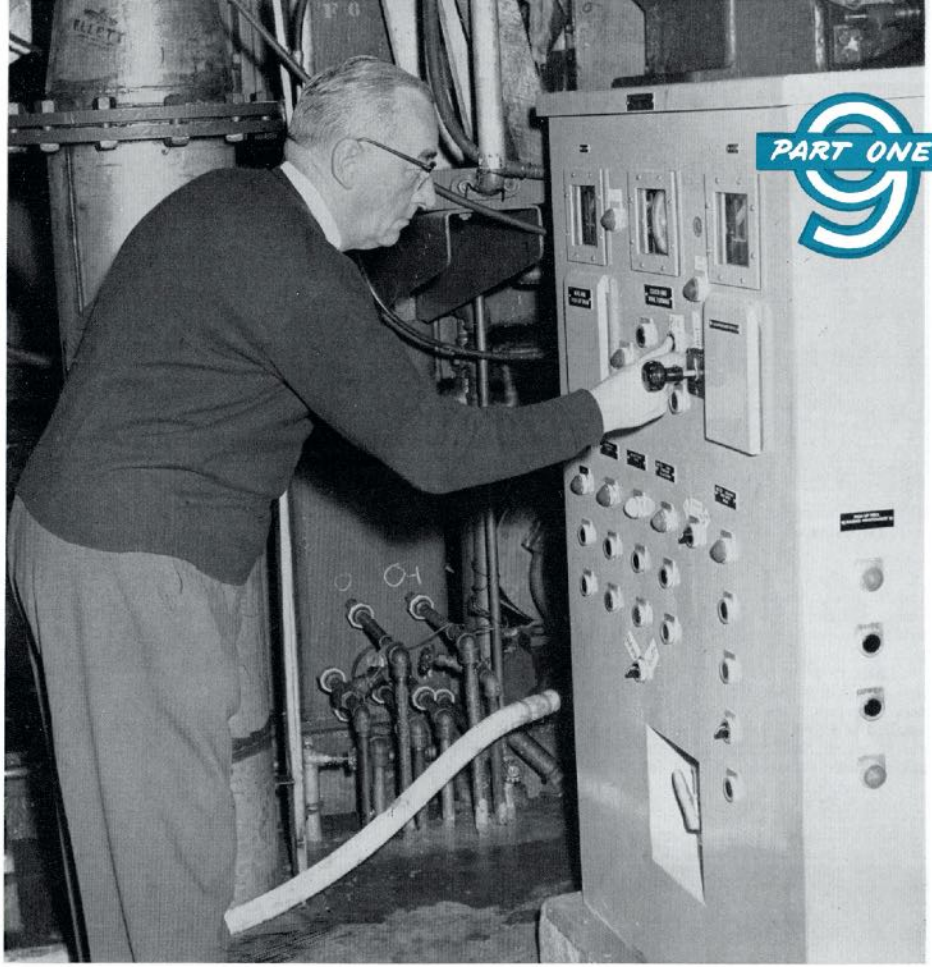
And we can assure them—in all sincerity—that while delays and dislocations set back our anticipated starting date, our men on the construction crews, in our engineering and management offices and in the field have worked literally day and night to keep operations moving. It has been a major effort, accompanied by unavoidable, but none-the-less frustrating delays in deliveries, and material shortages.

Many of our publishers who have erected new plants or additions to their old ones have gone through similar building problems, and will understand what we have faced over an eighteen month period.

Now those days are behind us. Number 9 is in operation and its newsprint will soon appear on the presses of our publishers.

This is Powell River's ninth paper machine to be installed during 45 years of actual operation. And, naturally, it is a good machine—at the moment the most modern in the world. It is equipped with the latest and best in paper making devices, and we are convinced it will give a good account of itself.

And so, as we add Number 9 to our paper machine family, it seems only fitting that we should proffer our thanks to all our friends in the publishing world for their continued support and co-operation.



With the press of a button Vice-President R. M. Cooper starts the world's most modern paper machine on its career at Powell River.

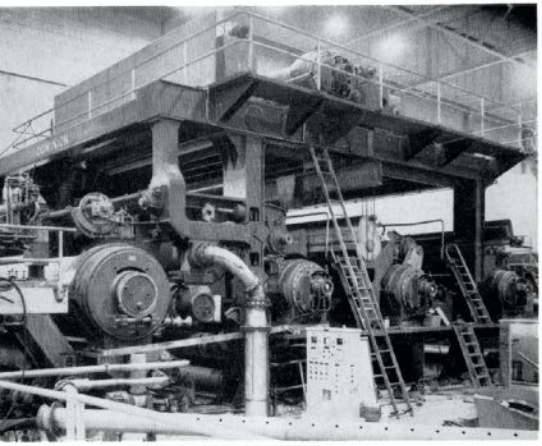
THE START UP

ON Thursday, February 28, Russell M. Cooper, Vice-President and Resident Manager, pressed the button that started Powell River's Number 9 machine on its paper making career.

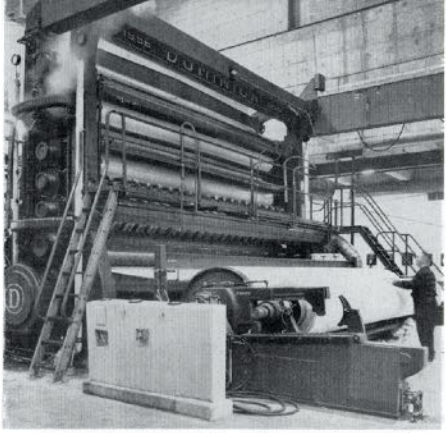
Starting up new paper machines was no novelty for "Russ." He was at Baie Comeau, Quebec, when the only two newsprint machines installed between 1930 and 1948 entered production. He was on the job when Powell River's Number 8 started up in September, 1948, and he has been a guiding force in bringing Number 9 into production.

To the men on the job—our paper makers, our mechanical crews, our technicians and engineers—the completion of Number 9 was just the end of a big job, before they start in on other major construction work around the plant. New steam plant additions are already under way. Extensive improvements to No. 8 machine are next in line. New wharfing space is planned. There is barely time for the crews to catch their breath before they carry on with the next job.

Yet Number 9 has been a real challenge. It is the latest step in paper making for these crews who have worked on successive machines over the years. It is still difficult for many of us, who remember when 700 feet a minute was a colossal speed, to see these



The vacuum couch transfer as it neared completion.

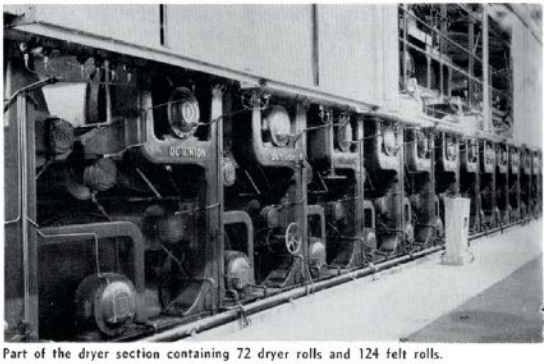


The calender stack and reel. Height of No. 9 is 40 feet.

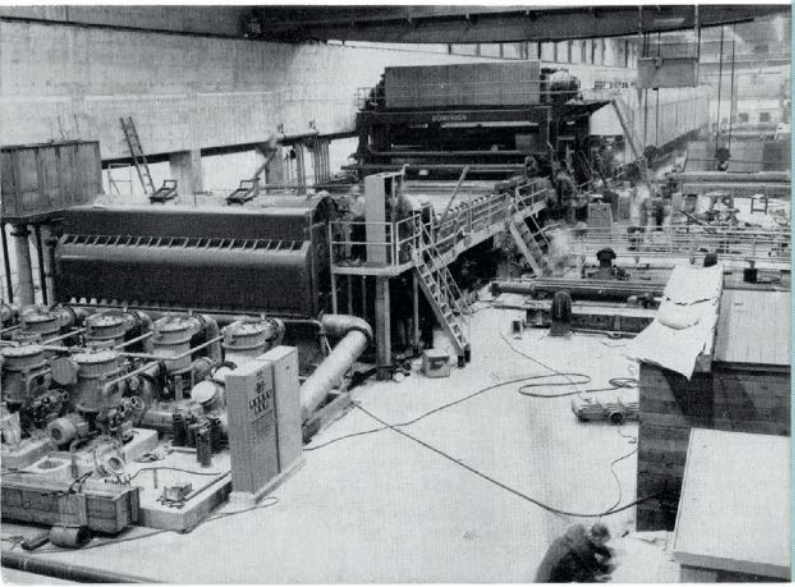
modern giants passing the once fabulous 2,000-feet-a-minute barrier, and to observe the automatic handling of paper from the machines to the weighing scales.

These men have seen the speed of our original paper machines almost doubled. They have seen speed increases on every one of the eight machines installed in Powell River. Two years ago they were present when Number 8 for the first time in paper making history, reached 2,000 feet a minute.

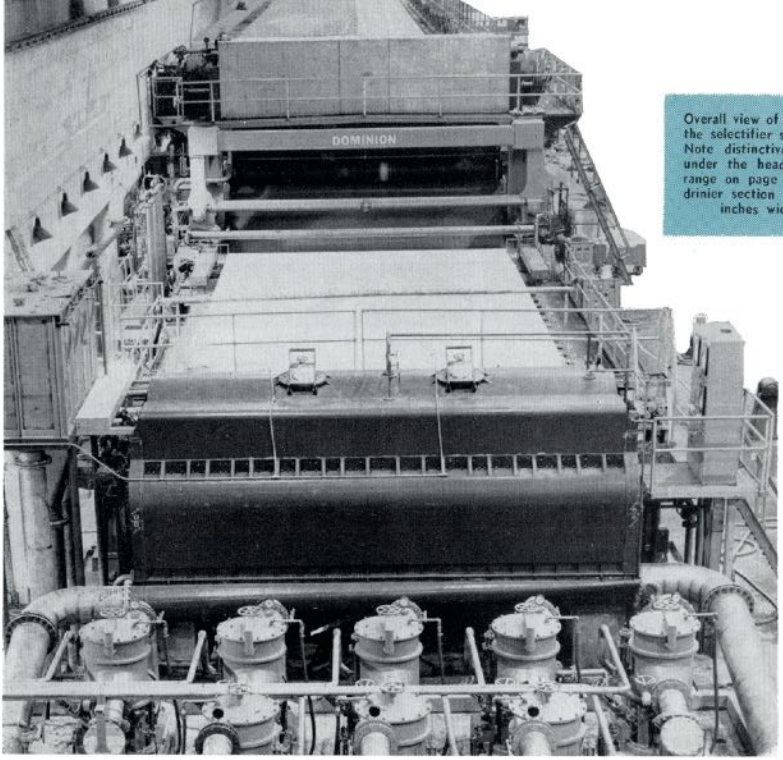
Number 9 is designed for speeds up to 2,500 feet a minute, and even this may be commonplace in the



Part of the dryer section containing 72 dryer rolls and 124 felt rolls.



Ten days before start up, No. 9 looked like this from the wet end. In left foreground: eight selectifier screens.

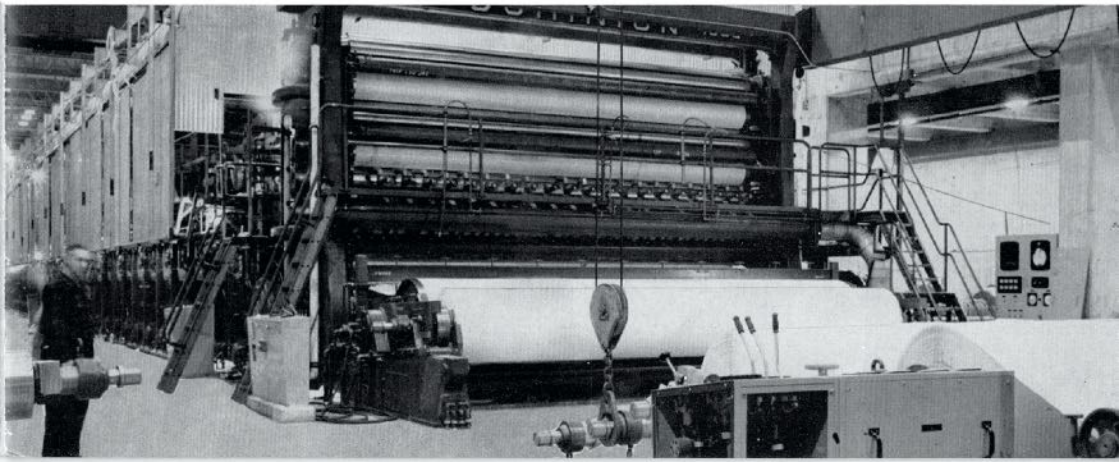


Overall view of Number 9's wet end with the selectifier screens in the foreground. Note distinctive stock distributor pipes under the head box, pictured at closer range on page 7. Length of the Fourdrinier section is 60 feet. Wire is 262 inches wide, trim 246 inches.

next decade. Today it is the latest in paper making skill and knowledge. The technical and mechanical knowledge of the manufacturer has been complemented by the long experience and practical knowledge of our men on the job.

As we dedicate this machine, and as Mr. Cooper presses the starting button we take this opportunity to pay tribute to the Dominion Engineering Company, designers of Number 9; the many firms which supplied other equipment and materials; and to the hundreds of Powell River Company employees who have worked long hours and given their unsurpassed skills and experience to bring yet another unit into production.

How the 350 ft. long No. 9 machine looks from the dry end.



M. J. Foley, President

William S. Brooks

Conley Brooks

Anson Brooks

H. F. G. Letson, C.B.

George W. O'Brien

Joseph S. Sample

Robert H. Scanlon

Clarence Wallace, C.B.E.

A. H. Williamson, O.B.E.

THE definite decision to add a ninth paper machine at Powell River was made in the spring of 1955, following a special visit of the directors to the plant.

For several months directors, officials, technicians and operating staffs had studied and discussed the advisability and practicability of another newsprint machine.

First consideration naturally was, "Is it economically sound? Does the demand for newsprint justify this expansion?"

At first glance the answer was undoubtedly "yes." Newsprint was in strong demand in the markets served by the Company. Pressure for more newsprint poured in from many and widely-extended sources. Machines running twenty-four hours a day and seven days a week were unable to satisfy the expanding appetites of continental and foreign publishers. In short, on the visible record, the prospects were promising.

But the decision could not be predicated solely on the simple facts of immediate expediency. Two, if not three counteracting forces had to be looked at.

First, before production could be started, nearly two years would elapse. Who could safely project the position of the newsprint market 48 months later? There were ominous rumblings and uncertainties in the international sphere. New construction of newsprint mills in Canada, the United States, in

PART TWO

Many Complex Factors Influenced

DECISION TO BUILD POWELL

the Far East, and in Europe appeared almost daily in the press and trade journals. There was, too, an expenditure of $20,000,000, which in the face of rising costs might well be largely exceeded before the machine was completed. (These fears have been realized and actual costs were well in excess of original construction estimates).

All these factors were debated, weighed and balanced by the directors, and the "economic weather" was deemed fair.

One basic hurdle was now removed. "But," said the directors, "while we are willing to face the economic future, what of the physical problems—for example, power?"

For the modern paper machine is a massive gulper of power. When Number 9 was originally conceived, power development in the immediate Powell River area was close to its maximum potential.

If a new machine was to be installed, two courses only were open. One was to build elsewhere, open up a new power development and construct an entire new mill with all its ancillaries. This would have set production dates back for more than a year and made vastly heavier expenditures necessary. The alternative was to purchase power from some outside

Harold S. Foley, Chairman of the Board

the Directors in Their Unanimous

RIVER'S NINTH PAPER MACHINE

source. There was no such available power within 100 miles of Powell River.

Was there a solution to the problem? The answer was found when Board Chairman Harold Foley of Powell River and President Dal Grauer of the B.C. Electric Company arrived at an agreement which overnight changed the whole picture.

B.C. Electric, with a power station at Cheekye, southeast of Powell River near Squamish, agreed to construct a 107-mile power line from that point to Powell River, and to guarantee ample power reserve for the Company's proposed expansion program.

Huge excavation was the first hurdle facing construction crews as work on No. 9 began.

The deal which brought together two of British Columbia's major industries solved the power problem. The directors and planners had cleared one of their biggest hurdles.

The biggest—but not all. There remained the choice of a site, and this again was not easy. Operators, engineers and officials surveyed the problem for many weeks. Footings had to be taken at different locations. One site might prove ideal for shipments but handling and movement from warehouse to storage was less convenient. Another might be perfect in all physical respects but soil and drainage conditions unfavorable. Yet another was ideal for erection of a single paper machine, but what of the future, when a second unit might be installed?

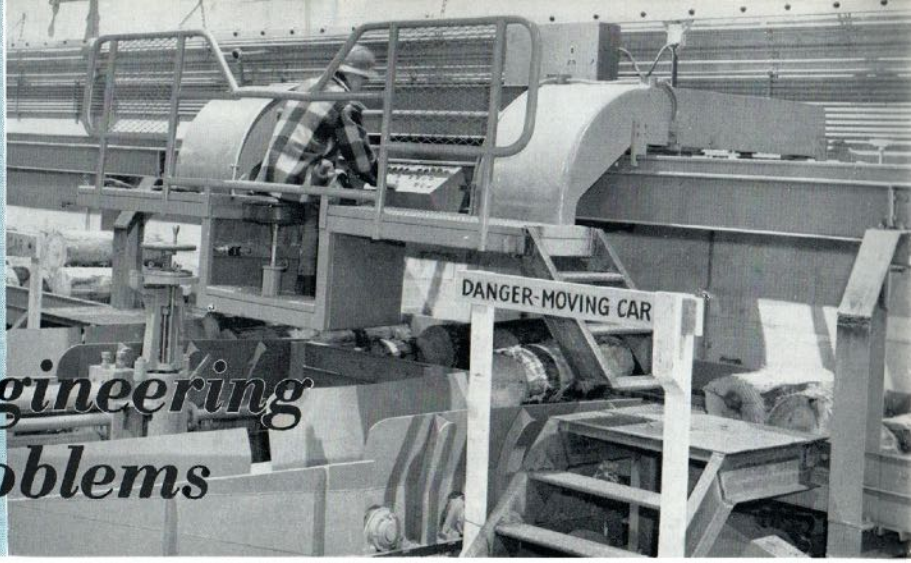
And so it went—weighing, submitting figures and surveying, balancing one factor off against another, until the best all-round location could be determined.

These and many other angles were all considered before the final location was determined, and the problems of building turned over to engineering and operating staffs.

The job was now theirs, and faced with a buoyant economy, featured by steadily rising prices and material shortages, many problems and frustrations had to be met and overcome before Number 9 was ready to play its part in satisfying anticipated demands by publishers.

In the following pages we have reviewed some of the highlights of the Number 9 story and the background of Company development over the years.

Engineering Problems

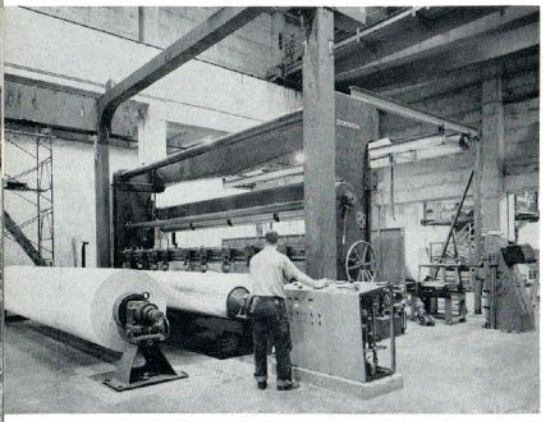


From his travelling carriage the operator can alternately feed the four grinders in the new groundwood room.

LONG before the go-ahead signal was flashed, all divisions—engineering, technical, operating, and administrative—had swung into action.

The engineering branch were in the forefront of the unleashed stream. Their first responsibility was to recommend the purchase of a particular paper machine.

"What type of machine shall we select?" Fortunately the choice was not between good and bad paper machines, but between machines of proven performance, designed by responsible manufacturers whose reputations for quality and performance stood high in the industry.



Special attention was given to the winder and the semi-automatic roll handling equipment.

Under these circumstances, the question of delivery became all-important. To meet urgent requests from publishers, Powell River planners put early production in the forefront of their considerations and sought quickest possible delivery dates from manufacturers.

On this basis, the choice went to Dominion Engineering. This firm, which has enjoyed close connections with Powell River for many years and which had designed our successful Number 7 and 8 paper machines, promised satisfactory delivery dates and allowed engineers to proceed immediately with preliminary work.

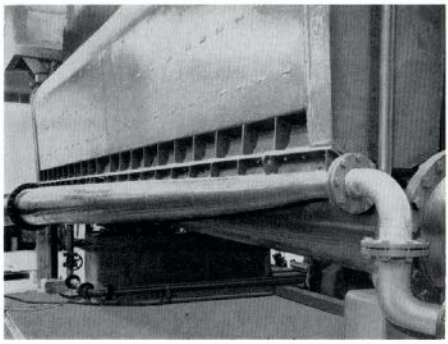
In the construction and erection of newsprint machines Powell River is in a fortunate, if not unique, position. As the pioneer plant in the west, with continuous operation extending over nearly 46 years, the Company has "defence in depth" in all divisions. Most of our papermakers have been through several expansion periods, and are experts on installation. Many of our plant superintendents have had engineering and technical training to supplement their long practical experience. Our Vice-President at Powell River, Russell M. Cooper, has supervised installation of paper machines here and in the east. Vice-President of Production Harry Andrews has worked on or supervised the installation of five out of the present nine machines at Powell River.

In the all-important sphere of trained personnel, Powell River is therefore in a strong position, and the engineering department, responsible for overall installations, has a smooth-working, highly-experienced team to support and implement their action. No decision in connection with Number 9 was taken alone. At every meeting the operators,

the engineers and technicians were on hand to pool their experience and knowledge.

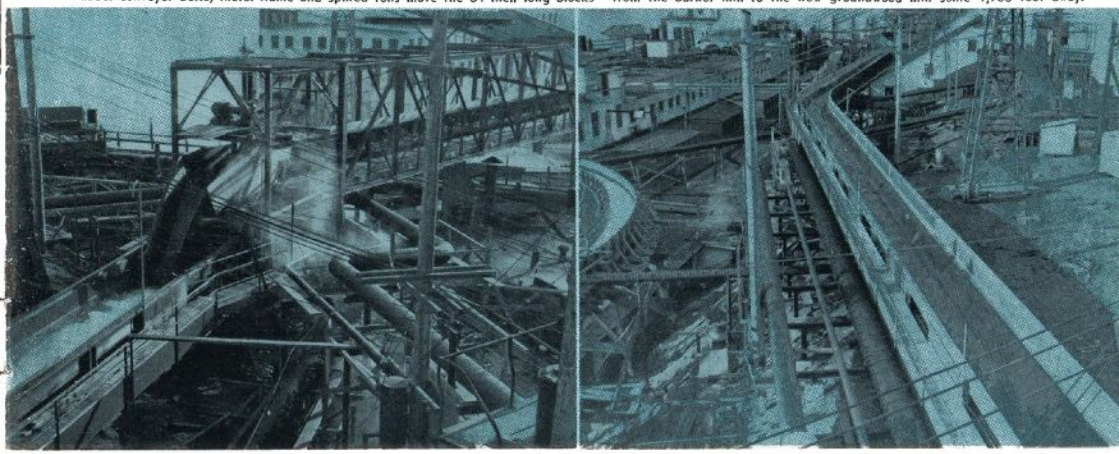
As a result, Number 9, as finally constructed, embodies many adaptations fashioned from local experience and know-how.

The slice, key factor in even distribution of the stock mixture, is a modification of one originally designed by the late R. Bell-Irving, former Vice-President of the Company. There are special features on the winder also, which will be treated in more detail in later issues of the Digester. Transportation of blocks to the groundwood mill is a local improvement, and so too is the elevated travelling carriage in the groundwood mill. The stock distributor, embodying special installations largely designed by a Powell River physicist, is a unique feature of the headbox. And so it goes in every department.



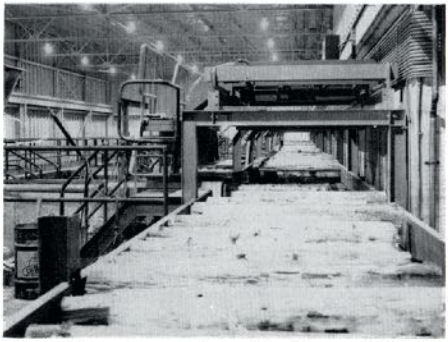
Ingenious modifications resulted in this dependable stock distributor.

Rubber conveyor belts, metal flume and spiked rolls move the 64-inch long blocks from the barker mill to the new groundwood mill some 1,700 feet away.

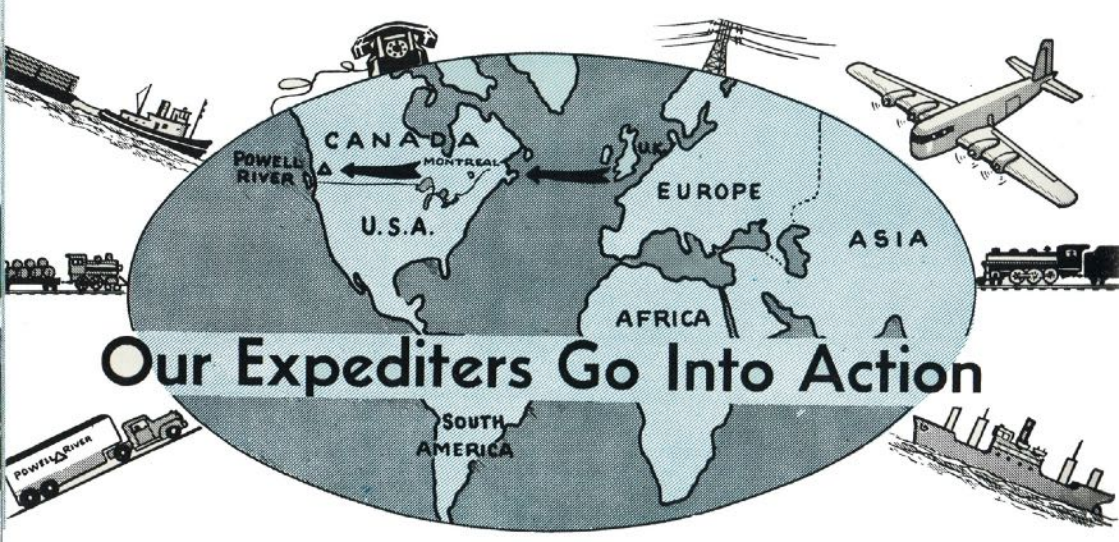


To ensure the most experienced consulting advice, the Company engaged the services of Sandwell & Company, world-recognized experts on pulp and paper construction. Its President, P. R. Sandwell, who was brought up in Powell River, was a former chief engineer for the Company and is familiar with all details of the plant and its development over the years. With this firm handling all drawings and designs, our own engineers were free to maintain close supervision of actual construction problems.

This engineering and technical "defence in depth" was a heartening feature of the construction period, which was often frustrated by delays in delivery and material shortages. But past experience, an intimate knowledge of the job, and specialist skills, brought the operation through to a successful conclusion.



Vehicular block carriers and all manual handling were eliminated in the groundwood mill.



Our Expediters Go Into Action

"WE CHASED every vital piece of equipment from drawing board to factory—watched its progress through the factory and followed it on the journey until its final arrival at Powell River."

This is how one of the men on the Company's expediter squad described efforts to keep equipment moving and schedules maintained.

From the outset, our active crew of expediters faced one basic obstacle. At the time Number 9 was ordered, industry in general—paper machine equipment, steel, and other essential commodities—were in short supply and demands were heavy.

It was not possible, as the expediter put it, to say "all right, fellows, you make delivery on a certain day or else."

"The answer," he continued ruefully, "would have been 'or else,' and that was no good to us. We had to keep on the job day and night, probing here, pushing there, and still trying to keep cool, calm and collected."

Within this limit, however, Powell River Company did everything humanly possible to get equipment moving. Engineering Vice-President Harold Moorhead even went to Great Britain to visit factories and speed up deliveries of electrical equipment. A special agent was appointed to inspect all British equipment before shipment, to insure that specifications were adhered to and materials shipped on schedule.

The Company placed representatives in all areas where equipment was being fabricated, and these men made daily visits to plants and to firm executives. Meantime special expediters-at-large flew back and forth between Vancouver and eastern points to keep the job moving.

Even before the "building" decision was made, the Company had placed advance orders for future deliveries of steel, cement and other materials. They reserved rolling capacity, and made immediate commitments to purchase a wide variety of necessary machinery and other goods. This saved many hold-ups later.

To further help speed up movement, Powell River Company purchased $100,000 worth of equipment to be used in construction. This was over and above equipment used by contracting firms, and is a measure of the Company's responsibility to its publishers.

Our purchasing department office in Vancouver often resembled the floor of the New York Stock Exchange on a busy afternoon, with phones ringing, firm representatives lining up outside, the men at Powell River impatiently asking what happened to this or that order or when did we expect the steel girders. Thousands of orders for material went through the office, executives came and went, expediters dashed in and out, hurried calls winged over the inter-com from other departments.

It was a two-year bedlam, which only the calm born of long and similar past experience could take in stride. And all the time the normal million or so dollars of maintenance equipment and supplies had to be ordered. Certainly Number 9 construction was a purchasing agent's dream of something or other.

And behind all this, the labor shortage, particularly of skilled men, had on-the-job supervisors tearing their hair. Craftsmen were picked up wherever they could be found, and that included the entire area from the Pacific to Atlantic Oceans.

Now the job is done. The expediters are drawing their first easy breaths. Smiles have displaced frowns in the plant. All that is behind. It's been a tough job, but well worth the effort as Number 9 takes over.

A Wide Range Of Building Materials Went Into No. 9 Machine

IN THE neatly finished package which now represents Number 9 machine and its ancillary equipment, there are few visible signs of the tremendous quantities of material and effort that went into its construction.

As a beginning, before a single form was laid, nearly half a million cubic yards of earth were removed in the original excavations.

Over 20,000 cubic yards of concrete were poured into the forms for the buildings. This would lay down a nicely paved two-lane highway from the Biltmore Hotel in Los Angeles to the Rose Bowl in Pasadena. And from what we have seen of traffic in that area recently, it might be a good idea.

A lot of form lumber was thrown into the job. The total of 2,000,000 board feet would build about 200 moderately sized homes.

Reinforcing steel was also used in substantial quantities. About 1,300 tons, in fact, or 473.5 miles, the distance as the crow flies between the British Columbia and California borders. In addition, 800 tons or 300 miles of structural steel were tossed in to sweeten the pot.

In linking up the electric needs of the big machine, almost fantastic quantities of electric conduit piping were necessary. In all, nearly 30 miles of such piping has been set in place. Five times this length, or 150 miles, of wiring runs through the conduits.

One item which made an impressive showing considering its comparatively restricted use in industry was stainless steel. Approximately one-quarter of a million pounds of it are distributed throughout the building, largely in piping and on flumes.

Among the scores of minor materials purchased we might mention nails. Altogether 50,000 pounds of nails, or 500 kegs, were used throughout the job.

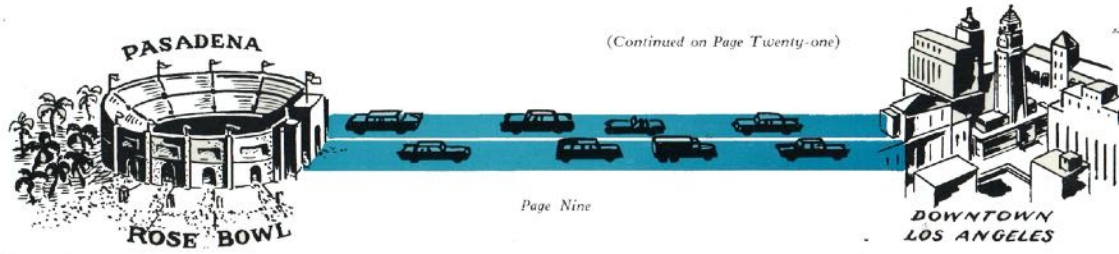
Maintaining an adequate labor force was always something of a headache in these days of short labor supply. At the peak period, and this continued practically through the year, 630 men were maintained on contractors' payrolls, in addition to assistance given by Powell River Company personnel. A specialized trade force of over 400 men including millwrights, mechanics, pipefitters, and welders performed the scores of operations that could be done only by skilled craftsmen. One hundred and ten electricians were busy throughout the summer on installation work.

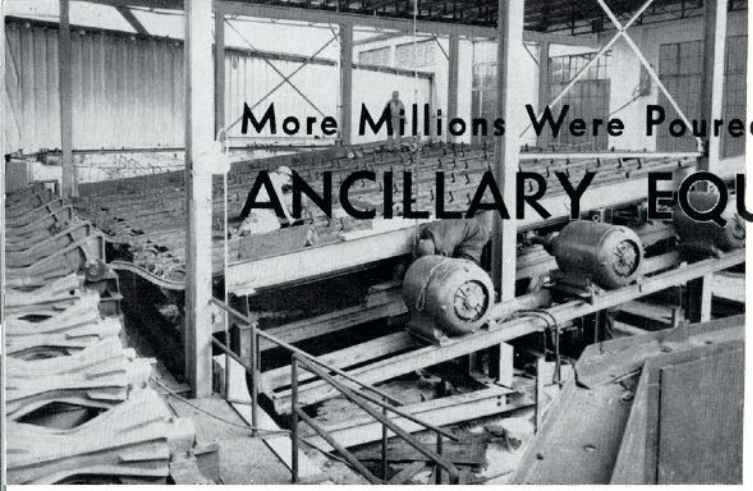
The crews were fed and housed in a special modern construction camp; and up to the end of 1956, half a million meals had been prepared by the cookhouse staff.

The engineering staff burned the midnight and holiday oil in preparing plans and specifications for the widely-extended installations. On the Company files alone there are over 600 blueprints and specifications. These are all in addition to those prepared by contractors and sub-contractors.

However, to the Traffic Department this tremendous unit presented a totally different picture.

(Continued on Page Twenty-one)





More Millions Were Poured Into No. 9's

ANCILLARY EQUIPMENT

An all-metal slasher deck was among many additions required to keep Number 9 adequately supplied with logs.

WHEN Powell River Company announced that work would start immediately on the installation of a ninth newsprint machine, few people "outside the trade," appreciated what this involved in the way of construction. To most it only meant that the Company would purchase and assemble a new paper machine, erect a building around it and start producing paper.

It was not that simple. The moment a new paper machine is announced, the entire Company organization is galvanized into action. A new paper machine means more of everything—more power, more storage, enlargements or alterations to almost every department, and the installation of extensive ancillary equipment.

Total cost for the Number 9 machine project is approximately $20,000,000. The cost of the paper machine itself represents only a portion of this figure. First, a site had to be cleared, access roads built, electric drives purchased, scores of pump systems installed. All this for the machine itself. Not more than one-half the cost of the expansion can be charged to the actual machine and its ancillary equipment.

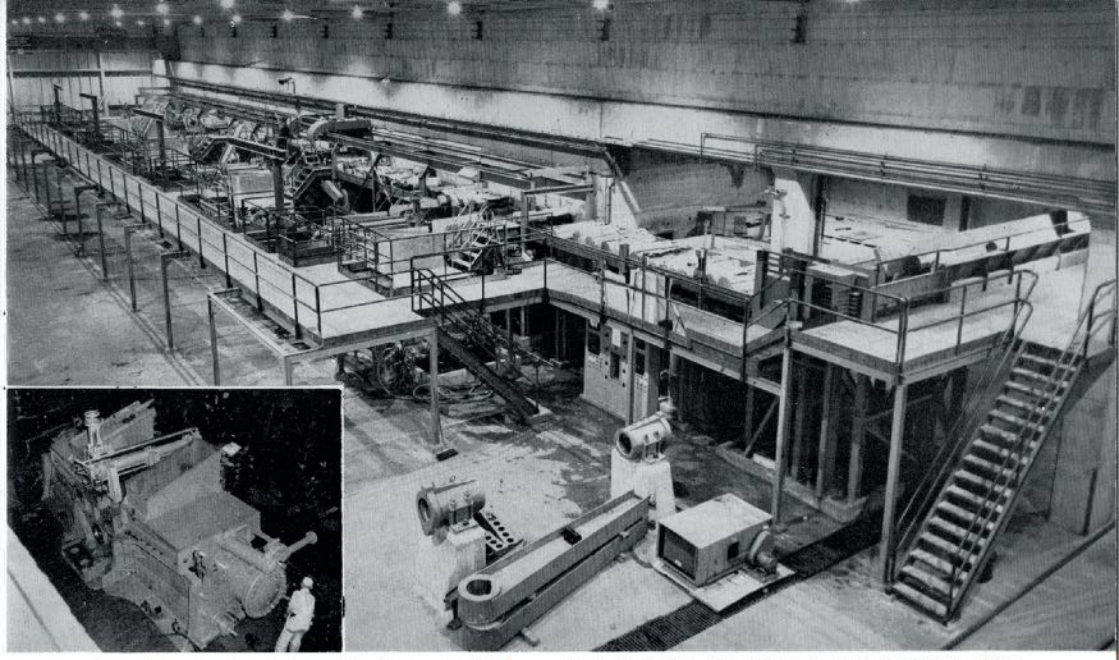
In addition, numerous other projects, each in itself a major undertaking, had to be put in hand. To make more paper we needed more pulp. To manufacture more pulp, a new grinder room, with all its complicated equipment, was necessary.

More newsprint rolls would come off the machine, so additional space was necessary for wrapping and finishing. So, up goes a new Finishing Room.

The rolls of paper have to be stored and shipped, and this means the engineers must prepare plans for an enlargement of our deep sea warehouse.

A new and modern roll grinding building was

Better working facilities were provided for the administrative departments in this new office building. The old office structure, which stood for 45 years, is being demolished to make room for a marshalling yard for the construction of a new boiler in the adjacent steam plant.



Increased groundwood supply is assured by the new groundwood room, above, with its four giant grinders (see inset for closeup). Other innovations include a roll grinder building, expansion of sawmill, warehousing and mill railroad facilities.

built some time ago. With Number 9 a reality, substantial enlargement of these facilities was necessary.

The location of Number 9 machine room brought up a new problem of transporting blocks from the wood room to the new grinders. And so a long block flume conveyor of structural steel is the new medium to hurry the blocks to the big Waterous grinders.

Scores of additional fresh water lines, steam and condensate pipe lines, lines from the sulphite plant, etc., had to be added to existing equipment.

A new electrical substation, necessary through increased power usage, enlargements to our railway system, expansion of wood room and sawmill facilities are among the scores of additional projects that proceeded hand in hand with "the installation of a ninth newsprint machine."

While not directly linked with the construction of Number 9, the new and highly modern Powell River Company office building is part of the "new look" which goes with the new machine.

The building was completed in the middle of January, and staffs moved from the old building to the new before the end of that month.

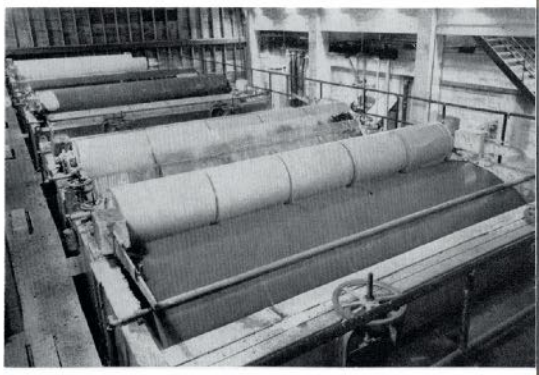
Cost of the new structure was approximately $600,000, and hundreds of residents turned out for the Open House Day on February 1.

The building is three storeys high and is complete with modern equipment and facilities.

And none of these projects which employed many extra men, must interfere with maximum and regular output from existing machines.

During the entire construction program plant operations have never been interrupted. Newsprint for our customers has rolled off the machines, shipments have been made on schedule and maximum output has been maintained.

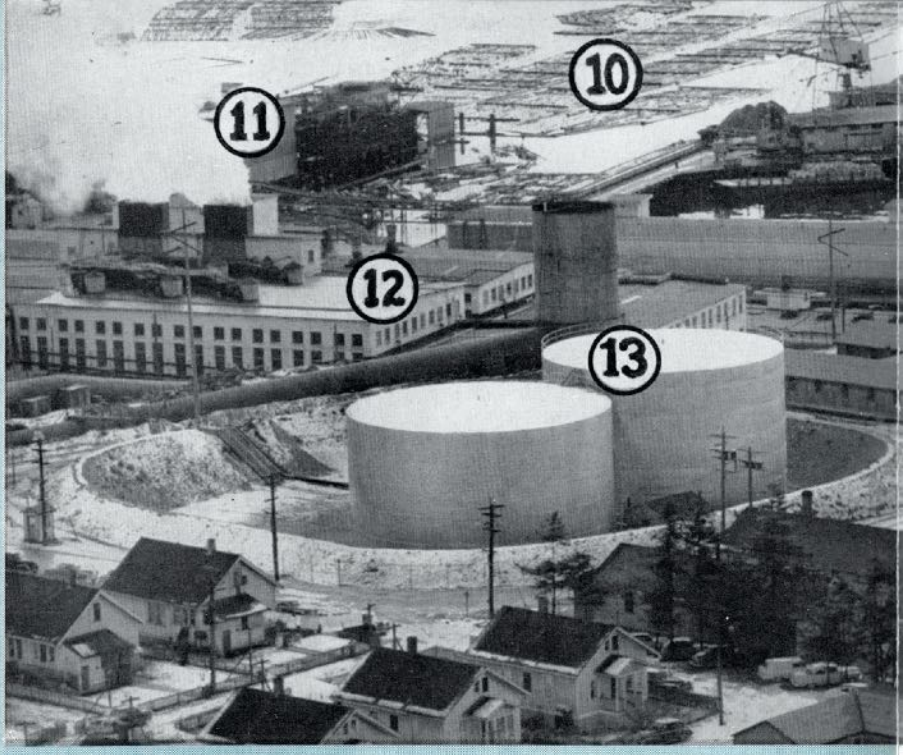
This is no small achievement, and it is only possible because of the large number of trained and experienced staffs at Powell River.



No effort or expense has been spared to get the best possible equipment for screening the pulp and assure better newsprint quality. Above: Groundwood deckers thickening pulp.

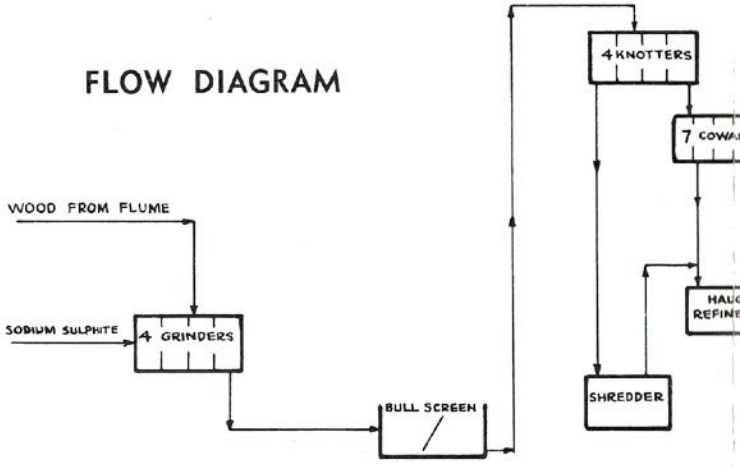
The curtain opened on Powell River's ninth paper machine when Chairman of the Board (then President) Harold S. Foley, left, and longest service employee, Courtney Powell turned over the sod on the site of the future machine room in July, 1955.

To see how the same spot looks today lift this page.

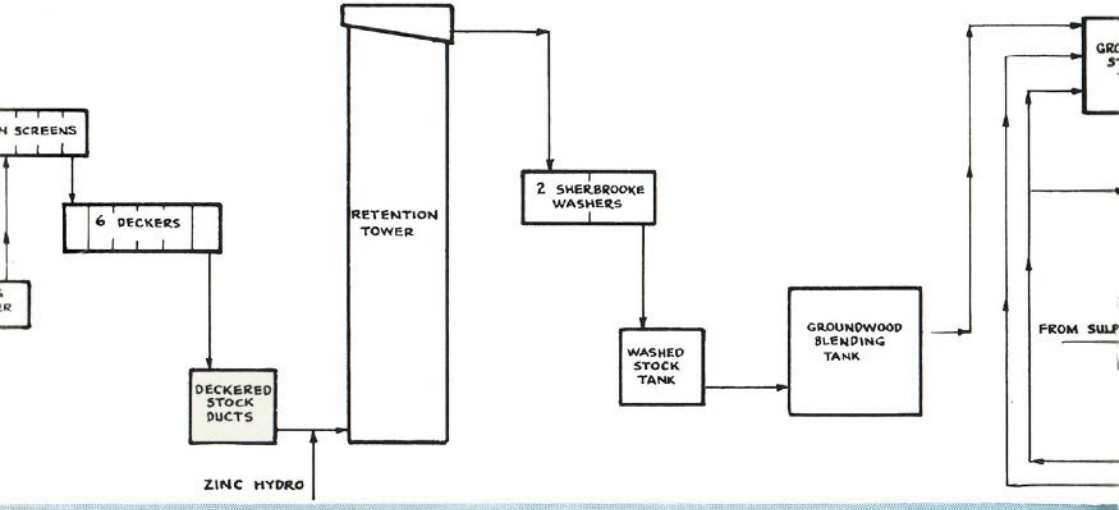


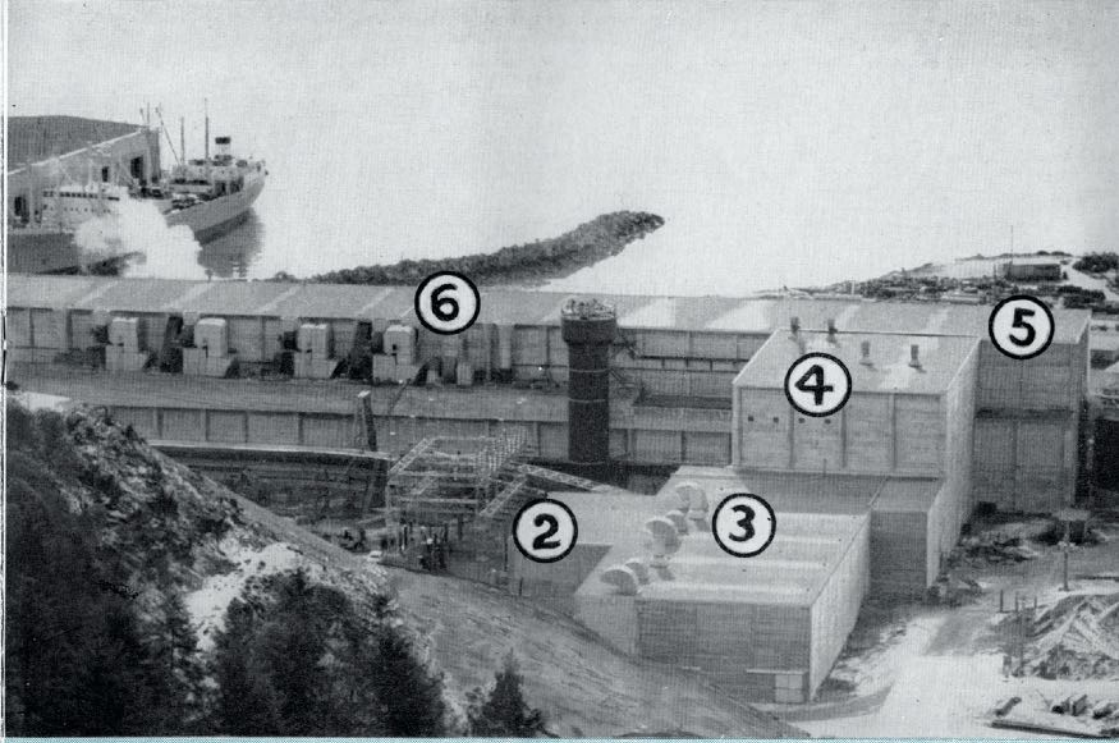
KEY TO BUILDINGS 1. Warehouse for No. 9's Engineering Stores. 2. Fre

FLOW DIAGRAM

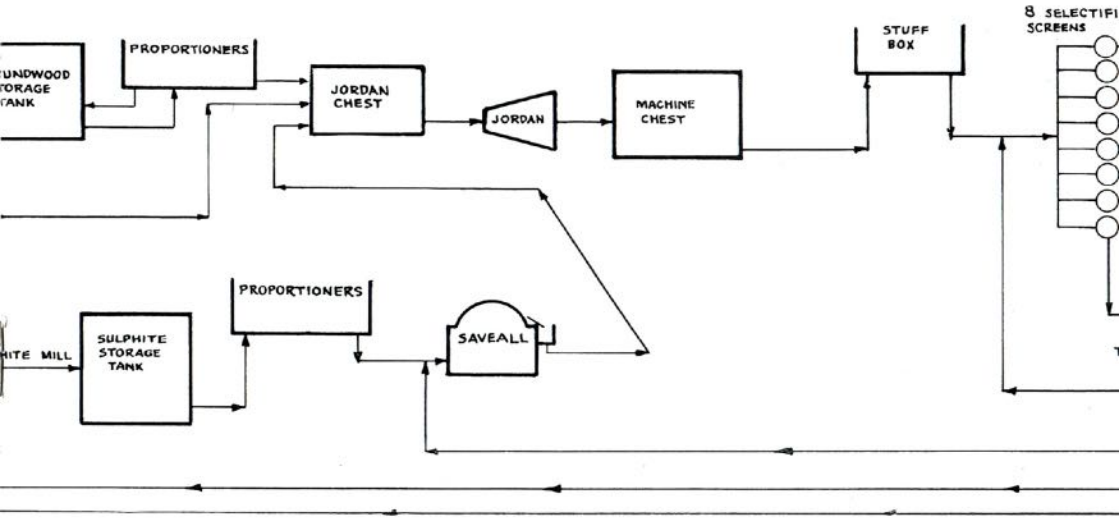


quency Changer and Nos. 5 and 6 Substations. 3. Groundwood Mill. 4. Screen Room. 5. Beater Room. 6. Number 9 Machine Room.

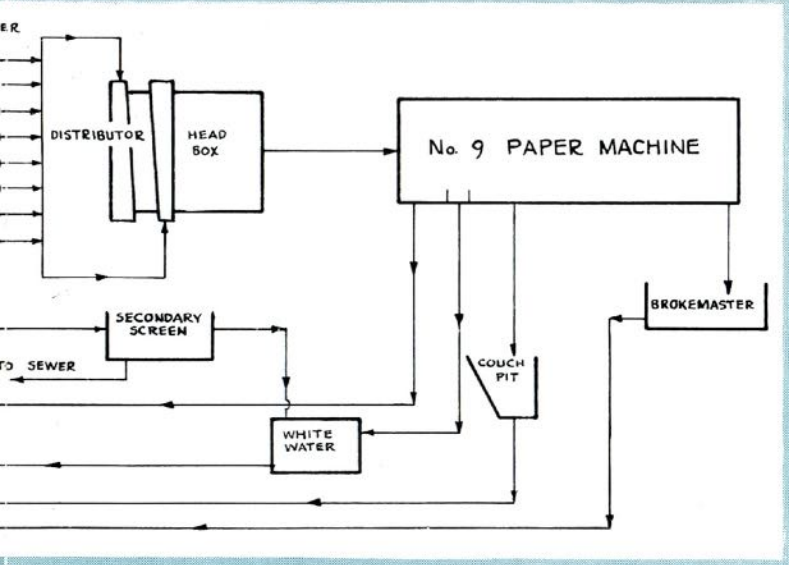




7. Finishing Room. 8. Deep Sea Warehouse. 9. Coastwise Warehouse. 10. Log Pond. 11. Barker Mill and Chipper. 12. Nos. 5-8 M



achine Rooms. 13. Fuel Oil Storage Tanks. 14. Construction Camp for No. 9.



THE MEN BEHIND THE JOB

It took real team-work to build No. 9

ONE of the first considerations after "the decision to build" was the setting up of the overall organization committee responsible for the entire direction of the various aspects of the project.

The successful results of past experience made this a comparatively simple task. Every executive had passed through a similar construction period before. Each was familiar with his job, and from the start the organization proceeded with experienced efficiency. Here are the key figures under whom the skilled operating and technical staffs carried on the job.

Harry Andrews

Harry Andrews, Vice-President of Manufacturing, joined Powell River Company in 1920, and has been promoted successively as chemist, plant chemist, technical director and vice-president. He is considered one of the most experienced technical men in the industry. Number 9 is the fifth paper machine he has helped install. He was management's overall representative and supervisor of the operation.

J. A. "Jock" Kyles

As Vice-President of Finance, Jock Kyles was responsible for all financial matters, which included supervision of all purchases. Jock has been with the Company for 32 years, and has been through five construction periods. He was at Powell River for over 20 years and is familiar with the operating as well as the financial problems of the organization.

Russell M. Cooper

Vice-President Russell M. Cooper is management's representative at Powell River. He was responsible for the direction and supervision of all phases of installation. Russell has been with the Company since 1941, and has been in the paper-making business since the early 20's. He is a veteran on paper mill construction, since he directed the installation of Number 8 and worked on the last two machines installed in the pre-war period in Canada, at Baie Comeau, Quebec.

W. C. R. "Ray" Jones

In a $20,000,000 project like the construction of Number 9, the problems of personnel, public announcements, contacts with contractors, with government representatives, etc., loom largely in the picture. These problems were the responsibility of Vice-President W. C. R. "Ray" Jones, who has spent over twenty years in the industry, both in eastern and western Canada. He is a practical operating executive as well as a public relations official, and is especially well qualified to handle this vital phase of "Operation Number 9."

Harold Moorhead

Vice-President of Engineering, Harold Moorhead has an impressive background in the industry. On graduation from University he worked in pulp plants in British Columbia; and later spent several years with newsprint and pulp firms in Eastern Canada. He came to Powell River as resident engineer in 1942, was promoted to chief engineer in 1950 and to vice-president in 1956. He was one of the key men in the installation of Number 8 in 1948, and has directed or carried out all the Company's major engineering projects during the past fifteen years.

And behind these men were the scores of trained supervisors, engineers, technical and operating men who pooled their skills and experience to complete the project and who can be justly proud of their achievement.

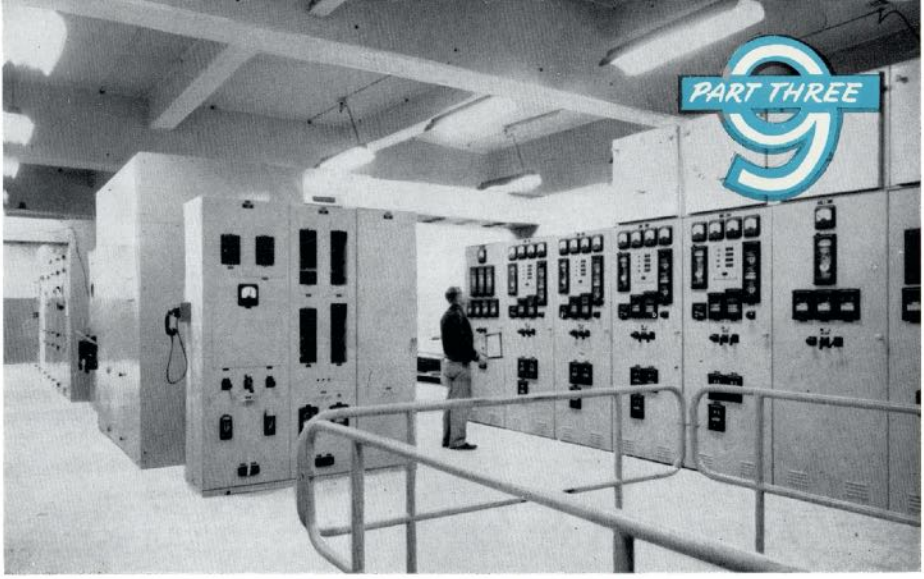
I. H. Andrews

J. A. Kyles

R. M. Cooper

W. C. R. Jones

H. Moorhead



Part of Nos. 5 and 6 substations controlling power supply to the vital areas of No. 9 machine.

No. 9 would have been impossible without

MORE POWER

THE original selection of the present Powell River mill site was based on the assurance of an adequate supply of power. This was found in Powell Lake, a stone's throw from the mill (1650 feet by penstock line) and in 1911 appeared ample to meet the Company's power demands into the indefinite future.

By 1925, when plant capacity was doubled, Powell Lake was developed to its maximum of 50,000 H.P.

Five years later a further power source was found in the Gordon Pasha chain of lakes about 15 miles south of Powell River. By 1948 this watershed had provided generator capacity for an additional 45,000 H.P.

At this point the power potential of the immediate Powell River area was largely exhausted; and in recent years restrictions have been placed on the use of domestic power to keep the life blood of the area—Powell River Company's mills—in steady operation.

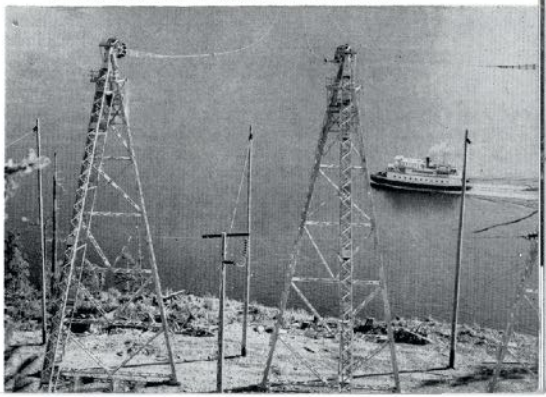
When the decision to build Number 9 was made, Powell River Company entered into an arrangement with British Columbia's largest power producer, B.C. Electric, to import new power for industrial and domestic consumption.

Construction costs of the 107-mile power line from the Cheekye substation to Powell River meant an expenditure of several millions of dollars. The area in between, while showing substantial growth in recent years, was still sparsely populated. Most of the power was used for purely domestic purposes. There were no large industries to feed.

The advent of Number 9 changed the picture, and the B.C. Electric agreed to push the line through to Powell in time for the opening of Number 9.

Today, consumers of our product are assured of an uninterrupted power supply for the machinery that turns out their paper.

The world's fourth longest aerial crossing across Jervis Inlet enabled the B.C. Electric to bring needed power to Powell River.



Transportation of logs—Powell River's all-important raw material—has been made safer and speedier by self-dumping log barges pioneered by Powell River Company's Logging Division.

LOGGING AND FORESTRY DIVISIONS HAVE ALSO

MORE production of paper means more logs and more equipment to handle the logs, and this brings our forest operations division into the play.

Last year Powell River's logging division operated twelve logging camps whose individual production varied from three million board feet to 60 million board feet of logs.

Employing 1,300 men, these camps have been producing a total of 240 million board feet annually, recovering an added several million board feet of smallwood through separate operations.

In all Powell River Company operations, a total of 325 million board feet is used annually.

More than 250 miles of logging roads are currently in use by our logging camps and some 30 miles of roads are built additionally each year to get the logs out of the woods.

Over $5,000,000 is paid out in wages to our logging crews and another $1,200,000 spent by the logging division on towing logs to our mills.

Long before No. 9 started operation, this division under Vice-President John Liersch, was laying plans for the additional wood to meet requirements of the new machine. The timber will come from logging camps spread over 500 miles of British Columbia's rugged coast line and will be transported to the mills. A large part of it will be purchased from independent loggers while the remainder will come from company-owned and operated camps. Salvage wood will be utilized in ever increasing quantities with some 40,000,000 feet planned for this year.

Back of the millions spent on the paper machine were other millions for new logging equipment and new timber developments.

Two years ago the logging division initiated a revolutionary step in log transportation with the introduction of self-dumping log barges. Speed and safety in getting the logs to the mill, as well as future expansion were the chief factors in the decision to build the barges. As a result, transportation of the logs from the Queen Charlotte Islands to the mill has been reduced from three weeks by raft, to three days by barge, and log losses through sudden storms have been minimized. Constructed of steel with built-in flooding tanks the barges are capable of carrying 1,500,000 feet. The first of their kind in the industry, they have lived up to all expectations.

Emphasis on wood conservation policies and the continuity of future supplies in perpetuity is the goal of the forest operations division. All limits owned or controlled by the Company are being scientifically harvested and large reserves of timber have been built up. Experimental tree farms are being operated and cutting and thinning methods are constantly under study.

For the past decade Powell River Company's

NEW TUGS ADDED FOR LOG TOWING

To handle the increased volume of logs, three additional tugs have been purchased to augment the Company's towing fleet. This fleet now consists of 14 tugs engaged solely in towing of logs from camps and newsprint and pulp from Powell River to railhead at Vancouver.

A former airforce base will be site of new camp at Alliford Bay.

forestry staff has included no less than fifteen graduates in forestry or forest engineering from universities in British Columbia, Washington, Denmark and Switzerland.

Among their significant research activities have been the establishment of two experimental forests comprising 2,650 acres, and experimental spot and broadcast seeding of Sitka spruce.

Such research never ceases, with highly trained specialists doing all in their power to keep our forest lands continuously productive on a sustained yield basis, so as to assure an uninterrupted supply of logs for our paper machines.

The installation of Number 9 has further emphasized the need for adequate reserves and the scientific harvest of the timber to protect the Company and consumers of its product in the decades, even centuries ahead.

BEEN GEARED TO NO. 9

Piled high on modern barges, above, or bound into time-honored Davis rafts and flat booms, the logs are towed in a never-ending stream towards Powell River's log pond.

Materials for No. 9

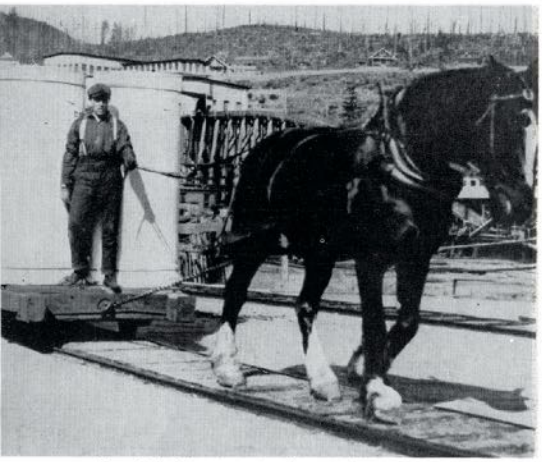
(Continued from Page Nine)

They eyed it not as a unit, but as 126 separate carloads, with a total weight of some 3,200 tons, comprising all manner of parts and pieces, some small, some weighing eleven tons apiece, such as the large dryer rolls, and some carloads running in weight to over 140,000 pounds, requiring special rail equipment to transport it. They were mindful that as the machine took shape, the needed parts in the building had to be properly scheduled and routed, in order that widths and heights of heavy units would safely pass through tunnels and would clear bridges enroute. Since there is no rail connection to Powell River, all carloads had to be transferred at Vancouver from rail cars to barges for water movement beyond, and for each and every car suitable arrangements had to be made for the necessary lift cranes to make the transfer.

They looked at the rubber covered rolls and remembered it was necessary to see that heated car service was provided enroute from Eastern Canada so that the temperatures in these cars would not go below 50°, to protect the rubber covering. At time of transfer with weather at freezing level, they remembered the ingenuity of the navigation officials in producing a diesel electric unit to place on the end of the large covered barge, moving these rolls to Powell River, generating heat for the protection of the cargo. They were mindful of the skill, care and responsibility of those entrusted with the handling and the transfer of this machinery, and the fact that a broken sling or some other mishap could have damaged a piece or unit that had taken months to construct, with the possibility of delay in the startup of the machinery and the disastrous effect on consumers already depending on this production.

It is not difficult to understand why some of our personnel responsible for getting the job done had heavy hangovers when it was completed.

PART FOUR



Yesterday's horse-power has been supplanted by diesel and electric trains (above, right) for moving Powell River's purple-banded rolls from the finishing rooms to wharf warehouses.

Progress Came

Old pictures point up the many changes undergone by Powell in the past 45 years

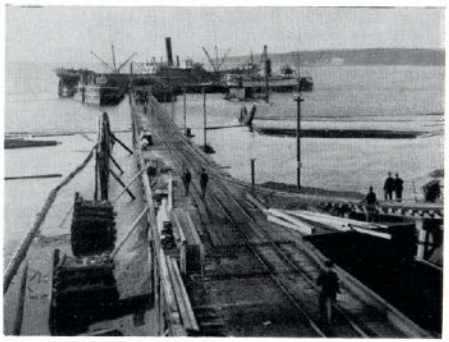
WHEN Number 9 is running at regular and steady speeds, production of newsprint at Powell River will reach 1,470 tons a day, or about 500,000 tons annually. This is a far cry from the first year's output of 30,000 tons in 1912.

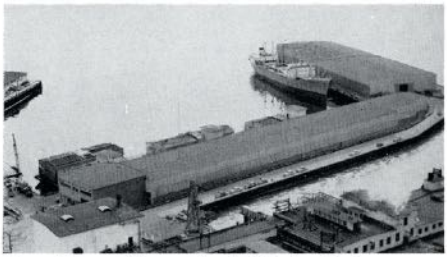
The present expansion represents the fifth major construction period in Powell River's 45-year history. Between 1911-1913 four paper machines came into production, with a total output of 250 tons daily or about 75,000 tons per year.

In 1925-1926 production was doubled by the installation of 5 and 6 machines. These machines, with speeds of 1,000 feet a minute, ushered in the "high speed era" in papermaking.

Two years later, planning for installation of a seventh machine went on the boards, and in December, 1930, it was in production. Designed for the then fantastic speeds of up to 1,200 feet a minute, it was the wonder machine of its day. Output of newsprint was now 650 tons for the 24-hour period—or about 200,000 tons annually.

It was 18 years before another machine was installed in Powell River. The depression of the



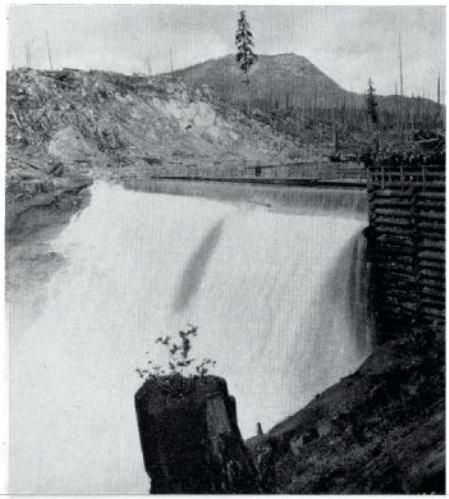


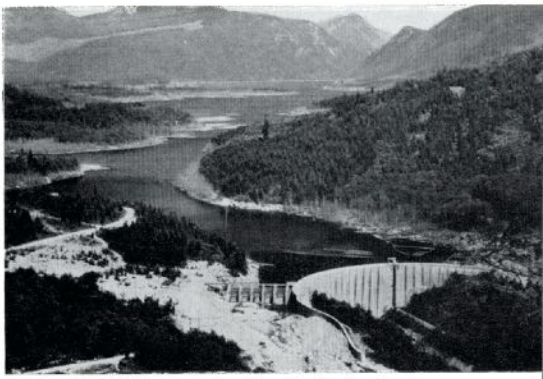
Wharf facilities in Powell River's year-round port have kept up with the times. Picture at left was taken in 1911 when the first two paper machines arrived aboard the "Queen Alexandra" from New York. The present docks and warehouses are shown at right.

Powell River was originally chosen as the site for a paper mill because of the adequate supply of water from Powell Lake. The early (1911) dam, left, was enlarged to develop its present 50,000 h.p. An additional source of power was obtained in 1930 (see lower pictures).

With Each Paper Machine

It took a lot of elbow grease to man-handle an average newsprint roll in earlier days. Today's trucks make light work of the biggest, heaviest rolls produced at Powell River.





A maximum of 45,000 h.p. is developed from the Scanlon dam, above, which traps the waters of the Gordon Pasha lakes. How this dam appeared in 1930 is shown at left.

Forty years ago, as now (right), Powell River boasted the latest in hospital buildings and health services. Modern churches, schools (below), firehalls, theatres, stores, community halls, parks, ice arena and other amenities are available today.

30's followed by six years of war kept production at a minimum. Only two machines were erected in Canada during these 18 years.

In 1948 Powell River installed its eighth newsprint machine, the first erected in the post war period. With Number 8 came the miracle speed of paper machines. It was the first in the world to reach the magic 2,000 feet a minute speed. Output of newsprint, as Number 9 became readied for production, was 400,000 tons annually, and daily production has neared 1,300 tons on several occasions.

And now Number 9, designed for an almost incredible speed of 2,500 feet a minute is in operation and getting ready to issue another world's speed challenge to its incoming rivals.

Powell River townsite, hewed out of forest and stumps by the Company, started out with a population of about 1,000 people in 1912, and the entire housing area was confined within a square mile.

Today, the Powell River area, with a population approaching 11,000, is a District Municipality, comprehending an area of about 20 square miles. It has its own recreation fields, playing grounds, ice arena, and facilities for all social and cultural life. It is considered one of the most prosperous and livable municipalities in Canada, and its people have a pride in their area unsurpassed even by the Los Angeles Board of Trade.

The growth of the district has paralleled the expansion of the Company, and over one-fifth of the entire population are members of the Powell River organization. The progress of Powell River and the prosperity of its people is evidence of what a free economy can accomplish when allowed to work out its own destiny and problems.

One of the earliest buildings in Powell River's formative years, the school hut, above, is a far cry from the several new schools now serving the district. A typical elementary school is pictured at left.

It is doubtful if in 1911 (picture below) the builders of Powell River could foresee the growth that the mill and townsite were to undergo in the ensuing 45 years. Community visible beyond the townsite, above, is built around Cranberry Lake.

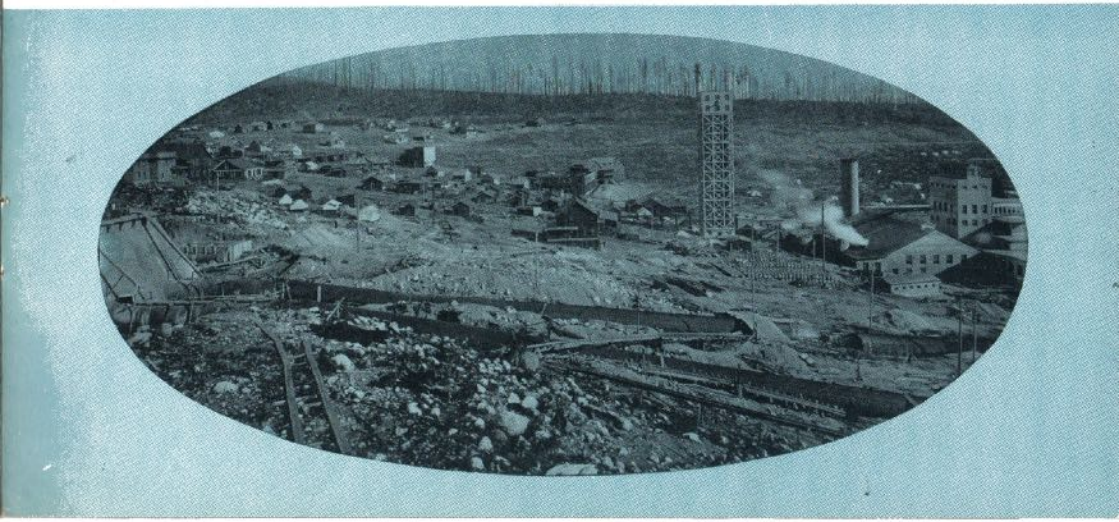
Three years ago the Company erected new wharfing facilities, which can berth the largest freighters, while over 10,000 tons of newsprint can be warehoused. Warehousing facilities were further extended in February.

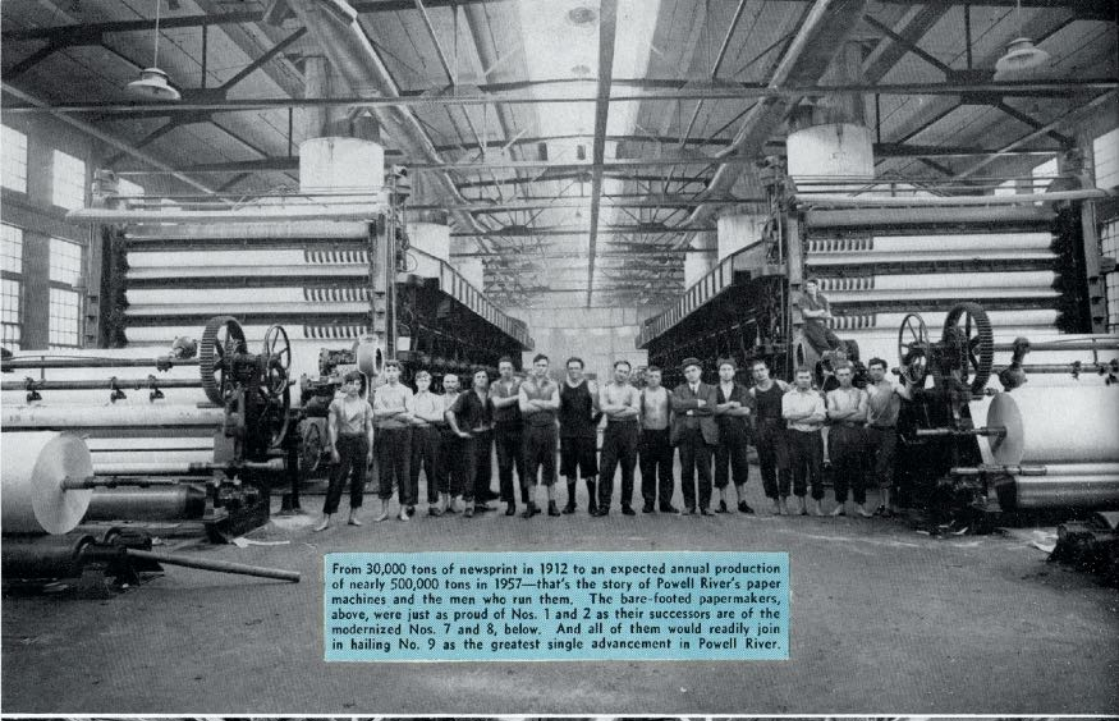
This, too, is a far cry from the old simple wooden wharf of 1911, where sailing ships tied up and equipment from the United Kingdom and Eastern Canada was shipped around Cape Horn. Powell River was shipping paper over two years before the Panama Canal was opened to sea traffic.

First class educational facilities are one reason for Powell River's attraction as a place in which to live.

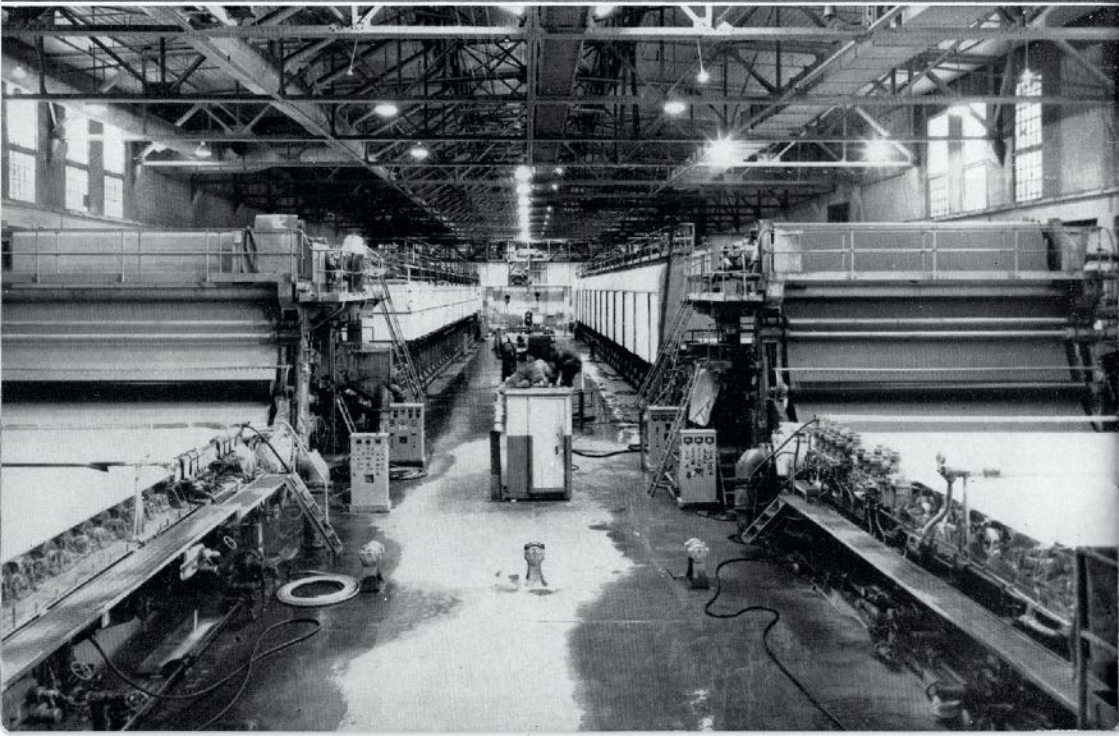
Starting from a two-room "shack" and one teacher in 1911, the area is now as well equipped with schools as any metropolitan centre. In the highly concentrated Powell River area there are ten schools with 2,500 pupils and 90 teachers.

Total personnel on Powell River Company's payroll in 1912 was 600. Today there are some 4,500 employed in all divisions of Company operations.





From 30,000 tons of newsprint in 1912 to an expected annual production of nearly 500,000 tons in 1957—that's the story of Powell River's paper machines and the men who run them. The bare-footed papermakers, above, were just as proud of Nos. 1 and 2 as their successors are of the modernized Nos. 7 and 8, below. And all of them would readily join in hailing No. 9 as the greatest single advancement in Powell River.



This modern paper box plant in New Westminster is one of four operated by Martin Paper Products in Western Canada. The others are located in Calgary, Edmonton and Winnipeg. Martin's is a Powell River subsidiary.

Meantime Powell River Subsidiaries enabled us to

Integrate and Diversify Operations

UNTIL 1952 Powell River Company was exclusively in the pulp and paper business. In 1937 the first departure from straight newsprint production was made with the installation of Flakt Dryer equipment for the manufacture of commercial sulphite pulp. This was further expanded in 1940 when a Kamyr machine was set on the line. Along with its newsprint output, the Company, since 1940, has manufactured and sold an average of 35,000 tons of sulphite annually.

In 1951, as another step in the integration of operations and diversification of output, Powell River purchased the sawmilling properties of the British Columbia Manufacturing group of companies, one of B.C.'s pioneer lumber producers. These plants turn out approximately 80,000,000 feet of finished lumber annually. Employees total 550.

Further diversification and expansion came in 1954, when the Company purchased outright the properties of Martin Paper Products, manufacturers of corrugated containers, with plants at Winnipeg, Calgary and Edmonton. In 1955 a fourth modern plant was added to the Martin chain with the construction of a B.C. plant at New Westminster.

Both the B.C. Manufacturing group and Martin Paper Products are wholly-owned subsidiaries.

Another smaller subsidiary is B.C. Paper Converters Limited which turns out a variety of paper rolls—adding machine, teletype, carbon, etc.—for the commercial trade.

Purchase of timber and sawmilling properties of the British Columbia Manufacturing Company group in 1951 was a big step in the integration of Powell River's operations. Desirable location of the B.C.M. plant on the Fraser River is readily apparent in this aerial view.

PART FIVE

LOOKING AHEAD . . .

THE installation of Number 9 is only one further step in a long series of mile posts of Company history, some of which have been reviewed in this issue. Powell River is now a widely extended organization, operating pulp and paper plants, lumbering and logging companies and corrugated container factories.

In the vocabulary of a modern progressive company, the word "static" has no place. And Powell River and the men directing its destinies have no intention of standing still.

This was a main reason for the formation of the Planning Division several years ago. Headed by Director of Planning, Dr. Ralph Patterson, this division is constantly studying new methods of production, feasibility of new plants, and further diversification of products.

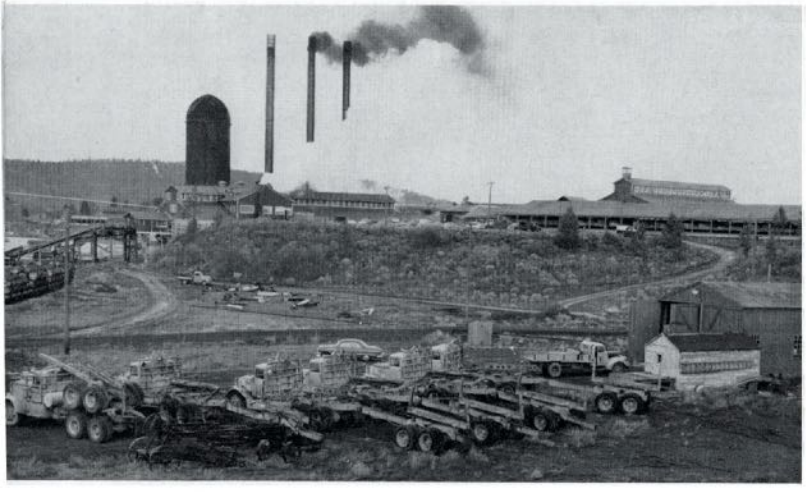
Just as Number 9 was nearing completion, President M. J. Foley announced yet another move by Powell River in the lumber and pulp fields. The Company is acquiring controlling interest in the plant and properties, including timber reserves, of the famous Brooks-Scanlon Incorporated. The Brooks-Scanlon operation is located at Bend, Oregon, where the firm has successfully engaged in logging and lumber operations since 1915. Final details of the arrangement are being worked out.

The original founders of Brooks-Scanlon, the late Dr. D. F. Brooks, Anson S. Brooks and M. J. Scanlon also founded Powell River Co. in 1911.

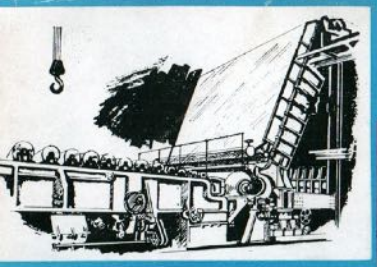
The properties at Bend comprise a total of nearly 150,000 acres of timberland, and the Company's logging operation was recently entirely converted to truck logging. The plant has 550 employees on its payroll and cuts around 100,000,000 feet of lumber a year. Eighty per cent of this is the well-known Ponderosa pine, the remainder fir and other species.

Plans call for modernization of the present sawmill and while the operations of the mill will be carried on as before, this will only be part of the plans for the Bend area. It is proposed to install barkers and chippers immediately and a pulp and paper mill is under consideration.

Many other projects are "in the fire." The Bend venture is the latest, but certainly not the last. Our planners are scanning the field watching the economic pulse, looking near and far for new prospects that will dovetail into the master plan for Powell River operations. Management is looking well to the future.



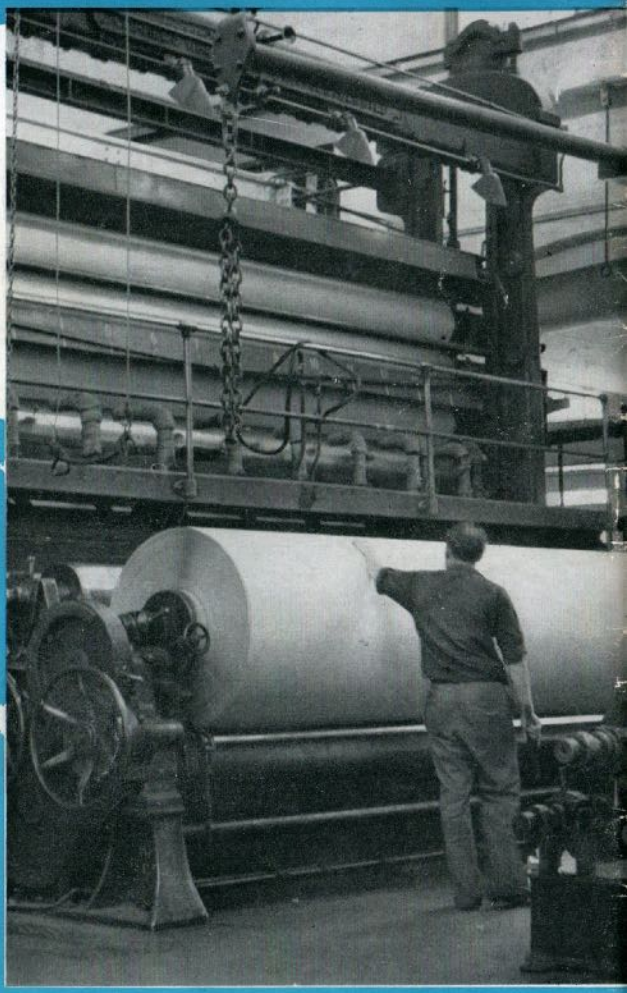
Part of Brooks-Scanlon sawmill is visible at left, while at right characteristic logging scenes around Bend are depicted by Paul Hosmer's camera in a variety of weather.

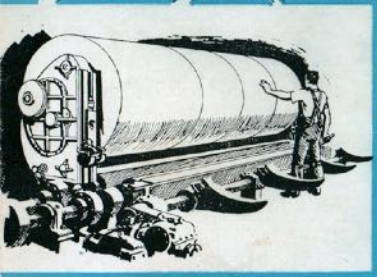


POWELL RIVER

Products

NEWSPRINT - PULP - LUMBER - CARTONS

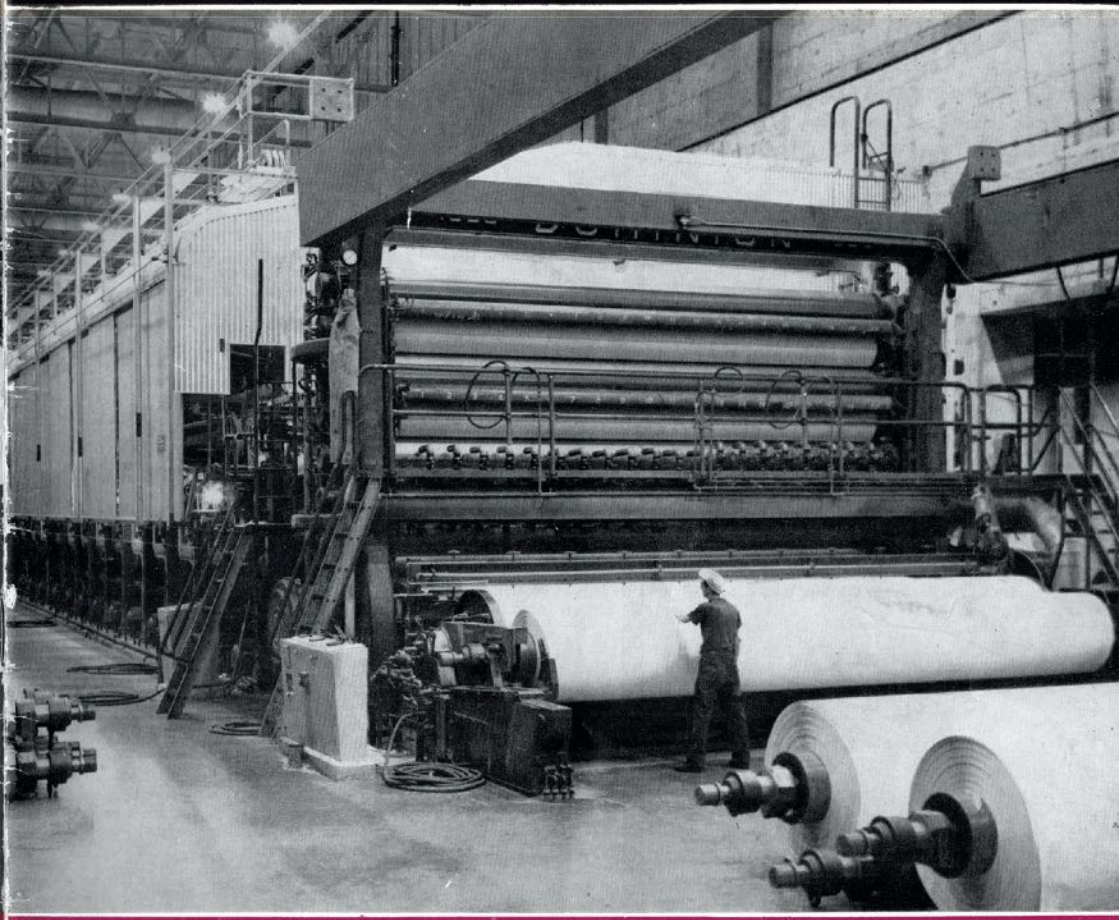




POWELL RIVER PRODUCTS

Through research and integration we are doing everything possible to safeguard the consumers of our products into the future, and to assure them of perpetual supply.

Powell River DIGESTER



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Powell River

DIGESTER

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Paul King, Assistant Editor
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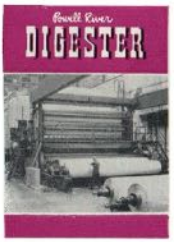
CONTENTS



The Cover Picture

Number 9, latest addition to Powell River paper machines, is running smoothly and helping to create new tonnage records.

Editor's Notes

Many years ago we were employed as a broke hustler (bottom job) in the paper machine room at Powell River. A backtender (much higher up the scale) commented on the growing popularity of radio and its probable effects on newsprint consumption.

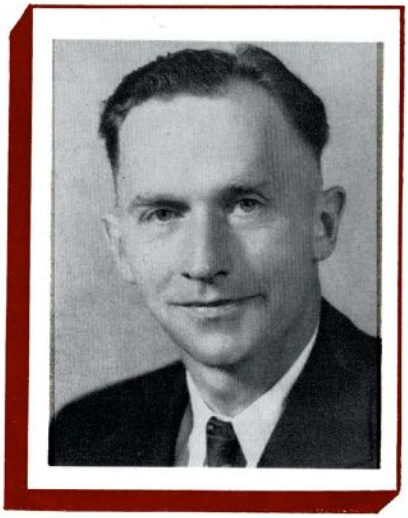
"Time to get out of this business," he advised us. "Get out now while you can. In a few years nobody will be reading newspapers. All advertising will be done over the air. This business is on the way out."

Twenty years later, newspaper publicity has expanded beyond the wildest expectations of the publisher. True, the radio received lots of advertising, particularly in the national field. But when direct sales are necessary, then the big department stores and business houses found there was no substitution for the daily paper received hot off the press.

Only three years ago the same sentiment was voiced in connection with T.V., but the advertising lineage of the dailies continues to climb. T.V. is doing very well, but has not cut down the slightest degree the appeal of the newspaper to the housewife and the direct buyer.

Oddly enough, both T.V. and radio have complemented interest in newspapers, particularly in the sports field. Anyone who has watched a fight or a sporting event on T.V. or heard it on radio, will rush out to buy the first paper to read and gloat over the details.

T.V. and radio have their place in our society and we enjoy them as much as the next person. But they have not whetted our desire to read the fascinating pen pictures of events the next day, nor have they prevented my wife from seizing the paper as soon as it arrives, to find out where who is selling what!



Howard Urquhart

Howard Urquhart Moves to Vancouver Office

LAST month, Powell River Company announced the temporary transfer to the Vancouver office of Howard Urquhart, assistant resident manager at Powell River.

The transfer is a phase of the Management Development program instituted by the Company, and will enable Howard to obtain further experience in fields of policy and activity outside of actual mill operations.

A chemical engineering graduate of the University of Saskatchewan and a native son of British Columbia, Howard joined Powell River as a laborer in 1935. He was transferred to the laboratory as pulp tester and in 1938 was promoted to assistant to the groundwood superintendent. His wide experience and close contact with all phases of plant operations gained his promotion to assistant to the resident manager in 1948. In 1951 he was appointed to his present responsible post of assistant resident manager at Powell River.

He is recognized in the industry as an outstanding pulp and paper technician and no one is more familiar with every phase of plant operations.

Howard has been active in recreative and welfare fields in the district. He is a Company representative on the local Hospital Board. In his twenties he was an outstanding baseball player and one of Powell River's bids for the local hall of fame as a pitcher. His knowledge of sports is almost equal to his knowledge of mill statistics, and these are almost frightening to the poor layman. He plays golf in the low 80's and is an inveterate ice hockey fan. His golf should help the Vancouver office climb out of the cellar in the annual inter-company tournament this year.

The Urquharts, Howard, his wife Roma and daughter Sherrill will be moving to Vancouver in June, and will carry with them the best wishes of their many friends and associates in Powell River.

First job for all—to learn English. Above: Sopron's assistant professors' class.

Canadian flag heraldry was explained to newcomers by Fisheries Minister Sinclair. Note Hungarian tricolor in background.

A Hungarian University's Entire Foresty Faculty

President Foley, centre, congratulated student leaders of Sopron and U.B.C. at re-dedication of the Hungarian college.

UNIQUE TRANSMIGRATION WELCOMED BY INDUSTRY

ON FEBRUARY 22 the advance guard of a group of Hungarian students, representing the Forest Faculty of Sopron University, arrived in Powell River.

This aftermath of the Hungarian uprisings of last fall has created world-wide and continental interest. It is the first time in the history of North America that an entire faculty of a foreign university has transferred its affairs bag and baggage to start a new life in a new land.

The Sopron students were among the thousands of Hungarian refugees who were brought to Canada and the United States by our respective governments, and there were naturally many reservations regarding the widsom and success of the venture.

In Powell River the integration process has proceeded with an unexpected smoothness. The conduct of the students has been exemplary. They have gone quietly about their studies (which consist

Sopron students are keen on soccer (below), basketball, fencing, table tennis.

Fond of music, the Hungarian students play several instruments, boast a well-trained choir.

almost entirely of English lessons) have participated actively and vigorously in the social and recreative life in the community. They have made many friends among residents, and their two months' sojourn has been unmarred by a single "incident." Leading continental film and newspaper representatives have covered the Powell River story, and University of British Columbia educators have been assisting in evening lectures.

The background of the Sopron story started immediately after the Hungarian revolt. The Sopron students, along with thousands of others, escaped over the Austrian border.

In Austria Canadian Minister of Immigration Jack Pickersgill met the Sopron heads who expressed a wish to keep their faculty together.

Mr. James Sinclair, Minister of Fisheries and member for Coast-Capilano federal constituency, appreciated that a forestry group would be of special interest to British Columbia. He in turn contacted Harold S. Foley, Chairman of the Board, Powell River Company, who was immediately interested—

Students eat cafeteria-style at Powell River. Professors' wives assist with daily cooking chores.

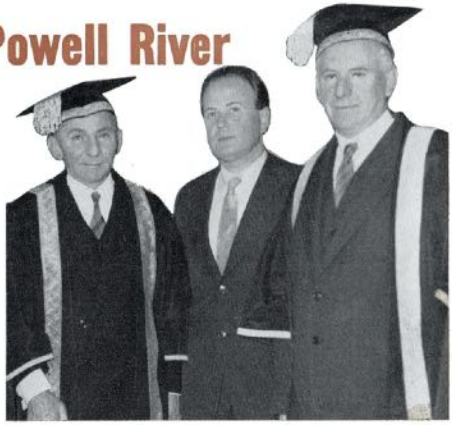
Finds Temporary Housing in Powell River

first from the humanitarian angle and secondly because of the benefits that might be expected to accrue to the practice of forestry in the west.

Mr. Foley, on behalf of the Company, placed the construction camp built to house workers on Number 9 machine, at the government's disposal. The offer was accepted, and when construction workers moved out in February, the Sopron group took over the camp.

The British Columbia government co-operated with federal authorities and made arrangements to supply teachers for the faculty. It was their belief that the first and most important factor in the assimilation process was to teach the new immigrants the English language as quickly as possible. Today the students are taking an intensive four-hour-a-day course in English.

For Powell—indeed for Canada—it has been and is an interesting, and to those of us in close contact with the situation, a fascinating experiment. There is little doubt that in the end our nation will benefit from this infusion of new and advanced forestry techniques and culture.



Sopron's Dean Roller, centre, was welcomed by U.B.C.'s Chancellor Lett, left, and University President Dr. MacKenzie.

Immigration Minister Pickersgill was impressed with students' industry. Many will find forestry jobs this summer before going to U.B.C. next fall.

Hungarian folk dancers delighted Powell Riverites during Sopron's public entertainment.

What We Saw IN EUROPE

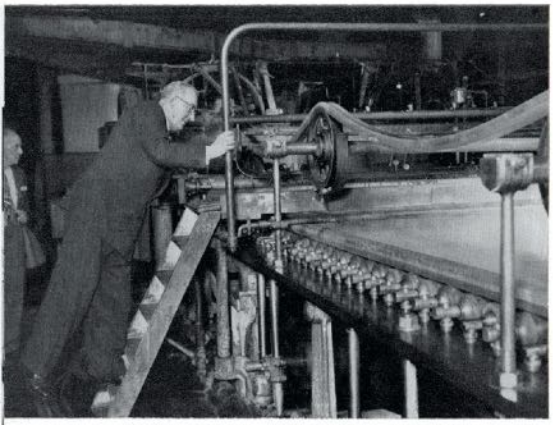
Representatives of Canada's pulp and paper industry were hosted by the Technical section, British Paper and Board Makers' Assn. Group above was photographed at Storr Hall, home of Horace Spencer. The author is shown in circle, right, vice-president Cooper in rectangle. Mrs. Keays is circle left, with Mrs. Cooper in centre circle.

By DR. JOHN L. KEAYS, *Superintendent of Research and Development.*

MR. and Mrs. R. M. Cooper, Mrs. Keays and myself have recently returned home from a two-and-a-half months' trip which covered a good part of Northern Europe. Our route was from Vancouver to Amsterdam, and from there to Finland, Scotland, England, Norway, Sweden, Denmark, Germany and Belgium, with a few days in Paris and from there home.

The main interest in Finland was newsprint manufacture. Finland has a number of modern and progressive newsprint mills. Summa is the newest of these mills, and their one Beloit machine, started up less than a year ago, is presently running at 2,000 fpm. Another of Finland's new newsprint mills is at Kaipola, in central Finland, and their two new machines are operating around 1,600 fpm. I do not know what increase in newsprint tonnage is being planned for Finland as a whole, but it seemed as if every newsprint mill we visited was either planning to put in new high speed machines or was in the process of speeding up old machines.

Our visit to Great Britain was part of a planned



Mr. Cooper inspects machine at Stoneywood Works as J. N. Stephenson, Editor of Pulp & Paper Magazine of Canada, looks on.
—Photo by Ken Brooks.

Esparto grass uses are discussed by Dr. Keays, left, with B. J. R. Carrie and other Canadian delegates in a Scottish mill.

tour. The Technical Section of the British Paper and Board Makers' Association had extended an invitation to representatives of the Canadian pulp and paper industry to visit mills in Scotland and England.

The itinerary in England included the 72nd General Conference of the British Technical Section, held in Southport. British paper mills tend to be small, usually quite old, but modern and progressive. These mills turn out a wide variety of specialty papers and fine papers. Particularly in Western Canada, we have a tendency to think of groundwood and sulphite or kraft as being the only paper making materials. During our visit to various paper mills in Scotland and England we saw a great variety of raw materials being used for paper manufacture; these included groundwood, sulphite, and kraft, both bleached and unbleached, together with esparto, cotton, cotton linters, rags, waste papers, sisal, hemp, sawdust, asbestos, and straw. At the Robert Craig and Sons mill, which is located near Glasgow, we were told that they had made as many as 120 different types of paper within a period of a single week.

During one of the most interesting days of our entire trip we visited the Wookey Hole caves, the Wookey Hole paper mill, and the Bristol aeroplane works at Bristol. The process water for the paper mill comes from the subterranean passages of the Wookey Hole caves, which have been used by man for a variety of purposes, including human sacrifice, for over 10,000 years. The Wookey Hole mill is one of the few remaining mills which makes handmade paper, including bond and bank-note paper. It was with something of a feeling of regret that we saw what might well be one of the last of the skilled craftsmen in one of the world's oldest and most honored arts.

One mill in Norway will soon have the distinction of being the first pulp mill to be run on atomic power. The Norwegian government is installing, and will operate, an experimental atomic power plant at Halden, in Southern Norway, and the steam from this installation will be used in the nearby sulphite mill of the Saugsbruk plant.

The principal interest in Sweden was sulphite pulping. Sweden is Europe's largest producer of sulphite pulp, and all of the large companies do a great deal of research work in this field. Two-stage cooking, for example, is practised in several of the Swedish pulp mills. We were particularly impressed with the Swedish Forest Products Laboratory in Stockholm, which is exceedingly well staffed and well equipped, and which is presently being expanded.

Pulp and paper mills come in all shapes and sizes, and ages, and many of them have long and interesting histories. One of the most interesting and certainly one with the longest history is Stora-Kopparberg, in Sweden. The headquarters of Stora-Kopparberg are at Falun, in Central Sweden some miles north of Stockholm. Approximately one-half of Stora's production is in the field of pulp and paper and one-half in the field of mining and steel manufacture. The first shares in Stora were issued in 1274, which makes it the oldest stock company in the world. For centuries Stora had what amounted to a virtual monopoly on the mining, smelting, and refining of copper, and for centuries this one company played an exceedingly important role in the economy of Sweden.

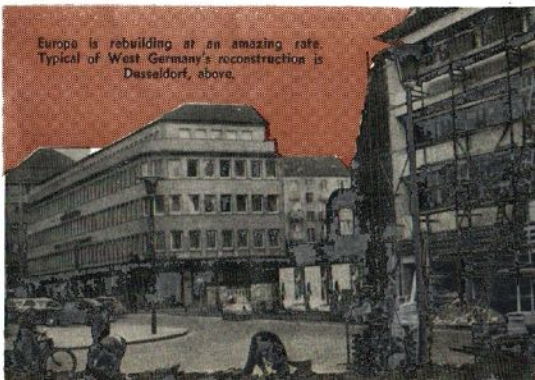
European market places are ever fascinating.

Built under Russian rule in the 19th Century, Helsinki's beautiful Nikolai Church is the largest church in Finland.

This is probably the outstanding case where the history of a single company—and it is of interest to us that it is now a pulp and paper company—has been so much an integral part of the history of a nation.

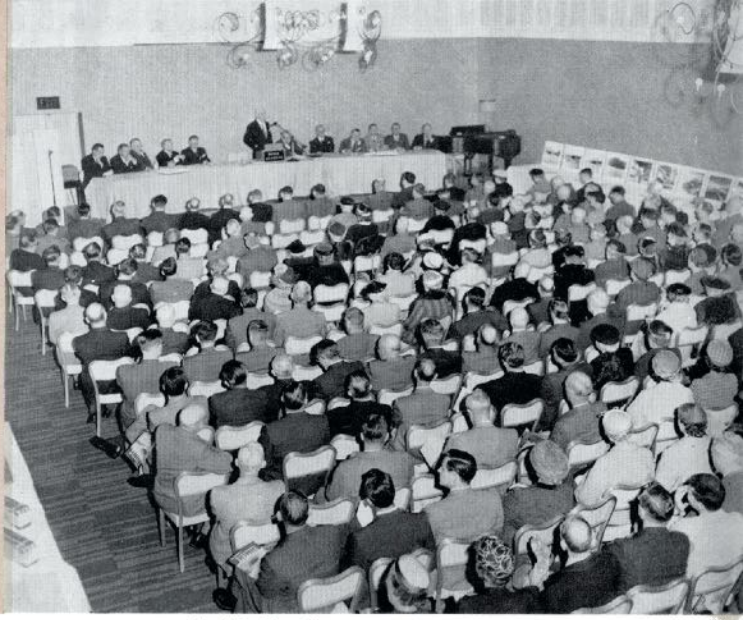
It is said that each of the great cities of the world has its own unique and distinctive flavor. If this is true of any city, then it is doubly true of Copenhagen. Copenhagen probably has the finest porcelain, the finest silverware, and the finest jewelry to be found anywhere in the world. It has a great number of museums and sites of historical interest, and it was here that Tycho Brahe, the renowned astronomer, gazed at the infinities of space. It has one of Europe's finest amusement parks. It has one perfect piece of sculpture called the Little Mermaid of Copenhagen. Finally, it has an organization known as Danske

(*Continued on Page Fourteen*)



Europe is rebuilding at an amazing rate. Typical of West Germany's reconstruction is Dusseldorf, above.

Chairman H. S. Foley Presents Annual Report



Harold S. Foley addresses annual shareholders' meeting.

THE 46th Annual Statement, released by Powell River Company on March 15, showed per share earnings reduced from $2.90 to $2.60 in 1956.

Earnings dropped from $12,197,018 to $10,906,108 due to four major factors:

1. *Depreciation:* Depreciation was taken on capital expenditures on the new plant, not yet in production.

2. *Increased costs:* The 3% or $4 per ton price increase was more than swallowed up in increased costs of production.

3. *Loss on Exchange:* A substantial reduction in earnings resulted from the increased discount on the U.S. dollar.

4. *Lumber Market:* The consolidated profit was further influenced by the decline in the lumber market, which started dropping in 1955 and continued throughout 1956.

Significant of the accelerated pace of new construction and general expansion proceeding in all divisions was the outlay of $17,781,690 for capital expenditures, most of which was in connection with Number 9 machine and its ancillaries at Powell River.

Production of newsprint increased by 10,000 tons due largely to the remodelling of Number 7 machine and increased speeds on others. Total annual production for the first time passed the 400,000 ton mark to 402,000 tons.

Looking ahead for 1957, market indications point to a sustained demand for newsprint, and it is expected that the entire output for the year will be sold. With Number 9 in full production annual output will touch the half million ton mark.

The lumber market continues soft, and there are no present indications of any improvement either in sales or price.

The exchange situation continues to give concern to Canadian newsprint manufacturers. If the present premium of 4 - 4½ % continues on Canadian funds, the 3% increase in newsprint price will be almost absorbed by this one item alone.

Research and Development work has proceeded hand in hand with the expansion of plant facilities. An outstanding achievement during 1956 was the increased yield of sulphite pulp obtained from wood chips. Conversion work now being carried out in our sulphite mill may mean an ultimate increase of 40% in pulp yield. Other experiments are being conducted which will result in further major improvements in production over the year.

The Company statement also draws attention to the new film "The Powell River Story" which was released during the year and which has been widely circulated. Everyone in the organization is pleased at the favorable reception this has been accorded by audiences all over the continent.

The year past has been a difficult one in many ways. The big expansion program dominated the picture and as suggested in our previous issue, many problems were faced and overcome before production started.

With Number 9 now running smoothly, and with the worry of construction largely, though not wholly, behind, the paper weather for 1957 looks more promising.

With No. 9 Paper Machine Successfully Installed, Powell River Engineers Are Concentrating On

Continued Construction

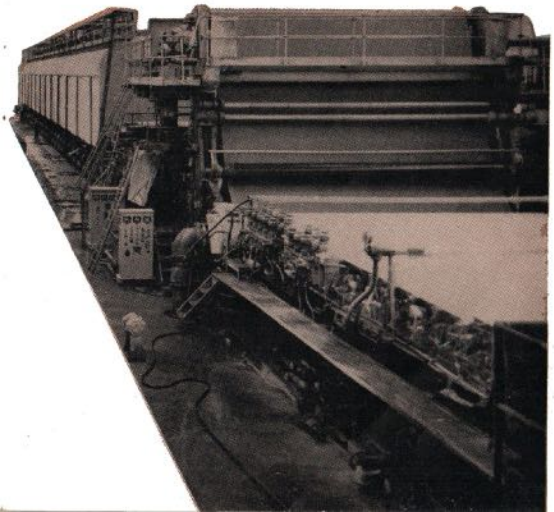
SEEMS like only yesterday that The Digester devoted its entire first issue of 1957 to the successful installation of Powell River's No. 9 paper machine. But even yesterday is history so far as our engineering and mechanical departments are concerned.

Having turned over the "ninth wonder" to the papermakers, they are now giving their almost undivided attention to further plant modernization. Two immediate projects are involved. One of these is directly connected with No. 9 machine; the other concerns the speedup of No. 8 machine.

We hinted at the first of these projects last fall—a $1,250,000 modernization of the steam plant, revolving around the installation of a new boiler. Preparatory demolition work on this job began in February and work is proceeding according to schedule.

Since then our engineers have also been lining up a modernization program for No. 8 paper machine which last got a major face-lifting only three years ago when it became the first paper machine in Canada to operate with a vacuum couch transfer. This installation, it will be remembered, enabled number 8 to be the first newsprint machine to break the 2,000-ft.-a-minute speed barrier.

First Canadian paper machine to operate with a couch transfer three years ago, No. 8 will shortly undergo further major alterations.



It took nearly two months to demolish part of the steam plant and ready it for an addition to house the new boiler.

Modernization and expansion programs are nothing new to the steam plant, either. Within the past five years nearly three million dollars were spent on our power house to provide it with a completely new addition housing No. 8 boiler, a 12,500 K.W. steam turbine, a master control room, and modern offices.

So much for background data. Now for a look at the present and future. Nos. 14 and 15 boilers, No. 2 electric boiler, and Nos. 9 and 10 turbo-generators have been removed from the steam plant and footings for the new Riley type Foster-Wheeler oil-fired boiler (rated capacity 275,000 lbs. of steam per hour) were in place by mid-April and a start was made at once on the steel work.

The six-storey steel frame building, 90 feet high with a 56 ft. x 96 ft. floor area, should be substantially complete by mid-June and erection of the new pressurized furnace boiler (to be known as No. 16) is scheduled to start that month. No. 16 is expected to be completed in November.

On order for No. 8 paper machine is a new head box and delivery is expected within a year. In the meantime, here are some of the proposed alterations to the nine-year-old Dominion machine, in no special order: installation of new bearing housing on couch transfer suction rolls; changing the broke tank to a machine tank; and alterations to the reel, to give constant nip pressure between the reel of paper and the reel drum.

Along with the current expansion of its subsidiaries, the Company is continuing its steady program of modernization to keep its products competitive and meet current and future demands.

A Landm
Disappe
At Powe

Forty years ago the Central Building flourished as a store, community hall, and Powell River Company office. Hotel at right is still a going concern today.

IN recent issues we have pointed with some degree of pride to our new office building at Powell River, which many visitors have hailed as one of the most attractive they have seen anywhere.

And while the office staff as a group share these sentiments and welcome their transfer to the spic and span metal-walled office with its modern color decoration, they still retain many happy and vivid memories of the old Central Building.

There are hundreds of visitors who have tramped up and down the old wooden stairs of the Central Building. Dignitaries from all corners of the globe have walked along its corridors, Governors-General, Lieutenant Governors, Lords and Dukes, have graced its carpetless offices. Scores of leading Canadian, American, Australian and British publishers have passed through its doors.

In the old Central Building much of the history and development of Powell River was made. Built during World War I it was the district's all-purpose building.

In the twenties and thirties, the ground floor was the home of the Company's Department Store, the Government Telegraph Office, the area's only drug store, barber shop, radio office and customs office.

The second floor encompassed almost the entire social and business life of the area. The centre of the floor was the townsite's dance floor and entertainment focus, with the Company offices surrounding the space in a great square.

During the winter months, when the dance period was at its full swing and office workers came down in the evening for end-of-the-year work, the situation became awkward. Resident managers and accountants pouring over lists of figures and adjusting delicate balances would be assailed by the fiendish shouts of Caledonian Society square dancers, dashing gleefully through eightsome reels, quadrilles and lancers. On other occasions band music would blare out, or loud-voiced choirs would shatter the atmosphere.

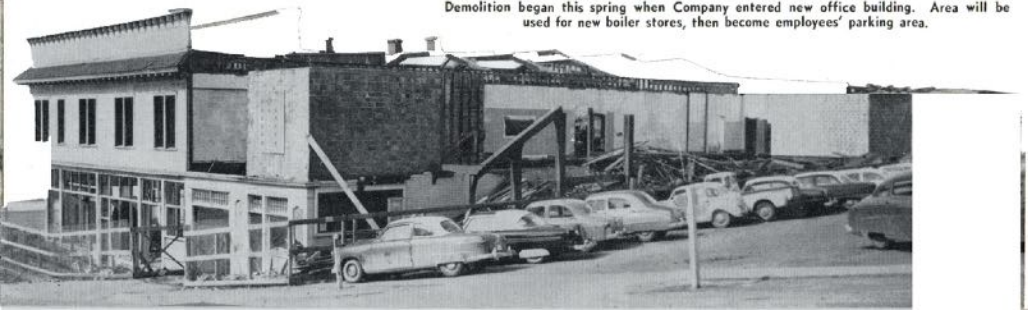
There were compensations. On New Year's Eve and other special occasions, parties seeking solitude from the maddening crowd just stepped across the corridor, shut the door and enjoyed a quiet party on their own.

The Central Building, along with its counterpart, the famous "Chinaman's Block" on the next corner and now long since demolished, were the only public buildings in the district, save for the nearby shack that served as a post office.

The pulse of Powell River beat strongest in the Central Building. You bought your food there. You paid your bills, bought your oil shares in the basement next to the radio office—in short you lived half your life in and around the old structure. For nearly 40 years its stout wood timbers resisted time and weather.

The structure may be gone. But fond memories remain.

Demolition began this spring when Company entered new office building. Area will be used for new boiler stores, then become employees' parking area.

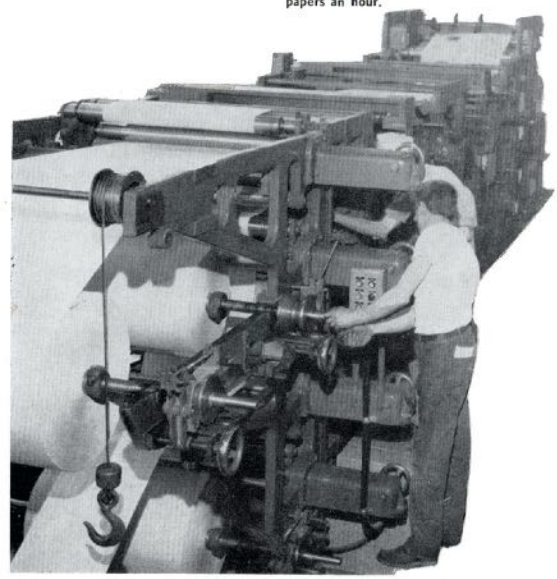


Publisher Lincoln O'Brien at his desk in the new Farmington Daily Times Building.

New Plant of Farmington Daily News Reflects Growth of New Mexico Paper

THREE short years ago the editorial staff of The Farmington Daily Times comprised two full-time and one part-time employee. Today ten full-time staffers, four columnists and eleven full-time outside correspondents combine their talents and efforts to bring the San Juan Basin of New Mexico its outstanding daily newspaper.

The Times' new 16-page Goss press, capable of printing 25,000 papers an hour.



The Times' rapid growth—its present circulation of 6,257 is three hundred per cent over the 1950 total, while its employees quadrupled to 44 in the same period—is symbolized by its new $114,000 plant located at Allen and Arrington Streets.

Completely modern inside, the functional two-storey building appropriately hews to traditional New Mexico architectural lines. And the New Mexico influence is even carried through to the furniture and furnishings in the upstairs office of publisher Lincoln O'Brien.

The second floor also conveniently houses the editorial department and the composing room, with the business office and pressroom occupying the ground floor.

Heart of the pressroom is, of course, the Times' new $115,000 Goss Press capable of printing 25,000 sixteen-page papers an hour.

In all, almost $400,000 worth of plant equipment has been added by The Times since 1949 when it was purchased from Lyndall Butler and Orval Ricketts and turned into a daily newspaper.

That year—1949—The Times used a modest 12 tons of newsprint against 270 tons consumed in 1956. With abundant faith in its fast expanding area, The Times has contracted for an anticipated 1,100 tons in 1961—only four years hence!

Today's Times features modern, easy-to-read makeup enhanced by many local pictures. These are largely obtained by the versatile editorial staff members, most of whom, from managing editor Jim Deitch down, are also able news photographers.

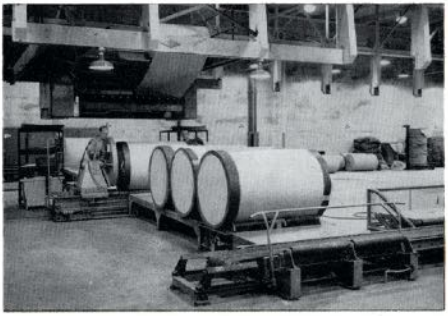
To publisher O'Brien and all The Times employees The Digester wishes continued success in their new, well-appointed home.

Overall view of No. 9's Finishing Room emphasizes the practical simplicity of its arrangement. Note overhead wrapper dispenser (top left) and header equipment in left foreground.

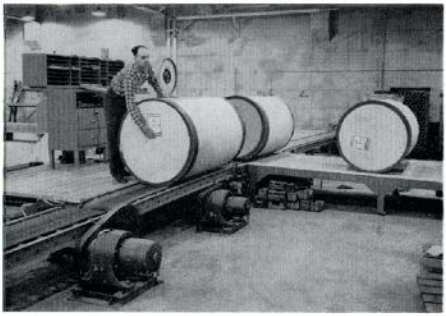
Simple Layout, Semi-Automation Contribute to

NEARLY a year ago the modern Lamb-Grays roll handling system was installed at Powell River. Embodying such unusual labor-saving features as automatic shaft handling and almost automatic core feeding, the push-button operation proved so satisfactory in the Nos. 7 and 8 finishing room that

Rolls are wrapped from overhead wrapper dispenser and soft heads pressed into place by the header.



Scaleman records weight and stamps it on each roll along with other necessary information.



a similar system has been provided for Powell River's newest Finishing Room handling No. 9 machine's output.

Once removed off the core shaft, the rolls travel on belt conveyors which are stopped and started by electric switches worked automatically by each paper roll as it proceeds along the finishing line.

When a roll arrives at the wrapping station, the cappers select a wrapper of suitable width from the overhead dispenser, feeding it by push-button.

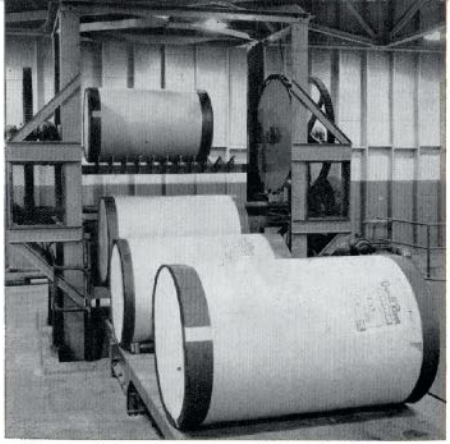
They then add the purple band end wrapper by stepping on foot treadles, insert soft heads and crimp the wrapper and bands over the edges.

The roll travels next to the header whose heated platens press the glue-sprayed heads onto the roll and hold them in place until the glue cures.

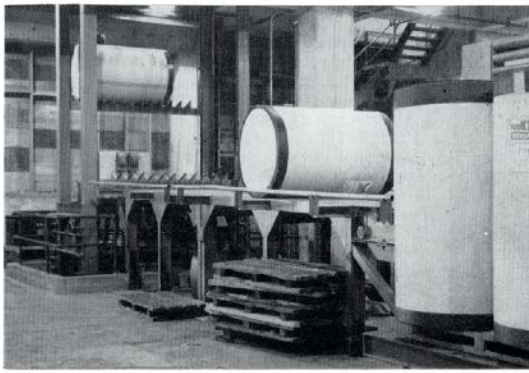
Arriving at the weighing station, the roll is carefully weighed, labelled, stamped and sent on its way to the lowerator.

It is at the lowerator that the primary difference between No. 9's system and that of Nos. 7 and 8 occurs. In the latter, owing to the existing physical layout, the rolls, not yet wrapped, are conveyed down a long sloping lowerator to the finishing room below. In No. 9's finishing room located contiguously to and on the same level as the paper machine itself, the rolls are wrapped and ready for shipment before they embark on the vertical lowerator ride to the shipping area on the ground floor.

This arrangement naturally tends to reduce possible damage to the outside layers of paper. It is one of several obvious advantages of a fore-planned layout in a specially constructed building, all of which contributes materially to overall efficiency and a better quality product.



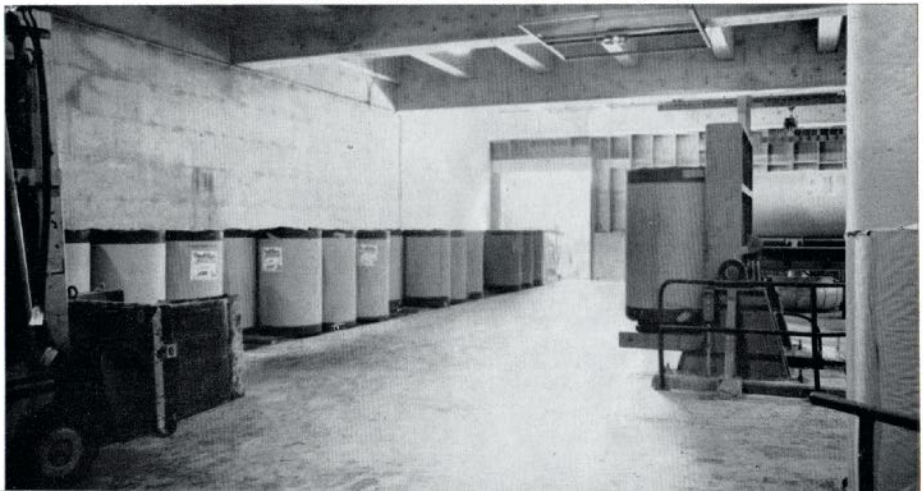
Fed automatically to the lowerator mechanism, the rolls are taken down to the ground floor.



As the rolls come off the lowerator, they are upended ready for loading on to train.

Efficient Finishing Room

Clamp trucks like the one entering picture at left, load rolls on to flat cars that transport them to wharf storage over the mill's narrow-gauge railroad system. Equipment in centre foreground upends two rolls for pick-up by trucks.



BILLION$ TO OPEN UP

Private and Government Capital To Develop Province's Vast, Untapped Natural Resources

"WESTWARD the tide of empire flows."

With accelerated momentum in the rush of capital to develop the great untapped resources of British Columbia, the proof of this earlier adage is making itself felt.

In the past ten years probably no spot on this continent has drawn more attention than the Province of British Columbia. Modern highways are being built through hitherto unpassable mountains. Railways are being pushed into the north. Gigantic power developments have attracted world-wide interest. Pulp and paper expansion has proceeded faster than in any other area in North America.

And as the first quarter of 1957 ends, additional gigantic projects that will alter the whole economy of the province are in the fire. Most spectacular from a new angle was the sudden injection of the Swedish industrialist and philanthropist Dr. Axel Wenner-Gren into the industrial picture of British Columbia. Following negotiations with the B.C. Government, the Wenner-Gren Foundation received a qualified go-ahead signal to start initial surveys of the "Rocky Mountain Trench."

This area, encompassing 40,000 square miles of potential mineral property, is located in north-eastern B.C., between the Rocky and Cascade mountains.

Ultimately, the project, "which will be so big that no single company could supply the necessary capital", visualizes an expenditure running into the billions.

This will, of course, depend on the initial survey of the Trench, and if the surveys prove up the Swedish financier contemplates the construction of a 400-mile monorail or railway to service the area. It will be first surveyed by air, using magnetometer, gravity, electric-magnetic and radioactive detectors and equipment. Target areas will be detailed and ground parties sent in to cover all possible base metals.

An initial $5 million will be spent on surveys. If these are satisfactory, the new empire of the north will be under way, with expenditures in excess of a billion dollars. Pulp mills, railways, mining and smelting, all come within the possibilities of the "Great Gamble." For a gamble it is. The potentialities of the Rocky Mountain Trench remain unproved, but if the expected hidden wealth is uncovered, an almost fantastic new industrial area will have been opened up. Meantime the Wenner-Gren Foundation appears completely convinced that the venture will be among their greatest projects—greater by two-thirds than the one considered for Southern Rhodesia.

A Vancouver daily, commenting on the proposed development, says:

"The Wenner-Gren Company, for its part, has

Multi-million dollar development is envisioned for this little community of Squamish at the head of Howe Sound just north of Vancouver. Reclamation of tidal flats (in foreground) for industry, installation of deep sea docks, and relocation of present village are included in government's proposal.

—Photo by Charles Jennings.

B.C.'S WEALTH

moved expeditiously. Its $500,000 bond was deposited with the government four days after the agreement was signed; six weeks later they had their engineers on the ground ready to start the surveys.

"Statements by all company representatives certainly indicate an eagerness to give and take, modify or adjust, wherever necessary, on all phases of the project. They appear keen to gain the widest support, make concessions, get on with the work.

"At this point, it seems, little more could be asked of them.

"After two conversations with Dr. Wenner-Gren, and a number with his representatives, if a personal observation might be permitted, we think they mean business—good business for British Columbia—possibly the biggest business for the west coast since the CPR punched through the Rockies."

Just two weeks after the exciting news of the Wenner-Gren project, British Columbia newspapers carried banner headlines about "A Fabulous New Empire in the North"—the Stewart Cassiar highway which plans concrete action to develop the northern 40% of British Columbia, lying between the 56th and 60th parallels.

Recent announcements state that the Federal and Provincial governments will share the cost of the mighty design, which will tap an area already famed for its asbestos, copper, gold, lead and zinc deposits.

The new highway, authorities disclose, will be one of the most important in Canada. At long last it brings to the rugged, and for many years impassable areas of British Columbia its first real north-south road, and opens up a section whose mineral wealth can't be exaggerated. On its proved value engineers believe the Stewart-Cassiar project is a more certain deal than the much-publicized Rocky Mountain Trench. The road will cost an estimated $12,000,000 but as a straight route to the north's treasure chest of mineral wealth, engineers consider it is well worth every cent expended and more.

The town of Cassiar, at the northern end of the road, has come into prominence as a leading asbestos producer. Stewart, at the head of the Portland Canal has long been the centre of one of British Columbia's richest mineralized areas. At present all traffic in and out of Cassiar moves via Yukon and Alaska. Its minerals are freighted by road to the Alaska Highway (87 miles) and northwest along the highway to Whitehorse (another 270 miles) and then transferred to the White Pass & Yukon Railroad where it travels south to tidewater at Skagway (160 miles). In future Cassiar will ship direct southeast to tidewater at Stewart (300 miles).

At present the Cassiar mine is the only mineral development on the new route, of which about 50 of the 300 miles have been completed. It requires little imagination to appreciate what will happen when access by a 300-mile road is available through a known mineralized area.

Color shading marks some of the areas where huge developments are planned for British Columbia.

The news of these tremendous developments was still in the headlines when the—by now—shock-proof residents of the province heard a government plan for the expenditure of millions in creating a new port on the B.C. coast. The British Columbia government stated that plans have been prepared for a multi-million dollar development at Squamish, at the head of Howe Sound, which will make this city one of the major ports on the coast. Squamish is about 30 miles from Vancouver.

The "vast undertaking," to be spread over several years, envisions replacement of the present village of 3,000 with a railway and shipping centre of 25,000 or more population. The project will involve deepening and relocating the harbor, raising of the land elevation by five feet and a complete renovation of the town.

The construction of another port will enable all merchandise shipped via the P.G.E. Railway to be unloaded at Squamish for shipments to world ports. At present practically every pound of merchandise travelling from the interior passes through Vancouver.

These are some of the big developments that continue to keep British Columbia in front of the world's industrial lens. Other big projects under way include the extension of the Pacific Great Eastern Railway into the rich oil and mineral areas of the Peace River, and the proposed Columbia River development, which is now being studied by joint American and Canadian representatives.

The tide of empire is truly flowing westward.

T. Newmarch

Dr. R. Patterson

D. Harper

Planning and Progress Go Together

ABOUT three years ago the Company reached the conclusion that continued expansion and the increasing complexity of the organization warranted the setting-up of a central Planning Division to co-ordinate plans for the growth and development of the whole Company along orderly lines.

It is the job of the Planning Division to study and evaluate proposals for expansion or change in the organization, taking in to account such factors as raw materials, markets, financial arrangements, products, and growth potential. The reports and the results of the work done by the planners are submitted to a Planning Committee comprised of the top executives from each branch of the Powell River organization.

To handle the important planning function a staff of three has been assembled. Heading the division is Dr. Ralph Patterson, Director of Planning and Director of Research. A graduate in Chemical Engineering from the University of British Columbia and from McGill University in wood chemistry, Dr. Patterson has been with the Company for over twelve years. He comes to his present post from the mill at Powell River where he occupied the position of Technical Director.

Recently appointed as Assistant Director of Planning is Dave Harper. Mr. Harper studied Commerce at the University of British Columbia and returned to lecture in Economics and Statistics after serving as a Lieutenant with the Seaforth Highlanders of Canada in the European theatre. Before joining the Planning Division he was engaged as Executive Assistant on special studies which have given him a broad knowledge of all phases of the organization.

Tom Newmarch, Planning Assistant, is a Chemical Engineer with a background of investigational work in the technical department at Powell River. In this capacity he acquired a detailed knowledge of the various pulp and paper making processes— valuable background for evaluation of the many proposals which come before the Planning Division.

WHAT WE SAW IN EUROPE

(*Continued from Page Five*)

Presses. Danske Presses was set up by the newspaper publishers of Denmark, and it tests all newsprint imported into the country, both on a basis of the mill in which it was made and on a basis of the machine on which it was made. It is probably no exaggeration to say that the people of Danske Presses know as much on the subject of newsprint quality and the printability of paper as any group anywhere.

From Denmark we went to Germany, where we spent a week visiting various pulp and paper mills. The German pulp and paper industry was very hard hit by the war, since most of their mills were in the Eastern zone. Western Germany does have one large newsprint mill, near Dusseldorf, with one Voith machine running at 2,000 fpm. One of the German pulp and paper companies, the Waldhof-Mannheim group, has an exceedingly well staffed and well equipped research department. One unique feature of this research department is the fact that it operates a new paper machine. This machine is three feet wide, runs up to 1,500 fpm, and is equipped with just about every instrument known to man. When the research department is not using this machine for investigations, they use it as a production machine.

In the course of our trip we visited close to 50 mills and research centers, and it is possible to do no more than mention some of the things that we found of interest. Since returning home we have been asked by a number of people if we formed any overall general impressions. Speaking for myself, I can say that the distant lands we saw had much to interest us; the people we met were invariably gracious and friendly, and we were given a hospitable welcome wherever we went. There is no doubt that London and Paris and New York offer a variety of attractions, but to us Powell River is still home.

How Our Loggers Got Two Birds With One Stone By Working On

LOT 450

O'Brien Logging Company's role in "Operation Lot 450 Roads" included delivery of salvage logs to the Powell River mill.

THIS summer, probably a record crowd of visitors, among whom will be many old friends, will come to Powell River.

The latter group particularly will see many changes—even over the previous year. Other developments, in addition to the $20,000,000 plant expansion, are changing the face of both the present and future Powell River landscape and life.

Foremost among the landscape changes is the work being done on Lot 450, which a year ago the Powell River Company opened for development on a planned and systematic basis. This land lies between Powell River and the Westview and Cranberry areas.

The preliminary work of road construction is now completed, and four miles of new spacious highways have been built where no roads existed before.

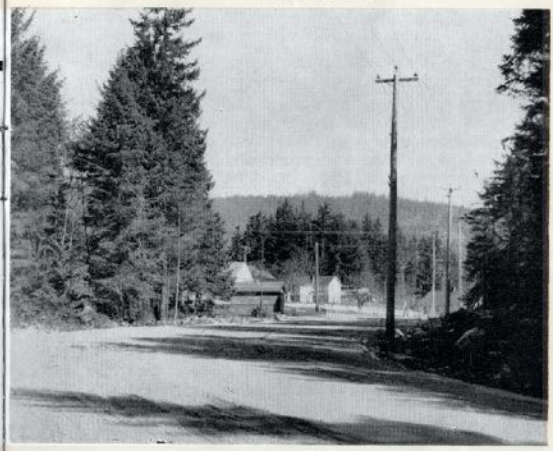
Back of the townsite, along the power line, is a 24-foot highway, running straight as the crow flies from the site of Timberlane Park to Westview. Access roads to Cranberry and Westview lead off from this main artery.

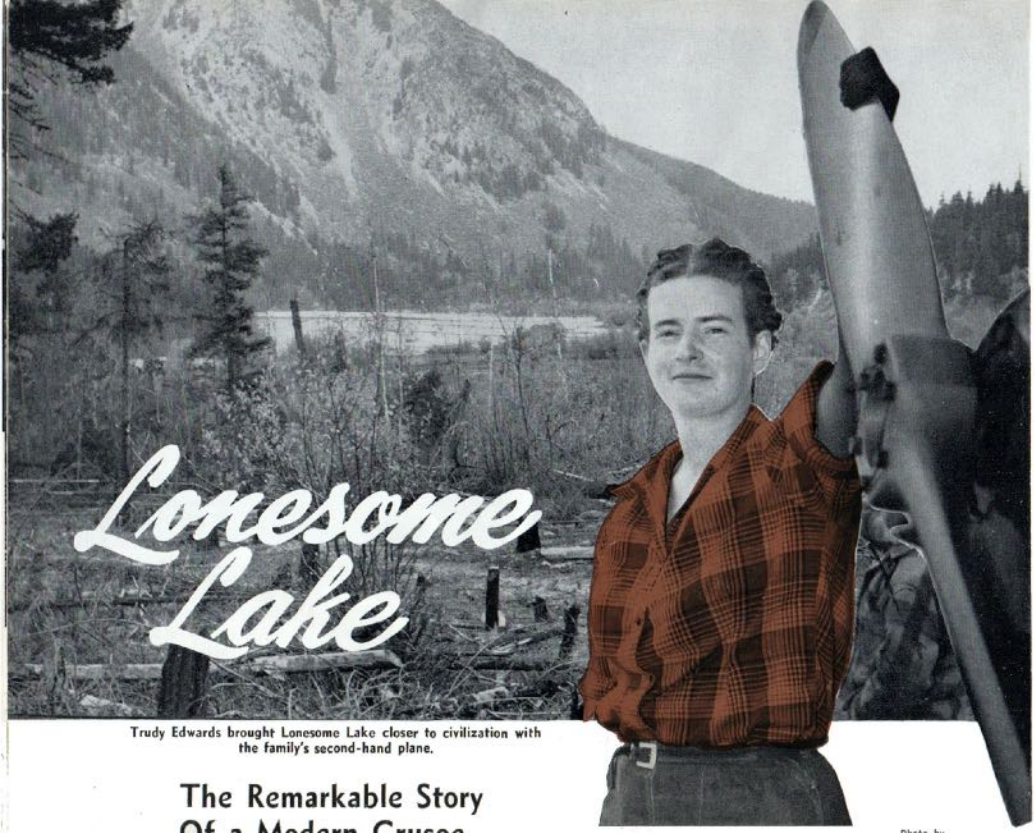
The roads were built by employees of O'Brien Logging Company, a Powell River Company subsidiary. The construction served two purposes—to give logging crews employment during the off-logging season, and to provide the new subdivision area with first-class access roads.

O'Brien's crew, under superintendent Ted Lloyd, did a masterly job; one in keeping with the high standard of roads built in the Company logging camps.

The access road completion is the first step in the development of the new subdivision between Powell River and Westview—an area which will include a shopping centre, residences, school and recreation facilities. Surveys have been completed, and it is expected the opening phase of construction will start this summer.

Typical of the wide, well-graded new roads is this approach to the Edgehill district.





Trudy Edwards brought Lonesome Lake closer to civilization with the family's second-hand plane.

Photo by Bill Cunningham

The Remarkable Story Of a Modern Crusoe

By BRUCE RAMSEY, Vancouver Province Staff Writer

THE secret of Lonesome Lake, B.C., a tiny jewel set among towering mountains, miles from the tensions of city life, has been unlocked for all the world to see and admire.

For years, the infrequent dribblets of news of Ralph Edwards' family, sole residents of Lonesome Lake, has made handsome fare for newspaper readers in Vancouver, even if they didn't tell the whole story. Reporters knew a great story lay there just waiting to be plucked, but getting this story was one thing, and getting to Lonesome Lake was another.

The Lake lies about 300 miles north of Vancouver and south-east of the tiny seaport of Bella Coola near Tweedsmuir Provincial Park, and to get in you either fly or go by boat to Bella Coola and walk the remaining 50 miles, which even under the best of circumstances is a rough trip.

Now, however, the full story of the incredible Ralph Edwards is told in book form. Pulitzer prize winning author Leland Stowe has written the tale which out-Robinson Crusoes Robinson Crusoe, and makes the ingenuity of the Swiss Family Robinson mere child's play. Entitled "Crusoe of Lonesome Lake" it was condensed in the February 1957 issue of Reader's Digest to a fascinating 30-page article which has caught the imagination of those who, like Edwards, dream of an earthly paradise, but unlike Edwards have never gotten around to look for it, or are afraid of the hard work entailed.

It was in August, 1912, that a young American, Ralph Arthur Edwards, hiked in from Bella Coola in search of a wilderness home and from an escarpment looked down on a pleasant valley teaming with duck, geese, beaver, goat, and all kinds of wild life; a place where he would have to pit all his resourcefulness against overwhelming hardship if he were to survive.

There was no lack of ingenuity in this 21-year-old whose five-foot-five frame belied his enormous strength, both physical and mental. Everything he has he owes to his astounding knack of applying himself to the seemingly impossible, and winning hands-down.

Single-handedly, he assaulted giant conifers, sending them crashing to the ground in steady succession, until, bit by bit, the forest fell back, and using

long poles for leverage, he pitted his muscles to pry out stumps to expose the rich dark loam. All during the first winter he labored in sub-zero weather, and in the spring he triumphantly planted his first crop: carrots, parsnips, beets and turnips. Then, in the summer, he went "out" to work at Bella Coola to make enough money to keep himself during the long winter months. This rest-less program of hard work was repeated year after year as his dream slowly began to unfold before his eyes.

He was the master of all he surveyed; where men of less courage and stamina would have given up long before, he forced himself onwards; he was the adapter, the inventor, the builder, the man who could bring together seemingly irrevelent materials to a hitherto untried partnership. He was the do-it-yourself man supreme, long before it became a popular hobby in the second half of the 20th century.

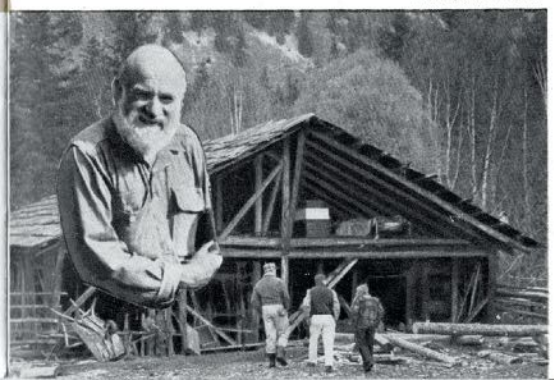
Where steel bearings were needed for his home-made trolley which he built to haul logs, Edwards remembered that scorched birch was tough, and figured this substitute might do the trick. It did, and as a result, Edwards put his mind to building a more permanent home than his 10 x 14 cabin. More ideas raced through his mind, but war clouds were gathering, and in 1917, he was off with the U.S. 4th Division for service in France, leaving his six hard-won acres in the care of nature.

In September, 1919, discharged with the rank of Sergeant, he returned to his wilderness home, and with money saved from his army pay, purchased a horse. The clearing in the bush now became a genuine farm, and soon three steers and a heifer were brought in from Bella Coola over the trail this pioneer named the Ding Blasted Trail. The place even got a name, The Birches, and the first big round of his struggle against the wilderness had been won. He now decided to become dependent entirely on his own resourcesfulness by taking up trapping instead of going out to work in the summer.

Lonesome Lake was a lonesome place until August 22, 1923, when a year-long, 40-mile court-ship resulted in his marriage to Ethel Hober and brought her in to share his happiness and hardships, to make Lonesome Lake lonesome in name only.

The following year, their first son, Stanley Bruce was born; and three years later, Johnny; and then, some 18 months after, Isabelle Gertrude, or Trudy, as she is known.

This is the mill Ralph Edwards (inset) built at Lonesome Lake. He slept on bed in attic year round despite freezing temperatures.
—Photo by Clifford Kopas.



By now, "The Birches" was producing almost everything they needed, with only about $200 per year being spent on store-boughten things. A pattern of success was being woven, but in October 1929, when the outside world was reeling from the Wall Street stock market crash, personal disaster struck. Fire raced through their comfortable home, reducing it, their winter supplies, rifles and clothing, in fact just about everything they owned, to ashes.

With no money in his pocket, Edwards trudged the Ding Blasted Trail to Bella Coola for essential supplies, not knowing where they would come from, or how they would be paid for. The townspeople and merchants of Bella Coola generously extended long-term credit, contributed clothing and over $100 in cash and the dark clouds of disaster began to show that hopeful silver lining. Lonesome Lake was saved, and the second phase, an even more remarkable one than the first, began to take shape.

Using homemade parts of animal hide and wood he built a sawmill and waterwheel to generate power for its operation, as well as supplying electric light for his new home. An irrigation and drainage system was installed, and a 150-foot floating bridge was built to allow the direct crossing of a stream which ran through his property. His three children began to receive their education through provincial government correspondence courses, besides gathering a storehouse of information on nature's lore which no city-educated person could ever hope to obtain, or even imagine existed.

With only four years of formal schooling himself, he struggled to teach his children, and in so doing increased his own thirst for knowledge. Behind this drive for learning was the realization that if you wanted something, you have to work for it, and Ralph Edwards wanted an airplane to get his products to market.

So, the Edwards family decided to save their pennies and buy a second-hand one. In the spring of 1953 Trudy went down to Vancouver to learn to fly, and in two weeks she had her coveted licence, plus a 65 h.p. Taylorcraft which she flew home in triumph. The dream of years thus became a reality; the air age was here to stay at Lonesome Lake.

At the age of 62, and with only 28 hours of instruction, Edwards himself won his licence, the oldest man in Canada ever to qualify.

The two sons have left the old homestead now, and Trudy, who carved her own homestead out of the forest jungle just as her father did years before, was married early this year to Jack Calder Turner, a surveyor, who hiked in with an 80-pound sack on his back to do his courting.

Besides the story of their incredible fight against terrific odds, another story, with the Edwards family in the starring lead, is worth telling. Lonesome Lake is one of the few places on the North American continent where from autumn's freeze-up to spring thaw, a flock of trumpeter swans, perhaps 24 in all, can still be found. This bird, often called the noblest of all winged creatures, faced complete extinction, but thanks to the Edwards', especially Trudy, they have survived, and several of them are living in regal style in England, the gift of the Canadian people to the Queen, then Princess Elizabeth.

The firing line at the opening shoot of the Revolver Division of the Malaspina Rod and Gun Club. Members cleared the range site themselves. —Photo by Gordon Swanson.

BANG-UP START

Hard working firearms enthusiasts of the Malaspina Rod & Gun Club are getting a big bang out of the firing range they fashioned themselves on the Club's property at Grief Point.

Opening day of the revolver shoot on March 23 saw 15 Dead-Eye-Dicks (see picture) go through their paces under direction of RCMP Constable Bob Spray, competent master of the range.

FIRST-HAND APPROACH

A first-hand look at British Columbia's Government in action was obtained by several Powell River students (see picture), who visited the Legislative Buildings in Victoria as guests of Powell River Company, the B.C. Electric Company and the School Board. It was part of the annual "Education in Democracy" plan encouraged by the Provincial Government.

AROUND TOWN

25-YEAR CLUB

Fourteen new members—one of the smallest "classes" on record—were officially welcomed into Powell River Company's 25-Year Club by Board Chairman Harold S. Foley on February 5.

A happy capacity crowd of 500 attended the presentation banquet in Dwight Hall.

The newcomers (see picture) swelled to 292 the number of active employees who have served the Company continuously for more than a quarter of a century.

Since the Club's inception 457 employees have been presented with gold watches emblematic of membership.

SPORTS GALORE!

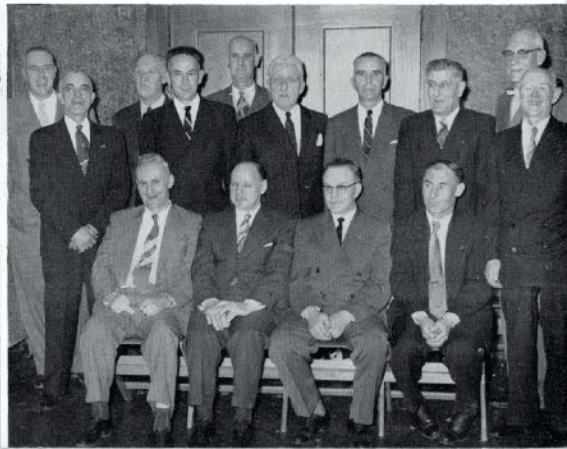
Seldom has our sporting fraternity been busier than during the past few weeks.

Sparked by the smooth-passing Sopron forestry students eleven, local soccer staged a spectator revival with hundreds of fans witnessing the colorful Sliammon Braves, cagey Rodmays and other local teams. Encouraged by this turn of events the roundball boys are embarking on an unprecedented summer soccer schedule. . . .

Hockey continued to command the top spot in

Visit to the Provincial Legislative Buildings was enjoyed by Powell River high school students, shown here admiring the mace held by Sergeant-At-Arms D. Ashby. —Photo by Bill Halkett.

Board Chairman H. S. Foley poses with thirteen of fourteen new 25-Year Club members. Missing from picture: D. Templeton.



Here's delayed proof of Powell River's claim to a sportsman's paradise. Hunters J. Gentile, H. Olson and G. Christiansen back it up with five deer and a mountain goat taken up Powell Lake late last fall.

spectator favor, particularly at playoff time and on several special occasions, featuring fast-action games between Powell River All-Stars and visiting squads from Vancouver, Nanaimo, and Seattle (juniors). Wilshires emerged winners of the local puck loop, although Rodmay's clever George Whyte easily copped best player honors.

The All-Stars surprised even their new and capable coach John Gorman by handing Vancouver Northerns their first defeat this season—an 11-2 pasting—on March 9, only to drop an 11-3 verdict the next day. The All-Stars then took the measure of Vancouver Pilseners by convincing 8-2 and 8-5 margins on April 6. The previous weekend Powell River Midgets doubled the score on their Seattle counterparts (6-3), as the Puget Sound City juveniles nosed out the locals 4-3. . . .

Meantime agile Pat Riley established himself as Powell River's best badminton player, winning all three finals of the Open Tournament. . . .

Powell River's Brooks High basketball squad came close to taking the Howe Sound zone finals, being edged 46-40 by North Vancouver after taking Gibsons and Squamish into camp. Brooks split an interesting two-game exhibition series with Sopron.

British Columbia's 1957 senior men's first-aid champions are these Powell River Company employees. From left: A. Grundle, captain J. Cockrill, coach F. Scott, R. Faulkner, G. Menzies and J. Laforce.

HAIL, THE VICTORS!

Champions of all they survey in British Columbia this year are Powell River Company's First-Aid team members.

Coached by capable Frank Scott, the Powell River quintet (see picture) won the Provincial open title in March, followed it up by placing first in B.C.'s Pulp and Paper Industry competition in April, and are now waiting with baited breath for results of Canada-wide judging that should be made known by June.

COLOR ON ICE

An extravaganza of colorful costuming and young people's skating routines featured the first all-Powell River Ice Carnival (see pictures) staged by the Willingdon Figure Skating Club in the Willingdon Arena on March 30.

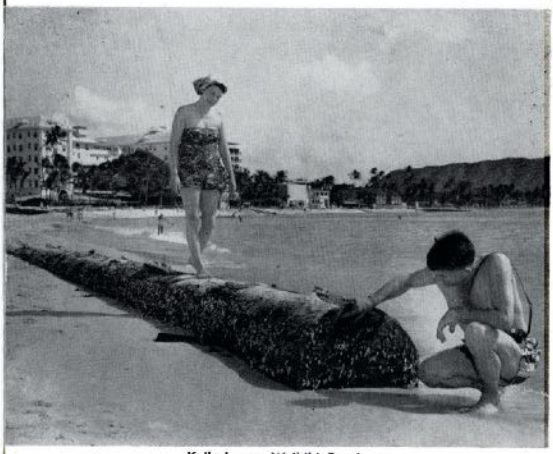
More than 1,500 applauded the 150 participants at the two shows produced by Mrs. T. H. Greer with the aid of Club professional D. Ross and a host of volunteer helpers including the skaters' parents.

Complete change of scenes was required for the farm-like Meadowland and the futuristic Outerama, creditably performed by the junior and intermediate skaters of "Papertowners Ice Parade of 1957" to appropriate music and lighting effects.

Kiddies in fanciful costumes, like these farmer's chicks, stole the show at the first annual carnival of the Willingdon Figure Skating Club. Spirit of the youngsters' 1957 ice extravaganza was typified by Judy and Sandra Dykes, at right.

—Photo by Powell River News.

Powell River Log Decides to Winter in Hawaii



Kelly log on Waikiki Beach

EVERY once in a while along the open waters of the Pacific Coast between the bottom of the Queen Charlotte Islands and the head of Vancouver Island log booms are broken up in heavy weather.

Eventually most of these are recovered by salvage operations, but some just disappear, out of sight and ken.

Where do they go? Where do they finally end up? Early this year a partial explanation of this mystery came to us from Honolulu. One morning the early birds along Waikiki Beach found a 40-foot log tossed up near the Royal Hawaiian Hotel.

A Canadian logger, Harold Brownson of Vancouver, was vacationing there at the time and promptly identified the species as being from the Queen Charlotte Islands.

Identification was not difficult because the initials "KL" showed up clearly on both ends. This was definitely interesting to Powell River Company. The "KL" stands for Kelley Logging, one of the Company's main subsidiaries logging in the Queen Charlottes. Interest was immediately kindled in all Company camps along the coast, but no one was able to give a satisfactory answer as to how the log found its way 3,000 miles from home to the sun-bathed beach of Waikiki.

Bob Scanlon Honored by U.S. Boys' Clubs

ROBERT H. SCANLON, a Powell River Company director, recently became the first San Franciscan ever to receive the prized Boys' Club medallion.

Bob was singled out by the Boys' Club of America for his "unusually devoted service to boys", explained E. L. McKenzie, regional director of the national organization, in making the presentation (see picture) during the Club's annual board of directors' meeting.

A Powell River pioneer, Bob is currently serving his third term as president of the San Francisco Boys' Club.

Some idea of the great work the Club is doing in California under Bob's leadership can be gained from his recent announcement that two more county properties, valued at more than $100,000, had been presented to the Club for year-round boys' camping activities.

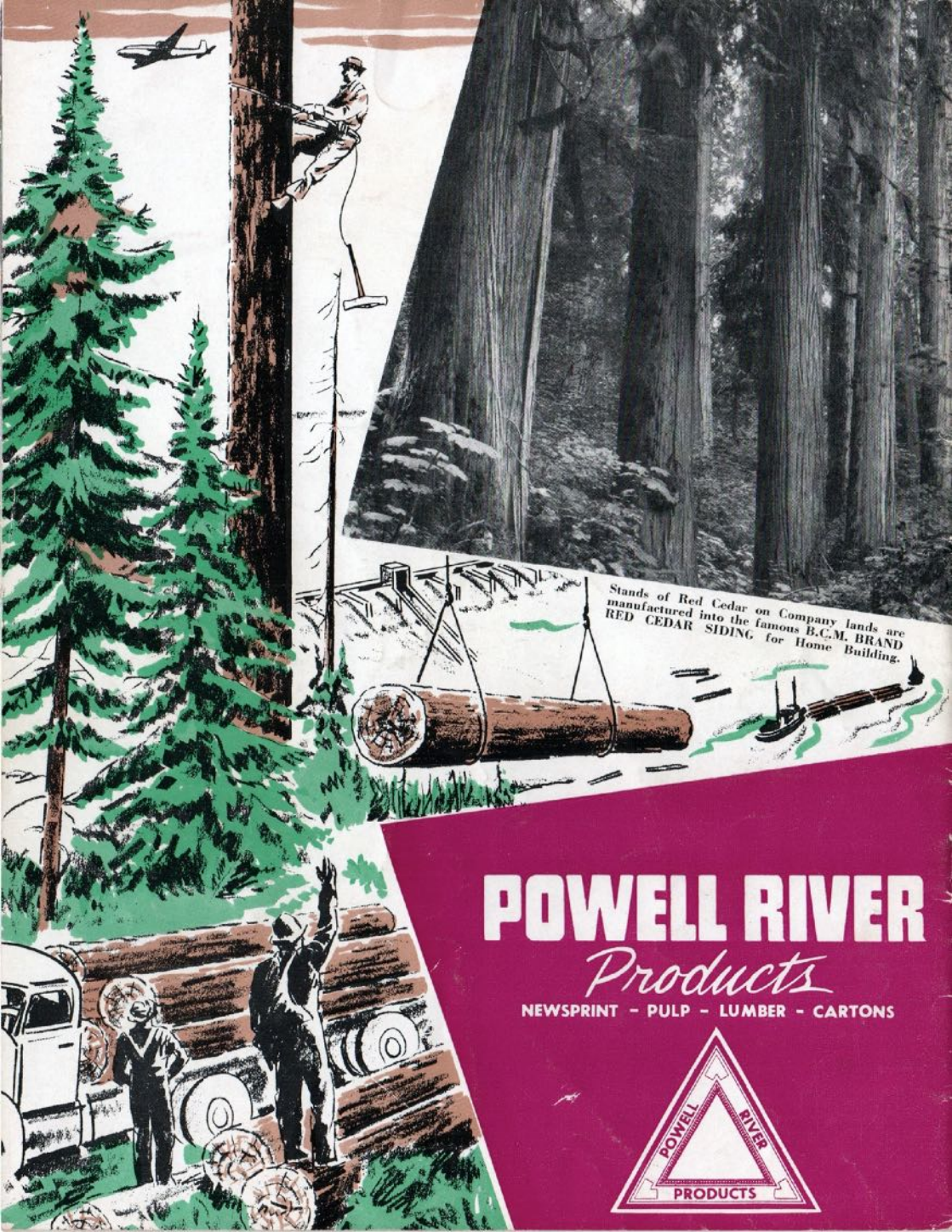
They are in addition to the 2,000 acre summer camp in Mendocino County whose 37 buildings and other facilities provided accommodation and recreative activities for 900 boys last year.

With its newest gifts the Club plans to establish a boys' model farm and offer a complete natural science course.

Since Bob Scanlon came to Powell River as a boy and played a large part in its development over the last four decades, his scores of old friends in the district all extend their congratulations to Bob on another job well and truly done.

Bob Scanlon receives gold medallion from Regional Director E. L. McKenzie.

Type of rugged hills behind Powell River where deep winter scenes provide water power for plant operations.



Stands of Red Cedar on Company lands are manufactured into the famous B.C.M. BRAND RED CEDAR SIDING for Home Building.

POWELL RIVER

Products

NEWSPRINT - PULP - LUMBER - CARTONS

POWELL RIVER PRODUCTS

Powell River DIGESTER

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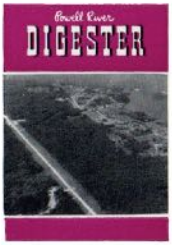
CONTENTS



The Cover Picture

Aerial view of new road built by O'Brien Logging Co. as part of the new community development in Lot 450 at Powell River. Right shows the village of Cranberry and Cranberry Lake. Powell River is visible in the distance.

Editor's Notes

The Canadian Election

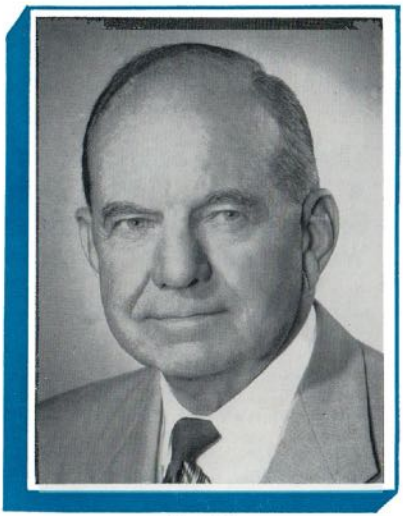
The Canadian General Election on June 10 last has aroused widespread interest throughout the world. To many, the results were totally unexpected and there are widespread wonderings of what will happen now. In other quarters, particularly from the United States there is some bewilderment that the Conservatives have come into power for the first time in 23 years. One large daily states: "It is all the more surprising because Canada's political stability has for so long been taken for granted."

At the moment the Conservatives have the largest single number of seats, but not enough to form a majority against the combination of Liberals, Social Credit and C.C.F.

In practice, this is not nearly as confusing as it appears. Conservatives, who more than doubled their representation in the House of Commons are the only party who actually want a re-election. As a result their program will be largely supported—and there is very little likelihood of the party being upset by an opposition vote. Undoubtedly some time, within the next 18 months, there will be another general election—and either a Conservative or Liberal Government will be returned with a working majority.

In the meantime our friends in other parts of the world have little to fear about the stability of the Canadian political scene. Shiftings of emphasis here and there will be natural—but no different, if as different as changes in direction between Republicans and Democrats.

The traditional role of Canada as a leader of the smaller states and as a helpful bridge between Europe and this continent will not be materially altered.



Lloyd Rodgers

Retirement Was Not for Lloyd

ONE of the shortest retirements we've heard of befell one of the most experienced loggers in British Columbia a dozen years ago. Today he is one of the most important men in Powell River's entire Logging Division.

Lloyd Clark Rodgers was born in Carmen, Manitoba and came to B.C. as a youngster in 1904. He went through primary and secondary schools in Vancouver and attended Methodist College in New Westminster before starting his career in the logging business as a faller on the West Coast of Vancouver Island. This was in 1915 and during the next two years he alternated between the logging business and construction works.

Lloyd's decision to become a logger was made at this time and in 1917 he joined Capilano Timber Co. in Vancouver as a powderman. Being an ambitious young man and a go-getter, he was promoted to superintendent of this operation two years later. He remained with Capilano for fourteen years, and when that operation was completed went to Thomsen & Clarke Timber Co. Ltd. as superintendent of their Chehalis and Horne Lake operations.

Later, Lloyd became a partner in the H. & R. Logging Co. at Harrison Lake and Whonnock. He disposed of this in 1936.

In 1937 he formed the Consolidated Timber Co. Ltd. and purchased the Spring Creek Logging Co. and the Hollenback Dollar interests on Harrison Lake. For five years he operated these companies and then sold out to the Canadian Forest Products Ltd. It was at this stage that Lloyd decided to retire to his lovely dairy farm located between Chilliwack and Rosedale in the fertile Fraser Valley. But fate had other ideas, limiting his retirement to exactly three weeks when his services were commandeered during wartime by the Aero Timber Co. Ltd., a Crown company, as manager, to log spruce in the Queen Charlotte Islands.

During the latter part of the war Lloyd was retained by the Cliff and McDonald interests, at that time owners of the B.C. Manufacturing Co. Ltd., The Westminster Shook Mills and the Maple Ridge Lumber Co., as an adviser on timber purchases. In this, he was partially instrumental in acquiring the Salmon River Logging Co. Ltd. for the McDonalds in 1945.

That same year he was retained in an advisory capacity to the Sloan Commission at which Forest Management licences were mooted. This he followed up by laying the groundwork for the application for a licence for Salmon River which was subsequently granted in December, 1950, and became known as F.M.L. No. 7.

As a member of the Cliff McDonald organization, on purchase of their interests by Powell River in 1951, Lloyd became a part of the Logging Division and is now Manager of the O'Brien Logging Co. Ltd., and the Alice Lake Logging Co. Ltd., Harbledown Division, subsidiaries of Powell River Company.

All of which seems to prove fairly conclusively that it pays to have a good logger around—even if it means getting him out of retirement!

YOU'RE INVITED TO

The "Texans of Canada" are Planning A Year-Long Celebration to Mark British Columbia's Centennial and Would Make You Welcome

By D. J. HORAN, *Publicity Director*, B.C. Centennial Committee.

BRITISH COLUMBIANS like to tell themselves they "think big."

And they do. Thinking big is in the province's blood—a huge province and an increasingly important one, born out of a brawling scramble for furs, gold and independence; weaned and grown to maturity on logs, fish, water power and ore-rich earth.

Thinking big means thinking clearly and simply, too. Like when you're having a birthday, it calls for a party. When it's your 100th birthday, it couldn't possibly be anything but a year-long, many-faceted celebration of a century of driving progress.

So 20,000 volunteers, so far, are taking their vast stage of 366,000 square miles (35,000 square miles bigger than Texas, if anyone should ask) and are working to make it a setting for a 1958 B.C. Centennial Celebration on a grand scale. It will be a year of stock-taking, of pride in achievement, of thanksgiving to pioneer parents and a look at the future. The year's program will reflect this.

The provincial government, which is contributing some $1,500,000 (at $1 per head) towards the costly celebrations and to lasting memorial-type projects, two years ago set up the B.C. Centennial Committee to stimulate interest in the centennial goings-on and to co-ordinate the planning of all communities. Like Topsy, the thing has just grown.

Leaders of industry, government and education were drafted to make up an unpaid board of directors of the Committee. They decide policy, control all finances and hear suggestions from 17 sub-committees that were formed to represent all facets of life in the province.

Chairman of the board of directors, top man of the Centennial Committee, is L. J. "Lawrie" Wallace, the Director of the Community Programmes Branch of the Department of Education. Then, at the community level, there is the local centennial committee. It plans celebrations and the area's own commemorative project, subject to approval from the top of the ladder.

The provincial government's $1,500,000 contribution, outside of footing the bill for a myriad other events, is made up of 40 cents per capita as an outright gift for celebrations. It is giving an additional 60 cents per capita, to be matched dollar for dollar by the municipalities, for centennial projects. Some of these planned projects include parks, museums, libraries, restoration of historic sites and landmarks and even contributions to hospital wings.

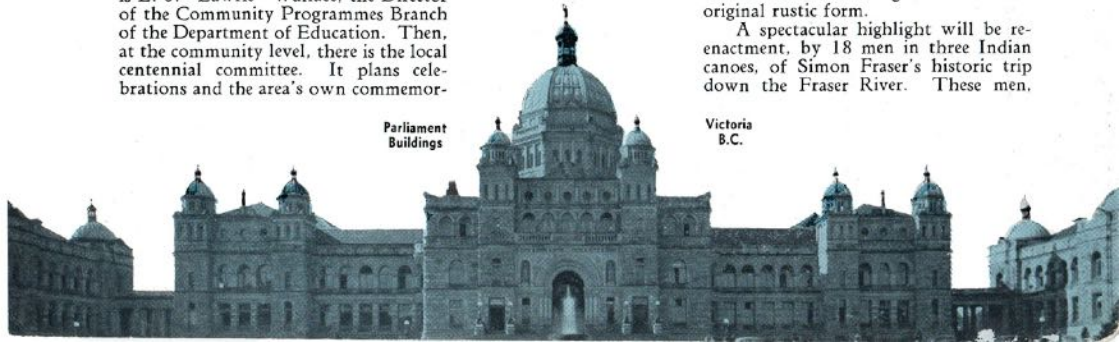
Community histories will be written. Parades will be staged and pioneer-honouring ceremonies held. One little centre plans to have the first white resident born in the district lead a parade, riding side-saddle on a white horse. There'll be an Old-Timers' Tug of War, along with a sports day and an old-fashioned outdoor feed there, too.

L. J. Wallace

Kelowna is tieing in its celebrations with its famous Regatta. Penticton is joining its party with the equally famous annual Peach Festival. Victoria plans a year-long series of events in co-operation with sports, musical, dramatic and other groups.

The some 3,000,000 tourists expected by the government in 1958, a 20 per cent jump over the normal, will see Gold Rush jamborees, fairs, rodeos and street dancing throughout the province. They can visit Fort Langley, where the mainland colony of British Columbia was founded November 19, 1858. The Fort, 30 miles east of Vancouver, is being restored to its original rustic form.

A spectacular highlight will be re-enactment, by 18 men in three Indian canoes, of Simon Fraser's historic trip down the Fraser River. These men,



Parliament Buildings Victoria B.C.

B.C.'s BIGGEST PARTY

dressed as old-time voyageurs, will make the 450-mile journey from Fort George to Vancouver—shooting the river's rapids and braving the Fraser Canyon's treacherous Hell's Gate before paddling down towards the river's mouth. They'll take a month, with many stops along the way for welcoming celebrations.

The famous Royal Canadian Mounted Police "Musical Ride" that has thrilled two generations of audiences across the world—precision riding of perfectly matched mounts by scarlet-coated Mounties—will be performed throughout the province.

Three perfect replicas of old-time stage coaches will travel the mainland and Vancouver Island—with a boost by the navy to some water-locked centres—with couriers carrying parchments of greetings to communities from Lieutenant-Governor Frank Ross.

Pageants re-enacting B.C.'s history will be staged across the province—bringing back such fabulous Gold Rush characters as Billy Barker of Barkerville, and Caribou Cameron, and the great though flamboyant newspaperman-statesman, Amor de Cosmos.

Roughly $50,000 in prize money is being awarded to artists, writers and musicians for sculpture, song and one-act musical play competitions. Dr. Margaret Ormsby of the University of British Columbia is writing an official history of the province—the first in 44 years. Dr. R. G. Watters of UBC is editing a centennial anthology of the best prose and poetry written by B.C. authors.

Canada's military services are uniting to present dazzling air, sea and land shows. Military tattoos and simulated armed displays will take place in major centres.

Chief Mungo Martin of the Kwakiutl tribe, is carving a giant totem pole for Queen Elizabeth, a foot long for every one of B.C.'s 100 years. An exact replica of the "Royal Totem" will be erected in Vancouver's Stanley Park.

In major sports events—you name it, B.C. will have it. That goes for the Macdonald Brier national curling playdowns in Victoria, where the host club also plans a giant pre-Brier bonspiel. It means B.C. will have the Grey Cup Canadian football title battle, the richest golf tournament ever held in Canada, the national tennis championships and ditto for badminton. An international sail boat regatta will be held at Vancouver. And, then, you also have all the sports events, big and small, planned for every community.

A mobile Industrial Caravan will tour the province—probably on flat-bed trucks and exhibited to communities under a "Big Top." It will give B.C. businesses a chance to know their customers, and will make the people more fully aware of their province's industries and products and their contribution to the growth of B.C.

There are all these things and many more. They form a glittering cycle of year-long celebrations plus permanent projects that will commemorate the last century and look ahead to the next.

So why not make plans now to join in B.C.'s big Centennial Party in 1958? You'll be a welcome guest and you're sure to have a wonderful time!

Meet Century Sam!

A LITTLE man with a big message, Century Sam, is going out across Canada, the United States, and other countries these days taking along wondrous tales of a fabulous land.

Century Sam is a gnarled, gnome-like, knobby little prospector left over from the big rush of 1858. He's looking for his biggest strike, the booming El Dorado lurking beneath the surface of British Columbia—the richest, rampaging party ever staged, the 1958 Centennial.

Sam was created by the B.C. Centennial Committee to adorn official posters, billboards, newspaper and TV space. Centennial Secretary Larry H. McCance, or Chairman of the Centennial Board, L. J. Wallace, will swear to his background.

"Went on a spree back in 1858. Me and a rattler crawled under the same rock. He bit me 'n' I bit him back. He stiffened out and I used him for a pipe cleaner. Then I guess I keeled over and slept for 98 y'ars or so." Corn like that, they blame on Sam.

Sam's going to tell what it was like in British Columbia back in the Gold Rush days. He's going to show the Province's 100 years of progress to the world. For wherever Sam appears, there will be messages about British Columbia's big Centennial Celebration.

Like Santa Claus, no one will really see Sam in the flesh. People will even say he doesn't exist. But who denies Santa on Christmas morning?

So look at Sam and believe in him. He's as real as British Columbia's future, and who doesn't believe in that?

World famous Barbarians found B.C.'s English rugby teams no push-over.

B.C.'s summer weather is tailored for baseball.

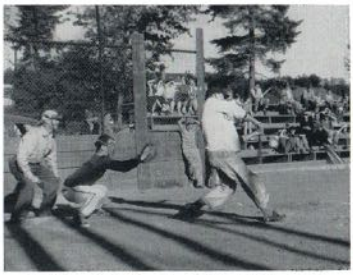
Summer Sports

All-purpose floor in Powell River's Willingdon Arena is seeing revival of lacrosse and roller skating this summer.

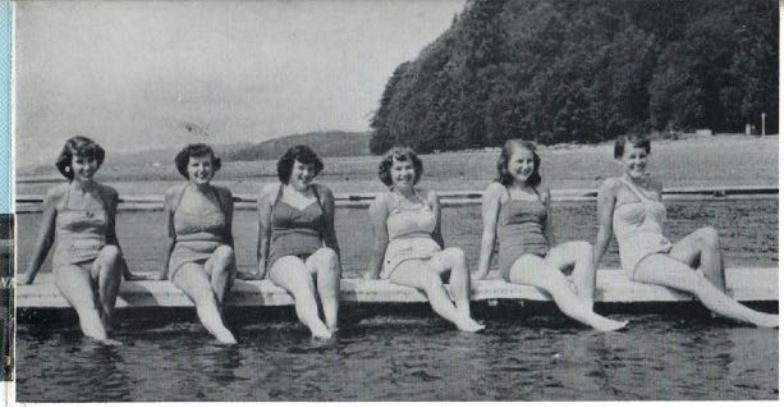
IT'S another good sports year for British Columbia. The annual invasion of world famous athletic teams, which has proceeded with accelerated momentum in the last five years is again under way. Outstanding events in the field of sport will be held in Vancouver, and B.C. athletes will again be competing in international events.

The season started off early in May with the visit to Vancouver of the "Barbarians," one of England's greatest rugby football teams. The Vancouver all-stars played a tremendous game and held the Englishmen to a very close score in the opening and closing games, but were outplayed in the second. English rugby, still popular in many American universities, including Stanford and Berkley, is at its Canadian best in Vancouver, where regular league schedules are played.

Our lawn bowlers are looking to another successful season.



Softball flourishes on Powell River's open playing fields.



Many enjoy sea and lake swimming around sunny Powell River.

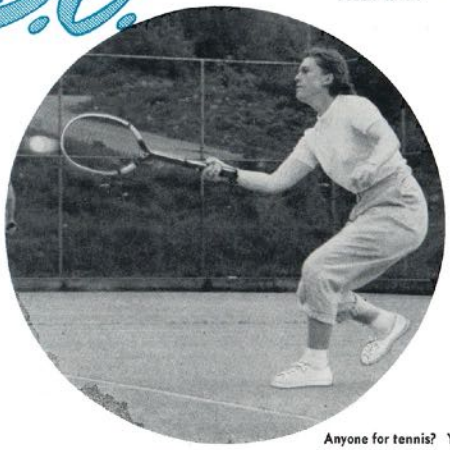
Boating and fishing are ever-popular in Powell River.

Bonanza in B.C.

On June 1st one of the greatest soccer tidbits of the year was witnessed by soccer fans at Empire Stadium, in Vancouver. Tottenham Hotspur, runners-up in the English First Division, and Scotland's Glasgow Celtic thrilled a capacity crowd. Two days later, to the amazement and stunned surprise of the soccer world, the Vancouver All-Stars defeated the mighty Tottenham eleven 2-0 in one of the most spectacular roundball games ever seen in Canada.

Powell River, too, is working forward to a well filled sports summer. Lawn bowling and baseball are back at the annual stand with Babe Ruth and junior leagues functioning smoothly. Soccer is trying a new experiment by adopting for the first time a summer schedule. Box lacrosse is being revived.

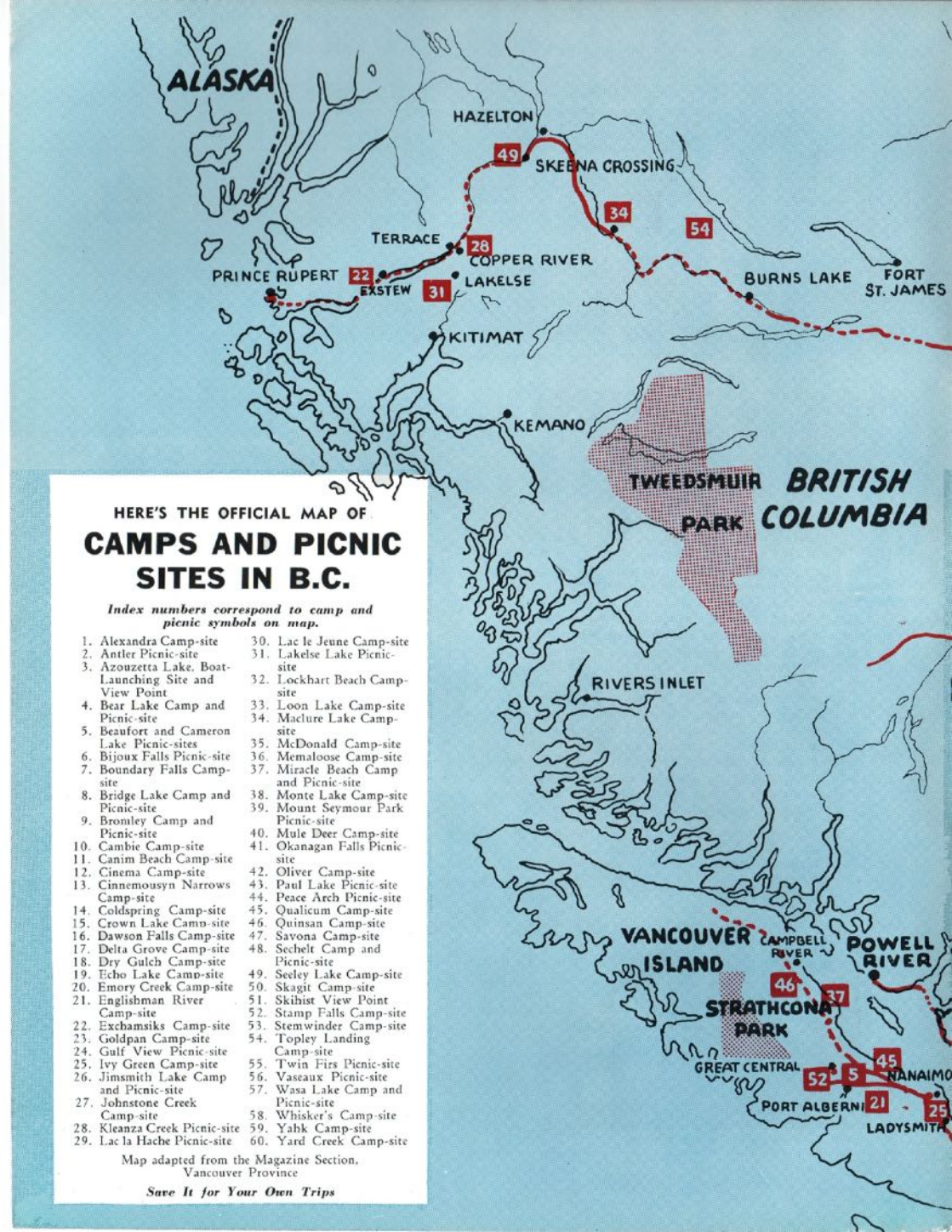
A favourable spring, presaging a good summer, has everyone in an optimistic mood.



Anyone for tennis? You bet!

Powell River's junior soccer players again distinguished themselves in The Vancouver Sun's Tournament of Champions. Some of them are seen here playing at home.

Golf is a prime favorite on Powell River's sporty 9-hole course.



HERE'S THE OFFICIAL MAP OF

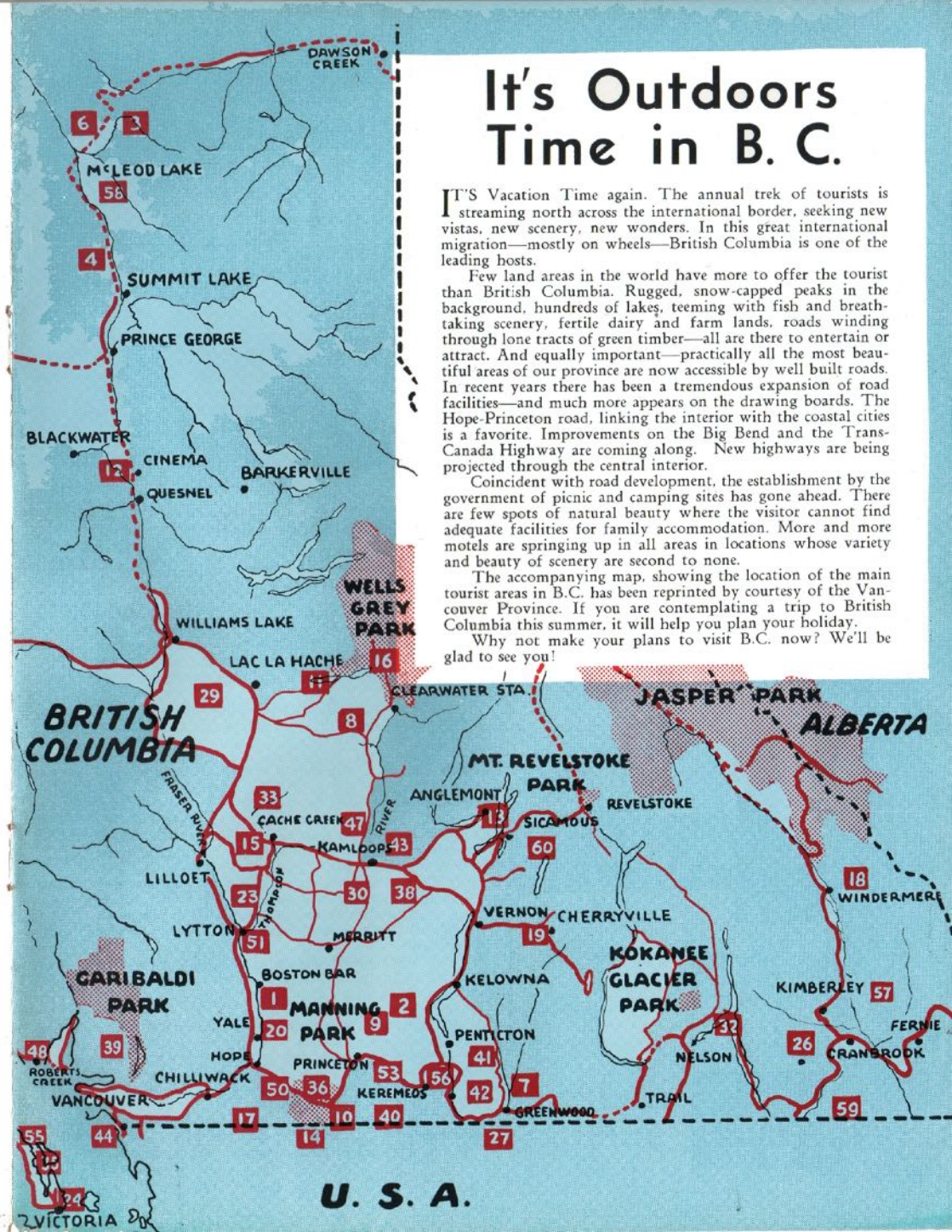
CAMPS AND PICNIC SITES IN B.C.

Index numbers correspond to camp and picnic symbols on map.

1. Alexandra Camp-site
2. Antler Picnic-site
3. Azouzetta Lake, Boat-Launching Site and View Point
4. Bear Lake Camp and Picnic-site
5. Beaufort and Cameron Lake Picnic-sites
6. Bijoux Falls Picnic-site
7. Boundary Falls Camp-site
8. Bridge Lake Camp and Picnic-site
9. Bromley Camp and Picnic-site
10. Cambie Camp-site
11. Canim Beach Camp-site
12. Cinema Camp-site
13. Cinnemousyn Narrows Camp-site
14. Coldspring Camp-site
15. Crown Lake Camp-site
16. Dawson Falls Camp-site
17. Delta Grove Camp-site
18. Dry Gulch Camp-site
19. Echo Lake Camp-site
20. Emory Creek Camp-site
21. Englishman River Camp-site
22. Exchamsiks Camp-site
23. Goldpan Camp-site
24. Gulf View Picnic-site
25. Ivy Green Camp-site
26. Jimsmith Lake Camp and Picnic-site
27. Johnstone Creek Camp-site
28. Kleanza Creek Picnic-site
29. Lac la Hache Picnic-site
30. Lac le Jeune Camp-site
31. Lakelse Lake Picnic-site
32. Lockhart Beach Camp-site
33. Loon Lake Camp-site
34. Maclure Lake Camp-site
35. McDonald Camp-site
36. Memaloose Camp-site
37. Miracle Beach Camp and Picnic-site
38. Monte Lake Camp-site
39. Mount Seymour Park Picnic-site
40. Mule Deer Camp-site
41. Okanagan Falls Picnic-site
42. Oliver Camp-site
43. Paul Lake Picnic-site
44. Peace Arch Picnic-site
45. Qualicum Camp-site
46. Quinsan Camp-site
47. Savona Camp-site
48. Sechelt Camp and Picnic-site
49. Seeley Lake Camp-site
50. Skagit Camp-site
51. Skihist View Point
52. Stamp Falls Camp-site
53. Stemwinder Camp-site
54. Topley Landing Camp-site
55. Twin Firs Picnic-site
56. Vaseaux Picnic-site
57. Wasa Lake Camp and Picnic-site
58. Whisker's Camp-site
59. Yahk Camp-site
60. Yard Creek Camp-site

Map adapted from the Magazine Section, Vancouver Province

Save It for Your Own Trips



It's Outdoors Time in B. C.

IT'S Vacation Time again. The annual trek of tourists is streaming north across the international border, seeking new vistas, new scenery, new wonders. In this great international migration—mostly on wheels—British Columbia is one of the leading hosts.

Few land areas in the world have more to offer the tourist than British Columbia. Rugged, snow-capped peaks in the background, hundreds of lakes, teeming with fish and breath-taking scenery, fertile dairy and farm lands, roads winding through lone tracts of green timber—all are there to entertain or attract. And equally important—practically all the most beautiful areas of our province are now accessible by well built roads. In recent years there has been a tremendous expansion of road facilities—and much more appears on the drawing boards. The Hope-Princeton road, linking the interior with the coastal cities is a favorite. Improvements on the Big Bend and the Trans-Canada Highway are coming along. New highways are being projected through the central interior.

Coincident with road development, the establishment by the government of picnic and camping sites has gone ahead. There are few spots of natural beauty where the visitor cannot find adequate facilities for family accommodation. More and more motels are springing up in all areas in locations whose variety and beauty of scenery are second to none.

The accompanying map, showing the location of the main tourist areas in B.C. has been reprinted by courtesy of the Vancouver Province. If you are contemplating a trip to British Columbia this summer, it will help you plan your holiday.

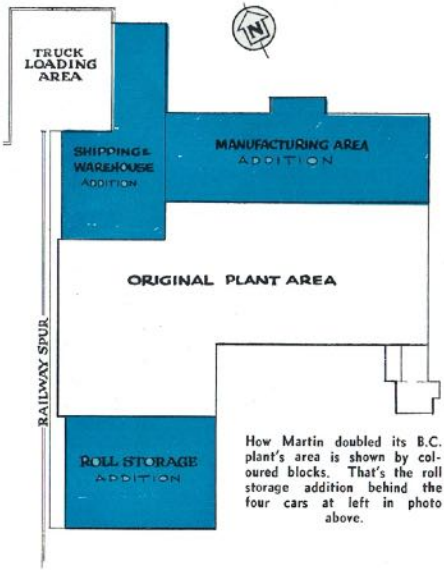
Why not make your plans to visit B.C. now? We'll be glad to see you!

Martin's $700,000 Expansion

Opened Two Years Ago to Serve the West Coast
Martin's Royal City Plant Doubles Its Size

LESS than five months ago plans were finalized for an expansion programme, in buildings and equipment, for Martin Paper Products plant in New Westminster, British Columbia.

Plans called for completion by May 15, 1957, and, on that much awaited day, Messrs. H. S. and M. J. Foley along with Mr. John Burns, and Martin personnel including G. B. Hills, vice-president and general manager, and S. J. Cooper, secretary-treasurer, toured the expanded plant and voiced their approval of the completed project to plant manager Harold Townsend.



How Martin doubled its B.C. plant's area is shown by coloured blocks. That's the roll storage addition behind the four cars at left in photo above.

The original plant was 51,000 square feet and the expansion equalled this, so that the plant is now 102,500 square feet overall.

Added were 15,000 square feet of roll storage area, 22,500 square feet of manufacturing area, and 14,000 square feet of storage shipping area. Expanded plant areas were necessary to relieve congestion, and allow for better flow, thus reducing materials handling costs and to allow goods to pass through manufacture quickly so as to give better service to customers.

To further this, more equipment was necessary and the following was added to the corrugator to speed up production and cut down waste: automatic mill roll stands, a continuous order changer and glue roll drive.

A third printer-slotter of Langston make was added to the press line, and a second 6-bar slitter-scorer, along with a Huntingdon automatic partition assembler, were added to the Specialty Deparment (the latter substantially reduces costs in this particular operation, and is unique to watch when operating).

A second Cottrell cutter and creaser was purchased to help turn out the terrific volume of Handi-Pak apple and peach boxes for the tree fruits industry. This gives this department two Cottrells and a flat-bed Thompson die press, and in order to handle the volume of stripping of the die cuts from these machines, a second automatic stripper was purchased.

An up-and-down slotter was bought for slotting and corner cutting over-sized containers, such as Powell River news sheet containers, etc.

Finally, a fourth semi-automatic stitcher was purchased along with a new S. & S. folder, stitcher, gluer machine. This is the first automatic folder-gluer to be used in the corrugated industry in Western Canada.

The box closure line in the Finishing Department now has three semi-automatic stitchers, one Bowee automatic folder (used in conjunction with a stitcher and taper), one S. & S. automatic folder (used in conjunction with the stitcher and gluer), and two Universal semi-automatic tapers.

The New Westminster plant had originally used silicate as an adhesive and during the first year of operation a trial starch system was installed. This proved more economical both in adhesive costs and maintenance, while still producing a good quality board. As a result the expansion program called for the installation of a proper starch system, and a Pratt unit was decided on and is now in operation.

The expansion also enabled Martin to accommodate its general offices in the plant's enlarged premises. Previously, owing to lack of space in the Martin plant, its offices were located in the combined office building of Powell River Company's sawmill subsidiaries, the B.C. Manufacturing Company and Westminster Shook Mills. The office relocation was yet another forward step towards greater co-ordination of Martin's operation in British Columbia.

All told, Martin's spent more than $250,000 on added equipment and improvements to the original plant equipment.

Realizing that by far the biggest percentage of corrugated volume is regular styled containers that necessitate processing through the printer-slotters, and the closure line (either the stitchers, tapers or gluer), the machine layout was revised, putting all the specialty equipment alongside the north and east walls, thus allowing the main volume to pass through manufacture quickly. The new layout aids greatly in speeding up and handling of specialty items.

H. V. Townsend

The Martin New Westminster plant is now capable of producing and shipping approximately 35,000,000 square feet of corrugated board products per month.

Current indications are that some of the major industries using corrugated containers expect a real bumper season. Reports from the Okanagan Valley, centre of B.C.'s tree fruits industry, point to one of the largest crops of all tree fruits in the history of the industry (barring of course, late frosts which are unpredictable). This indication holds true, also, in the fish packing industry, along with vegetable canning.

Coupled with the natural growth of the existing industries and the movement of new industries into our Province, these signs would seem to suggest that Martin's expansion was well timed. Certainly its expanded facilities assure its old customers and new of the very best in quality and service.

Management Development

THE operation of the Management Development programme, which has been an important activity of Powell River Company's Industrial Relations division, has resulted in two important temporary changes at management level.

In line with the programme's purpose of providing a broad background and experience for management personnel, Mr. Howard Urquhart, assistant resident manager at Powell River, will be transferred to the head office in Vancouver for approximately two years. Mr. Urquhart has been in Powell River for 18 years and has been in close touch with operating and technical problems of the pulp and paper division at Powell River.

H. B. Urquhart

Dr. R. Patterson

In Vancouver he will study the broader aspects of policy, sales and administration, relating to all divisions of operation, including pulp, paper, lumber, logging and container plant production.

Mr. Urquhart will be replaced at Powell River by Dr. Ralph Patterson, at present Director of Planning and Research for the company. Dr. Patterson has been with Powell River Company since 1945 and his activities have been confined mainly to supervisory technical phases of operations. He successively filled the office of Research Superintendent and in 1950 that of Technical Director. In 1955 Dr. Patterson was transferred to Vancouver as Director of Planning and Director of Research.

In Powell River, Dr. Patterson will be more closely identified with the practical problems of operation and supervision, while still retaining his present positions.

Both Dr. Patterson and Howard Urquhart are outstanding members of the company organization and the present temporary moves are well calculated to provide the all-round experience and knowledge essential in modern management.

In its 100-year history Justice to All and Independence of Thought has always guided

THE SACRAMENTO BEE

SACRAMENTO still was known around the globe as the stepping stone to the fabulously rich Sierra gold fields when the first edition of The Sacramento Bee was pulled from an old Washington hand press February 3, 1857.

Its reputation for independent journalism was established in that adventurous age of buffeting influences when the lead editorial unequivocally declared the infant paper's policy:

"A public journal will best serve the interests of the people by cutting itself free from the shackles of so-called politics and holding itself ready to denounce or approve, as it may seem fit, public measures and public men, without the slightest regard for their political complexion."

The paper born in the vigorous gold rush days now has a circulation of more than 148,000 daily and still is the independent journal it was when the log read Volume I, Number 1.

The Bee was born and spent its infant years in this building on 3rd between J and K Streets.

In point of continuous operation, The Bee rates as one of California's oldest newspapers, and is this year observing its centennial anniversary.

The first edition, a four-page publication set entirely by hand, was printed in a small building on 3rd Street between J and K in the cradle of Sacramento's pioneer business district. Then as Sacramento and California grew, The Bee grew. In 1902 it moved into a three-storey plant, then the last word in newspaper production, near the Sacramento County Courthouse. By 1952 The Bee had far outgrown that home, too, and had moved again—to its new, modern offices at 21st and Q.

The destiny of The Bee from its founding year in an era of gold economy and tumbling fortunes to today's mid-20th Century has been shaped by four generations of a single family—the McClatchys.

James McClatchy, Irish born and a protege of history's famed Horace Greeley, was The Bee's founder. His son, Charles K. McClatchy, succeeded his father as editor when he died in 1883 and guided the paper to national recognition in the 53 years he served.

After his death in 1936 his daughter, Eleanor, assumed the presidency of McClatchy Newspapers, and Walter P. Jones, one-time Washington correspondent and political editor for the McClatchy Newspapers, became editor.

Three grandsons of James McClatchy—James and C. K. McClatchy and J. Brown Maloney, all officers in today's McClatchy Newspapers organization—give the production a fourth generation tone. Carlos K. McClatchy, C. K.'s only son, died in 1933. He was general manager of The Sacramento, Fresno and Modesto Bees, as well as editor of The Fresno Bee.

In 1857, its founding year, The Bee was circulated within an area stretching roughly a mile, boundary to boundary. Today it serves a wealthy inland agricultural empire larger than three Vancouver Islands.

In its 100-year history, The Bee has won legions of supporters—and excited its share of animosity—as a result of its campaigns for public interest programmes. It fought for no fence laws, and the fight

Present home of The Sacramento Bee features modern architecture and one of the most up-to-date printing plants in the country.

was instrumental in bringing about the United States Federal Homestead Act. It waged an uncompromising battle to bring about controlling curbs on the hydraulic miners whose operations were filling the Sacramento Valley streams with debris tailings in their feverish search for more and more gold.

Historians even credit James McClatchy for saving California for the Union when, in 1861, he reported to President Lincoln through a California Senator the likelihood of a Dixie coup led by General Albert Sydney Johnston, then commander of the Pacific Military Department. Lincoln subsequently replaced Johnston. A short time later the shot fired upon Fort Sumter touched off the Civil War and Johnston joined the Southern forces.

The Bee, under McClachy's forceful stewardship, spoke out strongly—pro and con—on all issues. It battled uncompromisingly against land monopoly which posed a raw threat to progressive settlement of the young state. It challenged corporation interests whenever corporation interests encroached upon public rights. It fought for intelligent government planning.

Under C.K., The Bee continued its advocacy of public ownership of utilities. It waged unceasing crusades for governmental integrity. It campaigned for enactment of humanitarian legislation. It strongly supported the eight-hour work day for women, workmen's compensation, creation of the industrial accident commission, and formation of a state department to protect the public against unscrupulous stock sales. It came to rank with the great liberal newspapers of the land.

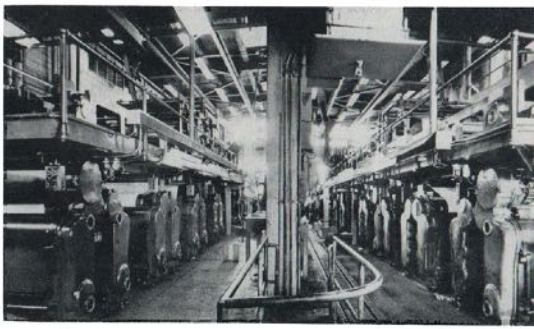
Editorially it has argued, also, for unification of the armed forces, for military preparedness, for universal military training, for reclamation and flood control, for reorganization of local city and county governments, against prohibition—and oftentimes the arguments were voiced when it would have been popular to side with contemporary emotional prejudices.

At one time in his career James McClatchy wrote: "Consider The Bee as a tribunal that desires to do justice to all; that fears far more to do injustice to the poorest beggar than to clash swords with wealthy injustice."

Many years have passed since that paragraph was written. Since then The Sacramento Bee has swelled into the McClatchy Newspapers and the McClatchy Broadcasting Company — with Bee papers in Sacramento, Fresno and Modesto and radio and television stations in five California and Nevada cities.

But the editorial might have been written for last night's Bee. It was a policy born out of one man's conviction and fanned by those who followed him into a bright, protecting flame—a policy which today is as much a part of The Bee's tradition as its masthead.

The Bee's modern pressroom contains two rows of Scott presses.



Vice-President W. C. R. Jones (inset) as he spoke to the Technical Section, CPPA. At head table: L. Manley, CPPA; Dr. J. Keays, Powell River; G. Penny, Sandwell & Co. Ltd.; D. Livingston, Esco Ltd.; Mr. Jones; H. C. Graham and R. Young, Crown-Zellerbach; Dr. R. Patterson, Powell River; A. Penny and Dr. M. Wayman, Columbia Cellulose; Dr. Jones, CPPA; R. Alpen, C. C. Moore Ltd.—Photos by Hal Rhodes.

From an address by W. C. R. JONES, Vice-President, Industrial and Public Relations, Powell River Company, at the Technical Section, Canadian Pulp and Paper Association conference in Harrison Hot Springs Hotel, April 25-27, 1957.

I WAS asked to talk about corrosion, and found my thoughts turned toward the "animal" and away from the "mineral." I looked up what corrosion meant, and found that it is "to gnaw, to eat away, to prey upon, to consume by slow degrees, to envenom or embitter, to poison, blight or canker." The corrosion engineer sets himself up to doctor these conditions. We now need human corrosion engineers.

Talks before the Section have, I am sure, been helpful to the engineers in diagnosing the corrosion processes, and two years ago, I would have hung on every word of the description of the temperatures, the alloys, the pH and the stray galvanic actions which cause or which cure the material corrosive effects.

However, two years ago, I moved from the engineering and operating to become an industrial and public relations man, and as I have pointed out I find many similarities in the fields, but I must now look upon the human being as more important than the engineered "thing." Two years ago, I would have been glad to know precisely how much Molybdenum was required in stainless steel to offset many pulp mill corrosion factors. Now, I would like to know how to prevent Bill Smith, who leaves college with his bright new diploma and beautifully polished concept of business, from becoming "etched, dull, envenomed, embittered, blighted or cankered." What touch of what element will inhibit this rot to mediocrity which all of us feel touching us from time to time? I submit that the element is not entirely gold.

People do not work creatively for their salaries alone!

The human corrosion engineering techniques will have to be studied with the same seriousness as our problems before the Technical Section. I expect to see an Industrial Relations Section of the Canadian Pulp and Paper Association become as active as the Technical Section. We will find that we will use many of the mathematical, statistical and investigational methods in this human problem as you have used in your technical problems. Surely our people need as much study as does our pulp.

Dr. Rosenstein, a psychologist at Marquette University, has given several seminars here in British Columbia. He cleverly shows, by asking people in the audience, that we are prepared to specify what we want from a machine; we are prepared to oil, adjust and maintain it; but for our staff we often neglect

New executive of the Technical Section: Dr. M. Wayman, President; Dr. J. Keays, J. Shumka, R. Alpen.

to supply the man with the right mental tools for the job. We are not prepared to take serious steps to adjust or orient him, but we are prepared to corrode him verbally or destroy him by failure to look after the conditions ambient to his employment.

We would not sneak up to a machine to knock out its gear teeth, but we certainly kick people in the teeth by not letting them know how they are doing until they are by-passed.

This human problem is certainly more complex than the technical corrosion problems that you have been devoting your time to at this meeting. We must find out the elements that keep incentive, initiative and pride alive, and there is a good deal that we can do about it ourselves. I can think of no better way of demonstrating one way of helping ourselves than by reading two verses of the children's poem by Kipling—"The Camel's Hump":

"The camel's hump is an ugly lump,
Which well you may see at the zoo.
But uglier yet, is the hump that you get,
Through having too little to do.
Kiddies and grown-ups too-oo-oo,
When they haven't enough to do-oo-oo,
They get the hump, the cameeleous hump,
The hump that is black and blue!

The cure for this ill
Is not to sit still,
Or froust with a book by the fire,
But to take a long hoe,
And a shovel, also,
And dig till you gently perspire.
Etc."

Obviously the dulling and corrosive things around us can be prevented by one's own attitude, but not by accepting conditions in almost Job-like resignation. Rather I would have you dig in and examine your personal objectives in life; examine the requirements for the fulfilment of these objectives; determine your specific problems in meeting these requirements and then develop a plan and schedule it to completion as you would for any scientific project.

While a person can do much for his own anti-corrosion the attitude of a whole company must stem from the leadership example and policies set by the highest executive of the company. Human problems are his problems and should be his only problems if he has the right people around him. He only can set the policies which are the "ambient conditions" I have mentioned of associated or human corrosion. Salaries, promotion training and clear delineation of responsibilities are points for his continual surveyance. Above these, and in my mind perhaps the most important factor in elimination of "associated corrosion," is the maintaining of better and freer communication between individuals and between all levels of the organization. Communication both up and down in the company is the President's key to the knowledge of, and the molding of the attitude throughout the whole organization.

Here again this must start with the highest executive. With all the staff satisfied that these things are attended to in a company on a routine and scientific basis, and here I mean salaries, promotion, training, delineation of responsibilities, then personal corrosion can be inhibited by application to our own and individual and interesting jobs; then, as Kettering says, "the job can catch the man and not the man catch the job."

I have mentioned the term "communication" as my particular panacea for "associated corrosion," and I suppose I should define it. Communication is not necessarily the spoken or written word, but includes all behaviour of one person to another that results in an exchange of meaning, and obviously can only be conducted properly in a free "give and take" atmosphere.

In the next twenty years this human corrosion field is one which will take its important place alongside the more established sciences. Employee surveys will keep pace with technical data questionnaires. The new philosophies of management will see that psychology will take its place in the mill with physics, chemistry and engineering.

In examining your own objectives I have no doubt that some would like to take their technical skills into the more general management field. I have

Dr. Patterson (left) congratulates J. W. Thomas of Elk Falls, 1957 winner of the Powell River paper prize.

attempted to show that as you go higher in management, human engineering becomes more important until at last it is all-important. Unless you recognize this and do something about it, you had better stay strictly in the engineering or research field.

This is a challenge to learn how to communicate; to learn how to behave with others.

Recently I heard of a brilliant technician who said to some production men that he was training, that he could do any job that they could do better than they, and that any job that they could do he could learn to do in one week. Knowing the man, I think he was correct. But, he could not have been more wrong. He destroyed the friendship of men who

(Continued on Page Twenty)

Powell Riverites Used to Depend on Her for Overnight Transportation to Vancouver . . . Now She's One of Victoria's Most Popular Restaurants

The "Princess Mary"

"CAN you suggest an interesting place to dine in Victoria?"

This is a frequent question asked by visitors to British Columbia's capital city. And in almost every case one of the recommendations will be: "Dine on the Mary. It's one of our most unusual restaurants. Even Duncan Hines considers it a 'must' when he visits Vancouver Island."

To Powell River people and to scores of our friends in the publishing houses of this continent the "Princess Mary" will bring back many memories. They will remember the Mary as the main source of overnight transportation between Powell River and Vancouver before the inauguration of regular plane flights. Countless company employees made their first trip to Powell on the Mary. Hundreds of old-time residents started their honeymoon trips on this remarkable ship. Famous people from all parts of the world slept or partied in her staterooms.

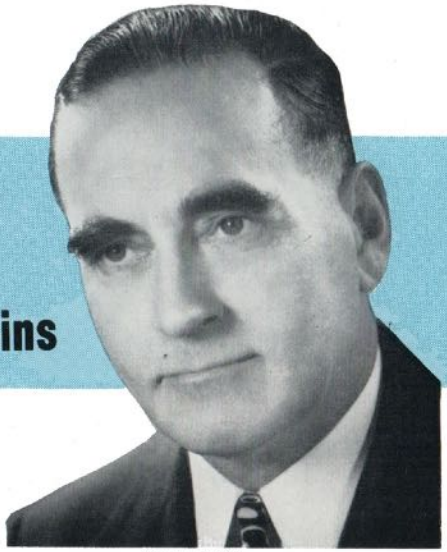
Even now Powell River residents are reminded of the Mary daily by her whistle, which has been used as the mill whistle since her final departure in 1950—just forty years after she was launched in Paisley, Scotland. And the Mary's bell still summons youngsters to their classes at Westview's elementary school—many of them children of Powell Riverites who sailed aboard the Mary in her days of glory.

Old age overtook the Mary in 1952. Her hull was converted into a cargo barge and her superstructure placed on land. It was then that the Elworthy family of Victoria, owners of the Island Tug & Barge Limited, opened an employee restaurant in that superstructure. The employees liked the food. The word got around.

Today, more than $150,000 later, the Princess Mary is one of the most attractive dining establishments in Canada. Only a few minutes' drive from the heart of Victoria on the road to nautical Esquimalt, the Mary can serve nearly 200 persons amid an authentic board-ship atmosphere. All its seafood is fresh, the management considering frozen fish strictly second-best. Oysters are dished out at the rate of 40 gallons a week. Some 75 tons of clams pass through its spotless galley in the same short time. About 150 steaks are served nightly. It takes a carefully trained staff of more than 50 people to cater to the never-ending crowds.

As you enjoy the Mary's splendid cuisine and atmosphere, let your mind wander a bit over her twenty years' service among the nearby Gulf Islands and her up-coast run to Powell River. Chances are you'll have little trouble conjuring up visions of other boisterous days aboard, in that same stately dining room!

Norman English Retires, Clair Smith Takes Over Powell River Logging Reins



Norman English

TWO important and well-known individuals in the logging life of British Columbia are involved in recent changes in the Company's Logging Division.

Retiring after a lifetime in the logging industry is Norman A. English, General Manager of Logging. His successor is another B.C. logging executive, Clair Smith.

Few logging operators are better known in this province than Norman English. He counts his friends by the hundreds in the scores of camps along the coastline of British Columbia and in the offices of the lumber merchants in the Pacific Northwest.

He started his business career as a lawyer, from the School of Law at the University of Wisconsin. After serving in World War I as a lieutenant, he joined his uncle's logging operations in British Columbia, then operating under the name of the Nimpkish Timber Company, with camps on Vancouver Island. The company later became Wood & English and Norman served as manager until 1931. In 1941 he joined his old friend George O'Brien as assistant manager of O'Brien Logging Company, which was purchased by Powell River Company in 1942.

Norman's vivacity, charm and wide experience have made him one of the most popular individuals in the logging industry of the province—and one of the best known personalities in the Company. Fortunately his vast background of knowledge will still be available since Norman will remain as consultant and advisor for some time.

Clair Smith

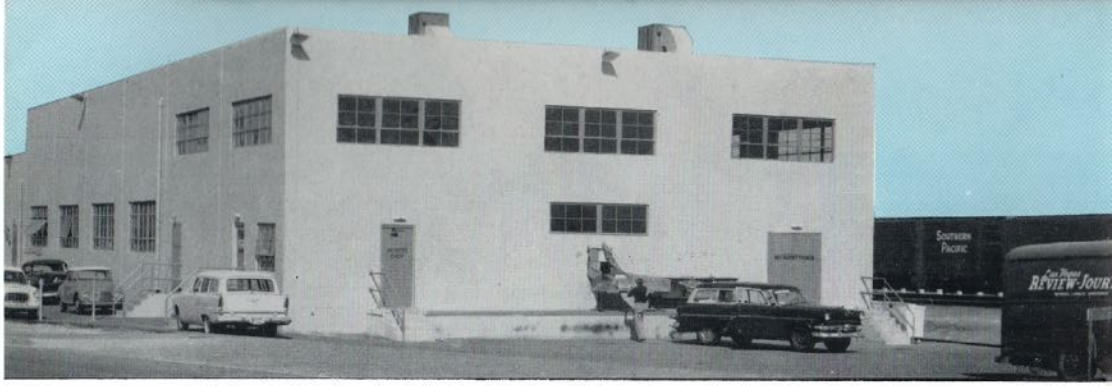
Succeeding Mr. English as General Manager is Clair Curtis Smith, formerly Assistant Manager of Logging Subsidiaries, a position to which he was appointed when he joined Powell River in October, 1951.

Clair Smith has been prominent in British Columbia logging circles since 1933. For several years he operated his own logging company and knows the logging areas in B.C. intimately.

His special hobby—one closely connected with his work—is the computing of long-range statistics on the economic events in business. Clair has studied business trends—on which he maintains a comprehensive file—over many years. As a result, he is probably one of the best informed men in the industry on the economic history of logging.

Born in Alabama in 1905, Clair first came to Canada as a youngster of three years. He returned to the United States for ten years between 1922-1932 before taking up permanent residence in Canada.

In his six years with Powell River Company, Clair has assisted Norman English in the operation of the logging division and its widely extended camps in British Columbia. He brings to his new and responsible position 24 years of expansive and expert knowledge of the logging industry in the province.



Modern functional lines characterize the Review-Journal's press and circulation plant built last year.

From a County Weekly to Nevada's Largest Daily In Fifty Years—That's the Growth Record of the

Las Vegas REVIEW-JOURNAL

MANY good things come in small packets. This saying might well apply to the State of Nevada, the smallest from the point of population in the Union. But as the lads from Nevada say, "We have the quality—and our attractions are among the most famous on the continent."

In the daily newspaper field Nevada has several first-quality papers, whose circulation in respect to population compares favorably with the great newspapers of the continent.

Among the outstanding dailies of the 37th State is the Las Vegas Review-Journal, Nevada's largest and most widely read newspaper, and a user of Powell River newsprint.

The history of the Review-Journal goes back half a century. Just ten years after the founding of the now vigorous city of Las Vegas, Charles Corkhill and his wife established the weekly Clark County Review, the forerunner of the present highly successful Review-Journal.

In 1926 F. F. Garside, a pioneer newspaperman from Tonopah, and A. E. Cahlan, a native Nevadan who was editor of the Elko Daily Free Press, bought the newspaper. Today, 31 years later, Al Cahlan is still a principal and general manager of the newspaper.

The new owners transformed the Review into a bi-weekly and, in 1928, a tri-weekly. In 1929 it became a daily newspaper. That's the year John Cahlan, who had been editor of the Reno Nevada State Journal, was brought to the Review as city and sports editor. Today, years later, he still presides over the newsroom as managing editor.

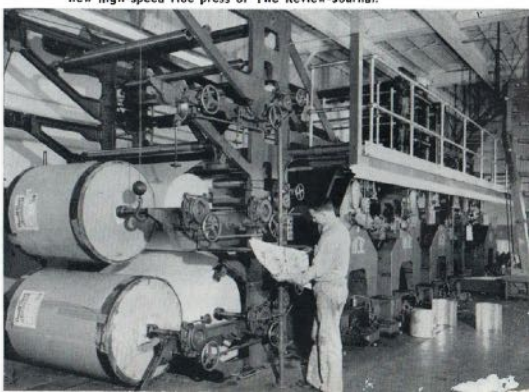
In the years when the entire news staff consisted of John and Al Cahlan, the newspaper was printed on a flat-bed press and had a robust circulation of about 2,500. The old flat-bed has long since disappeared, the Hoe rotary that replaced it outgrew its usefulness, and today a brand new 64-page Hoe Color - Convertible high - speed press rolls out the newspaper's more than 22,000 copies (25,000 on Sunday). Meantime the number of employees rose from a bare 15 in 1929 to more than 150 today.

In 1950 Donald W. Reynolds, a veteran southwestern newspaperman, bought a major interest in the newspaper and the modern Review-Journal came into being. More than $2,000,000 has since been invested in making the Review-Journal Nevada's largest and most up-to-date newspaper.

A new building was erected in 1951. By 1956 circulation growth, at the rate of nearly 500 per month, and increase in advertising linage necessitated the construction of a new press and circulation plant. The new building is across the railroad tracks from the composing room, business and advertising offices, and newsroom. Cost of the new installation was approximately $500,000.

The Review-Journal has roots that go deep into the history of Las Vegas. It was built and nurtured by men whose lives are irrevocably tied to Las Vegas and Nevada. Yet its eyes are, as always, on the future. And the future looks mighty bright.

Pressroom Foreman Andy Beatty inspects full colour ad printed by the new high-speed Hoe press of The Review-Journal.



A Glance at CANADA'S ELECTION

BY the time this issue comes off the press, the result of the Canadian General Election will be known—and electors will have retired back into obscurity for another four or five years.

The Canadian Election is not the exciting and all-out affair that features similar proceedings in the United States. Usually only about five or six weeks' notice of the election date is given, and it is another two before the party organizations start functioning.

Unlike U.S. elections, which are set by law on a definite day that is known in advance for years, the Canadian date is set by the party in power, who have the privilege of selecting what may be considered the more strategical time. Custom has decreed that either June or October should be the time. This is because there is a minimum of voting loss through holidays. (Several years ago the Prime Minister selected August for the General Election, thereby arousing considerable protest.)

Americans often eye the Canadian Election with both surprise and amazement—feelings probably engendered by looking at the several well-established parties in the running. Canadians conversely gaze rather enviously across the border at the spectacle of only two parties striving for power. It is inconceivable that a candidate, other than a Democrat or Republican, could win a single seat in America.

No such happy solution confronts the Canadian elector. In this year's election, four parties were registered and all of them have elected representatives to the House of Commons.

There is a point of similarity in the political geography of the two nations. Generally speaking, the Southern States are traditionally Democrats. In Canada the Province of Quebec, holding a much larger percentage of the total seats, has been a Liberal stronghold for over half a century. Out of 265 seats in the House, Quebec holds 75, a tremendous advantage with other provinces split up among four parties.

In Canada, following the British tradition, every leader (including the Prime Minister) must fight for and win his individual seat before he can sit in the House. During election the Prime Minister is just another candidate for re-election. This contrasts with the American system where, as titular head of his party, the President does not contest a seat personally. The same applies to the leaders of the other Canadian parties. They must be elected in their own ridings.

Thus, if Adlai Stevenson had been opposing Mr. St. Laurent in the last Canadian election, he would have continued as opposition leader if he had been personally elected, even though his party suffered defeat. On several occasions the late Mackenzie King was defeated in his own riding while his party swept the polls. He was nominated in another riding and finally elected to resume his office of Prime Minister.

The Canadian Parliament can be dissolved and a new election called at any time by the party in power. If the government should be defeated in the House of Commons on an important issue, it usually means dissolution and an appeal to the people for another election.

The big question facing Canadians is: "Will the Liberals, who have held power for 22 years, continue in office; or will the revitalized Conservatives, under their new leader, John Diefenbaker, threaten their supremacy? Or will the other parties, C.C.F. under M. J. Coldwell and Social Credit under Solon Low, gain additional seats?"

By the time you receive this issue, you will know the answer.

Louis St. Laurent—Liberal

John Diefenbaker-Conservative

M. J. Coldwell—C.C.F.

Solon Low—Social Credit

B.C. Pulp & Paper industry's First-Aid championship was added to their B.C. Senior Men's title by Powell River's outstanding team. With some of their spoils are, top row—A. Grundle, coach F. Scott, captain J. Cockrill; bottom—R. Falconer, J. LaForce, G. Menzies.

AROUND TOWN

OBSERVATION PAID OFF

Fifteen-year-old Maureen Evans, a native daughter of Powell River, won the first of a series of safety cartoon contests appearing in the Company's employee publication, The Powell River Triangle. Daughter of acid-maker Russ Evans, Maureen won a $50 prize for listing the most unsafe acts in the "What's Wrong With This Picture?" competition.

SEATTLE FLIES IN

Thirty-two out-of-town aircraft (twelve of them from the States) descended on Powell River airport on May 19 for the greatest invasion of privately-owned planes in local history. A highlight of their trip, arranged by the Seattle, Vancouver and Powell River Flying Clubs, was a guided tour of the Powell River mill. Many of the 68 visitors were amazed at the scope of the Powell River operation. The local flying club is gaining in popularity and several employees and residents are now plane owners and/or pilots.

QUEEN'S PIPER DROPS IN

Powell River's internationally-known Pipe Band was honored recently by a visit from Robert U. Brown, gamekeeper and piper to Her Majesty Queen Elizabeth at Balmoral Castle in Scotland. He played several tunes with local pipers, including Pipe-Major David Westie (see below), and was highly impressed with the Powell River Band, which has several former Scottish pipers in its ranks.

Mrs. R. M. Cooper presented prizes to Musical Festival winners, among them youthful vocalist Judith Ferguson, shown below.

Queen's Piper R. Brown serenaded by Pipe-Major D. Westie.

DRAMATICS REVIVED

Dramatic arts are coming into their own again in this district. After several years of comparative mediocrity, the newly-formed Malaspina Players skilfully staged three one-act plays in mid-April. Very well received by a good-sized audience, the plays "Villa For Sale," "The Spell" and "The Devil Among Skins," starred Joan Collings, Mrs. W. Stringer and Ken Jackson.

President of the Malaspina Players is Arthur Holmes; vice-president is John Burdikin, and Margaret Ware is secretary-treasurer. Dramatic and musical advisors are H. S. Hurn and Lillian Cumming, respectively.

GOOD CITIZEN HONORED

Mrs. Alice L. MacMillan, who was selected as Powell River's Good Citizen for 1956, was formally honored at a public presentation on May 21 arranged by the Good Citizens Committee and underwritten by the Municipality, the Powell River Company and the Powell River News. Mrs. MacMillan came to Powell River 11 years ago from Grand Forks, B.C., and has since conducted the Opportunity Class at Henderson School.

Mrs. Alice MacMillan
1956 Good Citizen

Selflessly devoted to teaching youngsters, Mrs. MacMillan has been a life-long church worker, a member of the Auxiliary to the Powell River General Hospital, a member of the Women's Professional Club, and a Past Matron of the Order of the Eastern Star.

She is the 17th citizen to receive the Good Citizen award.

EXIT THE QUEEN

As the use of the aeroplane expands and speed becomes the basic factor in our lives, the old and perhaps more romantic form of transportation along the B.C. Coast is slowly disappearing.

Following completion of the Powell River Highway and the introduction of regular plane service, the former old passenger ships of the Canadian Pacific, Union Steamships and Canadian National lines gradually dropped out of the picture as residents turned from boat to plane, bus and private car.

The last of the regular passenger boats to Powell River went off the run on April 29 when the famous "Queen of the North" made her final local trip.

Director Conley Brooks (left), Dr. R. Fisher and R. Fletcher enjoyed refreshments at annual Shareholders' Meeting in Powell River.

"BRICK" ELEVATED

Automobile dealer Earl (Brick) Jacobson—the man who raised thousands of dollars for the Willingdon Arena—became its president on May 15. He succeeded steam plant superintendent Tommy Wyborn who temporarily took over the Arena reins upon the tragic air-crash death of Bob "Mr. Arena" Muir last December. Mr. Wyborn will continue as vice-president.

WINS SCANLON CUP

Bob Redhead, a former all-round star athlete of the district, gained new honor in a recent golf tournament. After playing for only six months, he went out and won the Scanlon Cup for the best medal handicap.

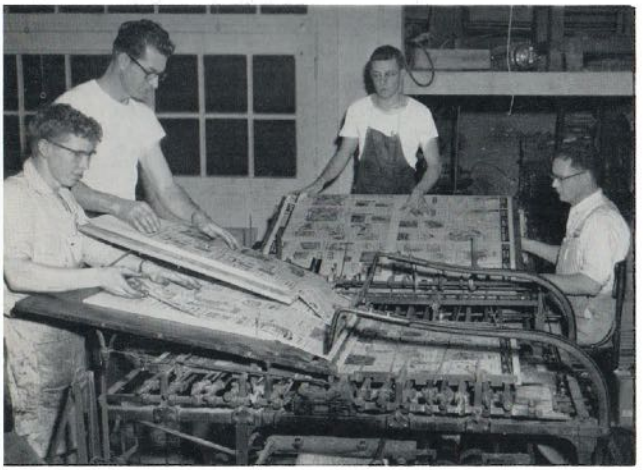
The cup was donated by R. H. Scanlon, a Powell River Company director, who remembers Bob Redhead as one of the kids who used to steal apples from behind the Directors' House.

EXCHANGE TEACHERS HERE

Nearly thirty exchange school teachers from all parts of the British Isles and United States visited Powell River on May 11. They were shown through the plant and entertained at lunch by Powell River Company. The "Exchange" is part of a regular educational program of British Columbia, which arranges for exchange of Canadian and British teachers each year.

Exchange teachers from Britain and U.S. were impressed with mill tour in May.

HOW 22 PAGES WERE FOLDED ON A 12-PAGE FOLDER



INGENUITY paid off when employees of Washington's Snohomish County Tribune rigged an old Omaha folder to fold a total of 22 pages as a single section.

By using two extra insert boards, devised years ago by the late Tribune publisher Thomas E. Dobbs, the crew folded four sheets totalling 22 pages (2 eight-page sheets, 1 four and 1 two) on a folder that was built for a maximum of twelve pages. At least four hours extra folding and stuffing time was saved.

The operation went off without a hitch and "spoils" surprisingly were less than normal.

The paper was printed on Powell River newsprint — "And very fine stuff, too, if I do say so," in the words of Bill Bates, one of the three co-owners. The Tribune's other partners are Don Berry and Willis Tucker.

ASSOCIATED CORROSION

(Continued from Page Thirteen)

wished to learn, and their pride. They had probably taken years to learn what might be obvious to him with his better technical equipment.

Obviously, he is not ready for general management. In fact, he is not ready for supervision and perhaps should not have even attempted to train.

Whenever we meet another person, we communicate; and communication must be likened to a stopped-up hand basin—two of them, in fact. The minds of all human beings are filled—sometimes with fine and correct material, but often with incorrect, foul or false matter. The water basin can not have more water added to it once it is stopped up, regardless of how pure the new water might be. The trap must be cleared.

The analogy is specific. If you wish to communicate, let the person you wish to communicate with open his trap, let him purge himself of his ideas and then perhaps you will be able to plant some of yours. You may even learn something.

In planting your own ideas, if you have done it satisfactorily, you may be able to plant the thought that engineers and chemists can learn to deal not only with things but also with people.

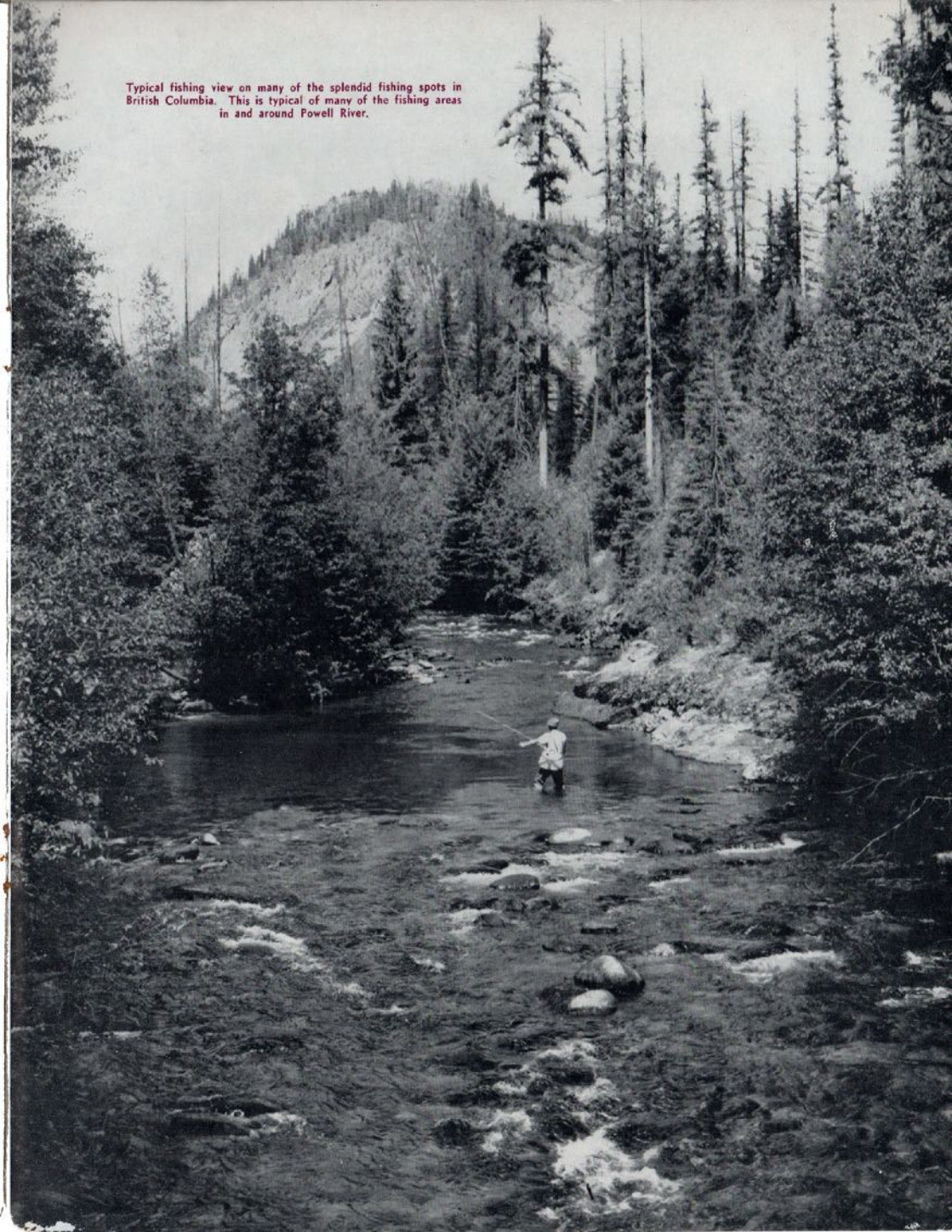
Technical people can be the bright-minded, undulled, uncankered, uncorroded people who must emerge from somewhere into top management to deal with humans.

MARTIN APPOINTS SALES DIRECTOR

Donald R. Cooper has been appointed Director of Sales in the Winnipeg Head Office of Martin Paper Products Ltd., a Powell River subsidiary.

In his new key post, Mr. Cooper will be responsible for the co-ordination of all Martin sales activities. In addition to its Winnipeg plant, Martin has corrugated container plants in Calgary, Edmonton and New Westminster, B.C.

Mr. Cooper returns to Canada to join Martin after nine years' experience in sales with a large integrated paper corporation, chiefly in the Pacific Coast area of the United States.



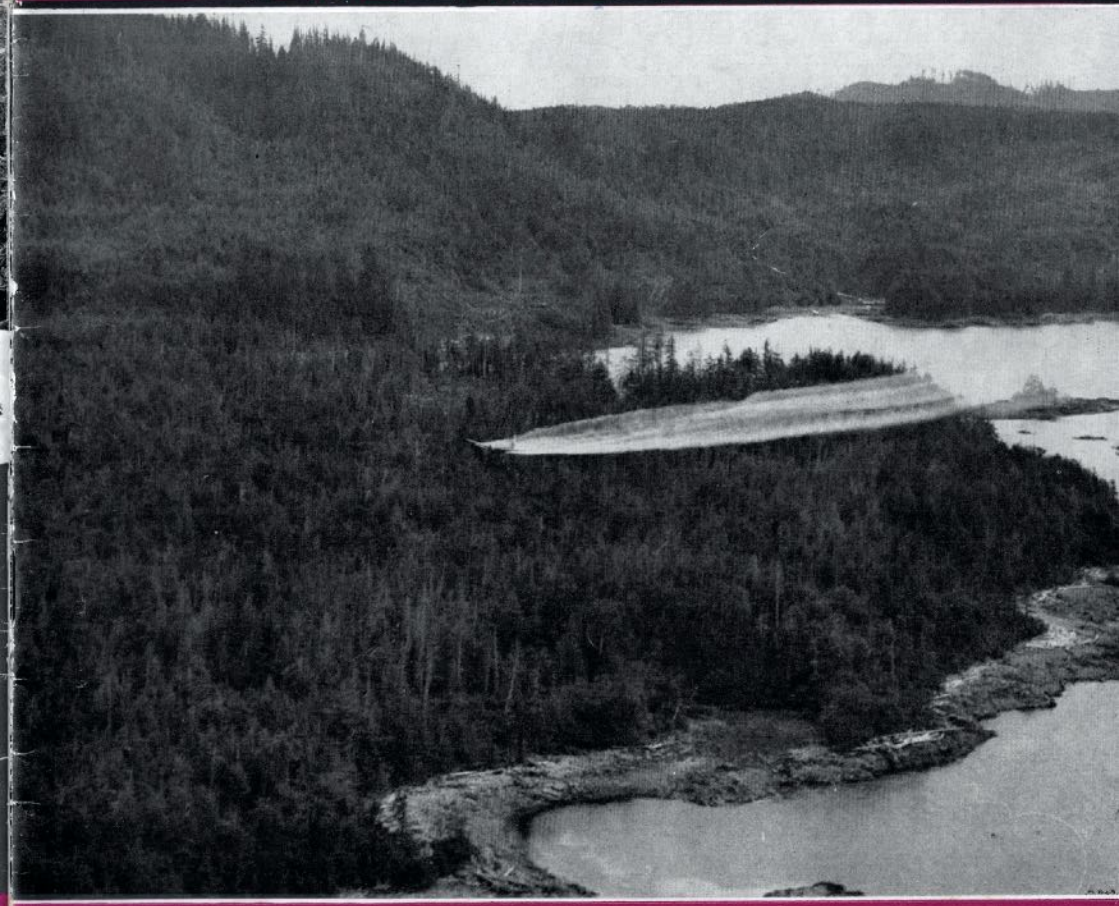
Typical fishing view on many of the splendid fishing spots in British Columbia. This is typical of many of the fishing areas in and around Powell River.

Labour-saving method of loading newsprint is shown above where jeeps operate in the hold of the ship, placing and stacking newsprint rolls.

POWELL RIVER *Products*

NEWSPRINT - PULP - LUMBER - CARTONS

Powell River DIGESTER



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Powell River

DIGESTER

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J. A. Lundie, Editor
Paul King, Assistant Editor
R. F. Metcalf, Staff Photographer

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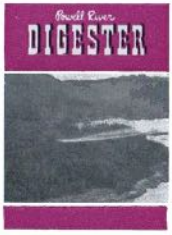
CONTENTS



The Cover Picture

The cover picture shows one of the Gruman Goose planes in action during "Operation Budworm," described on page 10 of this issue.

Editor's Notes

A SHOCK PROOF AGE

Recently, four men, in one race, ran a mile in less than four minutes. There was a measure of mild excitement over this event, a little less perhaps—but not much less—than would have been lavished on the arrival of a tourist ship from Mars.

If the latter did happen—and the way science is dashing ahead these days, it could happen any time—there would probably be a big crowd of curious spectators on hand. Curious, but not too much surprised—and to the ordinary youngster reared on Buck Rogers and space ships, it would be scarcely more than commonplace.

For this is a shock proof generation. The probing finger of science has dipped so deeply into the secrets of the universe, that almost nothing can happen today that would really shock us.

It is an age of the super event and the super man. New achievements, inventions and discoveries have come so quickly that they no longer have the power to surprise or even frighten.

The tempo of life and living has accelerated beyond the wildest dreams of the men and women of the eighteenth century. The bow and arrow lasted for nearly 2,000 years. It took a like period to transfer from sail to steam. To a generation that has seen the air conquered, the waters under the sea explored, radar introduced, atomic power and atomic warfare invented and ready for both destruction and progress, the slow change of the preceding twenty centuries are incomprehensible.

And so next week, next month or next year, when we drop down to greet the initial arrival of our Martian tourists, our first questions will probably be: "How do you fellows like Elvis Presley? What's your best time for the mile? How many pages in your Sunday issue?"

Tugs and Towing Are His Specialties

EACH year a fleet of sturdy tug boats hauls over 200,000,000 f.b.m. of logs from B.C. forests to the pulp and paper mills at Powell River. In the same period, covered barges with over one hundred thousand tons of newsprint and pulp aboard warp away from their moorings on their almost daily trips to Vancouver.

Practically all of these logs and all of the newsprint and pulp are towed by tugs of the Kingcome Navigation Company, a wholly owned subsidiary of Powell River Company.

In charge of the manifold operations of the Kingcome fleet in the Powell River area is J. Kent Goldsmith, a valued supervisor and an authority on tug boat transportation. Kent has had 34 years continuous service with the company, twenty years of which have been spent looking after tug boats and tug boat crews.

Born in Stirling, Ontario, he migrated to B.C. as a young man of 16 to attend Esquimalt high school in Victoria. Soon after graduation he came to Powell River to start as a pulp tester. He worked in the time office from 1925-1934—and was promoted to paymaster a year later.

In 1937 Kent transferred to Kingcome as assistant to the late Tom D. Rees. In 1948 he took over his present duties as supervisor of Kingcome Navigation in Powell River.

In his youthful days, Kent was active in athletic circles of the district, starring in baseball and playing a useful game of tennis.

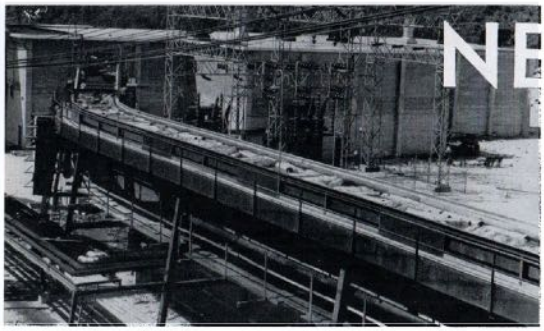
Latterly he has been active in the Sea Cadet movement and was first chairman of the original Sea Cadet Corps in the area. The choice was a natural one since he served six years with the Canadian Navy in World War II.

He rose to the rank of lieutenant-commander in the supply branch — and was an original commissioned officer on Canada's first fleet aircraft carrier Warrior.

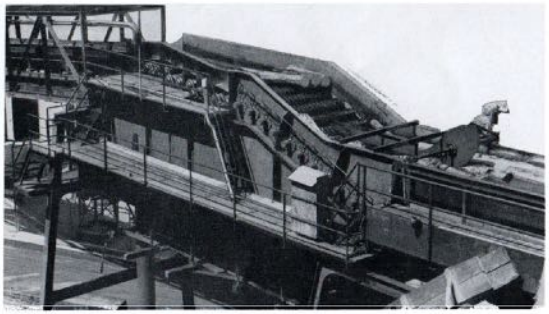
After the war he returned to his present post at Kingcome, but early in September will be transferred to their head office in Vancouver, where he will work directly under Vice-President Captain W. Dolmage, O.B.E.

All Kent's many friends in Powell River extend to him and Mrs. Goldsmith every success and good fortune in their new environment.

Travelling Carriage Unique Feature of NEW GROUND

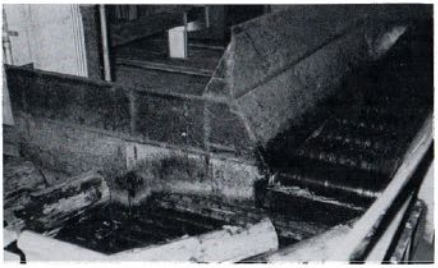


Ready cut logs approach grinder room in overhead flume.



Logs are picked up on spike rolls and carried to endless rubber belt. Cam-shaped steel plate (right centre) revolves constantly, kicking logs and positioning them for moving onto spike rolls.

Barked logs come off rubber belt, and are picked up again by more spike rolls (top right picture). Logs are here transferred to roof-topped chain that straightens them and in turn delivers them to the main, four chain deck conveyor opposite the grinders.



ONE of the principal installations next to number 9 machine itself, in Powell River's recent $20,000,000 expansion program, was a new groundwood mill. This is now in full operation and contains several new features, especially adapted to conditions and equipment at Powell River. Among these is the travelling carriage, described later, which permits a single operator to fill all eight pockets in the four grinding machines.

The new groundwood plant was built to accommodate number 9 machine and logs are carried direct to the new mill by water flume in contrast to block carrier transportation for the other eight paper machines.

The grinders are four in number; two pocket Great Northern Waterous grinders capable of handling 64" long by 20" diameter blocks. They are driven by 5,000 h.p., 277-r.p.m. motors. They each have a rated capacity of 50 to 60 b.d. tons of groundwood per day. The total crew feeding the grinders includes a conveyor operator, a grinder operator, a jiggerman who is in charge and a grinderman's helper.

While block handling water flumes and chain and belt conveyors are fairly common, the length and size of the blocks handled to the two-pocket Great Northern grinders at Powell River are not common. These blocks are 64" long and up to 20" in diameter and weigh as much as 1,000 lbs. The conveyors are arranged so that there is a minimum of handling by the operators and often the blocks leave the flume and are conveyed into the grinder pockets without having been touched by the operators.

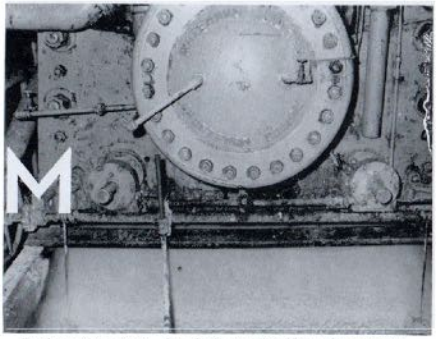
The water current in the flume carries the blocks to the lower spike rolls of the de-watering conveyor where they are picked up and straightened before delivering them to a 48" rubber belt conveyor. A T.V. camera is located at the flume discharge with its receiver inside the grinder room so the operator can see if logs jam — something that does happen occasionally.

From the 48" rubber belt, the blocks are discharged down the chute onto a spike roll conveyor which in turn throws them to the block straightening chain conveyor. As the blocks pass, the operator, picaroon in hand, checks those that haven't been straightened mechanically. The more skillful the operator is with the push button, the less manual labor he has to perform. From the roof-topped chain conveyor, the blocks drop down to a four chain deck conveyor and ride up against push button operated stops, which assist in straightening them out.

The blocks continue on the main four chain

WOOD SYSTEM

conveyor deck until they are opposite the grinder pocket which the operator wishes to fill. At this point the block is on a drop skid section and up against stop pins. The grinder operator pushes buttons which start operating a spike roll conveyor below and at right angles to the drop skids. He lowers the drop skids and the stop pins, and the block rolls onto the spike roll which draws them into the grinder pocket. The operator is seated on a motor driven rail car above the conveyors and he can see the pockets and fills them from this position, which is between the two pockets of a grinder. At this point the push buttons are within easy reach when he stops the cars.



Final grinding stage, the thick porridge-like pulp emerges from the machine.

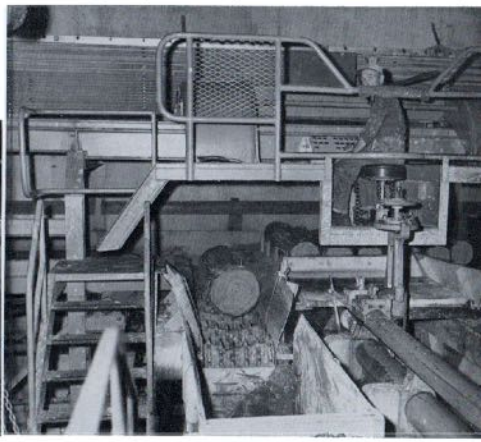
The new wood handling system by water conveyor contrasts with the system used to feed the other eight paper machines. In the latter the wood is cut in 32" blocks and transported by huge wood carriers from the sawmill to the groundwood machines. The wood is unloaded in skips at the machines and fed by hand into the grinders which are of the older three-pocket type. From a point of view of safety it is also advantageous. The transfer from the wood preparing end to the grinders eliminates any possible transportation hazard en route.

TRAVELLING CARRIAGE . . . Push Button Control

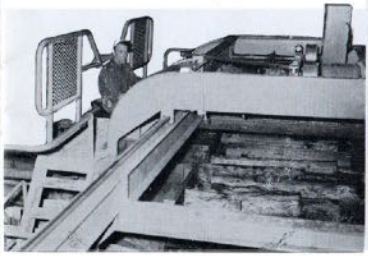
A yellow signal light indicates where the next pocket requiring filling is located. He then drives his car to the mid point between the pockets and grinder and the operation described above is repeated. A grinder operator can control any section of the main four deck conveyor from any one of the grinder positions but he can only operate the drop skids, spike rolls, and stop pins opposite the particular grinder at which he is located.

Generally, the new system, with its unique travelling carriage installation, has proved highly satisfactory, increasing both the efficiency and economy of the operation.

Travelling carriage shuttles back and forth between four grinder stations. Operator "pushbutton" controls logs off chain to spike rolls and into grinder pockets (foreground) located behind him.



Travelling carriage operator controls position of his carriage over one of four grinders and also controls flow of logs on chain in front of him. See next picture for close-up of operator's push button control panel.



The Big Fellows Weigh From 30-75 Tons

WHALING is one of British Columbia's most fascinating and adventurous industries. Although today's intrepid whalers do not set out in small boats after the big mammals and do not launch their deadly harpoons by hand, they still find their share of adventure and excitement in pursuit of nature's largest creatures out on the high seas.

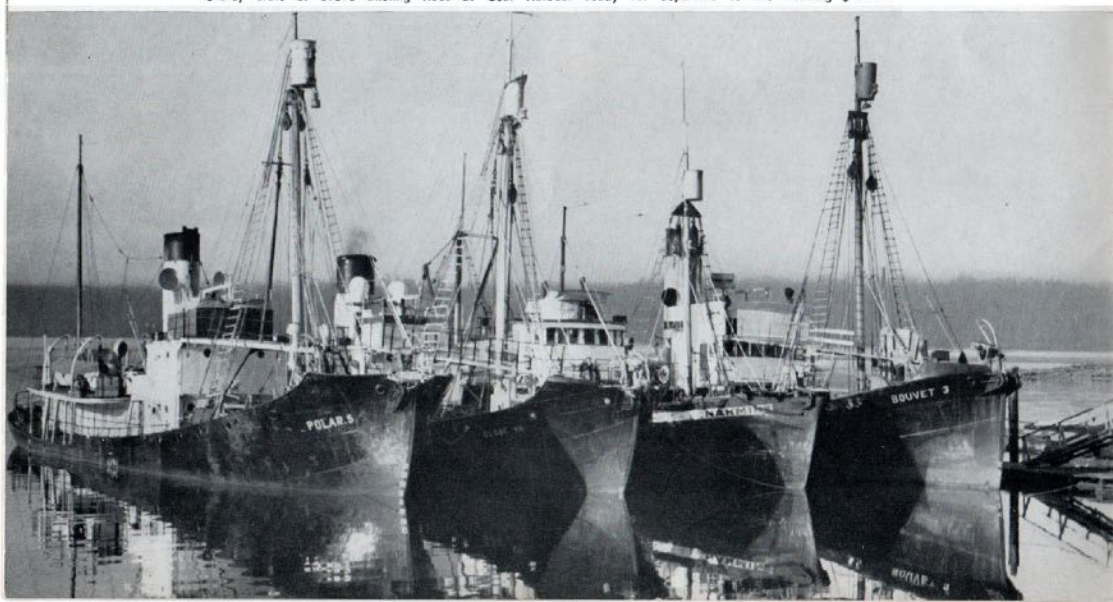
B.C.'s whaling industry is centered about Coal Harbour on the northwestern end of Vancouver Island. The station itself is located on an inlet 18 miles from the open Pacific and is well sheltered from storms and general rough weather. During the war Coal Harbour was an R.C.A.F. base for seaplanes which were engaged in anti-submarine patrols, but it was vacated soon after the war. B.C. Packers purchased the base which was small and yet very suitable for their purpose: a location perfect for the processing of large whales and one that was within easy distance of the whaling areas.

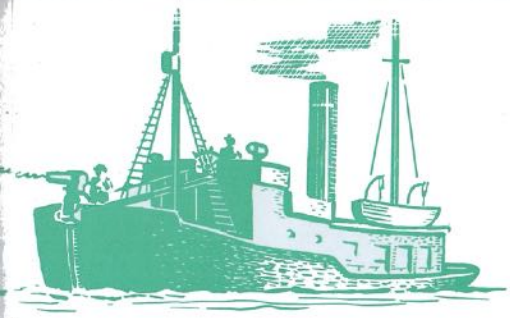
The present station uses two old aircraft hangars for the actual processing of the whale. Once the whales are delivered by tow boat to the station dock, they are pulled up a ramp to a position between the two large hangars.

First, however, let's see how the whale is caught. Coal Harbour uses six whaling boats, each being over 100 feet in length. The ships are well equipped for the task of hunting and killing whales, which are found between 20 and 200 miles off the western coast of Vancouver Island, in an area approximately 400 miles in diameter.

Once a whale is sighted, the ship manoeuvres into

Sturdy craft of B.C.'s whaling fleet at Coal Harbour ready for departure to the whaling grounds.





a trailing position so that it runs about the same speed as the large mammal. The harpoon "shot" is usually made at a distance of between 50-200 feet depending on the conditions at the time. The harpoon used is simple in construction and has not changed over the years. About four feet long and made of steel, it has an intricate device in the nose which hooks the whale. One pound of black powder in a shell located at the nose of the harpoon is used to explode four large tongs which expand when embedded in the whale. The impact of the explosion of this shell is usually fatal, but in some instances whales have been known to tow the large ship for 10 miles in about two hours. Usually, however, a second or third harpoon is used if the first has failed to kill the mammal. The harpoon is aimed directly behind the whale's back fin.

Once the whale is killed, the ship comes alongside and air is pumped into the stomach cavity to insure flotation. After this is accomplished, a flag is placed in the back showing the owner and date killed. It is then left to drift and the ship scouts for more whales.

After a good day's whaling, the various carcasses are towed to the mouth of the inlet where they are anchored, or immediately picked up by a tow boat from the whaling station. All whales are towed by their tails and this is the only body structure to which a rope can be fastened.

The most common "catch" for the Coal Harbour station is the "Sperm" whale. Males usually run about 60 feet whereas females are about 32 feet. This species can submerge for one hour. Also common is the "Finback" whale which is usually about 75 feet in length. The weight of such whales is between 30-75 tons, depending on the species. Also common to this area are the "Sei," "Humpbacks" and "Blue" whales.

The actual processing time for a whale is very brief. The writer noted that from the time a 62-foot Sperm whale was hauled up the ramp until there was nothing left, was a mere 65 minutes. A crew of 14 men using knives resembling hockey sticks cut the whale in sections.

The blubber, or outer layer of skin, is impregnated with oil and is cooked in a digester under 50 pounds of steam pressure for four hours. The liver and all bones are handled in the same manner. From the back loins come large pieces of red meat which are not cooked, but cut into various sizes, washed in water, ground up and then frozen. This is used for mink food.

The liver, once cooked, produces a type of oil containing vitamin A which is shipped by barrel to Vancouver. The weight of each liver is said to be between 600-700 pounds.

The harpoon has struck. The whaler manoeuvres his 50-ton victim into towing position.

The bones extracted from the whale are also cooked as they too are impregnated with oil. From the bones such ingredients as "bone meal" for fertilizer and "whale meal" for poultry are produced.

The heart of a whale weighs anywhere from 150-300 pounds and is not valuable except for its oil content.

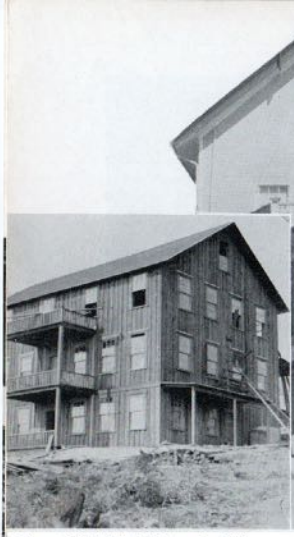
Thus, the entire whale, with the exception of the back loin, is cooked in digesters. Four of these are used and the cooked ingredients are then screened and the oil extracted from the remaining solid matter. A series of separators is used to extract the oil in each screening process.

Coal Harbour employs 75-80 men mostly of Norwegian descent and old timers at the whaling business. The station is allowed to operate for any six consecutive months during the year. The remaining six months are allowed for conservation. A good year yields about 600 whales, each worth in the neighborhood of $3,000-$4,000.

One of the most valuable parts of a whale is "Ambergris." Usually obtained from sick whales, this growth which looks like a chunk of wood, is used in the making of perfume because of its ability to hold an odor for a long period. When extracted from the stomach or intestinal tracts of the whale, "ambergris" has an odor much like tobacco. It is worth $2.00-$3.00 an ounce and some whales have yielded as much as 32,000 ounces. However, this ingredient is found in few whales.

While not a major industry in British Columbia, whaling, as part of the fisheries industry, is an important factor in our economy—and one of the oldest and most picturesque of the numerous occupations practiced by men who go down to the sea in ships.

The cutting of the carcass is the first task of expert "knife men" as the catch is landed.



The original Hotel Rodmay in 1910—construction not quite complete.

The Rodmay, one of Powell River's best known landmarks, recently changed hands when it was sold to a group of investors.

HISTORICAL POWELL RIVER HOTEL CHANGES HANDS

FOR over 43 years the Hotel Rodmay (as it has been known since 1918) has been a focal point in the social and community life of Powell River.

Since 1918, when the original hotel, built in 1914, was purchased by the late Roderick MacIntyre, the MacIntyres, father and son, have operated the business. Roderick MacIntyre named it "Rodmay," to combine his own name and that of his wife, Mrs. May MacIntyre. On his death in 1929, the hotel passed to the management of his son, Battleman (Batt) MacIntyre, where it remained until July 1, this year.

On that date a syndicate purchased the Rodmay—and for the first time in nearly 40 years, the name of MacIntyre will no longer be represented on the roll of owners.

Both Batt and his mother, who are among the most widely known and respected citizens of the district, have left or will be soon leaving the area in which much of their life and activity have been centered. Mrs. MacIntyre is now living in West Vancouver and Batt and his wife, Gladys, will be moving to Victoria at the end of the year.

To thousands in Powell River and to other thousands of visitors and friends who know the MacIntyres, their departure seems almost like the end of an era. For if anyone represented Powell River and its growth and development over four decades it was the Hotel Rodmay and its owners, the MacIntyres.

Mrs. MacIntyre was a leader in the community life of the district. She was a member of numerous organizations and clubs and was active in church work. She has headed fund-raising campaigns, and has placed her beautiful hotel apartment at the disposal of local organizations and visitors alike for social evenings and entertainment.

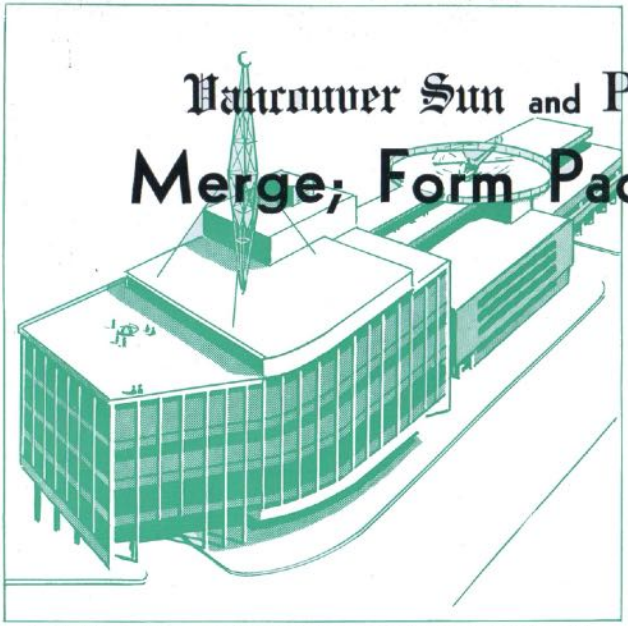
Batt, as a youth, attended school in Powell River, played baseball, basketball, soccer and later was active in golf. As owner of the hotel he was an outstanding generous sponsor of many athletic clubs. As a business man he was the organizer of scores of major community programs and projects. He has umpired baseball games and has been an official in beach and field meets. He has been president of almost every group in the area. His whole life has been devoted to home town public service.

In World War II he joined the army as a private and rose to the rank of lieutenant-colonel. He is a past president of the Canadian Legion and from 1949-1953 he represented the MacKenzie Electoral District in the provincial parliament. An outstanding citizen, he will be sorely missed, as will his equally active mother.

Plans for renovation of the Rodmay are under way. A cocktail lounge will be added—and this will take all the space formerly occupied by the MacIntyre apartment, the appointments and furnishings of which have been admired by guests from all over the world.

The "new" Rodmay will undoubtedly continue to attract the favor and patronage of the public as its predecessor has done, but residents of Powell River and many others will miss the MacIntyre touch—the symbol and embodiment of Powell River hospitality and friendship.

Vancouver Sun and Province Merge; Form Pacific Press



Architect's plans call for modernistic building to house Pacific Press at corner of Beatty Street and Georgia Viaduct.

A. W. Moscarella

Morning Province

Afternoon Sun

D. Cromie

Both Papers to Keep Separate Identities

AN OUTSTANDING chapter in Canadian newspaper history was written, with the merger on June 15 last, of two famous western dailies, the Vancouver Sun and Vancouver Province. The two papers are now incorporated under the name of Pacific Press; and a new building to accommodate the firm is already on the drawing boards.

Both the Province and Sun were afternoon dailies with combined circulations of over 300,000. Since June 15, the Province has operated as a morning paper with the Sun taking the afternoon field.

The announcement came as rather startling news to British Columbia citizens, who have watched the historic rivalry, extending over a 40-year period, between these papers. The great question mark was whether the Province, Vancouver's oldest paper, which had its birth two years before the turn of the century, could extend the same service in the morning field as it had in the afternoon. (In the first month the paper has increased its circulation and editorial and advertising staffs are pleased at results).

In the morning field the Province replaces the old Vancouver Herald and with its long tradition of journalism, is in tune with the growth and expansion of Vancouver.

The merger brings together two outstanding Canadian newspaper groups — the Cromies, represented by Donald Cromie, whose father started the Sun as a morning paper 40 years ago, and the Southams, owners of the Southam Press chain of papers.

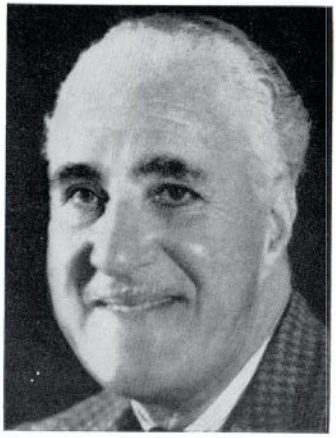
Both papers will be housed in the same building, will use the same press and eliminate overhead in many fields. The Sun and Southam each own one-half of the shares and half of the outstanding debentures. Each company will have four members on the eight-member directorate.

Members of the directorate (four from each daily) are Don Cromie, Larry Dampier, Herb Gates, Fred Brown (Sun), A. W. Moscarella, Ross Munroe, W. H. Raikes, St. Clair Balfour, Jr. (Province).

It appears now that the entire merger has been a sound and beneficial move. It has provided the public of British Columbia with expanded newspaper services; two strong, vigorous papers are complementing, while still competing aggressively with each other. The Sun continues its vigorous forward march in the afternoon field, with a circulation nudging the 200,000 mark. The Province with over half a century of British Columbia in its bones, has taken the morning field in stride—and circulation is mounting at an unexpectedly steady rate.

Powell River is particularly interested in the merger of these two great dailies as both have used our newsprint for many years. It was to the Vancouver Province that the first rolls of paper produced in Powell River, in April, 1912, were delivered.

We would like to extend our sincere good wishes to the Pacific Press and its staff for continued prosperity in the publishing field.



John McIntyre

We Lose An Old Friend

ON JUNE 21 the Powell River community lost one of its oldest and best loved citizens, when John McIntyre, "Mr. Powell River," passed away at the age of 78 years. Ill for some time he had been confined to hospital for several months.

John McIntyre could count his friends by the thousands in Powell River and in many and extended parts of the globe. There is scarcely a publisher using Powell River newsprint who doesn't know John. There is scarcely a guest of the company who hasn't felt the impact of John's charm, inimitable humor and hospitality. He loved people and people loved John. He was an institution in Powell River. He was Powell River—and no one has done more to boost his home town than John McIntyre.

In 1944 Powell River elected its first "good citizen." Applications were requested from all community bodies, boards of trade and other societies.

Every organization submitted the same candidate. There was no opposition. The choice was unanimous and was hailed with approval in every corner of the district.

Powell River's first good citizen was John McIntyre, easily the most popular and best known man in town.

John was born in Stanrae, Scotland, and came to Canada in 1910. He was educated in Edinburgh and attended the Edinburgh College of Applied Art and was a graduate of Heriot-Watt College. Prior to migrating westward he practiced his profession as an architect in Edinburgh.

From 1910 to 1915 John had his own business in Vancouver. He joined the Powell River Company in 1915, and from 1919 to 1935 was townsite manager.

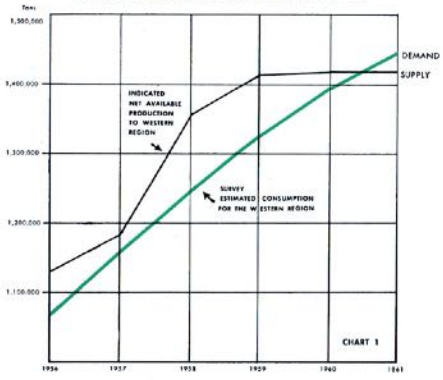
Most of the public buildings in Powell River are "houses that John built." The Community Centre, Dwight Hall, one of the most elaborate of its kind in British Columbia, the picturesque War Memorial site, the Brooks School, Golf Club House, and Bank of Montreal, are living testimonials to his professional skill. Industrial buildings have come within his sweep, and the white outlines of the Stillwater Power House, a work of art as well as industry, represents another of his creations. The McIntyre touch was also revived in the Hydraulic Barker building.

For the past ten years John has been the Powell River Sales Company contact with customers and friends arriving in Powell River, in which time he met practically every guest who has visited the area.

He had Powell River in his blood. He was our good will amabassador.

We know his many friends in all corners of the world, will regret and mourn his passing, as we all do in Powell River.

NEWSPRINT SUPPLY AND DEMAND IN THE WESTERN REGION



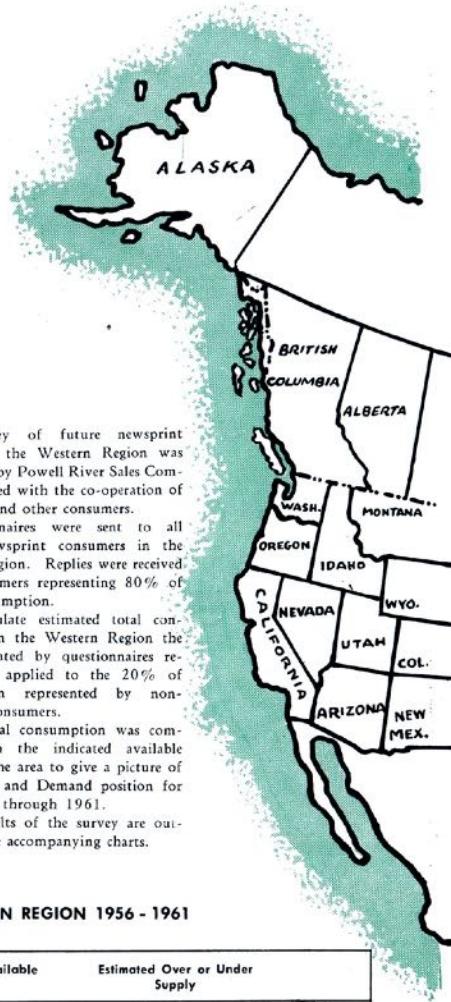
A survey of future newsprint demand in the Western Region was undertaken by Powell River Sales Company Limited with the co-operation of publishers and other consumers.

Questionnaires were sent to all known newsprint consumers in the Western Region. Replies were received from consumers representing 80% of 1956 consumption.

To calculate estimated total consumption in the Western Region the trend indicated by questionnaires received was applied to the 20% of consumption represented by non-reporting consumers.

This total consumption was compared with the indicated available supply to the area to give a picture of the Supply and Demand position for years 1957 through 1961.

The results of the survey are outlined on the accompanying charts.



ESTIMATED SUPPLY AND DEMAND IN WESTERN REGION 1956 - 1961

Year	Estimated Demand	Estimated Available Supply	Estimated Over or Under Supply
1956	1,067,369	1,130,752	63,383
1957	1,156,640	1,184,700	28,060
1958	1,238,693	1,354,200	115,507
1959	1,312,175	1,412,400	100,225
1960	1,384,867	1,418,400	33,533
1961	1,430,468	1,418,400	12,068

An "Avenger" plane releasing coloured dye for droplet pattern tests at Abbotsford airfield.

Air Attack on Larva to Save $ Millions

"OPERATION BUDWORM"

THIS balmy summer weather means picnics, boating trips and sunbathing to most of us. To Powell River Company loggers it means early shift as the hot sun dries out the woods and makes afternoon logging too dangerous.

On June 10 all the birds and beasts in the Port Hardy district were on early shift as well, but for another reason. They were awakened at the crack of dawn by the roar of 2,000-h.p. Grumman torpedo bombers, skimming over their nests and dens at tree top height as British Columbia's greatest aerial spraying project began.

Target for this aerial assault was the black-headed budworm, which had been threatening a large area of valuable virgin forest in the northern part of Vancouver Island.

This inoffensive looking little larva, the black-headed budworm, is native to B.C. coastal forests, and normally there are so few of them that they do very little damage. They hatch out in May and early June, chew away at the tender green needles of spruce, hemlock and balsam as the spring growth starts, and do little harm. Later in the summer they pupate, and in due course emerge as small ordinary looking moths, which mate and lay eggs on the twigs.

And so the normal life cycle is completed. The eggs lie dormant through the winter, to hatch out in the spring as a new generation of feeding larvae. For years and years this life cycle is repeated. The population remains relatively constant through natural controls imposed by weather, predators and disease, just as it is with all living beings.

Then, for some unaccountable reason, the budworm population starts to grow. Each successive year sees a tremendous population increase. Where there were once ten insects, now there are a million. Each year more of the new foliage of the trees is eaten, green hillsides begin to look sickly and one can see bare branches and tree tops.

Soon the hungry insects, in their hordes, start to eat the older, tougher needles as well as the succulent ones, and the tops of the trees become bare skeletons reaching into the sky. After three years of this ravenous feeding the trees, robbed of so much of their life-giving foliage, can no longer recover, and they die.

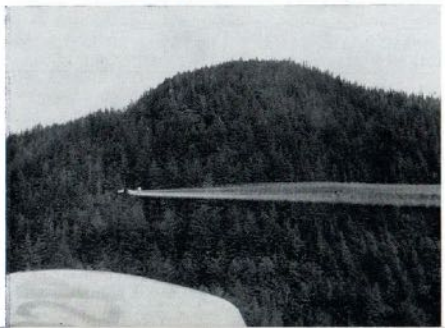
In the 1940's many thousands of acres of Powell River Company timber were killed in that way near Salmon River. Now there is nothing left but stark dead snags. In those wartime days there was nothing that could be done to save it, but now the picture is different.

When the black-headed budworm population started to build up three years ago, its growth was carefully followed by Dominion Science Service entomologists, and foresters of the timber-growing companies.

Last year a special committee was formed in the B.C. Loggers' Association called the Pest Committee. This committee was formed of company foresters, with representation by the B.C. Forest Service, and the Dominion Science Service.

Its first action was to conduct experimental

An "Avenger" plane releasing spray of DDT solution over infested hemlock stands near Port Hardy.



150,000 Acres Sprayed With 80 Tons of D.D.T., 1200 Barrels of Solvent, 100,000 Gallons of Oil

PROTECTS FOREST

spraying tests to find the best way to control the insect by aerial spraying. This took place near Port Hardy, and the results showed that 1 lb. of D.D.T. dissolved in one gallon of oil and sprayed at the rate of one gallon per acre, would kill almost 100% of the insects.

The next co-operative step was to carry out a large scale egg survey over the northern portion of Vancouver Island, to measure the extent of the infestation and to predict the population in 1957. This survey showed that 2,000,000 acres were attacked and that of this, 150,000 acres were on the critical list.

During the winter and spring, preparations went ahead to spray these 150,000 acres, and June 10 was chosen as D-Day.

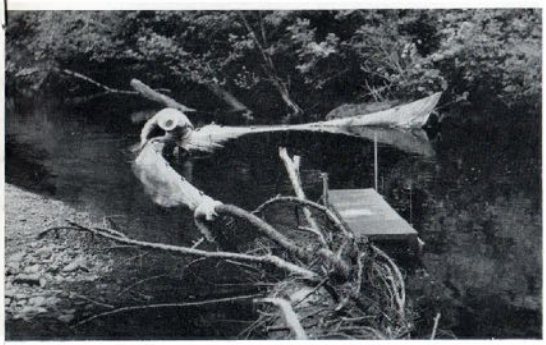
Spraying operations were carried out from Port Hardy Airport by Skyway Air Services of Langley, B.C. The ingredients for the spray were eighty tons of D.D.T., 1200 barrels of solvent, 100,000 gallons of diesel oil, stored in tanks and in hangars ready for the deadline. Mixing equipment, pumps, and fuel lines were all laid out for the four big Grumman Avengers, each equipped with an 800 gallon tank.

As June 10 dawned still and clear, these aircraft rolled down the runway on the first of many flights. They flew pre-arranged courses, just above the treetops, their spray jets belching a cloud of D.D.T. and oil. In seven minutes they were empty and on their way back to the strip. Re-fuelled and re-loaded, they were off again in less than five minutes.

Some 30,000 acres were sprayed that day. But six hours later the first heavy rain in weeks covered the West Coast, and further spraying operations were postponed until the weather turned dry again.

(Continued on Page 15)

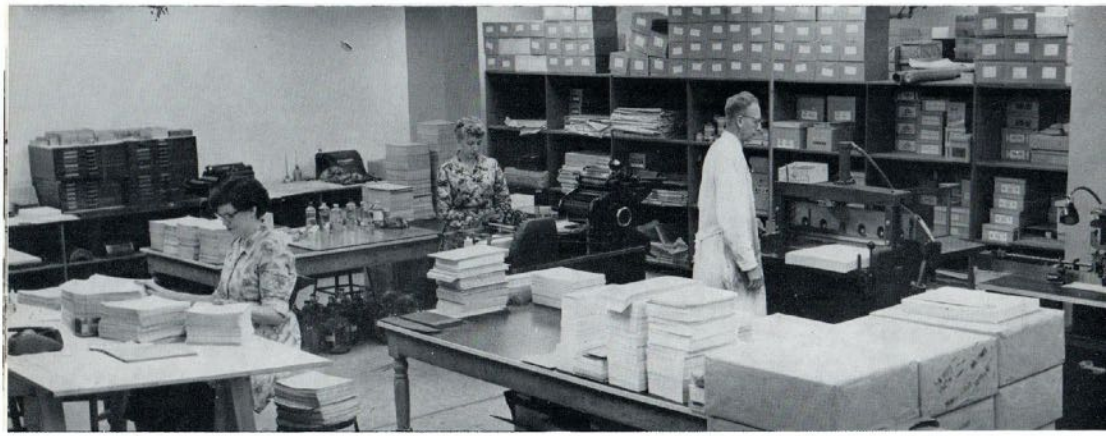
Checking a fish trap in the spraying area to determine effects of spray on fish.



The four "Avenger" planes used for the spraying program, each carrying approximately 800 gallons of solution.

Over 2,000,000 Impressions Handled by

OUR PRINTING DEPARTMENT



The Printing Department recently moved into spacious quarters on the ground floor (to facilitate loading and delivery problems) in the new Powell River Company office building.

Norma Fleury at cutter.

Shiela Edgar at puncher.

PRINTING and stationery departments are becoming more and more integral divisions of the modern corporation. Today, many large companies, particularly in the production field are located in areas remote from metropolitan centres, and it is difficult, and at times, impossible to order such supplies from outside.

For convenience and economy, Powell River Company, with its major pulp and paper operations located eighty miles from Vancouver, established its printing and stationery office nearly 30 years ago. It was originally a distribution source for plant stationery and supplies, with a multilith and ditto machine installed. A limited number of forms, required in the various mill departments and for casual circulars to employees were printed.

Today the department with three regular employees handles over 80% of all the company's printing requirements. Much of the stationery and forms for the Vancouver office and company logging camps are printed in the Powell River shop, which comprises an area of 2,700 square feet.

Each year the printing department grows in volume. At present, equipment consists of an offset machine, power cutter, power perforator, power punch, stapling machines and plastic bindery equipment.

The regular volume of business during a year exceeds 2,000,000 impressions; and approximately 85,000 sheets of all grades of paper are used monthly. An average of 160 printing jobs are run off in the same period.

The department prints over 750 different forms for normal use in the plant, and hundreds of others are printed for the Vancouver office and subsidiary companies, stretching from Vancouver in the south to Queen Charlotte Islands in the north.

Along with his regular printing and stationery duties, Mel Wooley, head of the department, is responsible for general maintenance and emergency repairs to all mill and office equipment—typewriters, business machines, etc. All emergency bulletins or special letters to employees, and small booklets are handled by our printers.

All of which means that Mel Wooley and his assistants, Norma Fleury and Sheila Edgar, are extremely important cogs in the continued smooth operation of the Powell River machine.

BEND CITIZENS LIKED OUR PIPERS

Colorful Retreat Ceremony Staged in Lumber Town

POWELL River Company's pipe band have tasted their first experience of an American 4th of July celebration. On the holiday and for the three days following they attended the famous Mirror Water Pond Pageant at Bend, Oregon, where they were one of the major attractions at this colorful and exciting event.

For the pipers it was their first time in Bend, home of the Brooks-Scanlon lumber interests since 1915—and this firm acted as hosts to the band.

Returning members state that they have never enjoyed a trip better or played to more enthusiastic and responsive audiences. "Bend was one of our most enjoyable trips," Pipe Major Westie stated, "and the people were wonderful."

To the people of Bend it was the first time a pipe band from across the border had played in their city and they took the Powell River boys to their hearts.

The band's schedule was a busy one. They were met at Portland by a representative of the "Oregonian" and were guests at a dinner staged by the "Pageantarians" on their first night in Bend.

Their program also included an appearance as guests before the Bend Chamber of Commerce—and a personal welcome by Governor Holmes of Oregon, who congratulated the band on their smartness.

Throughout their trip the band was entertained lavishly by the citizens of Bend, who were kind enough to say that their presence did much to make the pageant the success it was.

Mr. C. Kreider of Brooks-Scanlon Incorporated and Mr. Bob Chandler, publisher of the Bend Bulletin, were both hosts at special entertainments for the Powell River pipers.

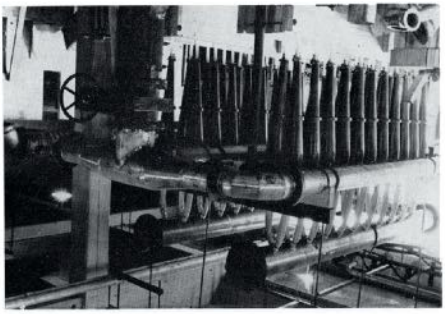
Powell River Company pipers making their first appearance at Bend, Oregon, last July 4th.

The "enthusiastic reception" accorded the band was the subject of a special editorial in the Bend Bulletin.

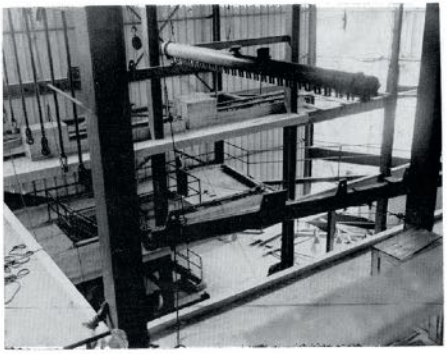
The editorial, in its last punch line stated that "The Scotsmen wore regular shorts under their kilts," a statement which was vehemently protested by the latest Scots arrivals in the band.

Powell River Company's Champion International Drum Corps, considered one of the finest in Canada. Recently they won top honors at the Caledonian Games in Vancouver.

Plant Improvement Program Continues



Centri-cleaner installation for Hi-Yield system.



Preliminary work on construction of Number 16 Boiler is under way.

—No. 9 Breaking Records
—New Boiler
—Hi-Yield Sulphite
—Tile Sulphite Tank

Number 9 Running Well

THE big $20,000,000 construction project of 1955-1957 has been completed — but nothing stands still in the modern paper plant. In Powell River many new projects, designed to improve efficiency and expand production, are under way or awaiting the go ahead signal.

First, Number 9, which occupies the spotlight of interest in the minds of our readers. After the earlier trial runs and initial teething problems, the machine is operating steadily and making new records in production. It has passed the 2,000 feet a minute mark on several occasions and is running normally close to this figure. Production has climbed—and recently the big machine turned out over 300 tons in a single day. This is 50 tons more than the daily production of the plant between 1913-1926, with four machines operating.

New Boiler Under Construction

A major project now under way is the installation of Number 16 boiler, which has been supplied and is being erected by Foster-Wheeler Company. The boiler, which has a capacity of 275,000 lbs. per hour is oil fired at 600 lbs. to the square inch and a temperature of 825°F. It is added protection against any possible power shortage and is the latest word in steam boiler construction. It can be converted to hog fuel if necessary.

The present boiler house equipment consists of 13 boilers, using both oil and hog fuel, with one electric boiler. Total steam capacity approximates 1,000,000 lbs. per hour.

Hi-Yield Sulphite

A vitally important phase of present capital expenditures in Powell River centres around the erection of a Pilot Plant to increase pulp yield from a given quantity of wood. The hi-yield plant is a self-sustaining unit and will turn out about 60 tons of sulphite pulp daily. The pulp is processed through a different method that involves less cooking but more refining. Refining, screen knotters and centri-cleaning equipment will be installed. If the experiments prove successful as hoped, it will mean increased production at lower cost and without additional wood usage. It may later involve far reaching changes and improvements in the present sulphite system.

Sulphite Storage Tank

Another small but important project, recently completed, was the erection of an insulated tile constructed acid tank. It is the first such tank to be built outdoors and is proving highly successful. Engineers were faced with the problem of housing a new tank which meant a substantial expenditure for the building, in addition to the tank. The use of insulation has solved the problem of this all-purpose out-door acid storage tank.

The insulated tile structure has several advantages over the former wood stave structures, including elimination of gas leaks and the absence of corrosion. This and other improvements made in the sulphite department have boosted production well above rated capacity.

Many other projects are in the fire including the almost completed erection of a new low freeness groundwood tank and further changes for Number 8 machine, which will be undertaken later in the year.

Powell River

LIONS IN SEATTLE . . .

Adopt "Seattle Times" Costume Theme

Lions Go As "Rolls"

An enterprising group of Powell River Lions designed and fabricated their costumes locally before attending the Mardis Gras Ball staged as part of the Lions' district convention at Seattle. They went dressed as Powell River newsprint rolls. The rolls all bore the authentic Powell River purple labels and created quite a stir in downtown Seattle as the colorfully attired Lions paraded to the ball. Appropriately enough, the Lions chose "Seattle Times" newsprint roll wrappers as their costumes. The "Times" is one of the Powell River Company's oldest customers, having used Powell River newsprint steadily since April, 1912, when the first paper turned off the machines.

BUDWORM SPRAYING PROTECTS FORESTS

(Continued from Page 11)

Time is precious in this spraying job, for only two weeks elapse between the hatching of the last eggs and the widespread damage by the older larvae. During these two weeks, wind, fog, or heavy clouds could cause fatal delays, so every minute must be used.

One phase of the operation is the protection of fish in the streams and lakes, and special consideration was given to this important problem. Realizing the possible danger to fish life from D.D.T., the Pest Committee worked in close co-operation with the Federal Fisheries Department. These men provided maps of the main fish producing streams and collaborated with the committee and the pilots in preparing the flight plans for the aircraft.

Particular care was taken in the vicinity of the main streams. In some cases the planes flew parallel to the streams, keeping at a safe distance from them so that the spray would miss them. In other cases, the planes flew at right angles and shut off the spray as they passed over them. By knowing the important streams and by exercising every precaution, it was felt that fish mortality would be insignificant.

Fisheries men were in the area all the time, and were flying over the spray blocks keeping constant watch. Now the job is over they will have gathered a great deal of useful information and will be able to produce a full and unbiased report.

What is the significance of this aerial warfare against the budworm? What does this 150,000 acres of timber represent?

It represents at least 3,000,000,000 board feet of logs, or about half the total woods production for the whole of B.C. for 1956.

Let us put it another way. Three billion feet of logs, converted into lumber, pulp, plywood or newsprint, represents about $300,000,000 worth of business for B.C.

Realizing the seriousness of the situation, the Federal Government agreed to contribute one-third of the money necessary for this insect control. The Provincial Government, which owns nearly half of the infested timber, also contributed its full share. The larger companies who own the other half of the timber, such as the Powell River Company, have contributed the rest of the money and, through the Loggers' Association, have done much in spearheading the attack.

What about the future? This year's spraying program will not wipe out the infestation, but is planned only to prevent the loss of timber in one locality. Next year other localities may be on the critical list. On the other hand, perhaps disease will wipe out the insects entirely, as has happened in the past.

We don't know, nobody knows, for Mother Nature keeps her secrets well guarded.

Mr. and Mrs. M. J. Foley, Countess and Monsieur De Laigue, Mrs. H. Foley and Monsieur Lacoste.

Summer Months Bring Many

VISITORS

Ambassadors of Two Countries Here

Mr. Howard Urquhart, Dr. Hans Weddigen, Mrs. von Etzdorf, Dr. Hasso von Etzdorf (German Ambassador), Dr. Heinrich F. Liebrecht, Dr. Hoeter, Dr. R. Patterson and Mr. Rolf E. Fischer.

AMONG the many interesting and widely travelled guests who visited Powell River during the last three months were the Ambassadors from France and Germany. The French Ambassador, Monsieur Lacoste, was accompanied by the French Consul in Vancouver, His Excellency Monsieur De Laigue and the Countess De Laigue, Mr. and Mrs. M. J. Foley and Mrs. H. S. Foley. The following weekend Powell River was honored by a visit from the German Ambassador to Canada, His Excellency Dr. Hasso Etzdorf and Mrs. Etzdorf. Dr. Etzdorf was accompanied by Dr. Heinrich F. Liebrecht, German Consul at Vancouver; Dr. Hans Weddigen, German Secretary for Commercial Affairs, Ottawa; Dr. Rolf E. Fischer, Trade Commissioner attached to the German Consulate in Vancouver and Dr. B. W. Hoeter, editor of the German language newspaper "Nordwestern."

Other guests included Mr. Henry Johnson, President of Johnson Wire Works of Montreal; Mr. and Mrs. Neil Pattullo from Scotland, Mr. and Mrs. Norman Lang, Miss Pattullo and Mrs. Partridge from Vancouver; Mr. R. B. Schulze of New Zealand Forest Products; Mr. and Mrs. Carl Braun—the retired manager of Publisher Paper Co. of Tacoma; and Mr. Lennart Enstrom from Sundsvall, Sweden.

In June we welcomed a visit from many old

Mr. and Mrs. J. V. Jaeger of Minneapolis.

Mr. Conley Brooks and son, Mr. and Mrs. Ted Brooks and Mr. and Mrs. Dwight Brooks enjoy a family reunion in Powell River. All three young men are sons of the late Edward Brooks.

Tom Wyborn, Steam Plant Superintendent, hosts a group from the Institute of Power Engineers.

friends. Among these were the Brooks brothers, Dwight, Conley and Ted, sons of the late Edward Brooks, who enjoyed a family reunion at Powell River. In the party were Mrs. Ted Brooks, Mrs. Dwight Brooks and Conley Brooks' son, Conley Jr.

Others who dropped into Powell River during June were: Messrs. Polk and Spooner of Prudential Assurance; Mr. Bruce Macfarlane of Wood Gundy Company Ltd., London, England; Mr. and Mrs. T. Cathcart of United Newspaper Magazine; Mr. and Mrs. Van Ousten of Flintkote Company in Los Angeles; Dr. S. Mason from the Pulp and Paper Research Institute of Canada; and Mr. P. W. Speller, research specialist from Merrill, Lynch, Pierce, Fenner and Beane of Toronto.

Mr. Edward McSweeney, vice-president and treasurer of Perkins - Goodwin Company of New York, accompanied by his son and daughter, made their first trip to the area with Mr. R. G. McHugh, manager of Powell River Sales Company Limited.

As we go to press in July, many new and old friends are continuing to appear regularly in our midst. July visitors included Mr. Sothcott, assistant publisher of the Corona Independent from California and Mrs. Sothcott; Mr. and Mrs. Stan Clarke, Mr. and Mrs. Welland Anderson, Mr. and Mrs. Keith Branch, Mr. and Mrs. Barrie Branch and Mr. and Mrs. Jack Banks, all of Bremerton, Wash.; Mr. Marvin Wood, assistant publisher of South Bay Publishing Company of California and Mrs. Wood and son; and Mr. and Mrs. Dave Andrews from the Hollywood Citizen News; Mr. and Mrs. Gordon Adams from Novato, Nevada, and Florence Everett and Marie Grossholz from Reno.

Mr. and Mrs. Dave Andrews, Mr. and Mrs. Gordon Adams, Mrs. Grossholz and Mrs. Florence Everett.

Mr. and Mrs. Sothcott

Mr. and Mrs. Marvin Wood and son.

(Back row) Messrs. Welland Anderson, Stan Clarke, Keith Branch, Barrie Branch and Jack Banks with wives (in front).

Mr. Edward McSweeney with his daughter and son.

AROUND TOWN

July 1 proved a "busman's holiday" for this Powell River logger who entered the Lions' Club logging sports at Willingdon Beach.

LIONS LOGGING SPORTS

About half of our population, 5,000 Powell Riverites, took advantage of the sunny skies July 1 to turn out at Willingdon Beach to witness the many forms of entertainment sponsored by the Lions Club and featuring an interesting and oft-times thrilling display of logging sports. Powell River Company worker Jim Curtis provided the "thrill of the day" when he fell 60 feet in the tree climbing race. Jim's rope sling saved him from serious injury and the plucky gent bounced right back and placed second in the log rolling exhibition.

The logging sports included tree climbing, log rolling, choker races, splicing and log bucking.

RADIO STATION VE7MP

Powell River's Brooks High School now boasts a complete HAM radio station known across the air waves as VE7MP. Local high school teacher Hal Gwyther assembled the panels of this station which, with its sixty-three foot antenna, can reach half-way around the globe. Hal's latest contact was with a sheep farmer 100 miles northwest of Sydney, Australia. This gentleman from across the Pacific entertained the Powell River operator with tales of his adventures encountered crossing Australia in a Model T Ford. Who knows what this enterprising Powell Riverite will pick up next time he sits down to twiddle VE7MP's dials.

Reeve Ray Weaver and Mrs. A. Devaud officiate at ceremony beginning construction of Powell River's Senior Citizens' Home. (P.R. News photo).

Brooks High School track and field day aggregate winners (from left to right) Barbara Burke, Gina Vitellone, Gerry Southern and Doug. Clarke. All are sons and daughters of Powell River Company employees. (P.R. News photo).

Max Cameron High School students enjoy a hearty breakfast at a local cafe after their well-organized graduation party.

GRAD PARTY ORGANIZED

From all over the continent come reports of wild, all-night high school graduation parties. Max Cameron High School graduates from this area had an all-night party too. But with a difference. The students arranged this party entirely by themselves at the home of Mr. and Mrs. Fred Banning of 1010 Westview Road and it was judged an outstanding success by all who attended. The graduates played games, sang songs and danced, and then all trouped down to the dining room in one of the local cafes. (See picture).

FOUR LACROSSE RECORDS

Four separate lacrosse records of this newly re-introduced sport on the Powell River scene were broken on July 10 when the Westview Merchants swamped Wilshires 18-8. The four records to fall were: most goals scored in a game—26; most goals scored by one team—18; most points scored by an individual, Fred Vanichuk—10; and most penalties in a game—51 minutes.

Lacrosse, once one of the most popular sports in Powell River when it was played in an out-door arena, is being revived this season after a twelve year absence. Lacrosse enthusiasts are hoping to build up the game locally to its former status, and to interest the youth of this district once again in this hard-hitting sport that has been termed "the fastest game on two feet."

SENIOR CITIZENS' HOME

Powell River Reeve Ray Weaver and Mrs. Olive Devaud, together turned the first sod of the projected Senior Citizens' Home at the corner of Westview and Bezo Roads. This simple ceremony, held on Saturday, June 15, marked the end of a long period of dreaming and planning and instituted the first real step towards this long-cherished ideal of civic-minded people to provide adequate care for our senior citizens.

Clearing of the three lots donated by Mrs. Devaud has already started, and work on the building of the home will commence as soon as possible. This worthwhile project is being financed by the municipality, the provincial government and by donations from local organizations.

DR. MARLATT RETIRES

On June 1, 1957, forty-one years to the day since his arrival in Powell River, Dr. Charles R. Marlatt retired from active participation in the local medical scene. After an adventurous career including delivery of babies by lamplight and performing amputations on fishboats, Dr. Marlatt, together with Drs. J. A. Murrison and O. O. Lyons, formed the Powell River hospital staff in 1925. The hospital has since grown to be one of the best equipped and most efficiently run clinics in B.C., and is supplemented by a clinic of 12 doctors.

Last fall Dr. Marlatt was made an Honorary Life Member of the College of Physicians and Surgeons of B.C. He has not practiced medicine actively for the past few years, but as chairman of the clinic he has done a great deal of administrative work. He plans to spend much of his new-found leisure time in his garden and conservatory amid his collection of intriguing plants.

Powell River teacher Hal Gwyther at the controls of local HAM station VE7MP. (See story).

EXCHANGE PREMIUM, RISING COSTS, CAUSE . . .

Reductions in Earnings For First Six Months

POWELL River Company's semi-annual report to the shareholders for the six months ended June 30, 1957, shows net profits down 25% compared with 1956, despite the increase in the price of newsprint effective March 1, 1957, and the additional tonnage from the new No. 9 paper machine.

Newsprint production increased from 196,641 tons, for the first half of 1956, to 227,058 tons in 1957, while net earnings decreased from $5,735,707 or $1.37 per share, to $4,294,362, or $1.02 per share.

The major reasons for the lower earnings were the high discount on U.S. funds, higher production costs, weakness in log and lumber markets, and the increase in the B.C. logging tax. At the current rate, loss on U.S. exchange exceeds $6.00 on each ton of newsprint.

Production and sales of newsprint reached an all time high due in the main to the added tonnage from No. 9 machine which commenced operation on February 28. Unbleached sulphite pulp sales were down 50% because of increased pulp requirements for newsprint production.

The declining demand for lumber reduced production by one-third and sales by one-quarter and at the present time there is no indication of improvement in the lumber markets.

In the corrugated container division both production and sales showed a substantial increase over 1956, and the outlook continues favourable with demand good.

In the pulp and paper division No. 9 newsprint machine is operating satisfactorily and although not yet fully run in, is the largest producing unit and is operating regularly at over 2,000 feet per minute. The installation of the new high pressure boiler is progressing on schedule and this unit will be in operation before the year end.

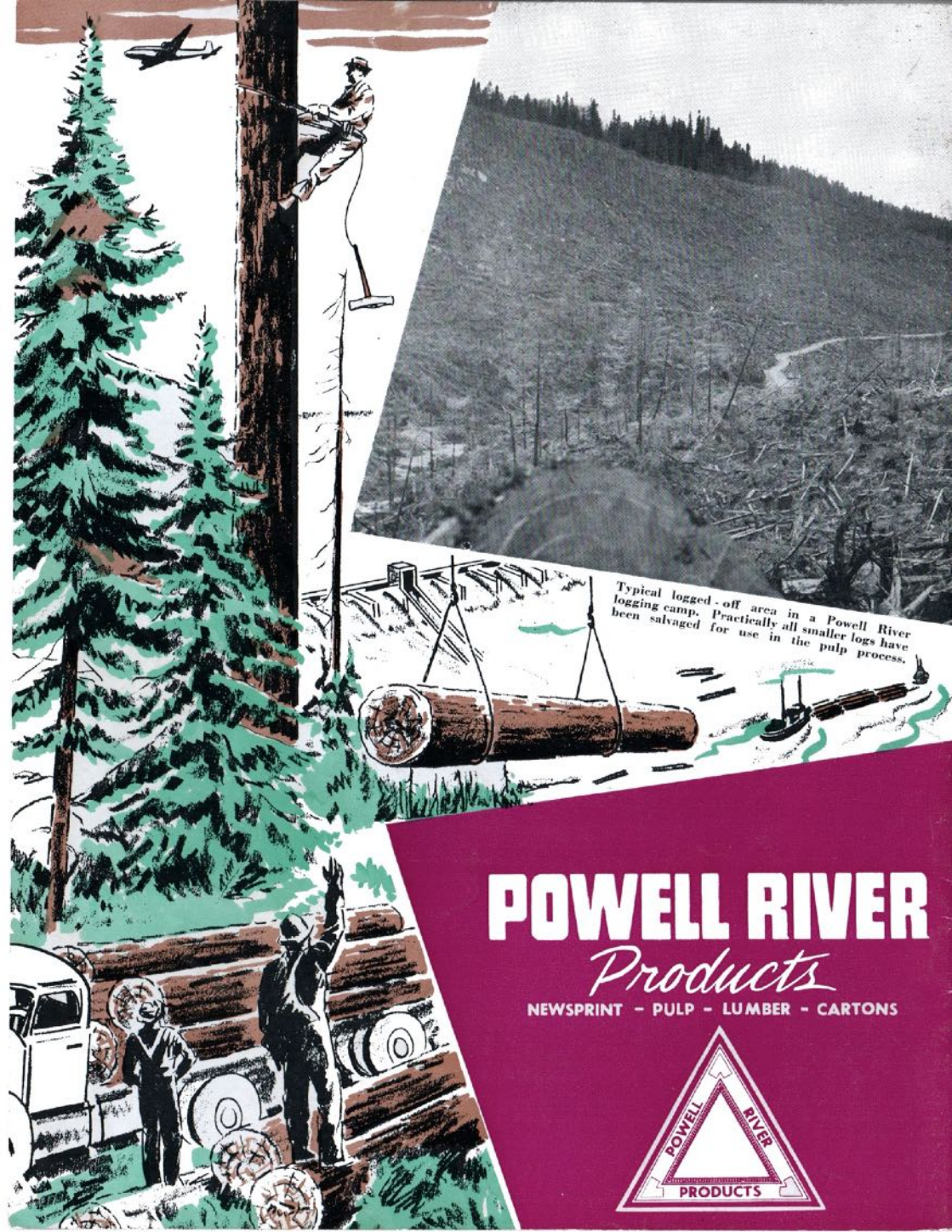
The addition to the container plant at New Westminster was completed in May and is now in full operation. Improvements at the cedar sawmill which are now almost complete should result in considerably higher production efficiency and utilization.

Finalization of the agreement to acquire a substantial interest in Brooks-Scanlon, Inc., is now only awaiting the ratification of the U.S.-Canada Tax Convention Treaty by the United States Senate. Meantime, the modernization program of the plant at Bend, Oregon, is proceeding, as are also the special engineering and market studies for a pulp and paper mill in Oregon.

A comparison of significant figures for the 1957 and 1956 operations follows:

	1957	1956
Consolidated profit before income taxes	$ 8,946,562	$10,903,741
Provision for income taxes	4,652,200	5,168,034
Net Profit	$ 4,294,362	$ 5,735,707
Earned per share	$ 1.02	$ 1.37
Paid per share	.90	.90
PRODUCTION		
Newsprint (tons)	227,058	196,641
Unbleached sulphite pulp (tons)	8,935	17,637
Other pulp and paper products (tons)	1,011	1,480
Lumber (M f.b.m.)	21,526	33,092
Corrugated containers (M sq. ft.)	177,172	160,722
SALES		
Newsprint (tons)	222,400	191,663
Unbleached sulphite pulp (tons)	7,710	17,097
Other pulp and paper products (tons)	979	1,438
Lumber (M f.b.m.)	24,944	31,046
Corrugated containers (M sq. ft.)	157,757	149,730

Huge crowds thronged Willingdon Beach to watch tree topping exhibition on July 1. **(See opposite page).**



Typical logged-off area in a Powell River logging camp. Practically all smaller logs have been salvaged for use in the pulp process.

POWELL RIVER

Products

NEWSPRINT - PULP - LUMBER - CARTONS

POWELL RIVER PRODUCTS

Powell River DIGESTER

VOLUME 33 SEPTEMBER - OCTOBER, 1957 NUMBER 5

Powell River

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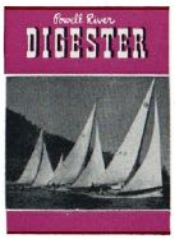
CONTENTS



The Cover Picture

Gracefully cruising yachts of the Royal Vancouver Yacht Club, with a fair breeze behind, spank along in the ideal racing waters of the Gulf of Georgia. (See story on pages 14 and 15).

Editor's Notes

Space Partnership

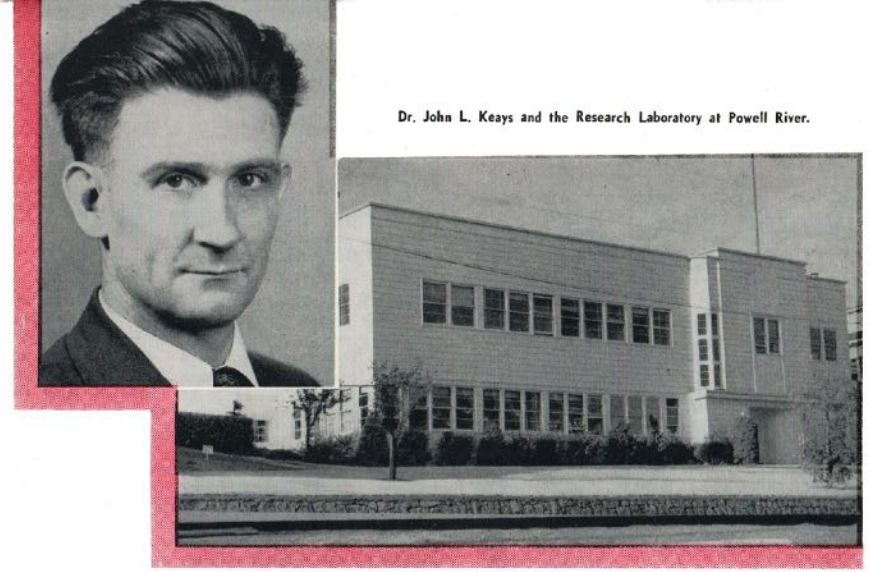
Reaction to Russia's Sputnik on this continent has varied all the way from a tendency to write it off as an overrated promotion stunt to exaggerated fears and wails over its possible destructive effects on western civilization.

Neither of these extremes is correct. Let us admit candidly that the Russians have initiated a scientific achievement of the first magnitude — but one not beyond the capacity of the West to equal or surpass.

The meeting of President Eisenhower and British Prime Minister Harold McMillan may help unlock the chains that have retarded full-scale co-operation of western skill, facilities and brains.

The go-it-alone complex that has kept the best brains of the United States, Great Britain, Canada and other NATO countries from using their combined knowledge must cease. If we want the free world, as we know it, to keep in the forefront and to win friends among the many uncertain, frustrated peoples looking for vigorous and united leadership, we have to work together. There is no other choice.

If the appearance of Sputnik has helped bring about this realization, it is a small price to pay for a little hurt pride and failure to match the initial Soviet journey into space.



Dr. John L. Keays and the Research Laboratory at Powell River.

Dr. Keays — Specialist in Research

DR. JOHN KEAYS admits to an insatiable curiosity as to cause and effect—the things that happen and what causes them to happen—a quality which led him naturally into the field of research.

In his position as Superintendent of Research and Development for the Powell River Company he plays the role of a mild-mannered, diligent searcher along the pulp and paper industry's paths of cause and effect. The mild manner may be a reflection of scientific detachment; in any case few, even among his associates, have ever seen him unduly flustered, upset or excited, unless an idea has worked or looks as if it might work. He possesses those not overly-common attributes of a logical reasonableness combined with a keen, even puckish sense of humor which reconciles him to the inevitable failures of research without too much stress and strain.

Born in Toronto, Canada, Dr. Keays first joined Powell River in 1941 after graduating from the University of British Columbia with a Master of Applied Science and Bachelor of Arts Degrees. Until 1947 he was a member of the technical staff, when the thirst for higher learning caught up with him. He went back to McGill University for two years, and graduated with a doctor's degree in the Division of Industrial and Cellulose Chemistry. He returned to Powell River in 1949 and took up his present post in 1950.

For the past eight years Dr. Keays has been identified with many of the research and development projects undertaken by the Company. It was the work of the department of which he is the head that led to the development of a successful noise abatement program at Powell River, one of the first such projects undertaken by any pulp and paper company. This has been particularly effective in the machine rooms, where the noise of high-speed machines posed critical personnel problems.

The application of the gas scrubber in the sulphite mill, which has essentially eliminated the severe discomfort of acid-plant fumes, was another project undertaken by his department. Other research programs, affecting the quality of the Company's products or the efficiency of the Company's operations, have been carried out by the Research and Development Division.

Dr. John Keays is widely known in the pulp and paper industry. He has acquired wide recognition as an interpreter of technical articles, particularly those written in Russian. For a number of years he has abstracted for the American Chemical Society from most of the Russian technical or trade journals in the fields of logging, pulp and paper manufacture, and wood processing; he probably knows about as much of the happenings in these fields in the USSR as anyone outside the USSR itself.

In his college days he was an honor student and a prolific winner of scholarships; he was a member of the California Scholarship Federation (1935) and won the Standard Oil Fellowship in 1940, the Brown Brothers Scholarship in 1947, and the Allied Dye and Chemical scholarship in 1949. He is a member of Sigma Xi.

When asked "From what phase of your scientific work do you derive the greatest satisfaction?" Dr. Keays' answer was: "When some phase of the work under my jurisdiction results in a worthwhile contribution to the Company's operations—which means indirectly a contribution to the industry as a whole and ultimately a contribution to the well-being of our society."

Dr. Keays and his wife Effie, also a university graduate, have recently returned from a trip to Europe visiting pulp and paper plants. Their joint declaration on coming back was:

"We still didn't find a spot to beat Powell River for desirable living and for raising our two children."

FISHING DERBIES

First prize in the annual Vancouver Sun Fishing Derby was this spanking new cabin cruiser.

Fun and Prizes Galore For B.C. Anglers

THERE is something unique—and to the uninitiated, almost terrible—in the power of fish over man. In every land or clime, millions of humans chase the flirtatious fintail with a ferocious zest, unequalled in the pursuit of any other activity—and we do mean any. There are millions more fish widows strewn across the face of the globe than there are in golf, poker, baseball, or any other sport, outdoor or indoor.

Look at these monstrous affairs they call Fish Derbies. At the first crack of dawn, in almost every hamlet that borders on the sea, hundreds of dedicated souls, ranging from nine to ninety, all sizes and all sexes, are out in boats of all types, from the frail dinghy to the palatial pleasure craft—all intent on one thing—to lure some poor, unsuspecting or careless fish onto their hook or into their net.

Why do they do this? For food? No!

Perhaps half of the "dedicationists" who take to the waters — in weather no self-respecting canine would face—shudder with the writer at the mere thought of having to eat the scaly creatures.

Why? Why! From long observation of this large and growing tribe of fish hunters we can draw only one conclusion. The capture of a fish does more for the human ego than any form of physical energy, light or heavy, known to man. The trapping of even one tiny, shivering, skinny little fellow, who perhaps left his mother's apron strings only that morning, provides cause for mild chest swelling. A medium-sized one blows the expansion to maximum capacity—and when some howling tribesman snares a "big one", his friends, relatives and anyone who cares to listen, have to bear the brunt of his ecstatic ravings far into the night, noon, or morning.

Anyway the fish derbies go on. Thousands turn out. There's the Vancouver Sun Derby—an annual

They are all smiles as they bring in the big ones.

ATTRACT THOUSANDS

Owning a small boat with a motor is a "must" for a great number of B.C.'s fishing-conscious population.

Two Powell River anglers weigh in a dandy salmon.

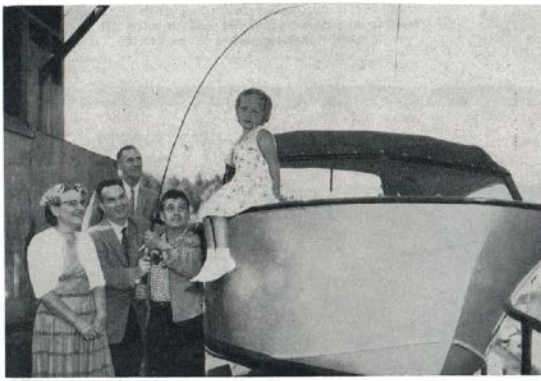
event which practically stops all coast-bound traffic between Vancouver and Gibson's Landing for a day. It has developed to a stage where half the population of the lower mainland is on the water or standing on shore, or at home, with fingers crossed. This year a 31-pound salmon pirate won the grand prize, with scores of others muttering in their beards about the one that got away, or "if I hadn't caught that snag, the prize would have been mine." Be that as it may, the Vancouver Sun Fishing Derby is one of the most popular single day sporting contests held during the summer months.

The Vancouver Province, too, has its own idea of a derby. This journal isn't satisfied with a single day—oh no! it has to go out and offer a prize for the largest fish caught over a protracted period. This prolongs the agony and injects new courage into the hearts of thousands of poor, benighted souls who lost their "big one" in the Sun Derby but who still have a chance in the Province Derby.

Coming close to home, this same satanic preoccupation with the habits and customs of the fish, is evident through the Powell River area. It has always been a fish shambles around here—as we have both fresh and salt water close at hand to augment the frenzy.

But they couldn't let well enough alone, even in this comparatively quiet spot along our coast. No, they had to—you guessed it—organize a local Fishing Derby—and the maddened populace act exactly as they do in the big cities. "None of these Vancouver slickers can show us how to fish and catch big ones"—is the Powell River slogan, and the over nine and under ninety portion of our population are out to prove it. They did it this year and one chap picked up a 42-pounder a few yards off shore—and several with above 30-pound weights have been recorded.

But what the heck are we kicking about? They all seem to be having fun. And that, of course, is what fishing's all about!



This is what the winner in the Vancouver Province Derby received for his efforts.

Crowds at Horseshoe Bay for finals of Sun Derby.

The Powell River paper mill sprawls over ¾ of a mile of waterfront and is crisscrossed by over 2 miles of roads. (Inset) Mechanical Superintendent Art Gardner solves his transportation problem with a motor scooter.

The Modern

Paper Mill Worker

Men and materials

ONE of the real problems faced by large industrial enterprises like Powell River Company, which spreads over almost three-quarters of a mile of waterfront, is the speedy transportation of key service and repair men and their tools from headquarters to the scene of a breakdown or routine service check point.

In Powell River, as elsewhere, time means money. A breakdown in any one of a dozen key operations, if not given immediate attention, can result in a production slowdown involving the loss of thousands of dollars.

Expanding mechanized transportation is the solution to the problem. In the past few years more and more small personnel vehicles have been added to our equipment.

Among the most dramatic of these vehicles is the tiny, battery-driven Cushman cart used on the floor of number 9 paper machine. This big paper machine stretches 350 feet from wet end to dry end, and with paper rolling off at the rate of 2,000 feet per minute, it is imperative that the papermakers are able to reach any spot on the machine within seconds. The Cushman can transport four men from one end of the machine to the other in one-quarter of the time formerly consumed by foot travellers.

Mechanical Superintendent Art Gardner, on his All-State scooter, is a familiar sight in the mill as he commutes between his office outside the mill gates and the various jobs requiring his attention.

Another familiar sight at almost any hour of the day are the two three-wheeled open Choreboy trucks bustling about delivering parts and equipment from the Mill Stores. These particular vehicles have been in use since 1948 and have travelled thousands of miles in the course of their labor and time-saving job.

Four more old-timers on the personnel transportation scene are the Shop Mules used by the riggers and millwrights to carry men, materials and tools. These powerful, squat little Buda Company vehicles are constantly on the move, often drawing a small flatbed trailer loaded with replacement parts.

Personnel uses variety of vehicles

Security patrolmen use a Land Rover.

Mill stores are delivered on a Choreboy.

The Groundwood Inspector gets around on a Cushman Truckster.

A battery drives this speedy, manoeuverable little Cushman electric buggy.

Moves on Wheels

transported by variety of vehicles

Four three-wheeled gas engine Cushman Trucksters complete the growing list of personnel vehicles in the mill. These handy machines were obtained early this year and are used by three departments.

The acquisition of these vehicles marks another step forward in the present-day trend of most modern industrial plants to mechanize and thereby provide more efficient utilization of available manpower.

Mechanization of general mill transportation, particularly in respect to removal of wood, paper and other materials, has also accelerated in recent years.

Huge Gerlinger carriers now transport wood blocks direct to the groundwood machines. The diesel-driven train has succeeded, first the horse and latterly the battery-driven "locie" for newsprint transportation.

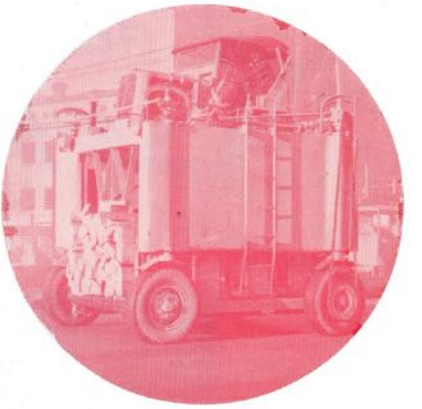
The fork truck, the lift truck and the clamp truck have replaced hand trucks and cranes in loading and storing paper. Hand or manual labor has gone by the boards. In the transportation field the motor vehicle is practically master of all it surveys.

An additional and important section of the Company's mechanized force are the two special jeeps used by the Security staff in their movements to the outlying fringes of plant operations.

For the employee, the introduction of these machines has been a mighty boon. What wharf man would go back to hand trucking, with its hazards and slogging? Who would change the fork or clamp truck for the old methods of storing heavy rolls? Who would give up the Gerlinger carrier system for the old method with its back-straining picaroon and hand piling.

Modern industry moves on wheels.

Raw Materials and Paper Are Transported Too

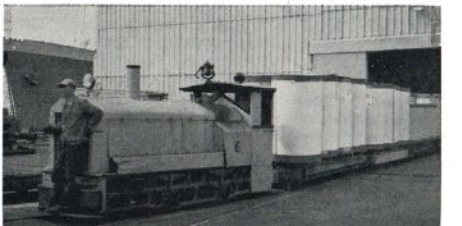


Huge Gerlinger Carriers speed blocks from the sawmill to the grinders.

(Top) Riggers use a Shop Mule and trailer. Variety of moving jobs require fork-lift trucks ranging in size from largest to smallest models on the market (lower).

Clamp trucks are latest additions to modern roll-moving equipment. Hydraulically-operated clamps minimize roll damage. (Bottom) Older fork-lift trucks still perform adequately.

Diesel-powered locies shunt paper and supplies about the mill on the extensive miniature railway.



Rock an' roll paper musicians attracted large audiences at Pacific National Exhibition.

—Photo by Claude Dettloff

AS STRONG AS WOOD WHEN PAPER HARDENS

"PAPER MUSICIANS" was the theme of one striking publicity booth at this year's Pacific National Exhibition in Vancouver.

The paper models were designed and sculptured by Peter Fox of Vancouver, an ex-Royal Air Force map maker, literally from the pages of Vancouver daily newspapers.

The rock and roll musician at right was made originally for the shoe store in which Mr. Fox is employed in Vancouver, and later painted over to adapt the guitarist to the other figures for a music store display.

Many favorable comments on the imaginative treatment suggested its entry in the P.N.E., where it was widely acclaimed.

Starting off with a wood skeleton, he dips some canvas in wet plaster of Paris and wraps it around the body joints. Then he rolls sheets of newsprint together and ties them around the body, shaping it with chicken wire, using a piece of wood for a persuader. He applies newsprint to the figure's face in several layers, sticking them together with paste and moulding the features with his hands. He uses wire to fashion the musician's fingers and hands, tearing newspaper pages into strips and applying them to the hands and feet like bandage. He prefers colored paper for the figures' clothes. His final step is to give the figures a coat of shellac.

Mr. Fox says "it's amazing how strong the figures are when the paper hardens—just like wood."

—Photo by A. J. M. Smith

Close-up of the Peter Fox newsprint guitarist.

Engineers Subdue Noise and Fume Problems in Mill

SCIENTIFIC research has reached a high standard of development in the Canadian pulp and paper industry. Research has covered all fields—not the least important of which has been in the improvement of working conditions and removal of many factors tending to cause discomfort or annoyance to employees. Two important developments in this field—the removal of acid fumes and reduction in machine room noise—have been welcomed by both Powell River employees and residents.

With the continued expansion and development of the Mill and the increase of sulphite pulp production, a point was reached when the acid towers were required to make far more acid than they were originally designed to produce. This resulted in an excess of overgas being exhausted from the towers and with certain winds this sulphurous acid was blown over the townsite, causing considerable discomfort to residents in the vicinity.

To overcome this problem a gas scrubber was installed in 1954 and since then, except on very rare occasions, the area has been free from gas odors.

The scrubber consists of a 5'6" diameter by 25 feet high tower in which the gas from the limerock tower exhaust is blown through a space deluged with sprays of sodium solution. The solution absorbs a large percentage of the sulphur-dioxide gas, leaving only the inert gases to pass on to the atmosphere.

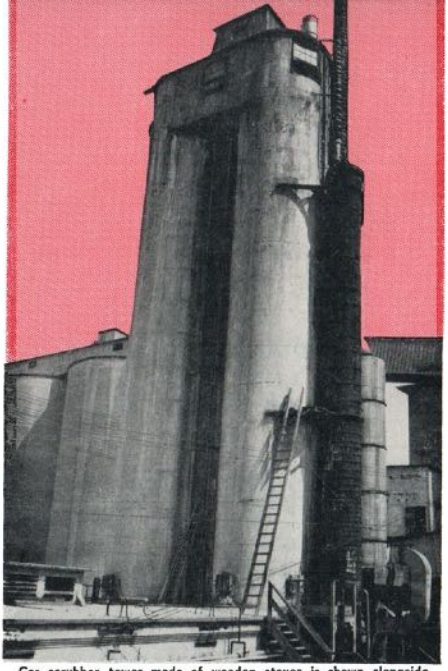
Any gas which may be carried over is so small in quantity that it is possible to detect it only with analyzing instruments and causes no inconvenience to plant life or residents in the district.

The washing medium (sodium solution) in addition to eliminating the gas nuisance also provides the basis of a useful by-product after it leaves the towers in the form of sodium sulphite, being used in the processing of groundwood pulp.

Another problem, noise, common in an age of fast paper machines, has been vigorously tackled by Company physicists and industrial engineers. Powell River Company's noise abatement research program has substantially weakened noise in the paper machine rooms—and the results have been welcomed and commended by crews on the high speed machines.

The lessons learned and the problems solved in connection with number 8 machine have been applied on number 9, with highly satisfactory results.

Industrial noise has in recent years been a cause for concern across the nation. The discomforts to employees have speeded up research. Powell River was the first in the industry to make a practical and successful application of a method to reduce noise. Work is being continued—and the start made in the all-important machine room areas, may be extended into other divisions.

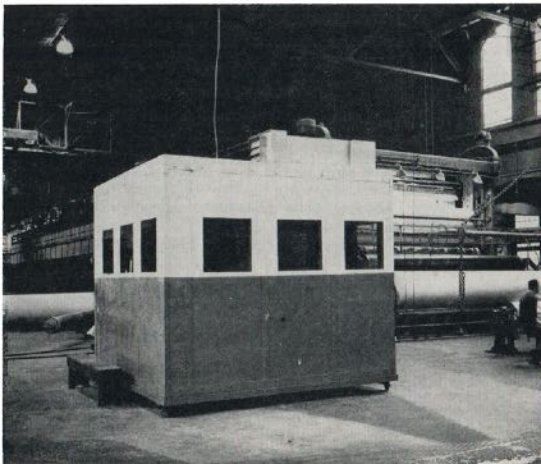


Gas scrubber tower made of wooden staves is shown alongside acid-making plant. Exhaust blower is in lower right corner.

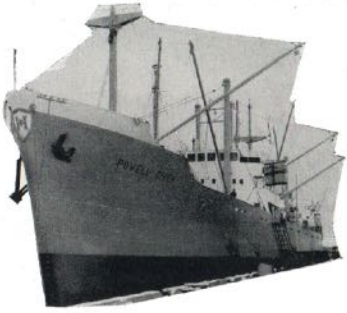
Supplementing the research on noise abatement in the paper machine areas are the sound-proof booths installed in the machine rooms. These allow operating crews to discuss problems without having to compete with machine noise. They have served a useful purpose and improved working conditions for the crews.

Noise abatement is among the most important developments of our research department—and the results achieved have been made available to the industry for the benefit of everyone.

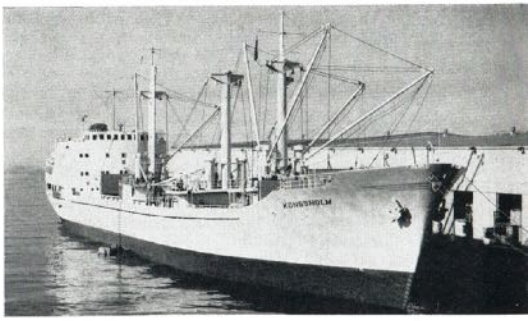
Sound-proof booth used in machine rooms.



A TALE OF THREE SHIPS



CANADIAN GULF LINE SHIPS AND OFFICIALS ARE OLD AND TRIED FRIENDS



ON August 23 a spanking, spic and span freighter threw its lines ashore at the Powell River Company wharf. She was on her maiden voyage, and had just completed the long trip out from Norway, through the Panama and up to Powell River.

The vessel was the Motorship Kongsholm, latest of the specially-constructed newsprint carriers under charter to the Canadian Gulf Line, which handles all newsprint shipments from Powell River to California ports. The Kongsholm replaces M.S. Orania, of the Gulf Line fleet, which has been on the Powell River run for the past two years.

With the great population increase in the west during the past decade and a half, California and adjacent states have become large consumers of Powell River newsprint; and the Gulf Line has grown with Powell River and the industry. Starting with one ship in the 30's, today three of the Canadian Gulf ships are exclusively occupied in carrying our newsprint to the distributing centers of San Francisco and Long Beach.

The three motor vessels, Frances Salman, Powell River and Kongsholm, were all built in Norway. They are especially adapted to newsprint carrying, and their cargo space was largely constructed along lines recommended by Colonel William Salman, board chairman of the Canadian Gulf Line, an old friend of Powell River.

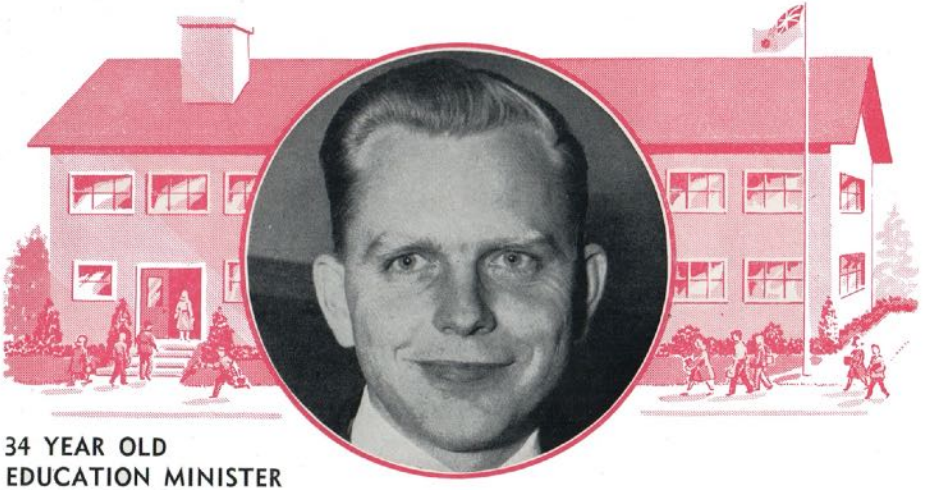
The line, organized by Colonel Salman in the middle 30's, has carried Powell River products to California for the past 20 years. The Colonel and his associates have specialized in the transportation of newsprint on the east and west coasts of Canada and the United States.

The Gulf Line ships are noted for their graceful lines, their fine appointments and comfortable quarters for officers and crews; and their scrupulous cleanliness. There is nothing of the "tramp" tradition about them. Their carpeted aisles, spotless and attractive rooms bear more resemblance to a liner than a freighter. They are 16-knot ships and make the journey to San Francisco in 2½ days and to Long Beach in 3½. Ideally adapted for newsprint stowage, they are popular favorites with Powell River Company loading crews, who know their every nook and cranny—and most of the ships' crews by their first names.

The senior member of the Powell River fleet is M.S. Powell River, named in honor of our town. The Frances Salman was named after Mrs. Frances Salman, wife of Colonel Salman.

Officials of the line are old friends of Powell River—and the relationship between the Gulf people and local residents is a family rather than a business one. Colonel Salman is a regular visitor, as is also his president, Tex Grauer, and vice-presidents Danny Moore, at San Francisco, and William Buhler at Long Beach.

If any of our readers should visit Powell River they are almost certain to see one or other of these fine ships alongside the docks—and you'll always be welcome aboard. They are good ships and good people, these representatives of the Canadian Gulf Line.



34 YEAR OLD EDUCATION MINISTER LESLIE PETERSON IS

A Young Man in a Big Job

THE youngest cabinet minister in the province's history. That's the status of the Honorable Leslie Raymond Peterson, Minister of Education for British Columbia.

This very personable young minister is still only 34 years of age and appears to have a bright political future. Some pundits shook their heads when he was appointed Minister of Education, a post where balanced judgment and maturity of outlook were essential.

This tall six-foot blond young man has made a strong impression, both on the public and in the more severely critical academic circles with which he maintains close contact. He has displayed a sound knowledge of the problems and duties of his department. He has handled his public and private appearances with dignity and firmness. He has dovetailed into his new job with unexpected smoothness and confidence.

Les Peterson looks like the typical blonde Norseman of fiction. Appropriately enough, he was born in Viking, Alberta — and both his parents were Norwegian.

When he was elected to the Legislature in 1956, Mr. Peterson was a successful barrister in Vancouver, and senior partner in his own firm of Peterson and Anderson. But behind his rise to prominence in the legal life of the province is a story of hard work, aggressiveness and determination.

At the age of 19, the Minister joined the Royal Canadian Artillery. His potential ability was speedily recognized and he was selected to take a one-year course in science at McGill University. On conclusion of the course he went overseas and served in Belgium and Holland with the Canadian artillery. He was among the troops who fought their way into Germany in the spring of 1945.

With the war over, he went to London University for a year, and returned to Canada to enter the School of Law at the University of British Columbia. He graduated in 1949 and almost immediately opened his own law partnership. In September, 1956, the firm of Peterson & Anderson amalgamated with a second partnership to form the firm of Boughton, Peterson, Anderson, McConnell, Dunfee, Jensen & Lorimer.

In the past seven years, since graduating from University, Les Peterson has been active in the community life of the Vancouver area. He is a director of the Western Society for Rehabilitation, a director of Normanna Old People's Home, president of Dunbar Lutheran Church, a past president of the Masonic Scandinavian Business Men's Club, and president of the Twenty Club.

He was first elected to the Legislature in a by-election in January, 1956, re-elected at the general election on September 19 of that year and appointed Minister of Education on September 27, 1956.

It is a big job for a young man to take over responsibility for the direction of educational affairs in British Columbia. It is a job to which Les Peterson has devoted himself and a job which, to date, he has discharged with efficiency, sincerity and imagination.

DEAS ISLAND TUNNEL: Marvel of Modern Engineering

Prefabricated Tunnel Under Fraser

TO SPEED UP BORDER TRAFFIC

The Deas Island Tunnel sections under construction. When completed they will be floated out to their location in the Fraser River.

THIS November, when most B.C. people are turning up the furnace heat, a small cluster of engineers will be standing beside the Fraser River with tidal charts and slide rules in hand, hoping that the river will behave as they have predicted it will. The chances are everything will run smoothly, but the builders of the Deas Island tunnel are taking no chances.

In many ways, this undertaking is unique in the world. Unlike other tunnels, say the Brooklyn or Detroit-Windsor tunnels, it is not being bored under the river by sandhogs, but is being constructed in sections which ultimately will be sunk into a predredged trench. Its nearest counterpart is the Maas tunnel at Rotterdam, Holland, but even this famed tunnel, the engineering marvel of its day, must bow before the B.C. project.

The crossing will cost $16,000,000 and will be 2,155 feet long, with an additional 1,100 feet of approaches on both sides of the river. The underwater section of the Maas tunnel is only 1,800 feet long.

A tunnel, or a bridge across the Fraser River near its mouth has been the dream of two generations and the fond wish of thousands of motorists who have had to wait in line for the outmoded ferry which provided the link between the bustling village of Ladner and the cities of Vancouver and New Westminster. Often the ferry would run on a sandbar and toot forlornly on her whistle that all was not well, and the plaintiff call would be taken up by civic groups who would hound the government for action.

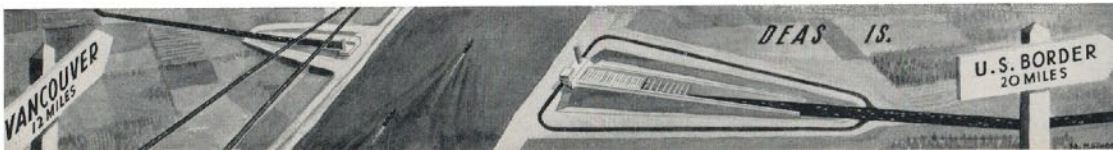
But in May of this year, Premier W.A.C. Bennett tipped the first bucket of concrete, and the dream began to be a reality. Nearby communities celebrated, and looked towards a new era of prosperity. Civic leaders said as much in speeches, and real estate men rubbed their hands with glee at the thought of new subdivisions and industrial sites in the offing.

Engineers for the project are Foundation of Canada Engineering Corp. Ltd. and Christiani & Nielson of Canada Ltd. Architects are Thomson, Berwick & Pratt of Vancouver, and construction of the approaches is being done by Kiewit & Sons (Canada), Raymond International, while B.C. Bridge, Narod, Dawson & Hall are building the tunnel elements.

One of the first steps taken was to construct a giant amphitheatre, 26 feet below ground level, and 633 feet long by 384 feet in width. This "bowl" or "drydock" required the movement of 500,000 tons of earth to create a basin which is large enough to float the giant Cunard liner "Queen Elizabeth." To keep it dry, 20 pumps are working continuously discharging about 25,000 gallons of water per minute.

In this great chasm are being constructed ship-like sections, 344 feet long, 78 feet wide and 24 feet high.

Meanwhile, dredges have been busy in the main



channel of the river gouging out a trench in which the sections will be placed, and that is where the old slide rule will be working overtime. The Fraser is a mighty river, which travels most of its length through steep-walled canyons, emerging only a hundred miles from the Deas Island site.

It is always arrogant towards puny man who tries to control it, and thus is unpredictable. But it may have met its arch-enemy in the person of Danish-born Ole Bentzen, the project engineer.

Recently his engineers put their knowledge to the test to predict the time and height of a tide a fortnight in advance, and when the date arrived, found they were only 15 minutes and six inches out in their calculations.

Some time in November, when the river is just about right, the amphitheatre will be flooded, and the sections floated out of the drydock like great liners.

With bulkheads at their ends, they will be swung into position over the trench. Tanks affixed to the sections will be gradually filled with water to control the rate of sinking, and when all sections have been lowered, the bulkheads will be removed.

As of now, the project is way ahead of expectations, which makes everybody breathe a little easier. For a project as complex as this one, it means that the work just has to be ahead of, or at least, dead-on schedule in order to take advantage of the proper tidal conditions.

If they miss what is called the correct "tidal curve" (and the engineers say this is most unlikely) it will mean a delay of three weeks before conditions are just right again.

When completed the tunnel, with the exception of a short section of the roof at the centre, will be well below the river bed. Its four lanes will carry traffic direct from Vancouver to the United States border, cutting off the traffic-congested route

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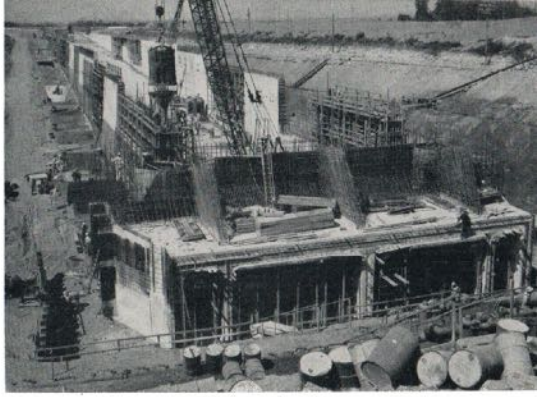
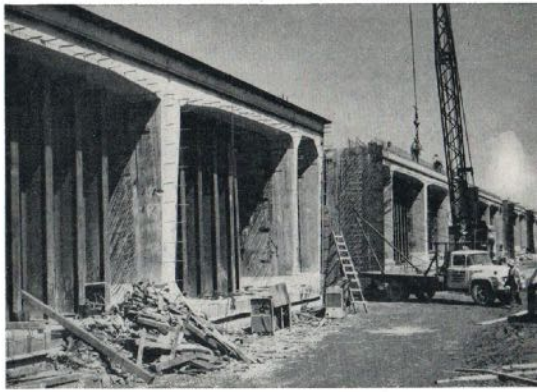


North approach to the tunnel.

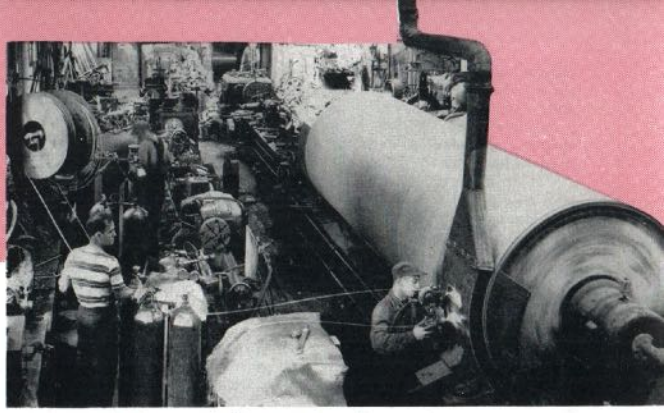
Close-up of sections. Each has four traffic lanes.



The project has attracted thousands of visitors. Regular tours are arranged.

Dryer Rolls Sprayed With Stainless Steel

Reconditioning Project Uses Almost Ton Of Stainless Steel



Machinist Sid Bridge starts the flame and adjusts Metco metal spraying nozzles as lathe begins a pass. Ventilating system and swing spools for feeding stainless steel wire were fabricated in the Powell River shops.

SPRAYING approximately three-quarters of a ton of stainless steel onto the surface of a worn-down, discarded dryer roll was the job recently undertaken by the Powell River Company machine shop. Metal spraying of worn parts to build them up to specification again is nothing new in industry; but the size of the part, in this case a 19-foot, 2-inch-long dryer roll with a 60-inch diameter, does merit special attention.

This interesting reclamation project required a considerable amount of ingenuity on the part of machine shop foreman Tony Chiarcossi and crew. The huge dryer was mounted on a 26-foot bed, Ward-Haggas lathe and a special jig was constructed to hold the two Metco metal spraying nozzles. To take away the tremendous amount of dust generated by this type of operation, the machinists designed and the sheet metal shop built a specially-constructed ventilation system. The entire spraying area was boxed in (see pictures) and a forced draft sucked the dust away from the machine through a pipe designed to allow for the twenty feet of travel entailed in one spraying pass, as shown. This all-metal ventilating system proved a highly successful modification of the flexible rubber hose system used on the first dryer roll to be metal sprayed in early 1957. It was found that the rubber hose quickly deteriorated under the tremendous heat generated by this process.

The first step in the actual rebuilding job was to machine off the necessary thickness of worn or rusted metal. A spiral groove was then cut into the new surface to ensure a strong bond between new metal sprayed on and the old surface.

Two passes, or about twenty pounds of Metco Spray Bond (Molybdenum) wire, were then sprayed on. The Metco nozzles were angled especially for each of these passes so that the bonding grooves would receive adequate coverage on both sides.

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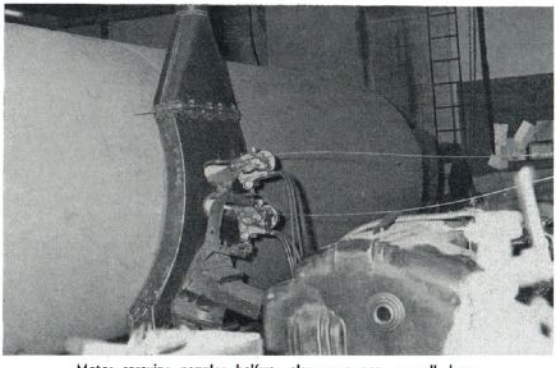
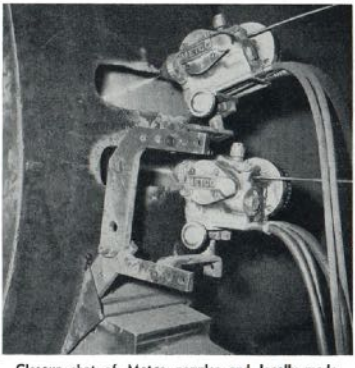


Metco spraying nozzles halfway along one pass on roll dryer.



Closeup shot of Metco nozzles and locally-made ventilating hood which travelled with lathe carriage. Stainless steel wire is fed continuously into oxy-acetylene flame by air-driven motors on nozzles. Third hose (large) to each nozzle performs double function—to drive air motor and to help blast molten metal on surface of roll dryer.

One of Canada's Best Industrial Films

"POWELL RIVER STORY"

Wins Film Festival Award

POWELL River Company's latest colored film "The Powell River Story" has already won acclaim from the critics.

At the Kootenay Film Festival, now recognized as one of the major film festivals of Canada, the Company film was awarded first place for overall excellence in the industrial section. Several of Canada's largest industries and companies were competitors.

The Powell River Story was produced by Parry Films Ltd. of Vancouver—and was over a year in the making. Narration was by Bruce Hutchison, one of Canada's outstanding non-fiction writers and political authorities.

In the past year prints of the film have been shown in widely diversified areas. Mr. McAdam, British Columbia's Agent-General in London, reports that the film is in strong demand in England and has been widely circulated among educational and civic associations.

Scores of schools and business groups across Canada have already seen the picture and requests for additional showings are coming in every day. Already thousands of people in the United States, in localities as far south as the Gulf of Mexico—and throughout the middle and western areas, have enjoyed the Powell River Story.

The film is just half an hour long and has been particularly popular at businessmen's meetings, in the schools as an educational project, and at public showings by clubs and civic bodies.

The Company is naturally pleased at the recognition accorded the film at the Kootenay Festival and hopes that many more of our friends in all parts of the world may have the opportunity of seeing it.

The film is available on request—and will be released to any responsible organization, institution or individual representing recognized groups. Requests should be sent to Powell River Company Limited, 510 W. Hastings Street, Vancouver 2, B.C.

Deas Island Tunnel

(Continued from Page Eleven)

through New Westminster and mushrooming developments in neighboring Surrey and Burnaby municipalities.

Under original plans the project was to have been completed by the spring of 1959, but Highways Minister Philip A. Gaglardi now estimates that traffic will be moving through it by the fall of 1958.

Bridges, and now tunnels, are the life-lines of the city of Vancouver and surrounding areas. Located on a peninsula bordered by Burrard Inlet to the north, the Fraser River with its several arms to the south, and the Gulf of Georgia to the west, the citizens have become more "crossing" conscious than probably any other city in Canada.

The Deas Island tunnel will connect with a new $8,000,000 Oak Street bridge built across the north arm of the Fraser, which in turn links up indirectly with another recently constructed span, the Granville bridge in what is practically downtown Vancouver.

With this chain of crossings the load of traffic for the U.S. placed on the Pattullo bridge, up-river at New Westminster, will be considerably relieved.

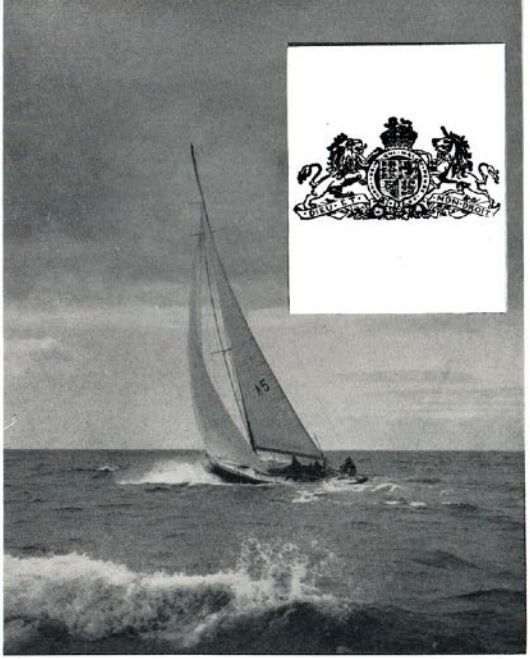
Dryer Rolls Sprayed

(Continued from Page Twelve)

Then began the actual stainless steel spraying, using two Metco nozzles. The three-sixteenth-inch stainless steel wire was fed from two pivoted spools suspended from the wall of the shop (top picture) to allow an easy, uninterrupted flow of wire into the nozzles. Air-driven motors in each nozzle automatically force-fed the wire at the correct speed. Approximately ten shifts later the old dryer had received almost one-eighth-inch thickness of new surface and was ready for the final machining and grinding process to produce the requisite polished surface. Between 25 and 30 separate passes were needed to add the desired amount of metal.

Altogether 1,643 pounds of stainless steel wire were used in the operation, and roughly 9,600 cubic feet of oxygen and 6,250 cubic feet of acetylene gas were burned.

This dryer roll was the second so rebuilt by the Powell River Company. The first dryer reclaimed by the metal spraying process was installed on Powell River's number 8 machine. It is reported to be functioning as efficiently as a new dryer roll.



Gometra, 46' sloop, owned by E. J. Palmer, kicks her heels in a brisk breeze. (Inset is original Royal Warrant crest of 1906).

Royal Warrant

At Government House,
Victoria, B. C.
The 27th of January, 1906.

Sir—

With reference to the petition of the Vancouver Yacht Club for permission to assume the title "Royal," and to wear on their vessels the Blue Ensign of the Fleet, I have the honor to transmit to you herewith a copy of a despatch from the Secretary of State for the Colonies, addressed to His Excellency the Governor General, intimating that His Majesty has been pleased to assent to the use of the title "Royal," and that the Lords Commissioners of the Admiralty have granted the necessary permission for the Club to fly the Blue Ensign.

A general warrant of Their Lordships conveying the necessary permission, as well as individual warrants for the twelve registered yachts, whose description and dimensions were supplied is forwarded with the despatch.

I have the honour to be, Sir,

Your obedient servant,

(Signed) HENRI G. JOLY DE LOTBINIERE,
Lieutenant-Governor.

The Secretary,
Royal Vancouver Yacht Club.

In Peace and War The Men of R.V.Y.C. Have Sailed Blue Water

(Condensed from Brief History written by Mr. G. A. Cran, Honorary Secretary of R.V.Y.C.)

THE present city of Vancouver, British Columbia, was incorporated in 1886. Most of the early residents were from the British Isles—where the sea tradition is nurtured from birth. It was natural that men of this stock would take to the sea, and even in these pioneer days unorganized groups of individuals were sailing their home-made or purchased crafts in the waters of the Gulf of Georgia. The next step was the assembling of these enthusiasts into an organized body.

Several attempts were made from 1891 onwards to form a Yacht Club in Vancouver and the movement was finally crystallized in 1903 when Mr. W. E. Graveley and 18 associates formed the first Vancouver Yacht Club. In 1906, King Edward VII authorized the use of the word "Royal" in the name and the British Admiralty granted permission to fly the blue ensign at the club's masthead.

The first commodore was W. E. Graveley, whose name is still perpetuated in one of Vancouver's streets; and the club started off in 1903 with 136 members and 33 yachts—of various sizes and classifications. In 1906 the present property in famous Stanley Park, where the main mooring facilities of the club are centered, was purchased and the way paved for future expansion.

Since the inception of the club, yacht racing has been in the forefront of members' activities. In the first few years competition was largely confined to inter-club contests between such famous old stalwarts as the "Rob Roy," "Laverock," "Norma," "Pirate," "Trixie," "Gollywog" and many others, fighting it out for supremacy.

The first international races against American yachts from Puget Sound were held around 1905. The Mackie Trophy (a goat's head snuff moll) was first won by Lloyd Johnson of Seattle in the "Gwendolyn"—a feat he repeated for several years. Mr. W. McDougall, with his "Onway," finally restored the trophy to Canada.

Between 1901 and 1909 the famous international races between the American "Spirit" and Canada's "Alexandra" were held and drew thousands of spectators watching them tack across the mouth of English Bay. The race was abandoned in 1909 with a victory each for Canada and the United States.

In the first World War, as might be expected, a large percentage of the men of the R.V.Y.C. with

YACHT CLUB

Original quarters of the R.V.Y.C. in the first decade of this century.

"blue water in their veins" packed up for the duration and joined the Royal Navy or the newly-formed Royal Canadian Navy. Many were attached to the famous Dover Patrol.

After the war members got back to the business of yacht racing—and in the years following this reached perhaps its greatest height. Public interest was high—and the famous "R" class sloops "Lady Pat," "Lady Van" and "Sir Thom" were names to conjure with in press and public discussions. These sloops contested for the Lipton Trophy, which after being held by the United States for fifteen consecutive years, was brought to Canada by the "Lady Van," skippered by the late E. F. Jack Cribbs.

Throughout the 30's yacht racing was a popular sport—and many new classes of yachts appeared on the sailing horizon. The most popular and active group was the "Star" class, founded by the late Harry E. Wylie—which on every available week-end were out with the English Bay Star Fleet, putting on grand shows for hundreds of residents and tourists. Another class attaining wide popularity was the Roedde cruisers, which have and still are taking an active part in club operations.

Between 1939 and 1946, as might be expected, all gear was stored and members went off to war—in many cases for the second time. R.V.Y.C. men were everywhere on the high seas—in cruisers, sloops, destroyers and patrol craft. Over 200 members served in war theatres—including Captain Barney Johnson, C.B.E., D.S.O.—a past commodore, and Doug Maitland, D.S.C., Croix de Guerre, whose exploits in the Mediterranean are almost legendary. Older members formed a volunteer Yacht Patrol which performed patrol duties in local waters and assisted in the rounding up of over 1,100 Japanese fishing vessels.

While the prime interest of the Yacht Club is to foster the art of sailing and seamanship, there are many members interested in power boating. The power boat fleet is quite extensive and includes such fine vessels as the "Norsal," owned by the Gibson brothers; the "Seneriatta," owned by past commodore Tom Ayres; "Casa Mia," owned by the Reifel brothers; "Lazee Gal," by Joe Wilkinson; "Mamita," by Dr. R. E. McKechnie; "Invader," by F. B. Brown; "Bali Hai," by George Norgan; "Marijean," by H. R. MacMillan, and many others.

While the total membership of the club is now 1,450, the active and voting membership is limited to 500. Associate, non-resident and junior members total approximately 950.

Many distinguished British Columbians have devoted time and energy to the encouragement of yachting by acting on the executive committee of the club over the past 54 years and a notable programme of racing is set for the Centennial Year 1958. The Pacific International Yacht Racing Association's annual regatta is held in English Bay every fourth year. It will be held here in 1958 and will attract yachts from leading Pacific coast cities.

In peace and war the Royal Vancouver Yacht Club has observed the best traditions of the sea and sailing.

Present expanded quarters of the club at Jericho.

Some members favor the power yachts such as F. S. Clendenning's "Fusilier".

Security Patrolmen Walter Jacomb and Wally Laird guide visitors through mill.

VISITORS ENJOY MILL

Guided by Efficient Security Personnel

ONCE again people from all over the world visited Powell River during the summer months. They came from such far away and widely separated places as New Zealand, Finland and England. And once again visitors from the length and breadth of the United States came to us to renew old acquaintances and make new friends.

Californians visiting Powell River during the past two months included: Mr. and Mrs. A. M. Fellows, California State Polytechnic College; Miss D. Meredith, Sonoma Index Tribune; Mr. Fred Volz, Novato Advance; Mr. and Mrs. Robert F. Staib, Blake, Moffitt & Towne, Los Angeles; Mr. Fred Shanbour, advertising director, and Mr. W. J. Hunt, publisher, Gardena Valley News; Mr. and Mrs. Dave Duncan, publisher, Culver City Star News, and their guests, Mr. and Mrs. E. Williamson and Mr. and Mrs. J. L. McCarty.

Washington visitors to Powell River during the summer included: Mr. Al Brock, advertising manager of the Seattle P.I., and his party, which included Messrs. Clarence Klopfenstein, Neil Olsen, Art Van de Kamp, William Martin and Paul Howard, all of Seattle; Mr. F. A. Blethen, president of the Seattle Times; Mr. W. J. Pennington, new business manager of the Seattle Times, and Mrs. Pennington; Mr. F. S. Kubaster, Mr. S. Capeloto, Miss Joan Trenckmann and Mrs. Trenckmann, Mr. and Mrs. Jack Campbell, general manager of "Columbian"; Mr. and Mrs. Ray Backman, publisher of "Columbian"; Mr. and Mrs. Lyman Hall, manager of Blake, Moffitt & Towne, Tacoma; Mr. and Mrs. Sweeting.

Messrs. Clarence Klopfenstein, Al Brock, Neil Olsen, Art Van de Kamp, William Martin and Paul Howard.

(Back row) Messrs. Bob Patton, Barry Patton, Griff Squire, A. J. Phelps and J. Patton. (Front row) Mrs. A. J. Phelps, Mrs. J. Patton and Mrs. G. Squire.

Mr. and Mrs. Jack Campbell, Mr. and Mrs. Ray Backman, Mr. and Mrs. Lyman Hall and Mr. and Mrs. Bert Sweeting.

Mr. F. A. Blethen, Mr. and Mrs. W. J. Pennington, Mrs. R. Young, Mr. F. S. Kubasta and Mr. S. Capeloto.

TOURS

Mr. Russell W. Young, Mr. and Mrs. George Hiester and Mr. and Mrs. Dan Fiorito.

Senior Scout John Solenberger.

Mr. and Mrs. Don Berry, Mr. and Mrs. Willis Tucker, Snohomish Publishing Company; Mr. and Mrs. Ernest Loebner, Daily Olympian; Mr. and Mrs. Frank Webster, Mr. and Mrs. Shore of the Seattle Shopping News; Mr. and Mrs. Russell W. Young, advertising manager, Seattle Times; Mr. and Mrs. Dan Fiorito, and Mr. and Mrs. Wallace Hailey, circulation director, Seattle P.I.

Other guests from the United States were Mr. and Mrs. Ernest Perrine, president of Monitor Publications Ltd., Denver, Colorado; Mr. and Mrs. James Mantley, Minneapolis; Mr. and Mrs. Ross Cloud, Los Angeles; Mr. M. McCain, Florida; Mr. James L. Camp, Franklin, Virginia; Mr. Michael Hollern, son of Mr. J. Hollern, president of Brooks-Scanlon Inc., Minneapolis.

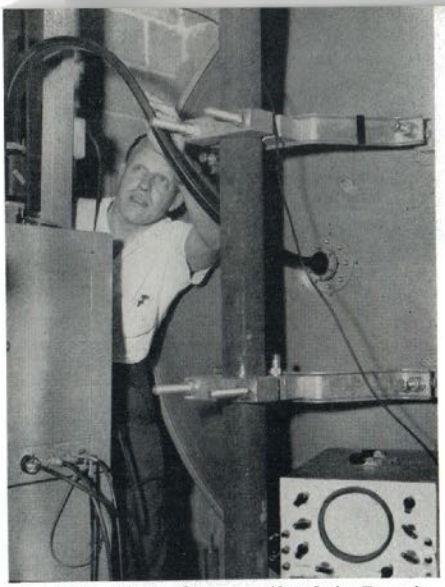
We also had as guests Mr. and Mrs. W. S. Brooks, of Vancouver; Mr. and Mrs. John Pearson, Penticton; Mr. and Mrs. Donovan Dreury, London, England; Mr. Picciotto, London, England; Mr. and Mrs. L. R. Benjamin, Australian Newsprint Mills, Tasmania; Mr. Price, London, England; Mr. Janko Murto and Mr. Lassila, Helsinki, Finland; Mr. and Mrs. L. Davis, Northern Pacific Railway; Mr. and Mrs. E. Short, Edmonton Journal, and daughter; Dr. K. Vroom, Pulp & Paper Research Institute of Canada; Mr. and Mrs. J. Anglin, editor Canadian Pulp & Paper Magazine; Mr. Sawyer and Mr. Dunn, B.C. Research Council; Mr. T. Hargreaves, manager, Elk Falls Paper Co.; Mr. R. Schadt, Crown Zellerbach (Canada) Ltd.; Mr. H. Graham, assistant manager, Elk Falls Paper Company; Mr. Tittemore, mill manager, Anglo-Newfoundland Development Company.

Mr. and Mrs. Shore, Mr. and Mrs. F. Webster, Mr. and Mrs. J. L. McCarty, Mr. and Mrs. E. Williamson and Mr. and Mrs. Dave Duncan.

Mr. and Mrs. D. Berry, Mr. and Mrs. W. Tucker, Mr and Mrs. E. Webner, Mr. F. Shanbour and Mr. W. J. Hunt.

Mrs. Melba Trenckmann and Miss Joan Trenckmann.

High school teachers attending a course on industrial and personnel finance and some of their U.B.C. instructors under Professor L. Wong were hosted by members of the Powell River supervisory staff.



Powell River Television Company president Gordon Turner inspects part of the newly installed television equipment that will make it possible for Powell River residents to pick up CBUT, channel 2, on his company's co-axial cable system.

AROUND TOWN

HUNTING SEASON NEARS

The hunting season, to which a large segment of our population looks forward, is at hand. Big game hunting (deer, goat, etc.) enjoys only a comparatively short season of 10 weeks, from September 14 to December 1. Blue grouse opened on August 31 and the season runs to the end of October. Willow grouse runs about the same period, but the season will not open until October.

Throughout the summer, deer, which you have to really look for in the hunting season, have been walking nonchalantly across the roads close to town, secure in their protected status and holding up passing cars. Several have been seen within fifty yards of townsite houses.

A few weeks ago a good-sized brown bear ambled across Ocean View in the heart of the townsite, eating berries and vegetables in several back gardens. He waddled almost the full length of the Golf Course before ambling off to wherever his lair was. A group of excited youngsters followed his progress —at a safe distance.

NEW AIRFIELD PROPOSED

Local municipal councillors are making representation to the Department of Transport for construction of a new airport a few miles south of the present site.

At the moment the Powell River field in the Westview area has a 3,200-foot runway, which cannot accommodate planes above DC 3 category. At the proposed site longer runways are possible—and most important the take-off and approach will be largely over water, eliminating the hazard to nearby homes, a bugbear in many airports.

AUTO OWNERS INCREASE

Car ownership in Powell River is still forging ahead. The latest count shows that motor vehicle registrations in the municipality are over the 3,500 mark. This represents one in every three of our population. The opening of the Vancouver-Powell River highway two years ago has greatly stimulated car sales.

LOCAL MOOSE WIN AGAIN

For the second consecutive year the Powell River Moose Lodge was awarded a special certificate of merit in the Moose International Community Service Awards Competition. Announcement of the awards for outstanding work during the last year, which consisted of 17 award-winning projects headed by W. H. McLeod, was made at the 69th Annual International Moose Convention held at Spokane, Washington.

Members of both the Chilliwack and Powell River Rotary Club pose at Westview Airport.

Deer sample cook's wares at logging camp in Gordon Pasha area.

Bright-eyed Louise Beadman, Miss Powell River Exhibition 1957, is all smiles as she boards a P.W.A. plane for Vancouver to compete in the Miss P.N.E. finals.

INTER-CITY HOCKEY HERE

With the naming of J. A. (Jock) Lundie as Powell River's representative on the Pacific Coast Hockey League's board of governors, a good brand of inter-city hockey was assured local residents for the coming season. Old-time hockey star Fred "Cyclone" Taylor was named president of the new hockey league, which will comprise teams from New Westminster, Vancouver and Powell River.

The 1957-58 hockey season promises to provide local hockey fans with yet another first-class brand of entertainment.

Teacher Eva Thibodeau welcomes new students back to school as mother looks on.

SCHOOLS OPEN

Powell River schools officially opened on September 4, with the usual crowd of new, eager youngsters and harassed parents on hand to provide a sound, conventional startup.

The new Henderson School, in the Powell River townsite, has been completed but appointments and equipment were not fully installed for commencement. It opened later in the month—and replaces the original Henderson School built in 1918.

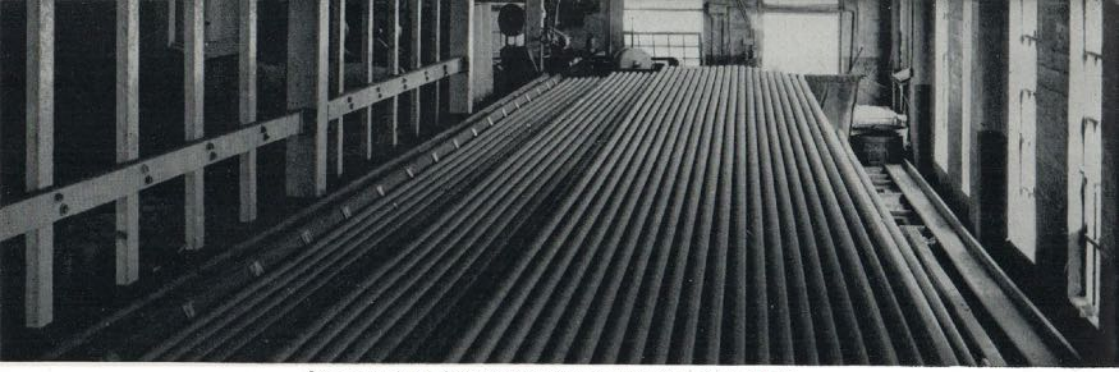
Total school attendance in the Powell River school district is approximately 2,700 this year. There are 109 teachers, 51 in secondary schools and 58 in elementary. There are twelve schools in the area.

FLYING ROTARIANS VISIT POWELL RIVER

Ten private aircraft ferried 30 Chilliwack Rotarians to Powell River July 31 to attend a Rotary luncheon. The luncheon gathering was addressed by Mr. Fred Hutchings of Chilliwack, who spoke on the ways and means used by his club in the performance of community service and of creating good fellowship among their own club members.

Among the visiting Rotarians was exchange student Veli Forster from Switzerland, who is touring points of interest in B.C. He especially wanted to see the operation of the Powell River paper mill and a logging camp. The Powell River group obliged the interested youth on both counts.

Company crane rescues bus from deep ditch. No one was hurt in this accident as empty bus and oncoming car swerved into opposite ditches to avoid collision.



Cores are stacked in 80-foot lengths and cured before being cut to roll size.

A Thousand Miles of Core a Year

One Year's Supply Would Stretch From Powell River to San Francisco

ONE of the most unique operations in the Powell River Company mill is the manufacturing of the paper cores upon which the newsprint is rolled. The two Coran core machines, operating seven days a week, eight hours a day, turn out each year roughly a thousand miles of 3-inch diameter by 3/8-inch thick core—enough to reach from Powell River to San Francisco.

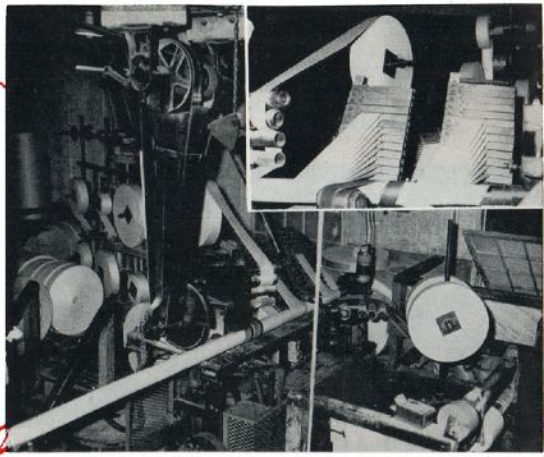
Basically core making is a simple operation, and yet it is a fascinating sight to see the miles of core roll off the two machines in an almost endless tube. They are fabricated from special stock made on number 1 paper machine and cut into slab-like rolls, 4 1/8 inches wide. From 18 to 22 of these narrow rolls are mounted on spindles and fed through a vat of dextrine glue and wound around a steel mandril which revolves and builds up the laminated paper core.

The core spills out of the mouth of the machine and is sliced off in 80-foot lengths with a small pivoted circular saw. These are left to "cure" for 8 to 10 days, during which time a forced draft of warm air is blown through them to speed up drying time.

When thoroughly dry, the 80-foot cores are sawn into roll lengths for use on the paper machine winder shafts. These are stockpiled and delivered to the nine paper machines as required.

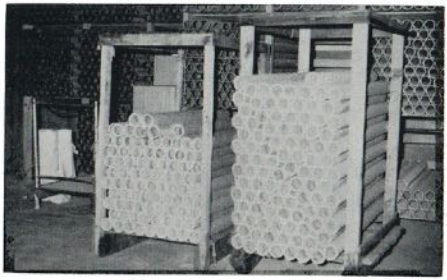
Three men operate each core machine, loading the ribbon rolls on spindles, replenishing the supply of glue and constantly calipering and checking for uniformity of standards. Two more men cut and stockpile the cores for use on the winders. The two machines turn out approximately 200 cores or 16,000 feet per day. This means roughly 64,000 cores or 5 million feet per year, approximately 1,000 miles.

Overshadowed by the spectacular newsprint machines, the big hydraulic barker or the fascinating new groundwood machines, this apparently minor operation, employing only eight men, is an essential and vital factor in the production of Powell River newsprint.



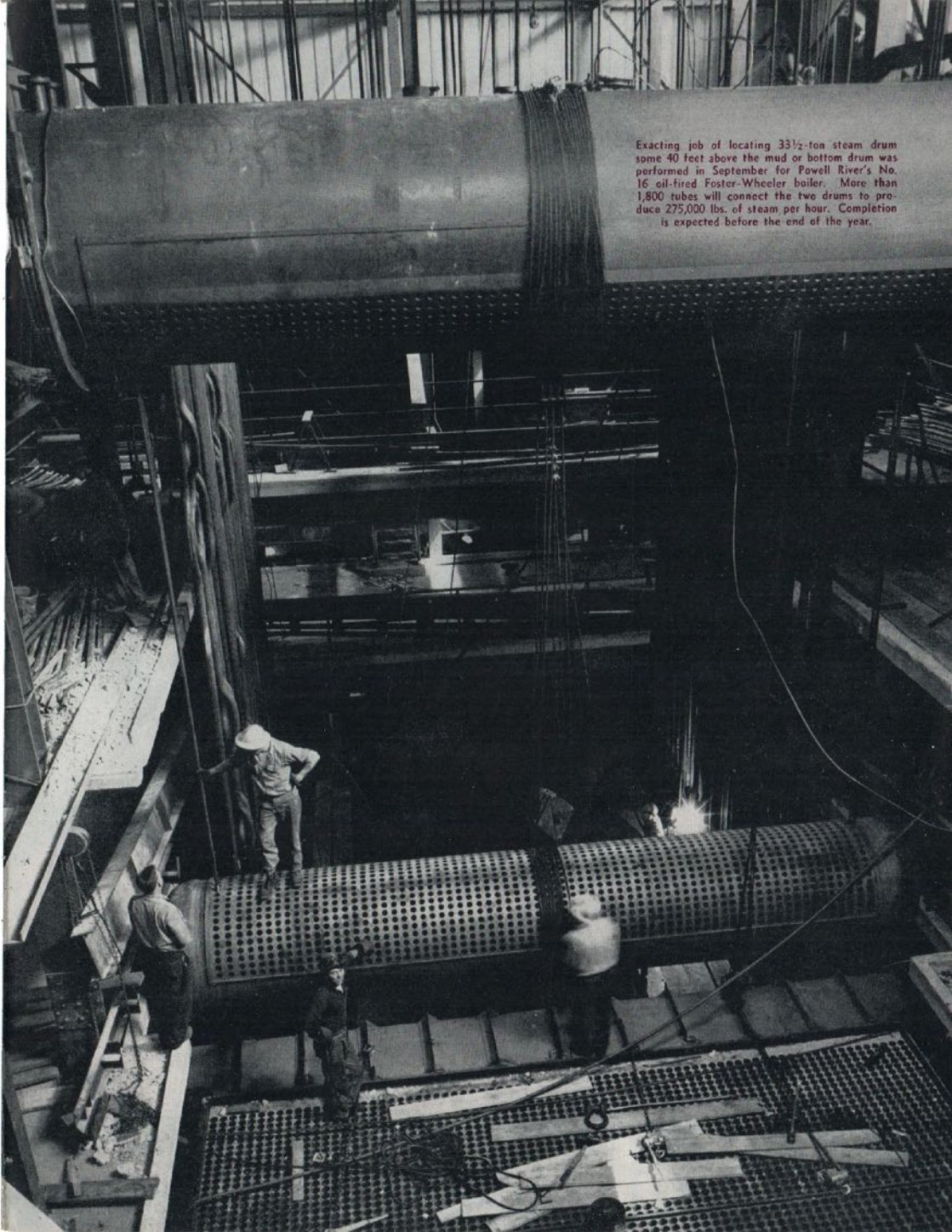
Continuous length of core grows off steel mandril. Ribbons of core stock unwind off spindles. (Inset) Close-up shows ribbons of core stock feeding on to mandril. Ribbons are immersed in glue bath directly behind slotted guides.

Ready-cut cores awaiting transportation to the roll winding machines.



POWELL RIVER

SAN FRANCISCO



Exacting job of locating 33½-ton steam drum some 40 feet above the mud or bottom drum was performed in September for Powell River's No. 16 oil-fired Foster-Wheeler boiler. More than 1,800 tubes will connect the two drums to produce 275,000 lbs. of steam per hour. Completion is expected before the end of the year.

Scene of activity on Powell River docks as MS. Kongsholm takes on a cargo of newsprint for California ports.

POWELL RIVER PULP and PAPER

Powell River DIGESTER

VOLUME 33 NOVEMBER - DECEMBER, 1957 NUMBER 6

Powell River

DIGESTER

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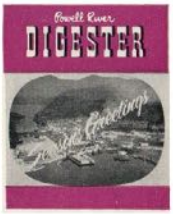
10

CONTENTS



The Cover Picture

Editor's Notes

Season's Greetings

Once more, at this season of the year, the Digester sends its Greetings and Best Wishes to all our readers in many and extended parts of the world.

We are gratified for the support you have given us, and for the many kind and generous letters you have written us during the year.

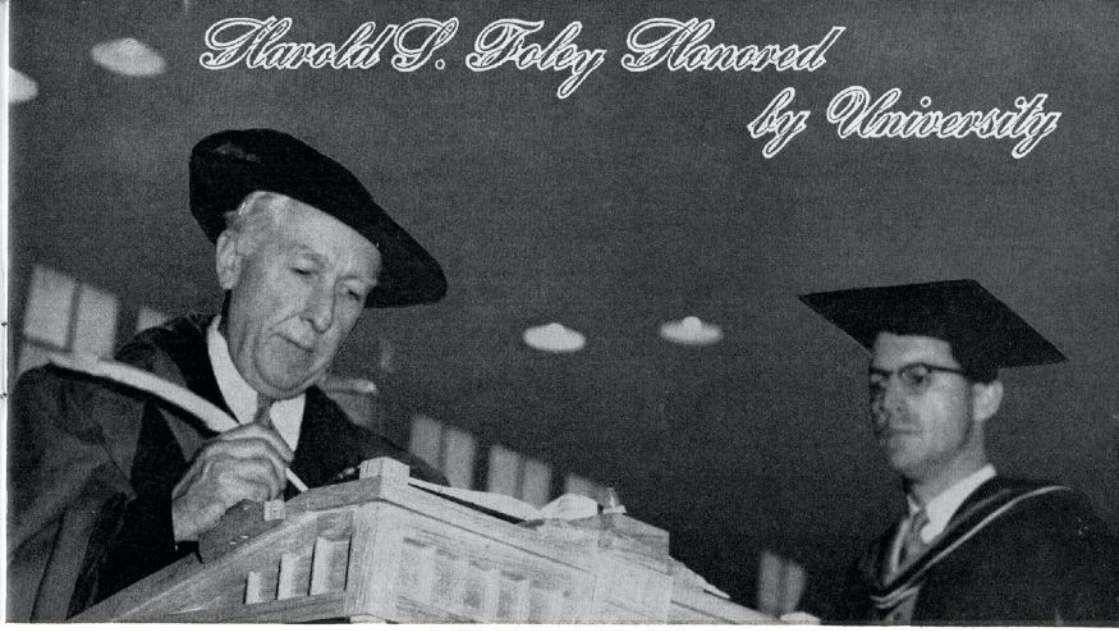
We hope that the New Year will bring you continued happiness and prosperity and that the friendship and mutually happy relations we have enjoyed for so many years, will be carried on and strengthened in the months and years ahead.

A Merry Christmas

and a

Happy New Year to All

Harold S. Foley Honored by University



Harold S. Foley signs Register at U.B.C.

"A WELL-DESERVED honor and a recognition of outstanding service to industry and to the people of British Columbia."

Last month at an impressive ceremony at the University of British Columbia, Chancellor Sherwood Lett spoke these words when he conferred an Honorary Degree of Doctor of Law on Harold S. Foley, Chairman of the Powell River Company Board of Directors.

Harold Foley was one of four prominent British Columbians honored by the University. Others receiving degrees were Dr. John V. Fisher, economic advisor to the B.C. Government, Leon Koerner, former president of Alaska Pine & Cellulose Ltd., and W. G. Murrin, former president of B.C. Power Corporation.

Residents of British Columbia who know and have worked with Harold Foley in his manifold activities as industrialist, business man, humanitarian and welfare worker will endorse the sentiments so aptly expressed by Chancellor Lett. To the employees of the Powell River Company and its associated companies, most of whom know or have met Harold Foley personally, the honor is especially significant and deserving.

For we of Powell River, who have seen him in many and varied roles, as a leader, as a friend and as a helpmate, know something of the qualities and the achievements which have gained this highly prized academic honor. We remember him when he first came to Powell River and to Canada—younger by twenty years, full of enthusiasm, but conscious of the tremendous challenge he faced in taking over the reins of a large organization like Powell River. At the age of 36 years with little actual experience in pulp and paper, and unused to the ways and customs of a new and strange country, he might well have been excused a few inward wavers.

We watched him feel his way, take over the reins and advance steadily along the road to industrial fame and personal popularity. We have seen Powell River Company, under his guidance, grow and expand. We have seen Harold S. Foley, concealing his worries and anxieties, win his way in his adopted land and establish himself as one of Canada's leading executives.

All these things we of Powell River have watched with pride. We are conscious of other facets of his life too. We know of the countless acts of kindness and thoughtfulness he has performed behind the scenes. We know of the countless letters of sympathy and understanding he has written to employees in times of trial and stress. We remember that he seldom visits Powell River without calling around at the hospital or looking up old friends.

We know too of the many and wide-spread charity and welfare organizations that he has helped and is still helping; of the time taken away from a piled-up desk to organize this or that drive for a worthy public cause. We have seen him in times of emergency or heavy pressure—and at times felt the penetrating impact of his drive and energy. We know him as a man with a deeply spiritual approach to life.

And we know, that behind all the business honors he has received and the directorates of which he is a member, personal integrity in his home and business life have been his guiding principles. It is the basis on which the Powell River Company, under his direction, has operated. It is for this, even more than on the number of directorates, or for his recognized efficiency as a business leader, that he was honored by the University of British Columbia last month.

As in most modern cities, Vancouver churches present striking contrasts in architectural design. But within their walls of stone, wood, or glass people of various denominations unite in a common prayer to the Almighty—especially at Christmastide.

Latter Day Saints

Our Churches and the

Holy Rosary

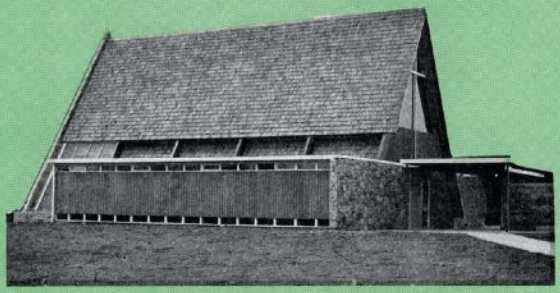
AS the Christmas bells chime their call to prayer and worship, the churches across this continent and in all parts of the Christian world will be meccas for hundreds of millions of people of all races and of many creeds and colors.

The city of Vancouver will be typical of many Canadian cities—and perhaps even more diversified in its temples of worship than most. For, as a seaport town, with direct access to all parts of the world, churches of all religions and races are located within the boundaries of Canada's third city. In addition to the numerous regular branches of the Protestant and Catholic churches, Vancouver has its Greek church, its Ukrainian and Lutheran church, Scandinavian, Jugoslavian, Dutch, Russian and Chinese temples, and a Hindoo shrine of worship. There is scarcely a religion that hasn't a home of its own in this cosmopolitan city, which numbers residents from almost every part of the British Commonwealth, Europe, Africa and Asia.

In recent years, the

Page Two

Kerrisdale Presbyterian



St. Anselm's Anglican

Many of the newer churches will be used by their new congregations for the first time this Christmas. But whatever the denomination or design, while candles and holly decorations will provide the atmosphere, the true spirit of Christmas will be found in the devotion to this greatest of all days in the history and life of the Christian world.

Christmas Season

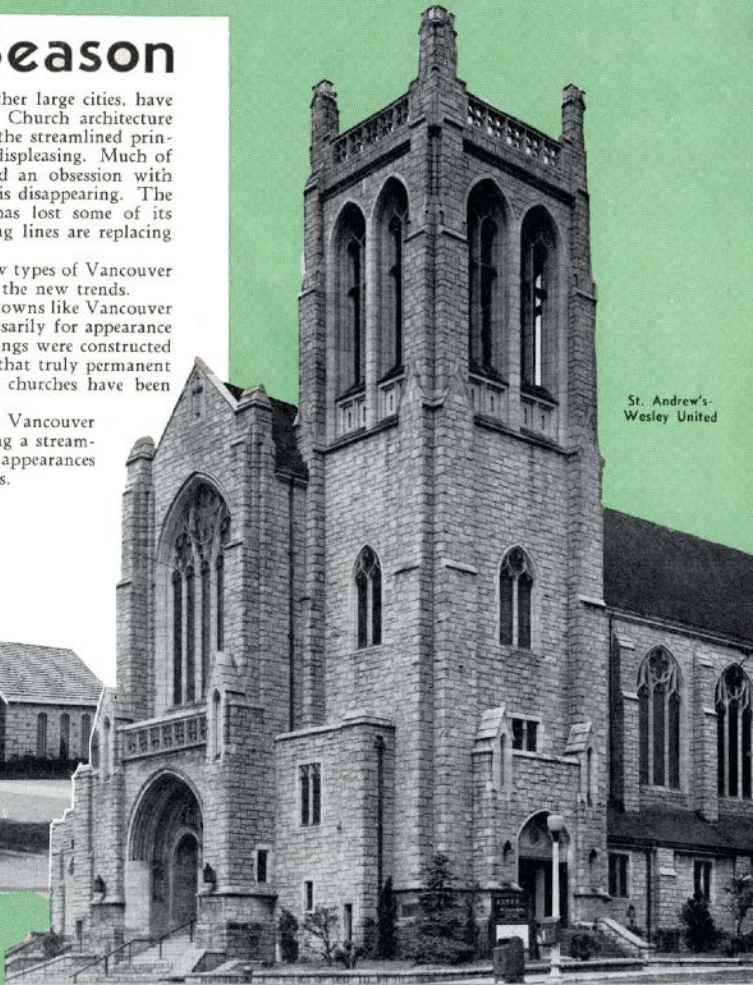
churches of Vancouver, like those of other large cities, have been built on new and modern lines. Church architecture has gone modern, inevitably following the streamlined principle of the day—and the result is not displeasing. Much of the severity and coldness, which seemed an obsession with early church builders on this continent, is disappearing. The new church, while retaining dignity has lost some of its rigidity—and more comfortable, pleasing lines are replacing the more strict lines of the earlier day.

On these pages, we have selected a few types of Vancouver churches, which illustrate something of the new trends.

Most of the churches in the younger towns like Vancouver (1886) were built for utility, not necessarily for appearance or comfort. Many of the original buildings were constructed of wood, and it is only in recent years, that truly permanent quarters for many of our well-known churches have been built.

Now, with an eye to the future, Vancouver churches are looking ahead and following a streamlined age, taking more regard to outside appearances and more attractive and restful interiors.

Trinity Baptist



St. Andrew's-Wesley United

Inside Finland—1957

By CLINTON FOOTE

I HAVE recently returned from a most vigorous and interesting visit to Finland, where I was studying the techniques of pulp and paper making in the Kymmene Company's modern mills (above), located in Kuusankoski, not far north and east from Helsinki. My route was from Vancouver to Helsinki, via Amsterdam.

Immediately after my arrival in Helsinki, I boarded a modern and comfortable train for the three-hour journey to Kuusankoski. As the train sped along in the evening dusk, there was rarely a moment that I could not see a lake completely surrounded by rich green forest. It was not difficult, upon viewing such softly rolling scenery, to believe that Finland—which occupies roughly half of British Columbia's area of 366,000 square miles—is the land of 60,000 lakes.

During the time of my stay in Finland, I had much opportunity to tour the countryside. I could wander through well-tilled agricultural land and see small villages, at the centre of which was always the community church. Or I could visit modern cities, such as Lahti or Tampere, and enter department stores and restaurants that could well be within any large city in North America. It was the variety of scenes and occupations in Finland that impressed me most.

Finland's forests occupy 72% of the country's total area, and constitute the basis for her entire economy. Pulp and paper products consume 30% of the 51,000,000 solid cubic yards of timber utilized each year and accounts, by far, for the most valuable export asset of Finland. Finland, last year, exported to all parts of the world, but especially to Europe, a total of 4,700,000 tons of paper products, which is 78% of the total income derived from her export trade.

Finland produces a wide range of woodworking industrial products, which consist mainly of sawn timber, pre-fabricated homes, plywood, mechanical pulp, cellulose, wallboard, board and cardboard, newsprint and fine paper. In 1956, the monetary value of Finland's newsprint production represented 50% of the total value of her paper production.

There are at present 10 mills producing newsprint in Finland, all of which are constantly improving or expanding their existing facilities. For instance, the Kymmene Company has recently completed the installation of the pick-up transfer apparatus on two of their five newsprint machines. This increases production capacity from 130,000 metric tons to 164,000 metric tons per year on the rebuilt machines, now running at 2,000 feet per minute. Other examples are Summa and Kaipola. Summa has now one Beloit machine capable of 2,500 f.p.m., and another Beloit on order, built for speeds of 3,000 f.p.m. Kaipola has installed in the past few years two machines, one Bagley and Sewell, and one Walmsley, all capable of 2,000 f.p.m. One may readily surmise from this expansion, that Finland will offer increas-

ing competition in the newsprint trade in the years ahead.

All sales for paper products in Finland are channelled through the Finnish Paper Mills' Assso-ciation, founded in 1918 as a company, whose shares are owned, proportional to sales, by each company. The elimination of national producers' competition is unique, especially for Canada, whose trade is based on individual company competition. The Finnish sales system, similar to that of all Scandinavian countries, has functioned remarkably well in a seller's market, but only time will tell its future in the present and increasing buyer's market.

The Finnish papermaker, as the Canadian paper-maker, is a highly skilled craftsman. Each paper company in Finland has a comprehensive social program, which makes the average life a very normal and happy one. The housing facilities in each mill town are quite up-to-date, the average family renting their one-family dwelling at low cost. The number of privately owned homes is rapidly increasing, however, due to the encouragement offered by all the pulp and paper companies. Every home in Kuusankoski, the market-town in which I was stay-ing, has a lovely garden, the man of the household dutifully taking great pride in the number and variety of colors he can create in the flowering seasons of spring and summer. In each mill community there are excellent facilities provided by the company and town council for recreation such as swimming pools, playing fields, skating rinks, and the like. Active pro-grams for vocational training are provided by some companies for women employees in their respective communities, and the obvious increase in the pro-ductive capacity of Finland has paid for such excellent opportunities for the younger generations.

There are many popular misconceptions regarding Finland, the most glaring of which is the one which states that Finland is more or less dependent on Russia. There is nothing farther from the truth. Finland is very independent. There are, of course, treaties from the World Wars, which limit the amount of Finnish armament, among other things, but if we were to look at other countries, we would find many examples of similar pledges. The Finnish citizen values his independence and is quite liberal-minded. The present Finnish parliamentary form of government fights an excess of inflation just as our own Canadian government. Finland, a member of the United Nations, participates actively in schemes of world peace.

I believe the most enjoyable thing I have ever experienced is the institution of the Finnish "sauna."

Typical Finnish countryside surrounds the paper mills at Voikka. Their location is shown at right.

THE AUTHOR

Clinton Foote is a student at the University of British Columbia and a son of Roy Foote, vice-president of the Powell River Sales Company. Clint spent last summer in Finland and has recorded his impressions for the Digester on these pages. During the previous summer he worked in the Powell River mill.

The idea is that of a Turkish bath, but much more refreshing. The maximum pleasure from a "sauna" comes from steaming oneself to the boiling point by pouring water on heated "sauna" stones, then quickly diving into an adjacent lake. The process may be repeated as many times as the individual can stand the luxurious shock. Admittedly it takes some getting used to, but it is well worth the effort.

In the foregoing paragraphs I have attempted to relate briefly the life in Finland, a life that for me was a splendid adventure and a wonderful experience.

Powell River's Luckies opened their 1957-58 season in the new Pacific Coast Amateur Hockey League by winning the first seven home games before enthusiastic crowds.

From darts to ice hockey runs the kaleidoscopic range of Powell River's

WINTER SPORT

WITH the first crisp breath of north air gently heralding the end of fall and the beginning of winter, the varied seasonal activities, indoor and outdoor, are under way in Powell River.

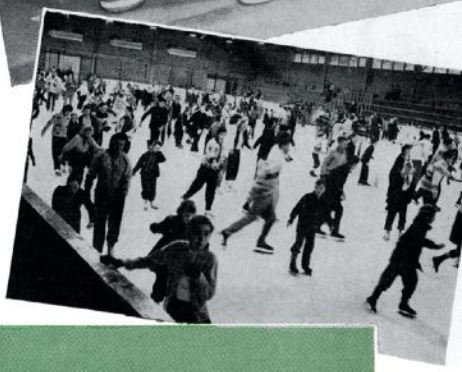
Local residents have a full and well diversified schedule of recreational activities in these months—a schedule that includes most of the recognized games in western Canada—and one or two, not too common in other areas.

Leading the more rugged spectator sports is ice hockey, which every weekend jams the arena with 1500 wildly excited fans. With Powell River now competing regularly against teams from the Lower Mainland and Vancouver Island, and incidentally winning seven out of the first eight ice appearances, interest in the puck pastime is at full pitch.

As an ice corollary, the old Scots game of curling attracts hundreds of players each week. Both men and women's rinks are in competition and the glide of the "rock" and the swish of the broom are familiar sights and sounds around the arena. In addition, hundreds of skaters, of all ages and sizes cavort about the ice on open evenings.

Soccer, played without interruption for over 40

Golf, bowling and badminton all have their fervent devotees.



Young and not-so-young enjoy a variety of sports at Powell River. Shown around the clock, starting above, are typical moments in soccer, darts, curling, skating, archery and basketball.

years in Powell River, still draws its regular quota of fans—and nearly 200 youngsters are enrolled on the various teams in the district, and golf of course enjoys its year round popularity.

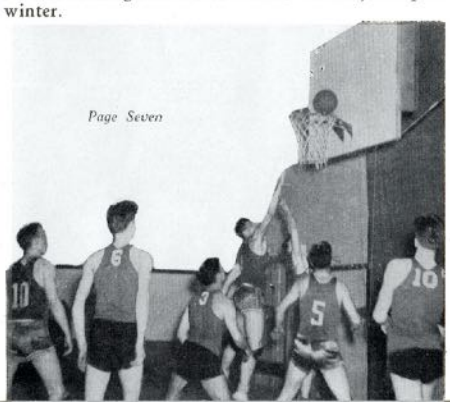
Indoors, the perennial favorites, badminton and alley bowling are moving along in high gear, with a fair and growing percentage of adherents turning out for table tennis—a sport that many have found to be among the fastest and most exciting of indoor games.

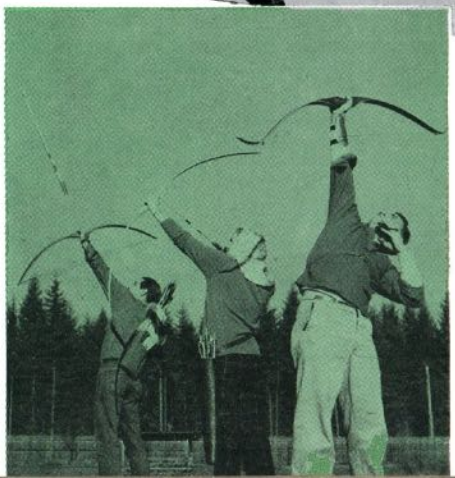
Basketball is starting up and the hoop game, always a favorite in local gyms, will draw a good quota of spectators and players.

Another indoor sport, which is rapidly luring Powell Riverites to its fold, is the old English game of darts. A favorite in English pubs during the war, the game was imported into Canada by returning service men. There are organized leagues now in operation with a dozen mixed teams competing each week. As a game of skill and as a social diversion, darts is growing in popularity. Several private homes have their dart boards and many a pleasant evening is spent by friends and neighbors at this pastime.

Ye olde sport archery, is being revived this year. Several years ago, an archery club was arranged by a group of enthusiasts—but after a short span of life, it expired. Its followers, the Haida Archers, are hoping for its permanent comeback this year.

And so, with the cooler winter air rolling in from the north, Powell River residents are well prepared for and looking forward to a mild, but fully occupied winter.





Workmen put finishing touches to the inside of the steam drum for No. 16 Boiler.

MILL CONSTRUCTION PROGRESS

POWELL RIVER'S steam plant, which underwent a $2,750,000 expansion program only six years ago, expects to have a $1,250,000 modernization project completed by the year's end to supply increased steam requirements.

Focal point of the latter is the Riley type Foster-Wheeler oil-fired boiler (to be known as No. 16) whose construction began last spring.

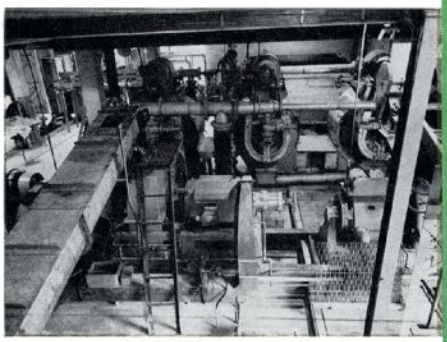
Rated at 275,000 pounds of steam per hour, the new boiler features a pressurized furnace and the largest steam drum ever installed in Powell River. Weighing 33½ tons, the drum measures 66¼ inches in diameter and its plate thickness is 3¾ inches at the tube holes.

Its companion "mud" drum which rests some 50 feet below is no midget either. Fifty inches in diameter, it boasts a plate thickness of 2½ inches at the tube holes, weighs 25 tons stripped, and can hold 10 tons of water.

The two drums are connected by no fewer than 1,820 2½-inch tubes reduced to 2 inches at their ends.

Housed in a six-storey steel frame addition to the existing steam plant, No. 16 boiler will replace three older, smaller boilers and two turbo-generators which were removed before the new construction began.

★ ★ ★



Part of the sulphite high-yield plant showing refiners, rotary screens, and deckers at rear.

Industrial television equipment is assisting conveyor operators in Powell River's newest groundwood room (G-4) with the movement of blocks.

Housed in a special shelter above the block flume, the TV camera is aimed at the point where blocks emerge from the water on spike rolls—the most likely spot for occasional block jams.

Working in the groundwood mill, the operator need only glance at the screen to know what the trouble is when the blocks aren't coming through.

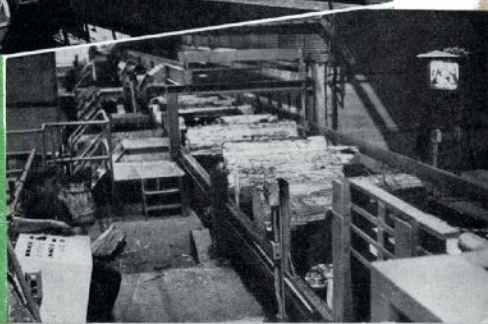
A little persuasion with a peevee or pike pole soon sends the blocks on their way to the four giant grinders fed by the unique travelling carriage and push button method described in earlier Digesters.

★ ★ ★

Recently completed at Powell River, a pilot plant in the Sulphite Department is enabling company researchers, engineers, and other technical personnel to test the possibility of obtaining a greater yield of pulp from the chemically cooked chips.

Installed by mill crews, the equipment includes drainer screens, refiners, knotters, washers, rotary screens (primary and secondary stages), centrifugal cleaners (also primary and secondary), and deckers for thickening the accepted stock.

Housed in shelter (arrow) the television camera transmits picture of blocks emerging from flume to screen located in groundwood room (below), warning conveyor operator of any jams on the spike rolls.



Queen Elizabeth also scored a triumph in the U.S. Here she chats with Secretary of State J. F. Dulles.

The dignified splendour of the Royal Visit reached its peak when Her Majesty opened the Canadian Parliament. Above she rides in state with her husband to perform this historic duty. Below thousands greet her on arrival at Ottawa's Parliament Buildings.

Historic Occasion

The Queen Opens Our Parliament

"THE Queen is coming!"

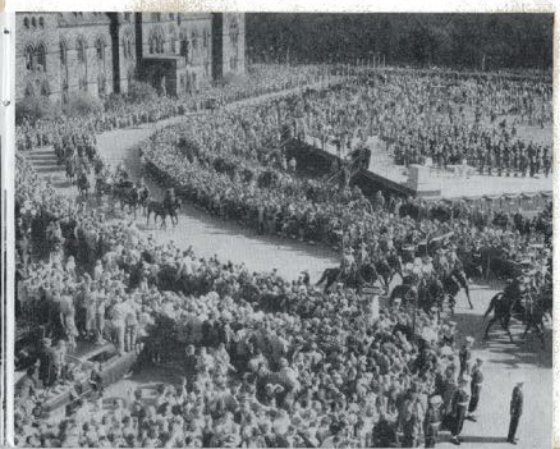
For weeks prior to October 19, these words were heard in every city, hamlet and village of Canada. For on that date Her Majesty, Queen Elizabeth, officially opened Parliament in Canada, the first reigning sovereign in the history of the Commonwealth to perform this duty.

Television, news reels, radio and newspapers have pictured and described this event and the other movements of Her Majesty during the North American tour. The picture story has been seen by millions of her subjects and by millions of others in all parts of the world. Few, if any, events in recent history have had the romantic appeal or attracted as wide-spread publicity.

The ceremonies at Ottawa were in keeping with the greatness and dignity of the occasion. Here were the Royal Canadian Mounted Police, in their colorful uniforms, replacing the Household Cavalry as the Queen's official escort. Here was the traditional landau drawn by four black horses, guided by footmen in the traditional garb of their profession. Here were the massed bands, playing "The Queen" as the procession passed. Here was the Queen in person waving graciously to cheering throngs and wild-eyed children. Here was dignity, color, and tradition combined to make this day a memorable one in the history of Canada.

Inside parliament the customs and traditions upon which a free parliament have been built and developed, were observed to the letter. The Usher of the Black Rod carried the Queen's message to Parliament—and found the doors locked as they were when Charles I, in the 17th century, sent his imperious summons to the House. Here was the procession of members, with the picturesque Mace bearer in front, moving along to the Senate Chamber to hear the Queen's historic message.

The whole was an inspiring spectacle, and dead would be the soul who was not moved by its solemnity and spiritual significance.

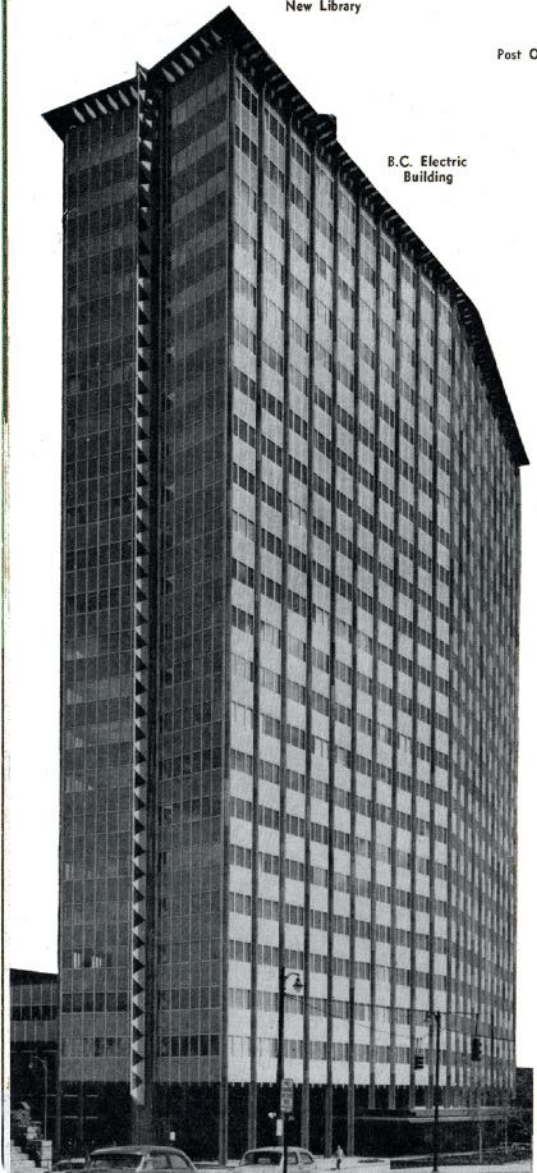


The entire event has left a tremendous impact on Canada and in the great cities across the international border. Whatever feeling the individual may have on monarchy there is no doubt that this lovely and gracious Queen — the Queen of Canada and the Commonwealth—left behind her an imprint of dignity and decency—a clean feeling that somehow, above all the turmoil and arguments of life and politics—here was something more than a symbol—something that touched on the spiritual and made life and the world a little better. There was an uplift in the mere sight of the Queen—an uplift and even an exaltation that few of us can explain or understand.

But it was there—in the gracious, simple dignity of Her Majesty, Queen Elizabeth of Canada.

New Library

Post Office



B.C. Electric Building

Vancouver Continues

VISITORS to the picturesque city of Vancouver have commented on the tremendous growth of the city in the past few years and on the number of imposing, modern buildings and structures that have sprung up.

At least five large additions to the city's architectural and two major bridge construction projects have been completed recently or are nearing completion.

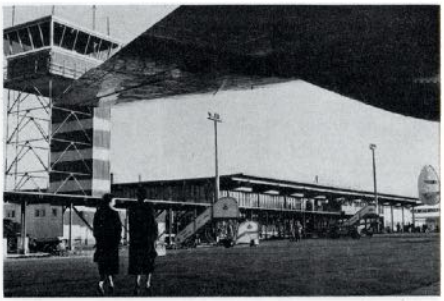
Dominating the skyline is the city's new landmark, the 22-storey building of the British Columbia Electric Company, located at Burrard and Nelson Streets. At night, with every light blazing brilliantly, this structure is among the most impressive on the Pacific Coast.

A few blocks south, on Burrard and Georgia Streets, is the now completed 19-storey Burrard Building, which houses the offices of the Canadian Bank of Commerce, the United and Canadian Pacific Air Lines, and other well known firms.

Vancouverites are proud of their new Post Office building, the largest in Canada. Built at a cost of $10,000,000 it covers an entire square block. Its roof has the only helicopter landing strip in the nation, while a tunnel connects the new building direct with the Canadian Pacific Railway station.

The modern Vancouver Public Library, opened in November, is a welcome addition to the city's reading and educational facilities.

Many of our readers, who have vacationed in the Vancouver area, will read with relief and satisfaction of the completion of the commodious Oak Street bridge, connecting Vancouver centre with the airport. Scores of these same visitors, in company with thousands of Vancouver residents, have ground their teeth in rage as they missed boat, train or hotel accommodation through holdups on the old wooden bridge which swings wide for every passing boat larger than a rowing skiff. All that is happily ended. The high-level bridge leading from Oak Street now guarantees



New Airport Terminal

Its Rapid Expansion

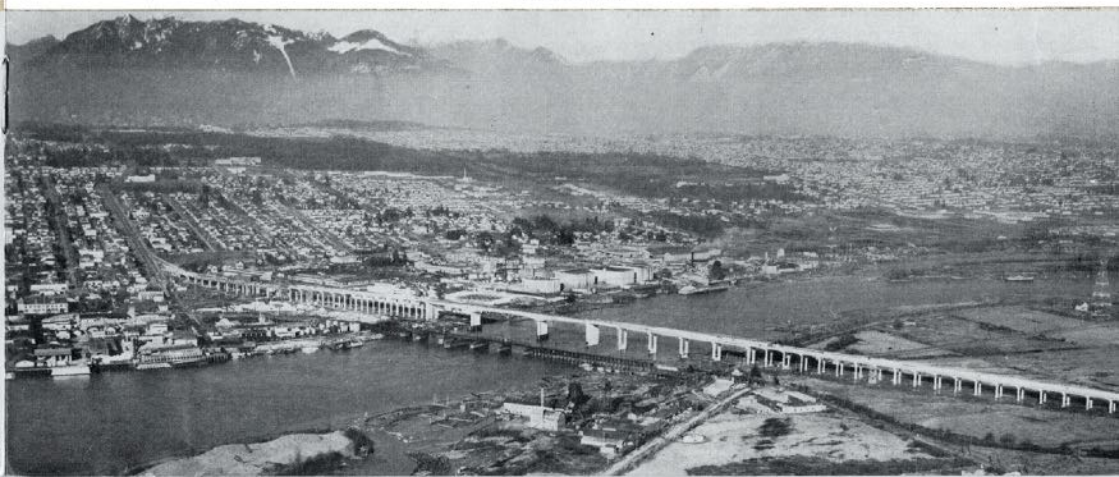
a safe trip to your waiting plane, without being held up by an endless lane of traffic leading back from the bridge.

The Second Narrows bridge, another high-level structure, spanning Burrard Inlet and linking up Vancouver with the North Shore, is well under way and will be finished this year. The score of tankers on their way to the oil refineries further up the inlet can now pass through safely without taking away half the bridge every time a strong current is running. Traffic holdups to the fast growing north shore regions have been greatly eased.

Vancouver, like many progressive cities in Canada and the United States, is growing up and providing its friends and residents with facilities worthy of its future as one of the world's greatest seaports.

Burrard Building

Oak Street Bridge



New Appointments

IN recent months three major Company appointments have been announced. In mid-September the appointment of W. Culver Riley as Company Director was announced by Board Chairman Harold S. Foley. In the same month President M. J. Foley promoted John E. Liersch to Executive Vice-President; and on November 1 came the appointment of I. H. Andrews as Vice-President of Planning, Research and Development.

The appointment to the directorate of W. CULVER RILEY brings to the board an outstanding figure in the business and industrial field of western Canada. He is also a director of Martin Paper Products, a Company subsidiary, and as such he represents an important and growing section of Company development.

Born in Winnipeg Mr. Riley has carved out a brilliant industrial career. He is President and Director of Canadian Fire Insurance Company, the Canadian Indemnity Company, United Canadian Shares Ltd., Dominion Bronze and Iron Limited and Winnipeg Eneterprises Company. He is also a director of Great West Life Assurance Company, Royal Bank of Canada and Dominion Bridge Company.

Mr. Riley's wide business and financial experience will be a distinct asset to Powell River Company.

JOHN E. LIERSCH'S appointment to the key executive post of Executive Vice-President came after a decade of service with the Company. Formerly Vice-President in charge of Logging and Forestry, he was promoted successively from Forest Engineer to Assistant Vice-President, to Vice-President and to Executive Vice-President.

He is one of Canada's outstanding authorities on forestry and forest operations. He was a graduate of the first forestry group in the University of British Columbia. He took his M.A. degree at Washington on a fellowship and followed this up with forest research on a Charles Layton Pack scholarship.

Prior to joining the Company he was head of the forestry department at the University of British Columbia.

He has had many senior posts in connection with the industry. He is a member of the council and a past president of the Professional Engineers of British Columbia, Past President of the Western Forestry and Conservation Association, and Vice-Chairman of the Advisory Committee on Research, Dominion Forest Products Laboratory.

The appointment of HARRY ANDREWS to the newly created post of Vice-President of Planning, Research and Development, is another key note in the recent reorganization moves. A member of the Powell River Company staff since 1920, Harry is probably one of the best informed men in the pulp and paper industry in Canada.

When recently, the directors decided on a vigorous, all-out program of research, development and planning, he was the logical choice.

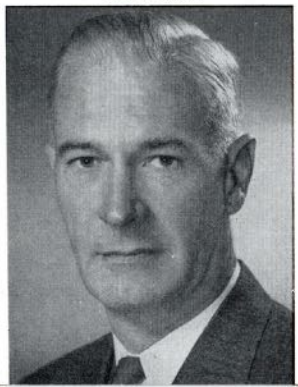
Originally graduating as a chemical engineer, he was Plant Chemist, Control Superintendent and Technical Director before moving to Vancouver. He was appointed Vice-President of Pulp and Paper Manufacture in 1951. To his new post he brings a wealth of unequalled experience and intimate association with all phases of pulp and paper manufacturing.

In the technical division of the industry, Harry is widely known, not only on this continent, but in the pulp and paper world in general. He has visited European mills and there is scarcely a plant on this continent that he has not seen in operation.

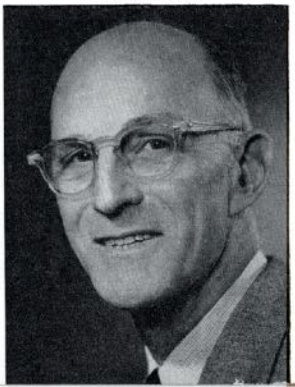
He was one of the organizers of the Pacific Coast Section of T.A.P.P.I. and for many years has been prominent in the deliberations of that group. He represented the industry in the reorganization of the Pulp and Paper Research Institute of Canada and served as an advisory member of the council for ten years after its formation.

W. Culver Riley

John E. Liersch



I. Harry Andrews



Mr. and Mrs. G. B. Murphy, Jr., Mr. and Mrs. J. C. Tuney, Mr. and Mrs. C. W. Hagedorn, Mr. and Mrs. F. L. Warnholz.

Sir Saville Garner and Lady Garner

among our VISITORS

SIR SAVILLE GARNER, United Kingdom High Commissioner, and Lady Garner were among the distinguished visitors to Powell River in recent weeks. They were accompanied by Mr. J. F. Saunders, United Kingdom Trade Commissioner to Canada.

Also from overseas we were pleased to welcome John Colegrave, a governor of the London Stock Exchange, and a group of young New Zealand business men travelling on a fact-finding tour under the sponsorship of Rotary International.

J. Colegrave

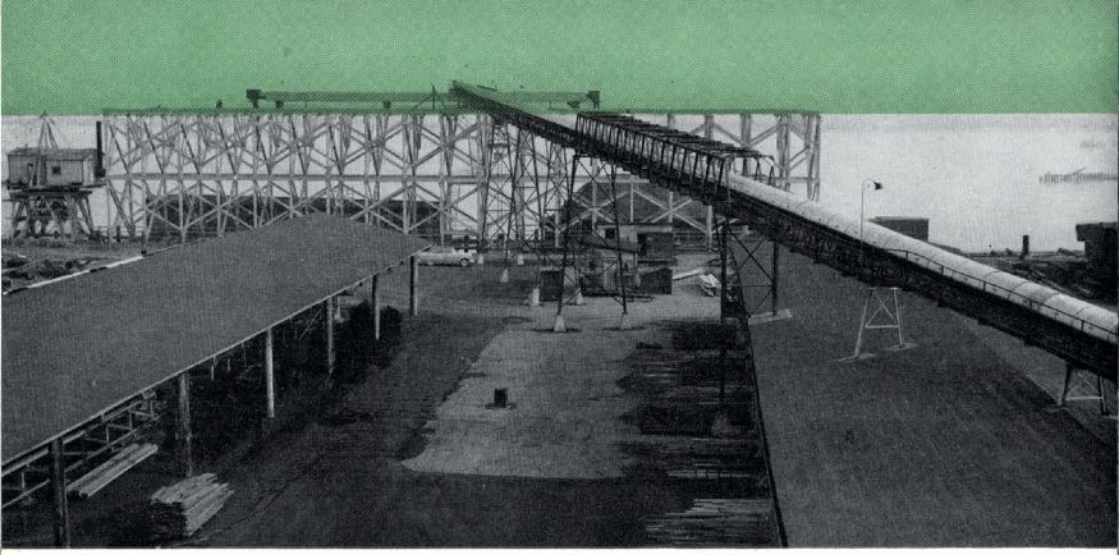
Our guests from the state of Washington included Mr. and Mrs. G. Kaynor and Mr. and Mrs. N. Thomas of the Columbia Basin Herald, and Mr. and Mrs. J. Stubington of the Crescenta Valley Ledger, California.

Among our California friends who dropped in for a while were Mr. and Mrs. George B. Murphy, Jr., of the Manteca Bulletin; Mr. and Mrs. J. Clifton Tuney of the Solano Republican; Mr. and Mrs. C. W. Hagedorn and Mr. and Mrs. Fred L. Warnholz of the Contra Costa Gazette.

Our Canadian guests comprised Mayor Don Mackay of Calgary, Alberta, and his fellow townsman Mr. C. Walker; Mrs. W. Mather, Fashion Editor of the Vancouver Province; Mr. and Mrs. Hartland Price; Mr. B. Schmon, son of Ontario Paper Company's President A. A. Schmon; Mr. O. Boone, Mr. Harris-Lowe, and Mr. H. T. Fisher, all of Ontario Paper.

Young New Zealand businessmen and their Powell River hosts.

Mr. and Mrs. N. Thomas, Mr. and Mrs. G. Kaynor, Mr. and Mrs. J. Stubington.



Long covered chip conveyor and travelling loader are B.C.M.'s new landmarks on the Fraser River. Note berthed scows, one loaded, the other awaiting her turn.

Powell River Sawmills Modernize Plant

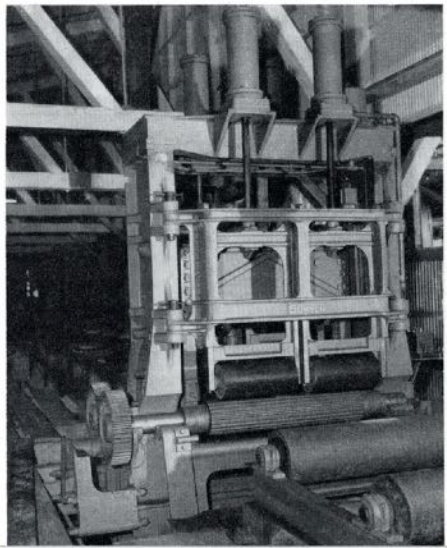
IN THE past year an elaborate modernization program has been carried out by the B.C. Manufacturing Company plants at New Westminster—sawmill subsidiary of the Powell River Company.

The installation of a pony headrig, a gang saw, chipper and chip conveyor equipment at the B.C. Manufacturing plant has assisted in closer integration of overall company operations. The chips are manufactured largely from sawmill waste wood and in addition to assisting in more complete utilization of our products, the not inconsiderable saving of wood is another step in the company's overall policy of wood conservation.

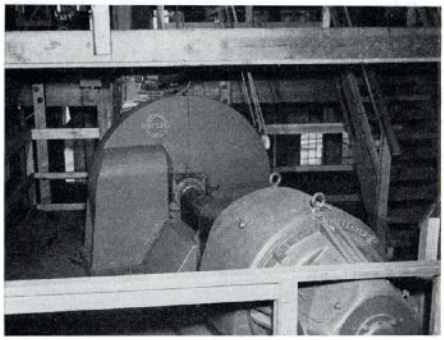
At Westminster Shook Mills, another of the B.C. Manufacturing group, modern sorting and stacking equipment has been installed. The Setzer sorter and automatic chain stacker represents the first combined sorting and stacking unit in operation in North America. The new installation has doubled production of strip lumber for the dry kilns and increased their capacity by 25%.

The unit consists of 12 lumber trays on a slight incline, with provision for additional trays when necessary. The lumber is sorted in lengths with facilities for two widths or two grades in each length.

New gang saw installation at Westminster Shook Mills.



B.C.M.'s new chipper equipment.



First views of the semi-automatic sorter-stacker at W.S.M. Random length lumber begins its climb to the sorter in picture at left. The various lengths are automatically conveyed at the different levels of the sorter (below) and stacked accordingly at the end of the line (third photo).

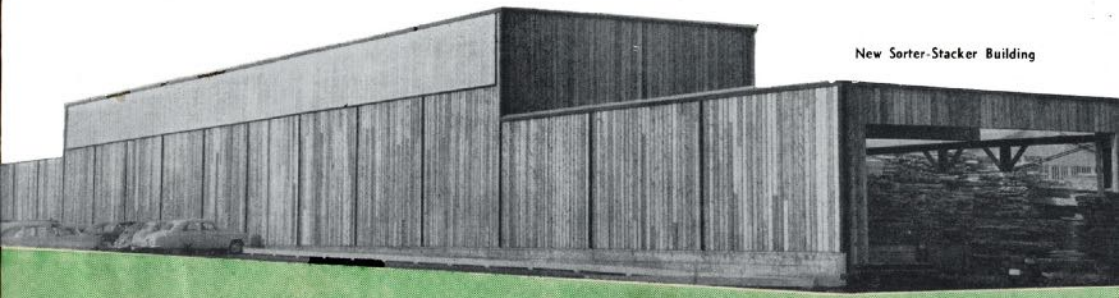
New Chipper, Gang Saw, Sorter-Stacker Installed

Facilities

Each tray holds one to one and a quarter packages of 1" lumber or two packages of 2" lumber. It will take lumber up to 3".

In all, there are 20,000, 2¾" gravity rolls in the installation; and space has been left to install a planer in front of the machine at a later date.

The entire installation can be handled by six men, and will operate with greatly reduced cost and increased efficiency. This installation—one of the many introduced in our sawmills in the past three years—will enable the company to maintain its leading position during the keenly competitive period now faced by the sawmill industry in the Pacific Northwest.



New Sorter-Stacker Building

Employees Invest In the Best

Top all Canada In the Bargain

Volunteer employees enthusiastically sell Canada Savings Bonds to fellow workers on Company time . . .

THIS year, as in the past, Canada Savings Bonds are popular purchases with Company employees. For several years Powell River Company has led the industrial group of Canada in the purchase of these government bonds through the payroll savings plan. The same enthusiasm has been evident in the present drive.

An average of 88% participation has been the normal figure for Powell River. This is an indication of the general prosperity of the district—and an intelligent employee understanding of the worth of such savings.

. . . with the result that Powell River has led all Canada in the annual bond drives for the past five years.

Basically, however, the success of any bond drive, based on a payroll deduction plan is largely dependent on the attitude and co-operation of the individual companies. Some companies offer no special facilities to their employees. The purchase of bonds to them is an individual question; the employee purchases them in his own time or through a special agency or brokerage firm.

Powell River Company has taken the opposite viewpoint. They believe, first, that there is no better security than an airtight bond, like a Canada Savings issue. They believe such purchases encourage thrift and saving, and at the same time assists the government of our land in its efforts to promote saving among ordinary citizens.

As a result the plant is highly organized for each bond drive. The organizer, Mr. Vincent E. Forbes, and a secretary are appointed at the Company's expense and an employee in each department is allowed to canvass fellow workers during shift hours. Each department has its own selling organization. Copies of personnel rolls are prepared for canvassers and superintendents and foremen encourage them in their efforts.

The purchased bonds are retained in the Company office and all expenses in connection with their distribution are borne by the Company. Boards are placed in conspicuous spots and the percentage participation of each department recorded for all to see. This provokes a spirit of competition and emulation with departments trying to outdo each other—to the benefit of gross sales and participation.

Hon. P. A. Gaglardi opens Powell River's new roads.

New Vistas Opened For the Motorist By Our New Roads

"SOME of the finest roads I have encountered in any municipality in British Columbia."

This was the unsolicited testimony of a fall visitor to Powell River, who arrived just as the year's road program was nearing completion.

On November 13 the Hon. Philip Gaglardi, Minister of Public Works for British Columbia cut the ribbon signifying official recognition of the new Powell River area road system.

"You have accomplished marvels in the last year," Mr. Gaglardi declared. In three years, few if any municipalities in British Columbia will have as fine a road system as yours. With the Powell River-Vancouver Highway now fully paved, the roads of your area become increasingly important as more and more tourists enjoy the scenic beauties of your district."

The road construction program, to which every Powell Riverite points with pride is only possible because of the location of the Company mills in the area. Nearly 80% of all taxes collected in the district

Powell River Municipality spent nearly half-a-million dollars this year to give its residents paved roads like these throughout the district.

Our friend's remarks were certainly not far from the truth. Today the Municipality of the District of Powell River boasts a system of new roads that would bring a whistle of astonishment to anyone who returned after a two years' absence.

Both the provincial government and the municipality have co-operated in the work—the former in completing over three miles along Ocean View Highway; a part of the Powell River - Vancouver Highway; and the latter laying black top on 10½ miles within the municipality. Nearly $500,000 has been expended on the work; and roads which were scarcely more than goat trails three years ago are now paved spacious highways.

The "Great Belt" road which runs in a great oval around the former villages of Cranberry and Westview and the Powell River townsite, has been completely paved. New access roads have been built to the airport; streets in Powell River have been paved and widened. The visitor can now drive his car over fine, wide roads in any part of the municipality.

are paid by Powell River Company—a source of revenue not available when it was unincorporated or in the village stage.

Paved approaches now ring the Company's administrative building at Powell River.

AROUND TOWN

Calgary's personable Mayor Don Mackay seen here with Miss Powell River (Louise Beadman), officiated at the 1957 Powell River Exhibition successfully featuring the Western theme. Record numbers enjoyed the three-day show in the Arena.

P.R.E. BEST YET

"Best yet" was the community's verdict in appraising the 1957 Powell River Exhibition which was opened by Calgary's Mayor Don Mackay and which attracted an estimated 10,000 admissions during its three-day stand in the Willingdon Arena.

Highlights included Mrs. Kay Hodson's victory in the senior grand aggregate, Hudson's Bay Company's Fashion Parade with Winnifred Mather as commentator, and Dave Ferguson's win of the new car. G. "Bill" Biasutti took the main attendance prize of $1,000.

NEW SCHOOL OPENS

An overflowing crowd witnessed the official opening of the new Henderson School on November 1 by F. C. Boyes, director of student teaching at the College of Education, University of B.C.

The modern $206,000 eight-room school replaces its outmoded predecessor built in 1918.

BANANA BELT

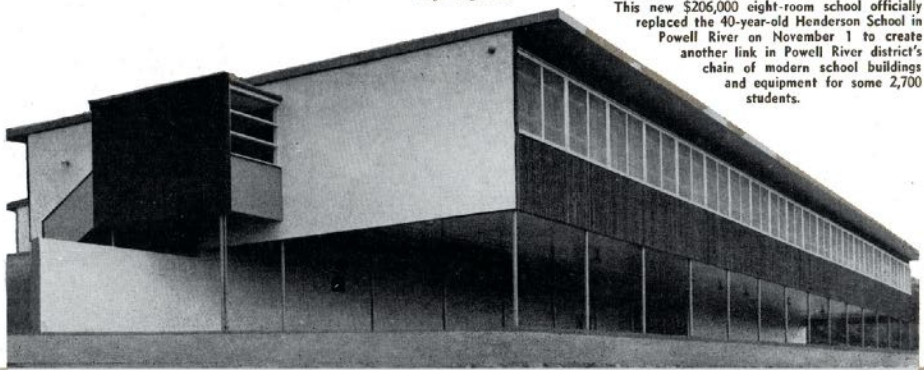
Powell River tied with four other British Columbia spots for the best weather championship of the province, averaging 50° in 1956.

Powell River's precipitation was 39.28 inches for the past year, only Victoria, Sidney and Parksville—all located on Vancouver Island—recording lesser amounts.

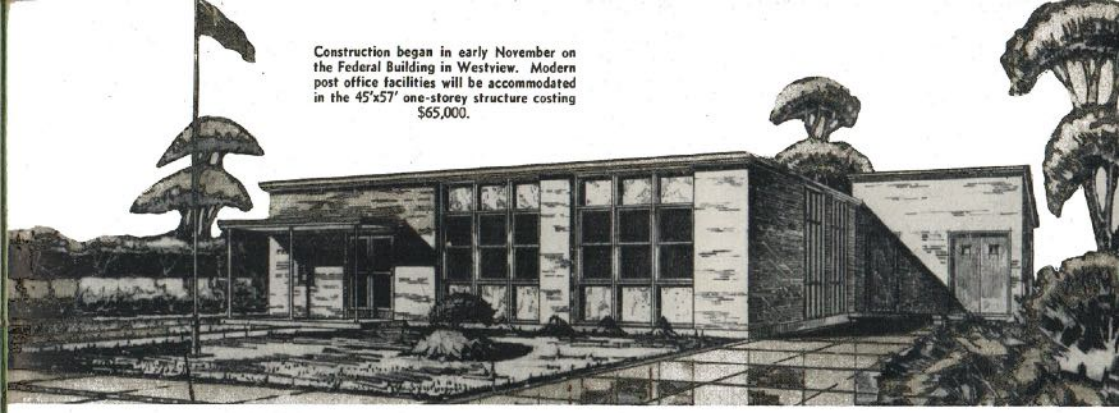
UP SHE GOES

When Black Ball Ferries announced their intention to double truck rates on the Jervis Inlet and Howe Sound crossings, Powell River's Municipal Council not only protested but countered with a demand for lower rates for small cars.

Result of the ferry boost, as might have been reasonably expected was a boost in land freight rates by the truckers.



This new $206,000 eight-room school officially replaced the 40-year-old Henderson School in Powell River on November 1 to create another link in Powell River district's chain of modern school buildings and equipment for some 2,700 students.



Construction began in early November on the Federal Building in Westview. Modern post office facilities will be accommodated in the 45'x57' one-storey structure costing $65,000.

NEW POST OFFICE

Next April should see Westview with a brand new post office building on the site of the former elementary school, corner Michigan and Fourth.

Construction of the 45'x57' one-storey federal building was begun in October by Halse-Martin Construction Co. Ltd. at a cost of $65,110.

Urged by residents of nearby Texada Island, the Powell River Board of Trade is now pressing for a government liquor store in Westview.

FUN FOR EVERYONE

Well received locally in recent weeks were Scotland's White Heather concert party, B.C. Electric's Cooking School, Hypnotist Dr. Kit, and the second annual free Halowe'en skating party for children sponsored by the Moose Lodge.

LUCKIES' SWEET REVENGE

It was sweet revenge to 1,500 Powell River ice hockey fans, not to mention coach John Gorman's Luckies, to trim the visiting Nanaimo Clippers on November 9.

Riding roughshod, the Clippers downed the local stars in "no uncertain" fashion last year and the Powell River sporting fraternity couldn't wait for the return game.

The speedy Luckies ran up a 8-0 lead by the second period and coasted to a comfortable 8-4 win over their more experienced and tougher opponents.

Previously the Luckies had beaten the tricky Vancouver Pilseners 6-4, swamped Whalley Flamingoes 18-2, and nosed out the star-studded Vancouver Carltons 6-5. The locals only loss in the first five starts coincided with their first road trip to Vancouver where the Pilseners took them 10-6.

Jim Glynn Retires – Sidney Cooper Succeeds as Manager

J. R. Glynn

TWO important changes in the management of Martin Paper Products have been announced by George B. Hills, Vice-President of Martins.

Retiring after more than a quarter of a century of consecutive service with the organization is James R. Glynn, Vice-President.

Jim is one of the most popular and experienced executives in the box manufacturing business of western Canada. He joined Martins in 1930, just when the first plant in Winnipeg began operations. As production manager he guided the Company through the difficult depression years, and was a chief consultant and advisor when the Company expanded its operations in later years to Calgary and Edmonton and New Westminster.

He was promoted to Vice-President shortly after Powell River acquired ownership of Martins in 1954, and his leadership and experience have been invaluable in the recent years of expanding and competitive operations. All members of the Powell River organization extend their best wishes to Jim and Mrs. Glynn for happy, restful and profitable years of retirement.

S. J. Cooper

Sidney Cooper, former Secretary-Treasurer, is promoted to Manager of the Winnipeg plant, the position formerly filled by Jim Glynn. Sid has been with Martins since the early days of the thirties. He has watched the Company grow and expand, and has been intimately associated with its background and development. For the past fifteen years he has worked in close association with Jim Glynn in both the financial and operating ends of the business.

Sid is recognized in Winnipeg and throughout the Company groups as an outstanding and experienced executive, well qualified to handle his new and enlarged responsibilities.

New Warehouse for Times' Purple Band Rolls

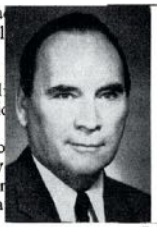
The ceiling's the limit when it comes to storing Powell River newsprint in the new warehouse of the North Hollywood Valley Times! Efficient modern handling methods are employed by the Valley Times to store and move the purple banded rolls.

Publisher Screens "Africa at its Best"

A SERIES of thrills and spectacular a the heart of Africa greeted Powel audiences in Dwight Hall recently.

The thrills and action were provided Ernest Perrine, President of Monitor Publ Inc., and his one-hour colored film "Afri Best."

Ernie Perrine has recently returned fro game safari in Africa, where he personally considerable risk to life and person, fil story which he has presented to scores of a on this continent.

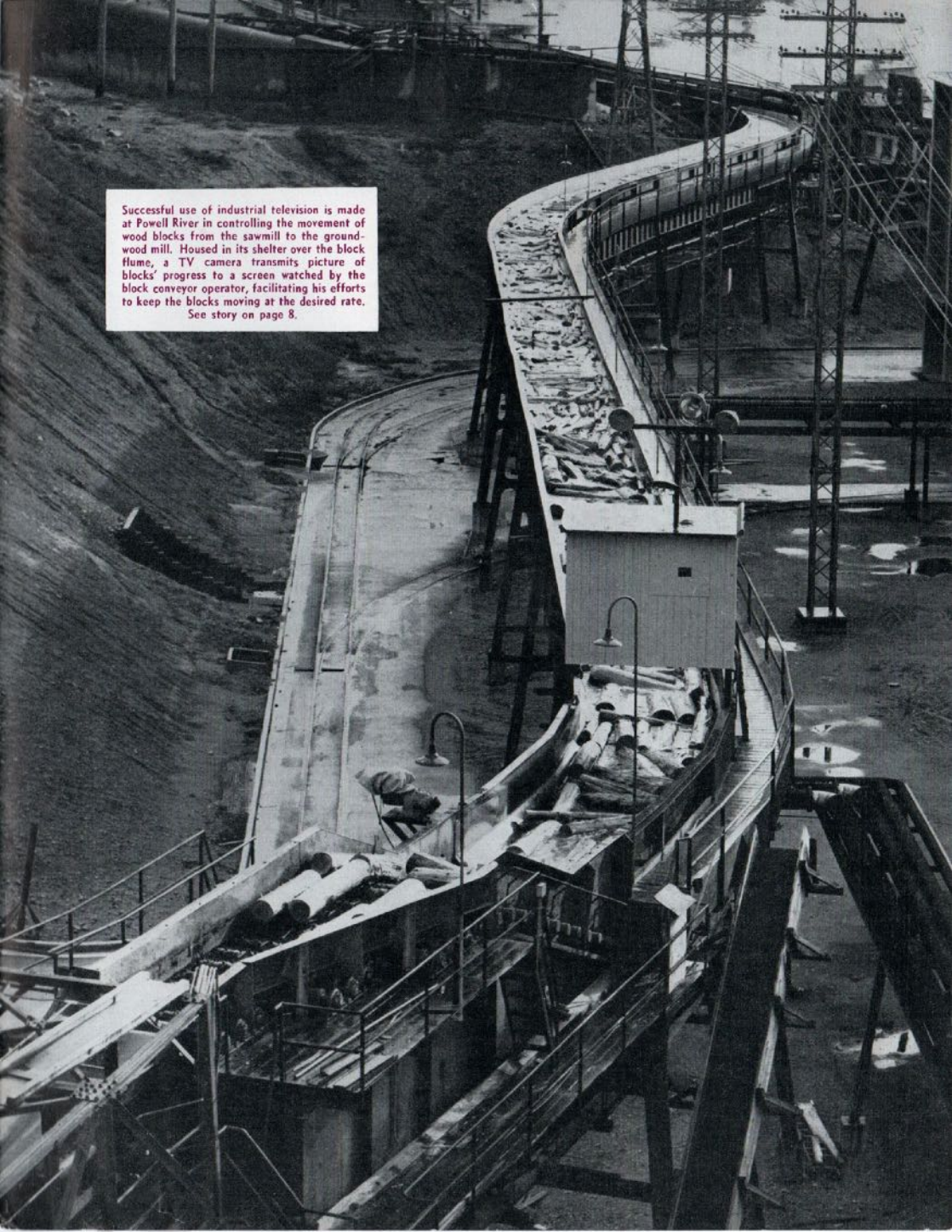


E. L. Perrine

It was a fast-moving picture throughout—and the author caught lions, buffaloes, rhinos, giraffes, wildbeestes—and many other habitants of darkest Africa from a distance down to six or seven feet. On several occasions he and his equipment were charged by cape buffaloes and only the steadiness of his accompanying sharpshooters saved him. Some of the rhino pictures were taken at 15 feet — and one spectacular closeup of three huge giraffes is probably one of the finest ever filmed.

Mr. Perrine, in introducing his picture, outlined the makeup of a safari, the problems encountered, some of the difficulties experienced with the native beaters and other interesting details.

It was a fascinating, unusual and educational evening for Powell Riverites.



Successful use of industrial television is made at Powell River in controlling the movement of wood blocks from the sawmill to the ground-wood mill. Housed in its shelter over the block flume, a TV camera transmits picture of blocks' progress to a screen watched by the block conveyor operator, facilitating his efforts to keep the blocks moving at the desired rate.

See story on page 8.

Mayor Mackay of Calgary, Alberta, finds newsprint for his native city ready for shipment from Powell River.

POWELL RIVER PULP and PAPER