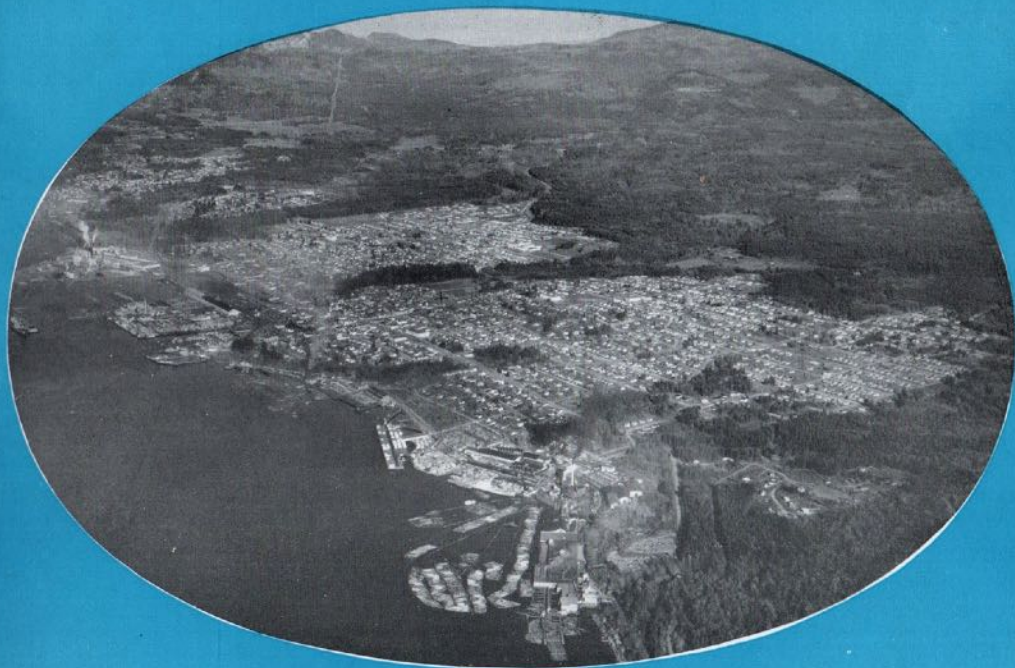


THE DIGESTER

JANUARY - FEBRUARY, 1960



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THE DIGESTER

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EDITORIAL STAFF

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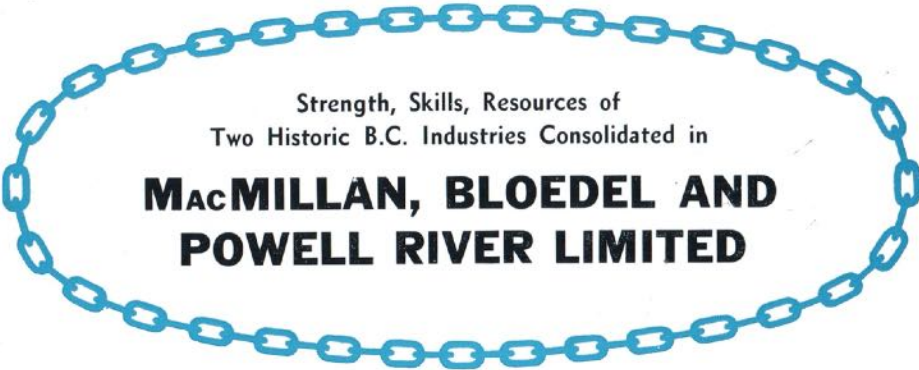
R. F. Metcalf, Staff Photographer.

COVER

Top: Powell River Mills and Townsite.
Bottom: Port Alberni with Company mills along waterfront.

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Strength, Skills, Resources of
Two Historic B.C. Industries Consolidated in

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

ON June 30, 1959, the front pages of British Columbia dailies announced that two of the province's largest forest products industries, MacMillan & Bloedel Limited and Powell River Company Limited, were planning to amalgamate.

The news aroused intense public interest. It was, by far, the largest industrial amalgamation in the history of British Columbia. It involved two companies whose names were legend in the lumbering and pulp and paper developments in the province. It would consolidate under one management the most complete integration of wood products in any Canadian forest industry.

Amalgamation discussions had been proceeding for several months prior to the announcement, and until the last few days had been a well-kept secret. Few more logical industrial mergers have been consummated. Once considered, it became almost a natural. The two companies complemented far more than they competed with each other.

Both had extensive reserves of timber, with MacMillan & Bloedel contributing fir and Powell River adding spruce to their common holdings of hemlock and cedar. MacMillan & Bloedel were large producers of lumber products, with Powell River prominent in newsprint. MacMillan & Bloedel was a sole producer of kraft pulp and paper, with Powell River entering the fine paper field and already producing small roll specialties in its converting plant. MacMillan produced plywood and shingles, and Powell River was preparing to open the first flakeboard plant west of Ontario. Generally the two fitted with the smoothness of a mortise and tenon joint.

The general mechanics of the amalgamation are familiar to most readers. Powell River shareholders were asked to approve a two-for-one subdivision of the stock; an increase in the authorized capital stock to 25,000,000 shares; the offering to MacMillan & Bloedel shareholders of seven shares of Powell River stock for each three of MacMillan & Bloedel; and a change of name to MacMillan, Bloedel and Powell River Limited. These were approved by Powell River shareholders on September 28, 1959.

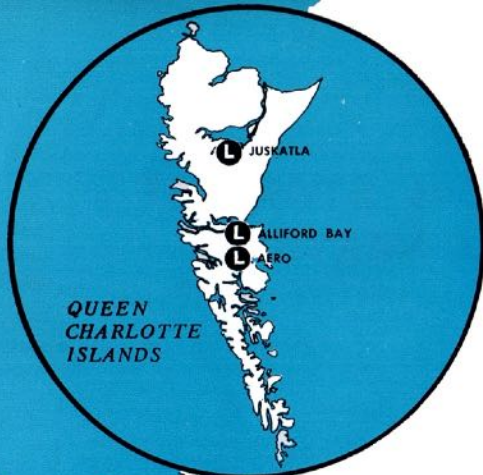
On October 8 exchange offers were sent to MacMillan & Bloedel shareholders individually, offering them seven shares for three. If accepted by shareholders holding in total at least 90 per cent of the issued shares, the amalgamation would be consummated and the name of the company changed to MacMillan, Bloedel and Powell River Limited.

On December 31 the required percentage was reached and the consummation of the agreement was announced. On January 4 the name change became effective and a new Board of Directors was appointed (see page 4). Mr. H. R. MacMillan, C.B.E., was named Honorary Chairman, Hon. J. V. Clyne, Chairman, and Harold S. Foley, Vice-Chairman. President of the new company is M. J. Foley and Executive Vice-President is Ralph M. Shaw.

So now it's MacMillan, Bloedel and Powell River Limited—a name which records and preserves the traditions of these pioneer companies, whose progress and development have been major factors in the economic growth and continuing prosperity of British Columbia.

Queen Charlottes, Vancouver Island
and Lower Mainland

**AREAS OF OPERATIONS
IN
BRITISH COLUMBIA**



LEGEND

- Ⓜ CORRUGATED CONTAINER PLANTS
- ⓐ PULP AND NEWSPRINT PLANTS
- Ⓛ LOGGING CAMPS
- Ⓢ SAWMILLS
- ⓕ FLAKEBOARD PLANT
- Ⓟ FINE PAPER PLANT
- ⓐ B.C. PAPER CONVERTERS

Not shown: Corrugated container plants of Martin Paper Products, Ltd., Winnipeg, Regina, Edmonton and Calgary.



Consolidation of Effort and Wider Diversification of
Products Feature

THE STATISTICAL STORY OF THE AMALGAMATION



NEWSPRINT

Total Capacity - - 775,000 Tons

Port Alberni - 225,000 Tons

Powell River - 550,000 Tons

MARKET PULP

Total Capacity - - 355,000 Tons

Port Alberni - 83,000 Tons

Unbleached and
Semi-Bleached Sulphate

Harmac - 252,000 Tons

Bleached Sulphate

Powell River - 20,000 Tons

Unbleached Sulphite



SPECIALTY PAPER PRODUCTS

Kraft:

75,000 Tons - Alberni

Fine Papers:

12,000 Tons - Annacis Island

Paper Bags:

4,000 Tons - Vancouver

Small Roll Specialties:

Annacis Island

CONTAINER PLANTS

Manufacturing a wide variety of
Corrugated Containers

Number of Plants - 5

Vancouver

Calgary

Edmonton

Regina

Winnipeg



TOTAL EMPLOYEES - 14,000



LUMBER

Total Capacity - 670 Million F.B.M.

Number of Sawmills - 6

Chemainus

Port Alberni (2)

New Westminster (2)

Vancouver

PLYWOOD

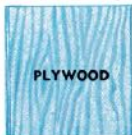
Capacity

320 Million Square Feet (3/8" basis)
(Being expanded to 359 Million)

Number of Plants - 2

Port Alberni

Vancouver



WOOD PRODUCT SPECIALTIES

Flakeboard

33 Million Square Feet (1/2" basis)

Number of Plants - 1

Shingles - - - 400,000 Squares

Number of Plants - 2

Port Alberni - 140,000

Vancouver - 260,000

Doors - - - - 500,000 Doors

Number of Plants - 1

MISCELLANEOUS

MacMillan, Bloedel and Powell River
manufacture building papers, operate
charcoal plants, a bag plant, and
produce the popular fireplace product,
Pres-to-Logs.



THE BOARD OF DIRECTORS

The directorate of MacMillan, Bloedel and Powell River Limited is composed of a thirty-three-man board. Composition of the new Board is as follows:

Honorary Chairman—H. R. MacMILLAN, C.B.E.

Chairman—HON. J. V. CLYNE

Vice-Chairman—HAROLD S. FOLEY

EDWIN C. AUSTIN
PRENTICE BLOEDEL
ANSON BROOKS
CONLEY BROOKS
WILLIAM S. BROOKS
FRANK H. BROWN, C.B.E.
JOHN M. BUCHANAN
MARK COLLINS
M. JOSEPH FOLEY
ROBERT L. FOOTE
ALBERT E. GRAUER
JOHN M. HOLLERN
JOHN LECKY
HARRY F. G. LETSON, C.B.
JOHN E. LIERSCH

EVAN S. McCORD
RICHARD D. MERRILL
HOWARD T. MITCHELL
GEORGE W. O'BRIEN
W. CULVER RILEY, O.B.E.
JOSEPH S. SAMPLE
RALPH M. SHAW
ERNEST G. SHORTER
SIDNEY G. SMITH
GORDON T. SOUTHAM
WHITFORD J. VanDUSEN
CLARENCE WALLACE, C.B.E.
ALAN H. WILLIAMSON, O.B.E.
FREDERICK WILSON
CHARLES B. WRIGHT, JR.



HON. J. V. CLYNE



H. R. MacMILLAN



HAROLD S. FOLEY

OUTSTANDING PERSONALITIES HEAD NEW BOARD OF DIRECTORS

HARVEY REGINALD "H.R." MacMILLAN

An outstanding industrialist, the elder statesman of the B.C. lumbering industry, "H.R." as he is known to everyone, was born in Newmarket, Ontario, in 1885. He graduated from Ontario Agricultural College, took post-graduate studies in Forestry at Yale and became Chief Forester of British Columbia in 1912. He laid the foundation of the present B.C. Forest Service and in 1919 organized the H. R. MacMillan Export Company (see history), of which he was President, 1919-1948; Chairman of the Board, 1948-1951, and

Chairman, MacMillan & Bloedel, 1951-1956. During World War II his administrative ability and wide experience made him a natural choice for President of the Canadian Wartime Merchant Shipping and Timber Controller for Canada—both key Federal administrative posts.

While officially retired, as Honorary Chairman of the Board of MacMillan, Bloedel and Powell River Limited, his advice, judgment and experience are still available to the Company.

HON. JOHN VALENTINE CLYNE

A native son of Vancouver (1902), Honorable J. V. Clyne graduated from the University of British Columbia in 1923, where, in addition to his academic studies, he was prominent in sports and student activities. He took post-graduate studies at the London School of Economics and King's College, Oxford. He was called to the bar in Vancouver in 1927, practised private law for twenty years, specializing in Maritime and Admiralty Law, on which he became a recognized Canadian authority. His special knowledge and reputation in this field resulted in his being named the first President of the Canadian Maritime Commission in 1947.

In 1950 his established prestige and ability in

the legal profession received further recognition by his appointment as Justice of the Supreme Court of British Columbia, where, on two occasions, he was selected to head Royal Commissions of Inquiry.

In 1958 he accepted the offer of MacMillan & Bloedel Limited to serve as Chairman of the Board—a major industrial post in British Columbia. On the amalgamation of MacMillan & Bloedel and Powell River Company he was named Chairman of the Board of the new company. To this high office he brings thirty years of legal training, selective judgment and wide experience in corporate and government affairs.

HAROLD SCANLON FOLEY

Born in Minneapolis (1900), Harold Foley is recognized as one of the nation's leading executives. He grew up in the lumber business under his father, the late Jerry S. Foley, and his uncle, Michael J. Scanlon, a founder of Powell River Company. He received a Bachelor of Commerce degree from Notre Dame, and on graduation joined Brooks-Scanlon Corporation at Eastport, Florida. Successively, he was President of Foley Lumber Company, Jacksonville, Florida, and Vice-President, Brooks-Scanlon Corporation, and established a reputation as one of the business leaders of the South.

In 1936, when Powell River Company was planning an extensive reorganization and expansion program, Harold Foley was the unanimous choice to direct these operations. In 1937 he became Executive Vice-President, was appointed President in 1940 and Chairman of the Board in 1955. As Vice-Chairman of the Board of MacMillan, Bloedel and Powell River Limited, his administrative ability and wide background of experience in lumbering and pulp and paper will be a continued asset to the company.



M. J. FOLEY—President

M. J. Foley, President—Born Kentwood, La. 1910—Bachelor of Arts, Notre Dame, 1933. Salesman, Foley Lumber Co., Jacksonville, Fla., 1933-36; Assistant to the President, Brooks-Scanlon Corp., Foley, Fla., 1936-39; Vice-President, Brooks-Scanlon Inc., 1946-48; joined Powell River Co. Ltd., Vancouver, as Executive Vice-President, January, 1948; elected President, 1955.

R. M. Shaw, Executive Vice-President—Born Dominion Creek, Yukon Territory, 1906. Raised and educated Vancouver; attended UBC; joined H. R. MacMillan Export 1928. Moved into sales; experience in U.S. and U.K. departments; became manager U.K. department 1936. Wartime head of Export Section, Canadian Timber Control. Returned to H.R.M. Export 1943 as Export Sales Manager; General Manager of Sales 1946. Vice-President of Sales 1949, and M. & B. 1951. President M. & B. 1957.

J. E. Liersch, Vice-President Pulp and Paper Production, Forestry, Timberlands—Born Winnipeg, 1905. University of British Columbia (B.A. 1926, B.A.Sc. 1927), University of Washington (M.F. 1931). Joined Crown Willamette Paper Co., Oregon, 1934, leaving in 1938 to run own logging contracting business. Head of Dept. of Forestry, UBC, 1940-46. Joined Powell River Co. as Forest Engineer, 1946. Assistant Vice-President 1948; Vice-President 1951; Exec. Vice-President 1957.

E. G. Shorter, Vice-President, Logging, Wood Product Production—Born Vancouver 1904. Former B.C. Lumber Grading Champion. Joined H. R. MacMillan Export 1936 as yard foreman and shipper, Alberni Pacific Division; Superintendent 1941; Manager 1949; General Manager Chemainus Sawmill and Logging Operations 1949; General Manager M. & B., eastern district mills, 1951; western district operations 1952, production and forestry 1956. Vice-President Production (exclgd. pulp and paper) 1956.

I. H. Andrews, Vice-President, Planning, Research and Development—Born Vancouver 1899. Graduate in chemical engineering from University of B.C. 1920. Won University Convocation Prize. Joined Powell River Co. in Powell River same year. Plant Chemist 1921; Control Supt. 1934; Director of Research and Development 1943. Appointed Executive Assistant in Vancouver 1948. Vice-President 1951.

G. S. J. Bowell, Vice-President, Pulp and Paper Sales—Born Vancouver 1918. Educated economics and commerce Queen's University. Named Rhodes Scholar; served with Canadian Army overseas. Joined Bloedel, Stewart & Welch 1946; took leave of absence to obtain Master's Degree at Harvard Business School. Appointed assistant to President, M. & B., 1951. Manager of C.W.P. Sawmill 1952 to 1956, then General Manager Western District. Appointed Vice-President Pulp and Paper 1957.



J. E. LIERSCH



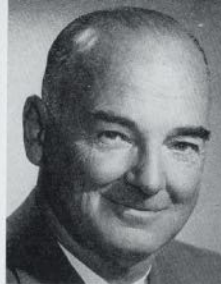
E. G. SHORTER



I. H. ANDREWS



G. S. J. BOWELL



C. CRISPIN



G. D. ECCOTT



W. C. R. JONES

R. M. SHAW—Executive Vice-President



A. C. KENNEDY



J. A. KYLES



H. MOORHEAD

C. Crispin, Vice-President Wood Products Sales—Born Grenfell, Sask., 1902. Educated New Westminster. Joined H. R. MacMillan Export 1926; representative in North and South America for 12 years; served as Assistant Timber Controller during war. In 1946 was appointed Manager By-Products; 1948, General Manager Canadian White Pine and Vancouver Plywood Division, and first Manager Harmac pulp mill. Vice-President Pulp, M. & B., 1951; Vice-President Pulp and Paper 1955, and Vice-President Sales 1957.

G. D. Eccott, Vice-President Finance—Born Glasgow, 1901. Attended Melville College, Edinburgh. Articled to London firm of chartered accountants. Moved to Canada for his firm 1929; at Montreal until beginning of war. Appointed treasurer Wartime Merchant Shipping Ltd., government cargo ship building corporation. Joined H. R. MacMillan Export 1946 as Secretary. Appointed Vice-President of Finance, and Secretary M. & B. 1951.

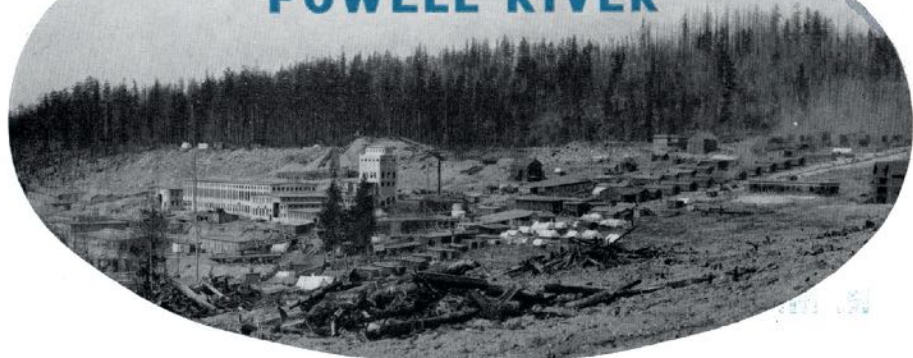
W. C. R. Jones, Vice-President, assisting J. E. Liersch in Pulp and Paper Production—Born Ranikhat, India, 1909. Came to Canada 1929 to join International Paper Co. at Gatineau. Went to Australia 1937. Returned Canada 1940, joining Howard Smith Paper Mills. Assistant Manager, Beauharnois division 1943. Appointed Mill Manager Columbia Cellulose, Prince Rupert, 1951. Joined Powell River Co. 1955 as Vice-President, Industrial and Public Relations.

A. C. Kennedy, Vice-President Labour Relations—Born in Toronto 1901. Spent early years in Japan. Educated in Vancouver. Joined H. R. MacMillan Export 1926. Gained sales experience Seattle; transferred Canadian Transport Co. Became company representative in Japan 1934. Returned in 1938 to make labour relations study, then headed new personnel department. Appointed Vice-President Industrial Relations 1956.

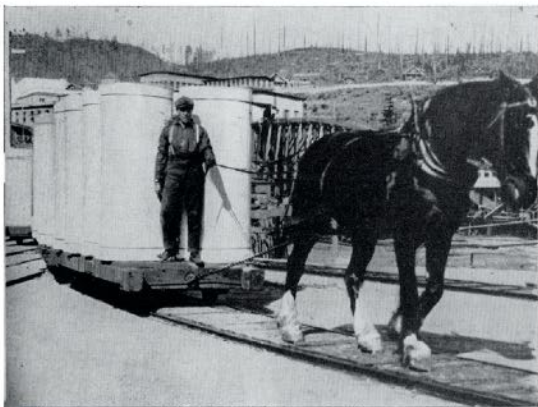
J. A. Kyles, Vice-President, Administration, and Secretary—Born Glasgow, Scotland, 1903. Educated Glasgow. Joined Helliwell, MacLachlan & Co. as auditor in Vancouver 1924. Moved to Powell River Co. 1925 as accountant at the mill. Chief Accountant 1930; Mill Secretary 1934. Four years with RCAF. Assistant Resident Manager Powell River 1946; Comptroller Powell River Co. Vancouver 1947; Vice-President 1951; Secretary of the company 1956.

H. P. J. Moorhead, Vice-President Engineering—Born Victoria, B.C., 1910. Graduate in mechanical engineering, University of B.C. 1933. Joined B.C. Pulp & Paper Co., Port Alice, 1934. Moving east, he worked 1937-40 as designer for Quebec North Shore Paper Co., including Baie Comeau project. Joined engineering staff, Ontario Paper Co., Thorold, Ont., 1940. Moved to Powell River Co., 1942, as Resident Engineer, Powell River mill. Chief Engineer 1950; Vice-President Engineering 1956.

1909 - 1959 POWELL RIVER



Powell River Company, between 1910-1912, built B.C.'s first "paper town." This early scene shows the plant under construction.



First rolls of paper were hauled from the plant to wharf by horse-drawn flat cars.

THE origins of Powell River Company can be traced back to the last decade of the 19th century, when the Brooks-Scanlon interests started their lifetime partnership. From 1893 onward, with the formation of the Scanlon-Gipson Lumber Company, in which venture the Brooks and Scanlon families were principal officers and shareholders, Brooks-Scanlon operations embraced many and widely extended areas of this continent—Louisiana, Florida, Montana, Delaware, Oregon and British Columbia.

First Rolls of Newsprint in Western Canada Produced at Powell River in 1912

In 1908, Brooks-Scanlon was operating at Stillwater, B.C. It was at this time that the original founders of Powell River, the late Dr. Dwight F. Brooks, M. J. Scanlon and their associates, conceived the idea of a newsprint mill at Powell River, twelve miles north.

In 1909 they purchased pulp leases held by the Canadian Industrial Company, incorporated the Powell River Paper Company, and prepared for the erection of a two-machine newsprint mill at Powell River. The site was selected because of its 50,000 horsepower potential, its seaboard location and accessibility to the timbered areas of the province.

The Powell River project was the first attempt to locate a newsprint mill in British Columbia. Financial difficulties, initial inexperience and construction set-backs forced a reorganization, and in July, 1911, the original Powell River Paper Company was succeeded by the Powell River Company Limited, with a capital of \$4,000,000 and a four-machine mill as the objective.

Construction was pushed forward and in April, 1912, the first newsprint produced in Canada west of the Great Lakes rolled off Number 1 machine. By September, 1913, four machines with a total capacity of 250 tons daily were in production. A townsite, complete with modern services had been

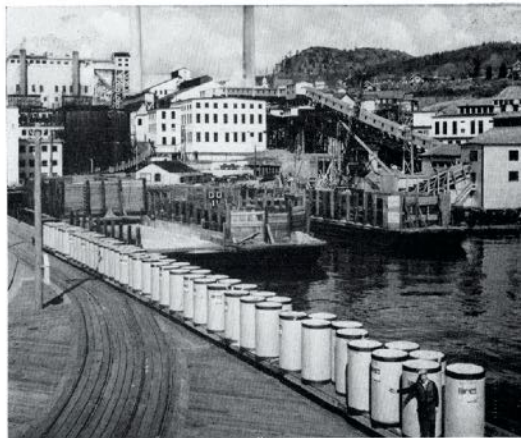
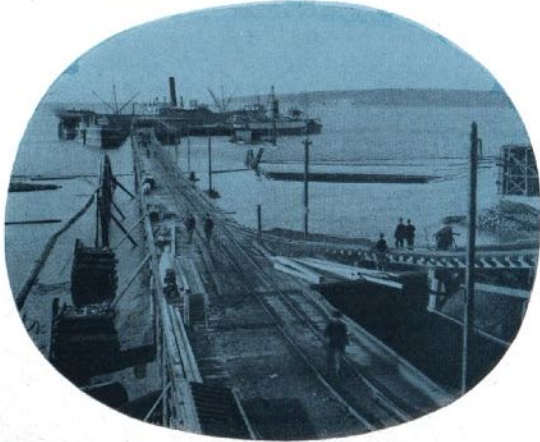


Modern plants and townsite of Powell River. Number 9 paper machine building is shown at the extreme left. Powell Lake, a chief power source, is in the background.

built, wharves constructed and a new and permanent industry established.

Since that period the four original machines have expanded to nine, and these, with improved techniques, have increased production six-fold. At the end of December, 1959, when the amalgamation with MacMillan & Bloedel became official, the Powell River plant, with a daily capacity of 1,500 tons of newsprint, was the largest individual producer of newsprint in the world.

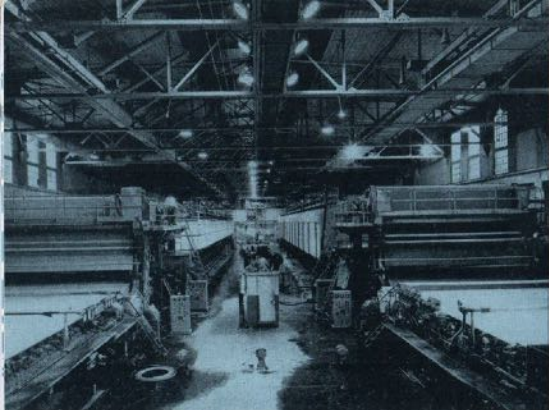
First paper machines being landed on Powell River wharf in 1911.



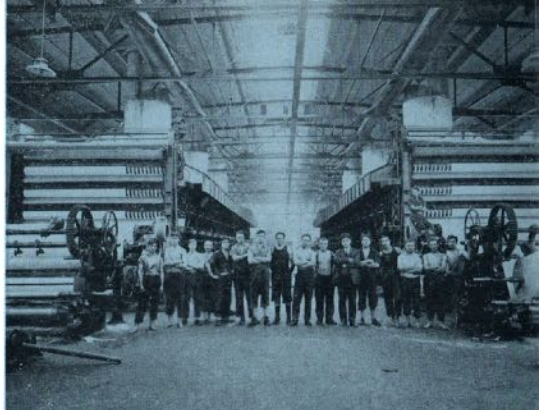
Modern paper trains, propelled by diesel locies, have succeeded dobbin as paper transporters.

Since 1936, under the direction of Harold S. Foley and his associates, the Company has integrated its operations and produced a wider diversification of products.

Up to this time Powell River had purchased most of its logs on the open market from inde-



Number 7 and 8 machines from the wet end. Number 7 was installed in 1930; number 8 in 1948. Both have been equipped with vacuum couch transfers.



Bare feet was the fashionable attire for paper makers on Powell River's first newspaper machines. Above: Number 3 and 4 machines, 1914.

pendent loggers, but during the next ten years the Company acquired its own logging subsidiaries and camps, which have provided approximately 70 per cent of its entire log requirements.

In 1937 equipment for the production of high-grade unbleached sulphite pulp for export was installed, followed by a sheet pulp machine in 1941. In 1951 Powell River entered the sawmilling industry with the purchase of the plants and properties of the British Columbia Manufacturing Company, which also included Salmon River Logging Company and Westminster Shook Mills. The two sawmills located at New Westminster, with an annual capacity of 120,000,000 F.B.M., have been consolidated under the name of Powell River Lumber Company Limited.

In 1953 the Company acquired Martin Paper Products Limited, manufacturers of corrugated paper boxes in the three cities of Winnipeg, Cal-

gary and Edmonton. A fourth plant was installed at New Westminster in 1955.

On January 1, 1958, Powell River sold half its interest in Martin Paper Products to MacMillan & Bloedel—and the two companies jointly erected a fifth plant at Regina in the fall of 1958.

Further integration was initiated in 1959 with the start of construction on a 60-ton-per-day fine paper mill on Annacis Island, and on a flakeboard plant, using largely waste wood from the adjacent B.C. Manufacturing plant. The purchase and modernization of a charcoal plant at Port Kells, B.C., utilizing sawmill waste, was the latest stage in the diversification program and further expansion of charcoal operations is under way.

Today, Powell River Company, which has merged its skills and traditions with an equally famous British Columbia firm, looks forward to sharing with its partner in the continued growth and industrial development of the province.

Powell River Lumber Company Limited (W.S.M. Division) sawmill plant and properties on the Fraser River.



Aerial view of Powell River Lumber Company Limited (B.C.M. Division) at New Westminster.



1911 - 1959

MacMillan & Bloedel Limited




Impressive industrial waterfront at Port Alberni, major center of lumber, plywood, pulp and paper production.

THE official history of MacMillan & Bloedel dates from 1951, when these two firms, prominent in the logging and lumbering history of British Columbia, merged into a single company. But the real story of the organization and its place in the industrial life of the province goes back to the early days of the present century.

In 1911, the late J. H. Bloedel started Bloedel, Stewart & Welch and opened up their first British Columbia logging operation at Myrtle Point on the lower mainland of British Columbia—a few miles

Foreground of this spectacular panorama of Vancouver shows the Fraser River division of MacMillan, Bloedel and Powell River Limited site of sawmilling and plywood operations.



Merger of H. R. MacMillan Export and Bloedel, Stewart & Welch in 1951 amalgamated two of British Columbia's pioneer lumber producers.

south of Powell River. It is an interesting coincidence that at the same time, Brooks-Scanlon, whose principals were the original founders of Powell River Company, were logging in the same area.

For the first fifteen years, Bloedel, Stewart & Welch confined their efforts largely to logging. Under the guidance of Mr. Bloedel and later his son, Prentice Bloedel, Sidney G. Smith and Bruce M. Farris, they became one of the leaders in the forest industry with operations on the Mainland and Vancouver Island.

The end of World War I ushered in a period of vigorous business expansion which marked the beginnings of British Columbia's continuing industrial revolution. New companies were formed and established corporations expanded to meet the demands of the "new age."

It was in this period that H. R. MacMillan Export, forerunner of the modern MacMillan organization, was formed, and Bloedel, Stewart & Welch proceeded to further integrate their operations by the acquisition of sawmills.

The latter purchased the Red Band Shingle property then, as now, the world's largest producer of cedar shingles. In 1934, Bloedel, Stewart &



Packaged lumber at shipside, Vancouver.

Welch acquired ownership of the sawmill at Great Central Lake, near Alberni—an operation in which they had been an original partner since its construction in 1925. Sawmilling operations were further extended in the Alberni area with the construction of the Somass sawmill and shingle mill.

In the middle forties the Bloedel interests launched into pulp production, with the construction of a sulphate pulp mill at Alberni. This plant, completed in 1947, was the first post-war sulphate mill to be built in Canada.

The H. R. MacMillan Export Company Limited was organized in 1919 primarily as a merchandising business for the sale of Pacific Coast lumber in world export markets. Under the vigorous direction of H. R. MacMillan, W. J. VanDusen,

Bleached sulphate pulp from the Harmac plant is shipped direct from the company's wharf to consumer centers.



The Origins of Many Enterprises
Began When

MacMillan Export Company Started Operations In 1919

H. H. Wallace, the late L. R. Scott and others, the Company expanded rapidly and by 1925 was the principal exporter of lumber, logs, railway sleepers, etc., in British Columbia, Washington and Oregon. Agency and other arrangements were made for selling these products to all of the important world markets.

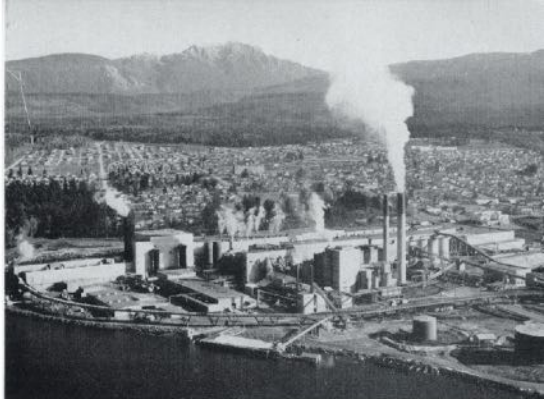
During the 20's, the company expanded into lumber production and in the two decades following became British Columbia's largest producer of forest products. The present Canadian White Pine sawmill was added to its holdings, and in 1935 the Company erected its first plywood plant in Vancouver. This was closely followed by the acquisition of the former "A.P."—Alberni Pacific sawmill at Alberni. In this same period, as a move towards closer integration, the company was building up its timber holdings and logging organization.

Logging trucks at Copper Canyon logging camp on the east coast of Vancouver Island. These trucks can carry loads up to 70 tons.





The Harmac pulp plant, a few miles outside the old city of Nanaimo, has meant new development and new prosperity to this section of Vancouver Island.



The Alberni pulp and paper division properties include newsprint, pulp and kraft operations.

In the Past 12 Years MacMillan
and Bloedel Have Become Prominent in

NEWSPRINT AND PULP PRODUCTION

Expansion continued through the forties. Plywood operations were expanded at Alberni, and in 1945 the Chemainus mill, long famous in B.C. lumbering history, was purchased from the Victoria Lumber Company.

The next move was into kraft production. In 1950 the big Harmac plant, producing bleached

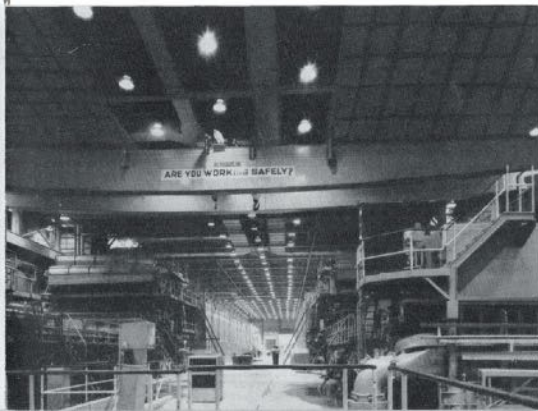
sulphate pulp, was built in the Nancimo area on the east coast of Vancouver Island, and in 1953 the plant was doubled.

The new company, MacMillan & Bloedel Limited, carried out, during the next eight years, the biggest integration and expansion program in the history of the province's forest industry. A total of \$160,000,000 was spent on new plants and equipment. The plywood plant at Vancouver was enlarged; lumber capacity at Alberni was increased; a paper bag plant was built in Burnaby, just outside Vancouver; mills and logging operations were modernized.

Half the expenditure — \$80,000,000 — went into pulp and paper at Port Alberni. A newsprint mill with two modern machines was erected; sulphate pulp production was more than doubled and a machine for kraft paper and board added.

With the completion of the 1955-59 expansion, MacMillan & Bloedel Limited had a daily capacity of 1,100 tons of pulp and paper products, including 700 tons of newsprint, in addition to being Canada's largest producer of lumber and wood products.

Two modern newsprint machines at Alberni.



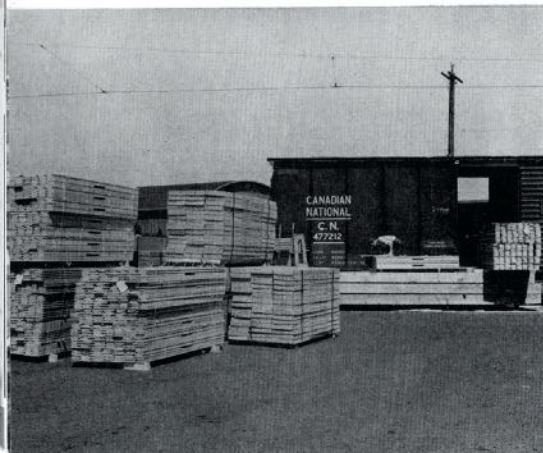
LUMBER - WOOD PRODUCTS



The Chemainus sawmill, on the east coast of Vancouver Island, is one of B.C.'s largest manufacturers.

THE history of sawmill operations in British Columbia is closely associated with areas which are now centers of MacMillan, Bloedel and Powell River operations. This is particularly true of Alberni, situated at the head of the Alberni Canal, a thin pencil of water running from the west coast of Vancouver Island, almost cutting it in two at the waist.

Packaged lumber is loaded direct on freight cars at W.S.M. Division.



Bundled shingles from company's Red Band Mill are shipped to all parts of the world.

Combined Sawmill and Wood
Product Plants Make

WIDE VARIETY OF

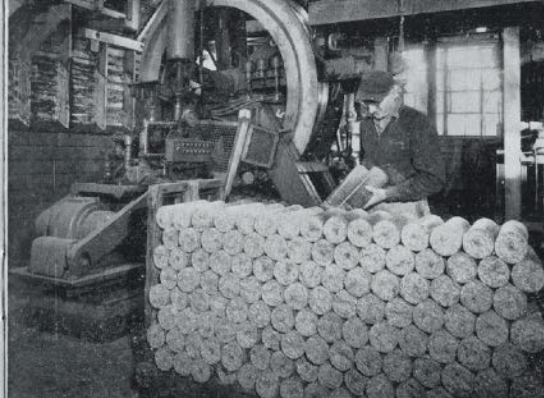
BACKGROUND

The first sawmill in British Columbia was established at Parsons Bridge in 1846, but the first to cut timber for the export trade was erected at Alberni in 1861. This was the old Anderson mill, the forerunner of the famous Alberni Pacific plant of modern times. Lumber was shipped in the sixties to Puget Sound, the Orient and Australia. The mill was located by Captain Stamp, Anderson's agent, after whom the Stamp River was named. Manager of the plant was Gilbert Sproat, whose memory is perpetuated in Sproat Lake in the same region. At low tide remnants of the century-old foundations are still visible. Sawmilling operations have continued without interruption in the area for nearly a century.

In the past 20 years managements of MacMillan & Bloedel and Powell River Company, alert to growing competition from other building products, have concentrated on diversifying their products. The consolidation of the two companies illustrates the ever-widening variety of wood products available in modern markets.

These include lumber, plywood, mouldings, doors, flakeboard, shingles and fuel loas. Today the six sawmills owned by MacMillan, Bloedel and Powell River Limited have a combined capacity of nearly 700 million F.B.M. annually.

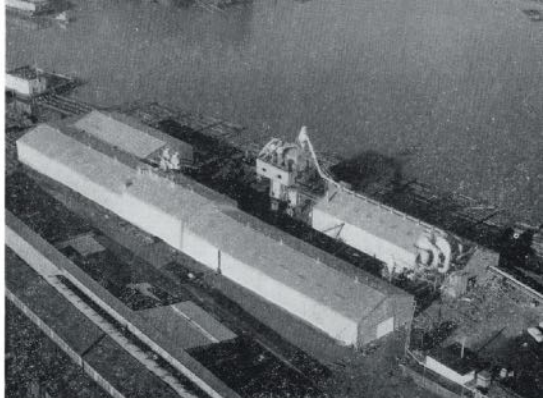
All mills have modern facilities for drying and



Popular Pres-To-Logs for fuel are produced at Vancouver.

planing lumber and practically all have added log-barking and chipping equipment to allow maximum waste recovery.

One of the most important and fastest-growing wood products of the past twenty years is plywood. Approximately 320 million square feet ($\frac{3}{8}$ " basis) of this versatile product is manufactured in the



Aerial view of company's new flakeboard plant, now in production.

products will continue to exercise a challenge to research staffs, and already many new projects are under consideration and experiment. In the years ahead other and more widely diversified types of wood products will be available from the forests of British Columbia through the company's planning and research division.

LUMBER PRODUCTS ARE AVAILABLE

two plywood plants at Port Alberni and Vancouver, and expansion now under way will increase this figure to 359 million. In conjunction with the Vancouver plant is a modern door factory with an annual capacity of 500,000 doors.

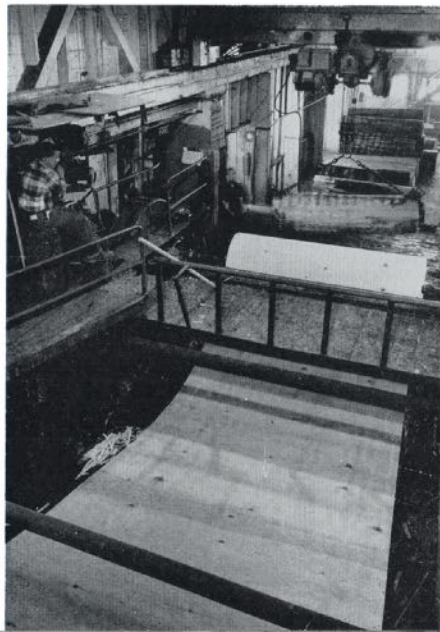
Flakeboard production, new to Western Canada, has been added to the company's wood specialties by the completion of the new flakeboard plant at New Westminster with an initial capacity of 33 million square feet annually ($\frac{1}{2}$ " basis). The flakeboard process, developed by the company's own research and planning staffs, is a further contribution to the maximum use of sawmill waste.

Experiments in wood and waste utilization have established new and profitable ventures for the company. These have already resulted in the successful production of pressed wood fuel, known as Pres-To-Logs, now a popular and widely known fireplace and furnace fuel, and in the manufacture of charcoal briquets.

The company is a major producer of shingles. The two mills at Alberni and Vancouver have a combined output of 400,000 squares (100 square feet per square), with a total of thirty machines—twelve at Alberni and eighteen at Vancouver. At Vancouver the internationally-known Red Band Mill, is the world's largest individual shingle producer.

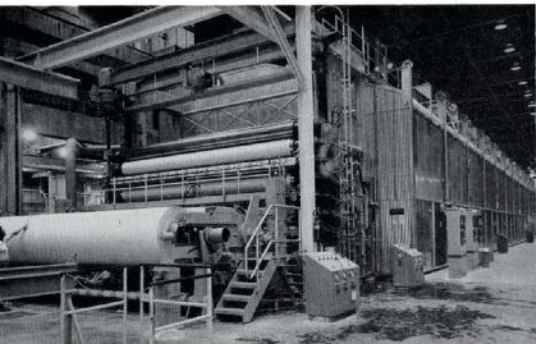
The expanding discovery of new consumer

Over 300 million square feet of plywood is manufactured annually in MacMillan, Bloedel and Powell River mills. Below: Plywood machine in operation.

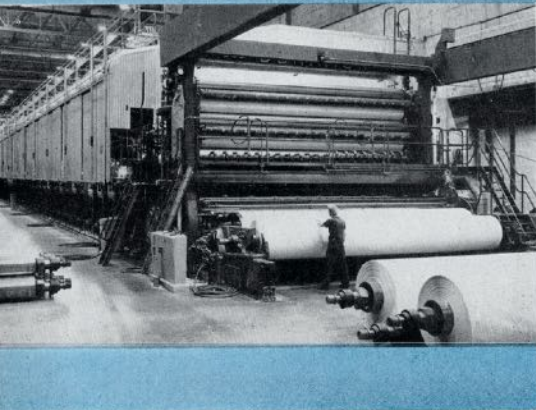


NEWSPRINT

11 Paper Machines Combine To Produce a NEWSPRINT CAPACITY OF 775,000 TONS ANNUALLY



Above and below are the company's latest newsprint machines at Alberni (above) and Powell River. They are among the most recently installed in the industry.



PAPER making on the North American continent goes back to 1692, when a paper mill using rag stock was erected in the eastern United States.

The first mill in Canada appeared at St. Andrews, Quebec, but until the advent of the 20th century, the industry was still an untried fledgling. As late as 1890 the total exports of Canadian pulp and paper were valued at \$120. By 1910 the

value was still under 45 million, but Canada's pulp and paper production in the next fifteen years made spectacular strides, which have continued until today, when 53 percent of all newsprint manufactured in the world originates in Canadian forests. Today, TOTAL VALUE OF CANADA'S PULP AND PAPER PRODUCTION IS ALMOST ONE AND A HALF BILLION DOLLARS, OF WHICH ONE BILLION REPRESENTS EXPORTS.

The first attempt to introduce a pulp and paper industry to British Columbia dates back to 1892, when the British Columbia Paper Manufacturing Company erected a mill on the Somass River at Alberni. The mill operated spasmodically until 1896, turning out wrapping, toilet and building papers.

The real basis of the modern industry was established in 1901, when the British Columbia government, to encourage the development of a pulp and paper industry in the province, issued its pulp leases to various syndicates.

By 1910 a few small pulp plants had been established, principally at Port Mellon and Swanson Bay. These ventures, due to financial and political circumstances, were, for the most part, short-lived.

The Powell River interests, in 1909, purchased leases from the Canadian Industrial Company, an original syndicate, and construction of British Columbia's first newsprint mill followed.

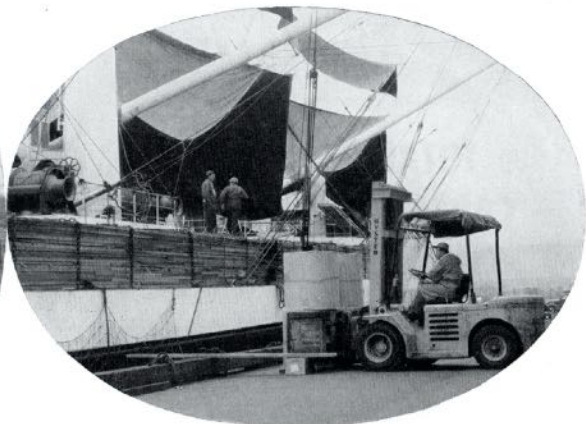
The larger proportion of all newsprint produced on the Pacific Coast now originates from the eleven paper machines of MacMillan, Bloedel and Powell River Limited at Alberni and Powell River. Nine of these are at Powell River, producing 1,500 tons daily. Two are at Alberni, with a daily capacity of 700 tons.

With Powell River's main concentration formerly on newsprint, and with rapid expansion of MacMillan & Bloedel in the same field, the daily output of newsprint is now over 2,200 tons, a substantial contribution to the total sales dollar.

The four most modern machines of MacMillan, Bloedel and Powell River Limited have been installed in the last ten years. Alberni's two machines and Powell River's Number 9 are designed for speeds beyond 2,500 feet a minute. Seven of the machines at Powell River were installed before 1931, but all have been modernized and original speeds and capacities increased over the years.



Wharf elevator at Powell River lowers jeep load of newsprint to covered barge at dockside.



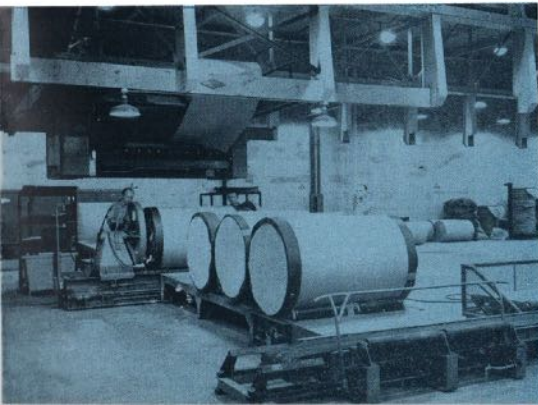
Lift trucks carry newsprint to shipside at Port Alberni for over-side loading.

The development of the history of newsprint in British Columbia is clearly illustrated in the new company's operations. At Powell River, Number 1 machine started production in 1912 at speeds of 660 feet a minute and a capacity of 45 tons daily. The latest machines at Alberni have approached the 2,500-feet-a-minute speed, with eight times Number 1's original capacity.

For record purposes here are the statistical figures of machine dates and present performances at Powell River:

No. 1 Machine, 1912	-	60 tons daily
No. 2 Machine, 1912	-	65 tons daily
No. 3 Machine, 1913	-	115 tons daily
No. 4 Machine, 1913	-	115 tons daily
No. 5 Machine, 1926	-	200 tons daily

Automatic roll handling has been installed in both Alberni and Powell River newsprint plants.



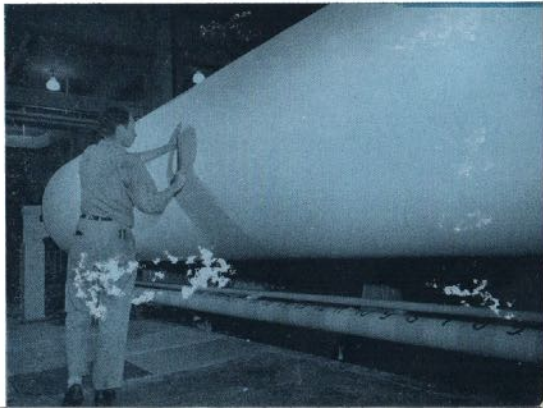
No. 6 Machine, 1926	-	200 tons daily
No. 7 Machine, 1930	-	210 tons daily
No. 8 Machine, 1948	-	220 tons daily
No. 9 Machine, 1956	-	300 tons daily

The two newsprint machines at Port Alberni have been installed in the past three years. Their respective ratings are:

First Machine, 1956	-	350 tons daily
Second Machine, 1958	-	360 tons daily

Both Alberni and Powell River plants—in fact, all operations of the company—are advantageously located on tidewater; their ports are free and open all year round; the largest deep-sea freighters can be accommodated at their wharves, permitting direct shipment to all parts of the world.

Dramatic shot of back tender inspecting a reel to ensure uniformity of quality in individual rolls.



PULP PRODUCTION

TOTAL EXPORT PULP CAPACITY 355,000 TONS

BETWEEN 1830 and 1840 Charles Fenerty, of Sackville, Nova Scotia, and the German chemist Keller, working independently, succeeded in manufacturing a sheet of paper from wood pulp.

This single discovery revolutionized the future of the pulp and paper industry and provided the propelling impulse for Canada's emergence as a world leader in the industry.

Until the latter half of the 19th century rags constituted the bulk of all paper stock, and it was not until twenty years after the discovery of wood pulp that an all-wood newspaper was issued. This was by the New York Staats-Zeitung, in 1861.

From this period onwards wood pulp came into more general use on this continent—and the foundations were laid for the tremendous expansion of the industry in the 20th century.

In British Columbia, pulp for export was first produced between 1911-1912 and the industry, in contrast to newsprint, faced difficult and uncertain days in its first quarter-century of existence. With the spectacular industrial expansion from 1940 to the present, demand for pulp has increased, and in 1960 represents a good percentage of British Columbia's total production of pulp and paper products.

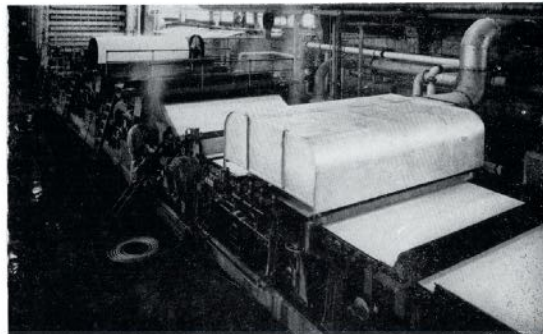
MacMillan, Bloedel and Powell River Limited are now large producers of export pulp from three mills—at Alberni and Harmac and, to a lesser degree, Powell River.

In 1948, Bloedel, Stewart & Welch installed their first unbleached sulphate plant at Alberni.

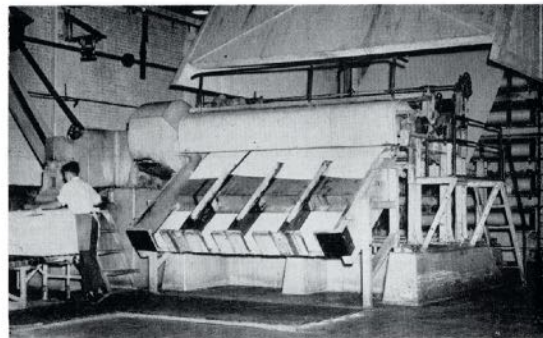
Harmac pulp plant near Nanaimo. Large producer of bleached sulphate pulp.

Production at this mill was increased four-fold in the 1955-58 expansion by MacMillan & Bloedel to include both unbleached and semi-bleached sulphate.

Pulp production gained further impetus with the completion in 1950 of H. R. MacMillan Export Company's "Harmac" plant at Nanaimo for bleached sulphate. This plant has operated successfully from the outset—and is the largest producer of its kind in British Columbia.



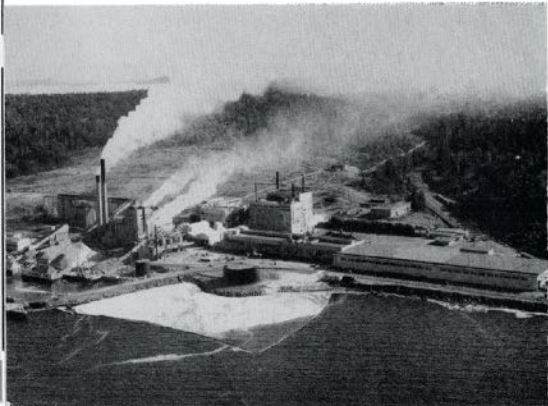
Pulp machine at Harmac, with drying section in left background.



Finished sheets of sulphite pulp coming off kamy machine at Powell River.

At Powell River equipment for the production of unbleached sulphite pulp was installed in 1937. This was expanded in 1941, but in recent years, due to enlargement of newsprint requirements and resultant decrease in demand for sulphite pulp, output has been curtailed.

In 1960, with the MacMillan & Bloedel and Powell River properties under one management, the company has an annual capacity of 335,000 tons of pulp from the Alberni and Harmac mills, with some 20,000 tons of sulphite capacity available at Powell River.



LOGGING - FORESTRY

and economic expansion of a province, forty per cent of whose wealth is derived from its forests.

Until the 30's the predecessors of the new company purchased a large percentage of their log requirements in the open market. But with the tremendous expansion of the nation's economy, and the disappearance of the once easily-accessible



Portable steel spar, latest acquisition in western logging, yards logs ready for loading on trucks. This spar is now being used extensively in MacMillan, Bloedel and Powell River camps.



Typical example of modern forestry techniques is this scene of patch logging at Iron River operations on Vancouver Island. The logged-over areas are first re-logged and cleared to facilitate natural regeneration.

and easily-logged seaboard stands, these predecessors were forced to acquire timber holdings and open their own logging camps for an increasing percentage of their raw material requirements.

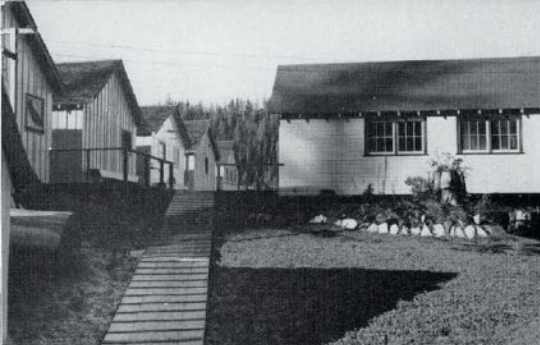
MacMillan, Bloedel and Powell River Limited now operate nineteen well-equipped logging camps, located on Vancouver Island, Queen Charlotte Islands and the mainland of British Columbia. Nearly three-quarters of the entire log requirements of the company now come from these camps.

In addition, the company still purchases more than a quarter of its total usage from small logging contractors. This helps provide the independent logger with a steady outlet for his production.

Responsibility for scientific forest control and the continuance of long-range policies looking to sustained-yield operations is a major concern of company foresters. They are co-operating actively with Federal and Provincial forest agencies. The acreage controlled by the company is composed of Crown-granted forest land, Crown forest lands in Tree Farm licences and various types of pulp and timber leases and licences. These are subject to Government supervision, including regulations for cutting and reforestation. Tree Farm licences in particular place controls on the harvesting of timber crops to ensure perpetuity of raw material supplies.

BASICALLY, the successful operation of a forest products industry rests on the retention of large and diversified reserves of timber. These are essential to protect security of employment and continuity of operations to ensure future supplies to consumers.

The combined reserves owned or controlled by MacMillan, Bloedel and Powell River Limited total 1,970,000 acres of all softwood species. The possession of such reserves, scientifically harvested and reforested, is vital to the continued stability



Typical of many of company logging camps is the neat-appearing camp at Juskatla in the Queen Charlotte Islands.



Salvage logging is practised in all company-controlled areas. At Port Hardy camp (above) salvage recovery is being carried out.

SUSTAINED YIELD BASIS OF FOREST POLICIES

The long-range objective of both companies, before amalgamation, paralleled those of the Government—to place a substantial portion of their limits on a sustained-yield basis. In public education and example, in research and experimentation, the two companies had been leaders in forest conservation policies. Experimental forests have been established; successful salvage operations have been conducted. Modern equipment and new processes—hydraulic barking, hi-yield experiments—have further contributed to wood conservation.

The beautiful MacMillan Park on Vancouver Island, donated to the Province by H. R. MacMillan Export Company Limited, which includes Cathedral Grove with its magnificent trees, is an international tourist attraction.

With amalgamation, which permits more economic and selective use of our forest resources, company policies directed to complete wood utilization and sustained-yield operations will be further stimulated.



The cone-laden softwoods in company areas allow foresters to select the finest seeds for replanting. This is a typical cone-picking operation carried out in the Powell River area.

Another world-famous flag pole emerges from company operations on Vancouver Island. Logging trucks are here shown bringing out the big 225-foot stick now in Kew Gardens. This replaces flag pole cut near Powell River in 1918 and erected at Kew in 1919.



PAPER PRODUCTS

EXPANDED VARIETY and RANGE of PAPER PRODUCTS

THE integrated operations of MacMillan, Bloedel and Powell River Limited will produce a variety of pulp and paper specialties, including corrugated containers, paper bags, small rolls and fine papers.

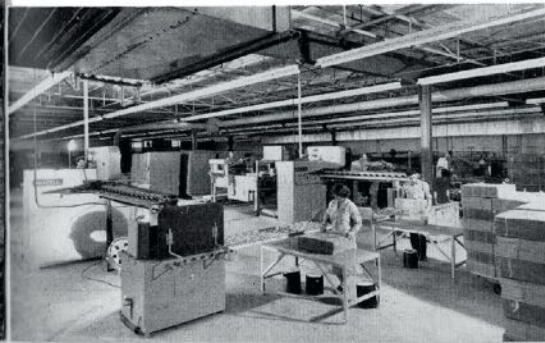
The company's output of corrugated containers has expanded rapidly in the past few years. These are produced by Martin Paper Products, with plants in four Canadian provinces, at Winnipeg, Edmonton, Calgary, Regina and Vancouver. This company, formed by the late John Martin and his associates in 1928, acquired by Powell River Company in 1953 and jointly controlled by MacMillan & Bloedel Limited and the Powell River Company since 1958, is now a wholly-owned subsidiary under the new company.

These operations dovetail into the new organizational picture, as a substantial quantity of the stock used is supplied by the kraft paper plant at Alberni.

Two converting plants are owned by the company on the lower mainland of British Columbia. At Vancouver a kraft paper bag plant built by MacMillan & Bloedel in 1958 has a capacity of 4,000 tons of bags annually. It also utilizes kraft paper produced at Alberni.

On Anacis Island is B.C. Paper Converters' new plant, built by Powell River Company in 1959. This plant manufactures a wide variety of small roll specialties—adding machine rolls, carboned rolls, teletype rolls, etc. The integrated operations permit the use of newsprint from company mills, and on the opening of the adjacent fine paper plant,

Interior of Martin Paper Products plant at New Westminster.

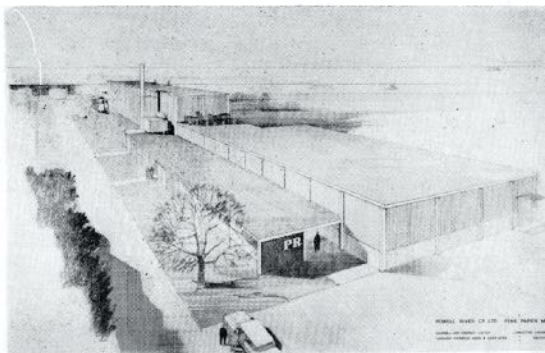


EVERY VARIETY OF CORRUGATED CONTAINERS

Fine Papers
Bag Plant
Small Roll Specialties

now nearing completion, B.C. Paper Converters will be a purchaser of its products.

The new fine paper plant, Island Paper Mills, will begin operations this spring. It will have a capacity of 60 tons daily, and is the first to be

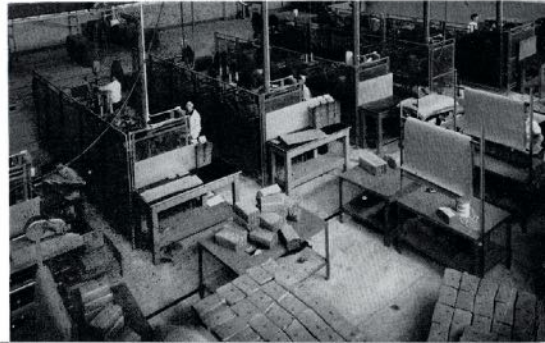


Artist's conception of fine paper mill, Anacis Island. Building is completed and machinery is now being installed.

erected in Western Canada. All types of fine paper—book, duplicating, bond and ledger, envelope, etc.—will be available. Here again, much of the stock required for production will be supplied from the parent company's pulp plants.

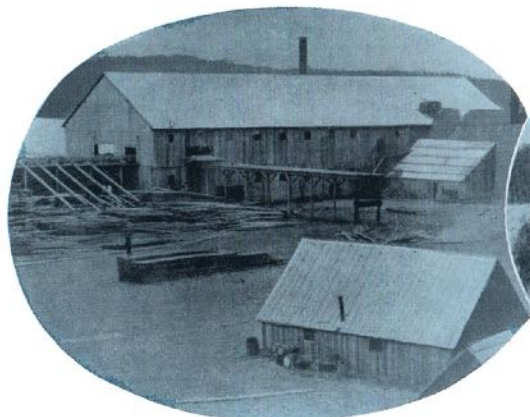
The entry of the company into specialty paper products has been largely a development of the last ten years, reflecting the rapid increase in western population and the growing importance of the British Columbia and Western Canadian markets.

Bag plant at Vancouver has a capacity of 4,000 tons of bags annually.



THE HUBS OF THE COMPANY

ALBERNI AND



Original Anderson mill in early '60's.



Powell River 1910.

THE production operations of MacMillan, Bloedel and Powell River Limited are now widely distributed on Vancouver Island, the lower mainland and through the four western provinces of Canada. Some are centred around British Columbia's largest city, Vancouver; some at New Westminster, the "Royal City," capital of the province in the gold rush days; others at Nanaimo and vicinity, historic areas in the British Columbia story.

But the driving power and pulse beat of the company are still derived from two main centers of operation, the Alberni Valley and areas in and around Powell River. It was in these locations that each of the present partners started their original operations. It was in these areas that they found the raw materials—wood and power—on which the security of their operations depended. At both Alberni and Powell River were first-class harbor and shipping facilities, close to the scenes of operations. Today, the extension of the company's activities in many and varied forest product operations rests on the foundation and development of these two industrial sites.

The industrial prosperity of the Alberni Valley, including the old city of Alberni and the more recently incorporated Port Alberni, has been built on wood. Since the last half of the 18th century, when British, Spanish and Portuguese navigators sailed up the Alberni canal, lumber has been shipped to the marts of the world. Alberni was named after Don Pedro Alberni, a Portuguese navigator in the employ of Spain.

The origin of the export lumber trade and of pulp and paper production can be traced to Alberni. The Anderson mill (see Lumber-Wood Products), built in 1861, was the forerunner of British Columbia's export trade in lumber. The first hesitant attempts to start a pulp and paper industry in Western Canada originated with the construction by the B.C. Paper Manufacturing Company of a pulp mill on the Somass River.

The Alberni Valley lives by the great softwood forest of British Columbia. The famous Alberni Pacific mill, successor to the Anderson project, and now included in MacMillan, Bloedel and Powell River Limited properties, was the keynote of early prosperity on the Alberni Canal. Bloedel, Stewart & Welch opened camps and sawmills in the vicinity over forty years ago.

Today, with its strategic location on the Alberni Canal, with direct shipping access to all parts of the world and recently extended operations in all wood and pulp and paper products, the Alberni Valley is one of the main industrial centres of the province. Its population of approximately 15,000 links its prosperity largely with the operations of MacMillan, Bloedel and Powell River Limited operations. Built "on wood" and maintained by wood, its history and development have written an important chapter in the growth of a province.

The present Municipality of the District of Powell River owes its place in the industrial sun of the province almost entirely to its location as the original base of Powell River Company operations.

ORIGINS AND GROWTH POWELL RIVER

Prior to 1910 the district was largely uninhabited save for the temporary incursion of nomadic logging operators. It first appeared on the maps of British Columbia in 1885, when Captain Orlebar, on a Royal Navy survey ship, named it in honor of Colonel Israel Powell, Superintendent of Indian Affairs for British Columbia.

In contrast to the longer established Alberni areas, the principals of Powell River Company, in 1910, were pioneering a new and permanent industry. They were loggers and lumbermen, entering a new field with few sign posts and back experience to guide them. There were no similar plants in British Columbia, and paper making on the Pacific coast was confined to a few small mills in Oregon.

It was an uphill and, for a while, a disheartening project. With construction half completed, a major disaster occurred when the water canal collapsed and the penstocks burst. Reorganization was necessary. New financing was required, and for a time there was talk of "cutting losses" and abandoning the project.

However, by 1913 four machines had been installed—including a hydro-electric development of 25,000 horsepower.

Meantime construction of a permanent townsite with modern homes, roads, electric and sewage facilities proceeded, and by 1913 population of Powell River had reached the 1,200 figure.

Like Alberni, the Powell River site was selected because of its easy access to the timbered areas of the province, its seaboard location—and above all because of the 50,000 potential horsepower in Powell Lake, which abuts the townsite, and an additional 50,000 horsepower in adjacent lakes.

Since 1912 the development of the adjacent areas, outside of the former company-owned town-



Old boiler from B.C.'s first paper mill at Alberni. Until recently much of old machinery lay rusting on banks of Somass River.

site, have paralleled the expansion of plant operations. Up to the present, pulp and paper production has been the main industry on which the security and progress of the district has depended. With nine machines newsprint production is now 1,500 tons daily and 100,000 horsepower has been developed in the area.

Population of the district is now 11,000 with the plant and properties of the company the dominant force in the economic life of the people.

Until a decade ago Powell River was accessible only by water but in recent years both plane and road connections have been available.

Portion of residential area of Port Alberni.



Employee homes at Powell River.



COMPANY SUBSIDIARIES ASSIST TRANSPORTATION



"S.D. Brooks" flagship of Kingcome Navigation Company fleet.

THE forest products industries of Canada are the nation's largest transportation consumers.

Something of what transportation means in the lifeblood of the industry is well illustrated in the operations of MacMillan, Bloedel and Powell River Limited.

In the transportation of their raw materials to production and manufacturing sources, in the shipment of their diversified products to many and widely extended markets, every type of modern ground transportation—sea, rail, truck—and on certain occasions air facilities are used.

Wood products, newsprint and pulp are shipped over Canadian and American railroads from railheads at Vancouver. Sea shipments are made direct from the Company's plants at Alberni, Powell River, Harmac, Chemainus, Vancouver, New Westminster and other centres. Newsprint, pulp and kraft products are barged to Vancouver from Powell River and Vancouver Island plants for rail or overside.

A considerable share of the Company's transportation needs are handled through our two wholly-owned subsidiaries—the Canadian Transport Company Limited and Kingcome Navigation Company Limited.

Canadian Transport Company, a subsidiary of MacMillan & Bloedel, is responsible for overseas

and deep-sea shipments. This company charters, for long or short terms, ships to carry its products to overseas markets, or to points on the North American seaboard. The company operates on a straight charter basis.

Kingcome Navigation Company, a wholly-owned subsidiary, organized by Powell River Company in 1913, is engaged in towing logs to company storage grounds, and in transporting newsprint and pulp from Powell River to Vancouver for transshipment by rail or sea. The company owns eleven tugs and seven covered barges, six open scows, and operates two self-dumping log barges owned by the parent company. A large portion of the company's log supply is towed by these tugs; and the covered barges carry upwards of 60,000 tons of newsprint down the Gulf of Georgia annually. Kingcome Navigation is also a licensed carrier and its barges bring back merchandise, machinery and supplies to Powell River.

The bulk of direct sea shipments from all company operations are on a charter basis. MacMillan, Bloedel and Powell River Limited pulp and newsprint shipments for Pacific ports maintain deep-sea vessels engaged solely in carrying these products to main ports, including San Francisco, Long Beach, San Diego, etc.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED
VANCOUVER, B. C.

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **January-February, 1960**

SUBJECT: **"Quality and Service Key Objectives"**

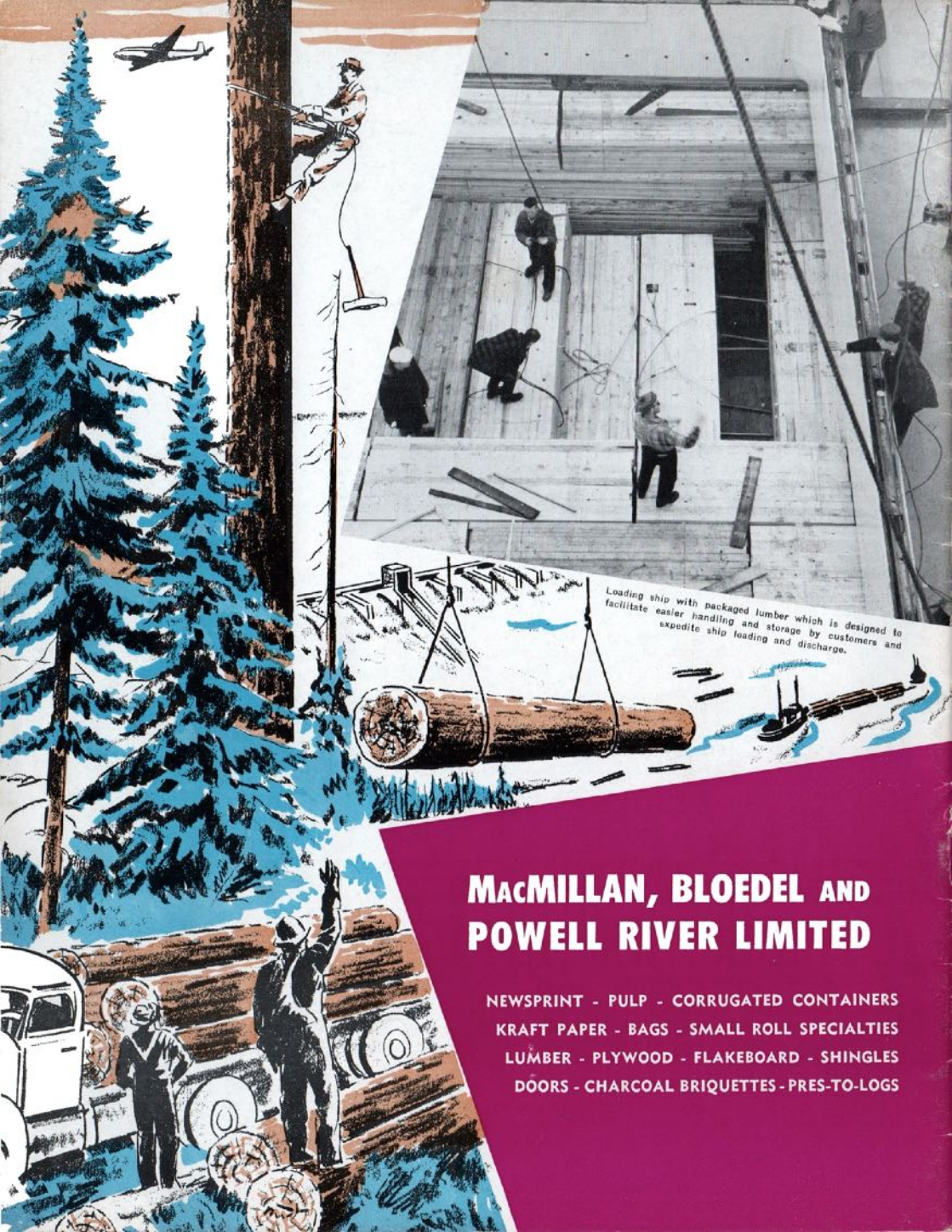
In this issue of "The Digester," the first printed under the name of MacMillan, Bloedel and Powell River Limited, we have attempted, in brief outline, to provide our readers with an overall picture of the amalgamated operations and something of the background and personalities of the respective companies. We have touched on the development of the respective companies. We have stressed the closer integration and efficiency years ahead. We have direct the operations of the company in the of operation and the wider diversity of products manufactured.

In this respect the current issue represents a temporary break away from the wider variety and range of subjects normally included in "The Digester."

It is a special edition, compiled primarily for our large circle of friends in all parts of the world who use our products and who are naturally interested in the organization of the new company.

Both the former, MacMillan & Bloedel and Powell River companies have enjoyed an international reputation for the quality of their products and service to consumers. Both are proud of the prestige they have enjoyed in the forest products industry.

The key objective of MacMillan, Bloedel and Powell River Limited will be the maintenance of the reputation acquired over many years of friendly business association. The blending of the skills, resources, management and experienced personnel of the two companies is assurance of continued high quality production and dependable service.



Loading ship with packaged lumber which is designed to facilitate easier handling and storage by customers and expedite ship loading and discharge.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

NEWSPRINT - PULP - CORRUGATED CONTAINERS
KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES
DOORS - CHARCOAL BRIQUETTES - PRES-TO-LOGS

THE DIGESTER

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J. A. Lundie, Editor

COVER

A quiet lake on the Sechart Peninsula, as seen
from the road to Powell River, presents an
interesting picture in the late afternoon sun.

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Overall exterior view of new flakeboard plant.

COMPANY OPENS BRITISH COLUMBIA'S FIRST FLAKEBOARD PLANT

THE start-up of MacMillan, Bloedel and Powell River's flakeboard plant at New Westminster, B.C., adds yet another wood product—"Engineered Flakeboard"—to the already well diversified operations of the Company.

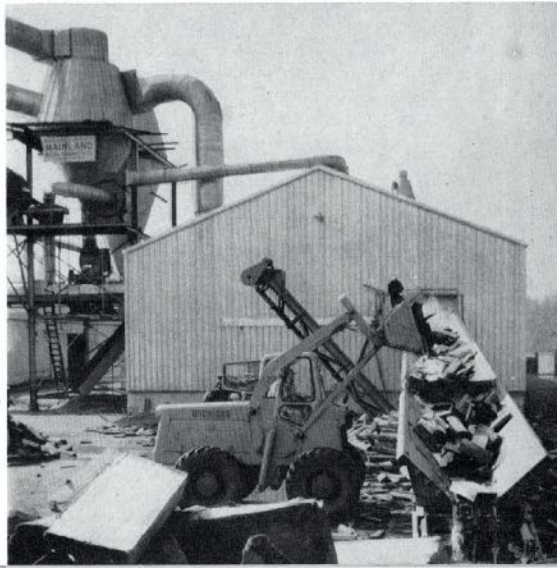
Construction plans were first announced in the fall of 1958, and the plant is the first flakeboard operation to be started in Western Canada. The particular process, using 100% cedar, was developed by the Company's own technical and research departments.

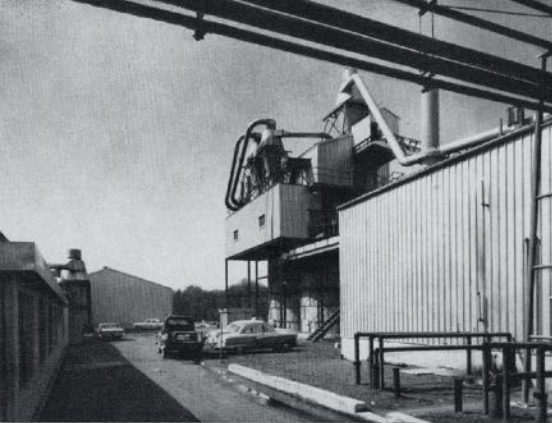
It represents another step in integration; and is in line with company policy of complete utilization of its chief raw material—wood. Located close to the company's cedar sawmill, B.C.M. Division, it will be able to make effective and economical use of cedar slabs and edgings from the sawmill.

The process is continuous and in broad outline is very similar to that of a newsprint machine.

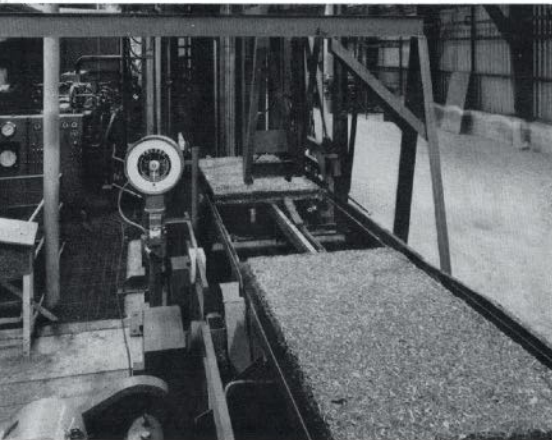
The slabs or edgings go by conveyor belt into a building housing the disc "flakers" where the wood is reduced to uniform "flakes." These are passed

Slabs and edgings go by conveyor to "flakers".



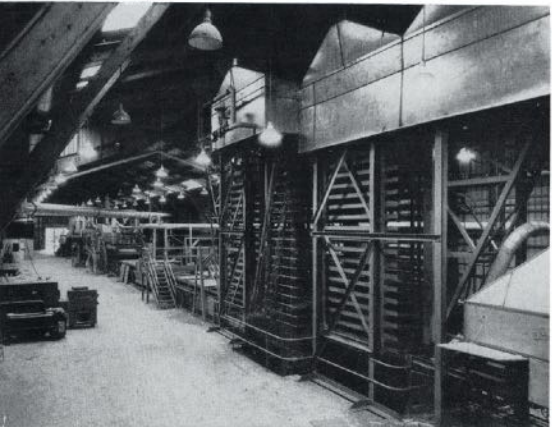


Exterior, showing pipes and equipment for introduction of chemical binder.



Flakeboard in first stage to pressing and finishing sections.

The board passes through special binding and pressing equipment.



to two storage silos. From the silos the flakes are conveyed to the dryer where they are dried to an exact moisture content.

After drying they enter a blender, where they are coated with resin and wax, and continue on to a "former" where they are felted into a loosely knit mat. Passing by conveyor belt, the still loosely formed board enters the pre-press which helps consolidate the mat to a more manageable form. From here it goes through the multi-platen hot press, where it is pressed to the required thickness of the finished board. After release from the press the boards are cooled, trimmed to exact dimensions and stored for 24 hours to allow the resin and wax to settle. They then pass through a sanding process, giving the required finish—an operation similar to plywood manufacturing.

The finished flakeboard has a smooth grain-free surface, rendering it particularly adaptable for wood veneer and plastic overlays.

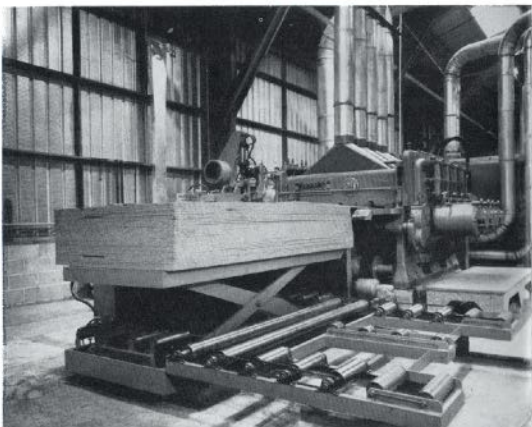
The two buildings in the flakeboard unit occupy approximately 50,000 square feet of floor space. Present capacity of the plant is 33,000,000 square feet annually, on a 1/2" basis.

Market interest in the new product has already been indicated by British Columbia and Prairie buyers. Flakeboard is dimensionally stable, free from warping or twisting, strong and has an attractive appearance. Its principal uses are in furniture veneer cores, flooring, underlay, wall panelling, cabinet counter work, doors and similar demands.

Machinery and equipment is of latest design. Manager of the Flakeboard Division is Colin Henry, who came to the operation with a background of achievement in wood products in Eastern Canada and the United States.

Flakeboard is another of the many products pioneered by or introduced into Western Canada by MacMillan, Bloedel and Powell River. It underscores company policy of fullest possible integration of its operations and is definite recognition of the expanding economy of Western Canada and the Pacific Coast.

Finished product, ready for packaging and shipment.



COMPANY JOURNALISTIC AWARD WON BY VANCOUVER SUN WRITERS

The Sun

VANCOUVER, BRITISH COLUMBIA, APRIL 26, 1960

TWO well-known Vancouver newspaper writers have won British Columbia's highest journalism award.

The MacMillan, Bloedel and Powell River annual award of \$500 for outstanding achievement in B.C. journalism in 1959 went to Bill Fletcher and Jack Brooks of the Vancouver Sun. Their series on provincial hydro-electric power aroused intense interest and attracted international attention.

Public interest was so high that the 15,000-word story was printed in a special booklet which went into a second edition.

The two reporters travelled thousands of miles through Canada and the United States assembling material for their story. They delved deeply into library files and historical records, they met and interviewed scores of leading power executives, government, political and civic leaders. Their exhaustive and challenging story came at a time when power development is the most widely discussed and politically important topic in Western Canada.

Their efforts won the acclaim of the selection committee which was composed of three eminent public figures—Chief Justice Sherwood Lett, Dr. Norman MacKenzie, President of the University of British Columbia, and William H. Raikes, former executive of the Bank of Montreal.

The Fletcher-Brooks team was an ideal combination for this big British Columbia story. As Financial Editor of the Vancouver Sun, Bill had a sound knowledge of the financial problems involved, was familiar with the background of British Columbia industry and possessed a wide knowledge of corporate history and personalities involved.

Jack Brooks, as a top special feature writer, was able to help invest the story with a vitality, drama and color that gave the public a clear and pulsating picture of what the "battle for power" means to present and future generations of British Columbians.

MacMillan, Bloedel and Powell River Limited are naturally pleased that the Journalistic Award, which was initiated in 1957, has helped to promote the high standard of journalism so evident in the competition for their award.



BILL FLETCHER



JACK BROOKS

The Digester, on behalf of the Company, extends congratulations to Bill Fletcher and Jack Brooks for an outstanding, dramatically-written and painstakingly-prepared story.

CHAIRMAN'S REPORT TO SHAREHOLDERS



HON. J. V. CLYNE

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

1959 *Annual Report*

"MUCH has been accomplished, but much remains still to do," Hon. J. V. Clyne, Chairman of the Board, told shareholders of MacMillan, Bloedel and Powell River Limited at the Annual Meeting on April 26.

Referring to the period since amalgamation of MacMillan & Bloedel Limited and Powell River Company was consummated on December 31, Mr. Clyne said that when the plan was first evolved there were high hopes of the great possibilities that would arise.

"We have not been disappointed. In looking into the future we see advantages and important opportunities which would not have been available to the two companies had they continued on their separate ways."

Mr. Clyne gave shareholders the news of one

such opportunity. "I am very pleased to announce that the Company has acquired within the last few weeks the majority of shares of Sidney Roofing & Paper Company Limited, a local company which I am sure is well known to all of you."

The shares were purchased from the E. B. Eddy Company, Hull, Quebec, and constituted over 90 per cent of the outstanding capital stock.

The activities of the Sidney company are in two major fields: paperboard and paper-packaging products and building products. "The main advantage in the acquisition of Sidney is the diversification it allows in the field of packaging, and their building products are a natural complement to the wood products manufactured by MacMillan, Bloedel and Powell River Limited," said Mr. Clyne. (See opposite page for story of Sidney Roofing.)

The Chairman discussed the question of profits and the comments made lately in some quarters implying that the B.C. forest industry has in recent years been making huge or unwarranted profits.

"I need not tell you, as shareholders of the Company, that such is not the case. Some people in recent months have been pointing to balance sheets of various B.C. companies which show profits of some millions, and have been referring to such profits as enormous. They entirely forget the vast capital expenditures which have been necessary to earn those profits. Having regard to the very large capital investment of this Company, the profits are not large, in fact, they are comparatively meagre, and the shareholder is not receiving a more than reasonable return on his investment.

"It is not only in the interests of the shareholders but also in the interest of the national and provincial economy and the public at large, that we should maintain and increase profits, and the management of this Company will continue to endeavour strenuously to do so."

Reviewing current operations, Mr. Clyne said that at the moment all production units are busy and the markets are reasonably satisfactory. He also referred to new operations of the Company.

The flakeboard plant at New Westminster has been completed and will very shortly be in commercial production. We believe that this product will prove most successful and very quickly win an important position in the building trade.

The fine paper mill at Annacis Island also is on the verge of being ready to start manufacturing a wide range of products for the Western Canada market. It is an efficient and well-designed mill which should be able to gain in short time a good reputation in a field that has been entirely occupied by other suppliers from outside the Province.

Another Step to Full Integration Comes with
Acquisition of

Sidney Roofing & Paper Company Limited



Sidney Roofing & Paper Company plant in Vancouver area.

AT the Annual Meeting of MacMillan, Bloedel and Powell River, Chairman Hon. J. V. Clyne announced that the Company had purchased controlling interest in Sidney Roofing & Paper Company Limited, a subsidiary of Eddy Paper Company of Hull, Quebec. The transaction involved 92 per cent of the outstanding stock of Sidney Roofing, including all of Class B voting stock and the majority of Class A shares.

This Company was originally established at Sidney, Vancouver Island, in 1912 as an asphalt roofing firm, moving its operation to Victoria six years later. In 1933 it acquired National Paper Box Ltd., Vancouver, which in turn acquired Vancouver Paper Box Co. Ltd. and its subsidiary, Bulman Bros., B.C. Lithographing and Printing Ltd. In 1956 it began moving its Victoria operations to the Municipality of Burnaby in the Vancouver area—a process now virtually completed.

Sidney Roofing and its subsidiaries have five plants in Canada, manufacturing asphalt roofing, insulated and roll sidings, building papers, asphalt coating and cements and a wide range of folding and rigid paperboards and cartons. Its services also include printing and lithographing.

The Company has plants, warehouses and sales offices in Victoria, Vancouver and Burnaby, B.C., and in Toronto, Ontario. It has a roofing and siding plant in Lloydminster, Alberta, built in 1951, and sales offices and warehouses in Edmonton, Winnipeg and Montreal.

In 1958 a new subsidiary, Bishop Products Limited, was formed to carry on the business of Bishop Asphalt Paper Company acquired in 1955. Bishop Products Limited manages Siscoe Vermiculite Mines Ltd. and Vermiculite Insulating Ltd., in which Sidney acquired a 60 per cent interest in 1959.

The main manufacturing plant and head office of Sidney Roofing in Burnaby on the Fraser River is situated on a 75-acre site. It produces roofing and asphalt-coated products as well as paperboard. Rated capacity of the paperboard mill is 100 tons per day. Twenty-two varieties of roofing products are manufactured under the trade name "Duraid". These include 10 varieties of shingles and smooth and granule roll roofing.

The National Paper Box Limited produces milk bottle stock and Vancouver Paper Box manufactures various types of paper boxes. Bulman Bros., the lithographing and printing business acquired with Vancouver Paper Box, does considerable work for these two companies.

The acquisition of Sidney Roofing is in line with the continuing expansion of the Company in areas where its interests may be strengthened. It further broadens the base of operations and the scope of integration and development in the forest products industry, and will add to the stability of the Company's business.



Parliament Buildings, seat of British Columbia's government.

VANCOUVER ISLAND ... *Where*

MODERN Vancouver Island contains 12,408 square miles, inside of which much of the political, industrial and social history of British Columbia has been and is still being written. Its general importance in the economy and progress of the province can never be overstated. The forests of Vancouver Island are one of the main life streams that feed the operations of the saw-mills, the pulp and paper plants of MacMillan, Bloedel and Powell River and others.

HISTORY

It was on Vancouver Island that the first recorded history of the northwest Pacific Coast was written by Capt. Cook in 1788. The Island was named after Capt. George Vancouver, who first established its status as an island and took possession for the British Crown in 1792. Spanish

explorers were active off the Island's coast and today hundreds of place names in the province commemorate Spanish navigators.

The fur traders were the pioneers of permanent settlement with the ubiquitous Hudson's Bay Company establishing their first trading post at Fort Camosun, present site of Victoria. In 1849 the Island became a Crown Colony; and following the Cariboo gold rush in the late 50's and early 60's, a Royal Navy base was established at Esquimalt.

In 1871 British Columbia entered Confederation as the sixth Canadian province, with Victoria as the provincial capital and center of government.

The population of the Island today is close to 300,000, with nearly one-half concentrated in the Victoria metropolitan area.

To visitors, particularly to Americans, Vancouver Island and especially the area around

Beautiful Cameron Lake in the Alberni area is a favored tourist resort.



Forbidden Plateau is one of the Island's famous mountain crosses.



Off the Lower Mainland Coast of British Columbia is the elongated Vancouver Island stretching from below the 49th parallel in the south to a distance of 230 miles northwest. It is separated from the mainland by the Straits of Georgia at distances varying from forty miles to less than two miles.

Victoria is largely famous for its tourist attractions—its English atmosphere, its old-world stateliness and the even tempo of its life.

This superficial impression—and one still widely held—sometimes overshadows the tremendous industrial activity of the Island, and its vital role in the industrial economy of the province.

With only 4 per cent of the land area of British

History and Industry Begin

Columbia, it has 20 per cent of the mature timber; and is the leading timber-producing region in the province. It was on Vancouver Island, at Port Alberni, that the first export sawmill in the province was established in 1861; and it was the same region that saw the first hesitant origins of a pulp and paper industry in 1892. In recent years, Vancouver Island has enjoyed the most rapid expansion of pulp and paper manufacturing of any area in Canada. Today there are 7 pulp mills, 2 newsprint mills, and approximately 140 sawmills and plywood plants on the Island.

Mining is still an important factor in Island economy, although its once-famous coal mining fields in Nanaimo-Wellington and Comox areas have been gradually closed and total output today is less than 1½ million tons annually.

In the last decade iron ore has been in the



The historic Bastion at Nanaimo, erected in 1853.

forefront of the mining produce. Ore is being produced on Texada Island and at Campbell River; and exploratory work has been carried out on iron deposits at Iron River, Zeballos and in the Quatsino-Nimpekish area. Substantial quantities of copper and gold are being mined.

Thousands of visitors who have toured this picturesque island by car cannot miss the many well-ordered dairy and produce farms that dot the countryside, particularly in the Saanich and Comox areas. There are nearly 3,000 farms on the Island, covering about 190,000 acres. The dairy farms have a total of 15,000 head of cattle with annual milk production of over 30 million pounds. Poultry farms do well; all types of vegetables are grown extensively and substantial incomes are derived from berry production. There are 170 acres devoted to bulb growing—narcissus, tulips and iris.

Victoria's Inner Harbor takes the visitor to the front door of the world renowned Empress Hotel.



A favorite playground of Vancouver Island is Qualicum, a mecca for summer visitors. It is located on the east coast near Nanaimo.





View from Malahat Drive, 20 miles north of Victoria.

As in all coastal and Pacific waters, a considerable segment of the population earns its living by the fishing industry. Salmon is the backbone of the industry, and herring, cod, sole, halibut, tuna and most varieties of seafoods are profitably harvested.

To the tourist, Vancouver Island has been a favored vacation spot. Small wonder. Its scenery is unsurpassed in quiet beauty and rugged strength. Its fishing areas are unequalled and the Alberni Canal and Campbell River are among the most widely known and popular salmon fishing districts on this continent. Lakes and lovely streams abound and scores of well-cared-for and attractive campsites have been established by the Provincial Government.

The capital city of Victoria is a never-ending attraction to tourists. The inner harbor, carrying commodious coastal ships almost into the front

door of the Empress Hotel, is unique on the Pacific Coast. The Parliament Buildings, a few hundred yards from the dockside, intrigues the visitor.

The Island Highway, running direct from Victoria north to Campbell River, is one of the most beautiful on the continent. The celebrated Malahat Drive, high above the waters of the Gulf of Georgia, presents a scenic panorama that has delighted tourists from all corners of the globe. Busy sawmills and pulp plants contrast with quiet and charming centres like Duncan and Comox. The bustling city of Nanaimo, the hub of the Island, with the old Bastion standing guard, is the disembarkation spot for the almost hourly car ferries that run to the mainland; and the jumping off location for all island points, north, south and west.

The rugged West Coast, with its long stretches of sandy beach, dissipates the rollers of the Pacific and stands as the watchdog of British Columbia's security against encroachment by a foreign foe. The solitary grandeur of this still sparsely populated coast is in contrast to the more tamed and civilized East Coast of the Island.

Almost in the centre is the Alberni Canal, which nearly severs the island in two. At the head of this inlet, protected from the heavy seas of the Pacific is Port Alberni, where MacMillan, Bloedel and Powell River have sawmilling, pulp and paper plants.

The industrial growth of Vancouver Island in the past decade has been phenomenal. It is rapidly becoming a major center for pulp and paper production in western Canada. Its sawmilling industry, long established, continues to expand. Its minerals and hidden wealth have been largely untapped, and its scenery attractions and special, exclusive Vancouver Island charm will long delight and fascinate the visitor.

Yachting, in all seasons of the year, is a favorite sport around Victoria and the east coast of the Island.



CORAL SEA GREETSS CANADA



Ratings of U.S.N. CORAL SEA form letters of word "CANADA" as the big ship enters Vancouver harbor.

IT was "Open House" for the U.S. Navy in Vancouver recently. Tens of thousands of people from the lower mainland of British Columbia lined the harbor approaches of Vancouver and waved enthusiastically as the 63,000-ton CORAL SEA, pride of the U.S. Carrier Fleet, steamed slowly through the Narrows on her first visit to Canadian waters.

Seldom has the inherent friendship between our two nations been more conspicuous. The giant warship, whose name perpetuates one of the decisive battles of World War II, captured the hearts and imaginations of Vancouver. Not since the visit of H.M.S. HOOD and REPULSE in 1920 have our people accorded such a spontaneous welcome to a visiting naval vessel.

Officers and crew were entertained at public and private functions. Thousands visited the ship during "Open House"; and the big wind-up dance given by the ship's officers and crew and attended by nearly 1,000 Vancouver girls was the outstanding social success of the season. It was a heartening example of the basic friendship between our countries—a friendship which, in moments of crisis, makes light of the minor differences and occasional irritations inevitable in the daily contacts of two independent nations.

In his address over the air, the Captain of the CORAL SEA told Vancouver that he was returning the courtesy that Canada had extended his ship on her recent recommissioning at Bremerton. He referred to the visit of Vancouver's Seaforth Highlanders, who, with their famous pipe band, had crossed the international border to participate in the commissioning ceremonies.

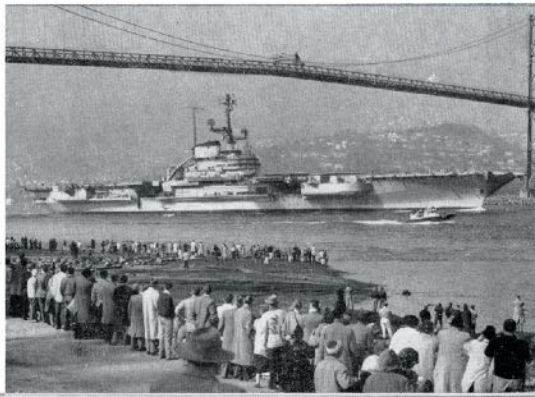
CORAL SEA is by far the largest ship, naval or mercantile, to enter Vancouver Harbor. That

record had been held by 42,000-ton HOOD since 1920. During World War II, the 83,000-ton QUEEN ELIZABETH, the world's largest ship, had been in B.C. waters but had anchored in English Bay, outside the harbor.

On the promontory of Prospect Point, overlooking Lions Gate Bridge, thousands of citizens watched the carrier negotiate safely the difficult passage to the inner harbor. Thousands of others stood on vantage points inside watching the mosquito tugboats puff and push CORAL SEA to her moorings at dockside.

The berthing of CORAL SEA made another entry into the harbor record log. She was the first capital ship of any navy to lay alongside a Vancouver wharf. HOOD and REPULSE, on their historic flag-showing trip in 1920, had both anchored in the stream and visitors were ferried back and forth on ships' launches or private craft.

Thousands of spectators lined every point of vantage to watch CORAL SEA'S entrance. Here, she passes under Lions' Gate Bridge, outside Vancouver Harbor.



WINTER OLYMPICS For B.C. in 1968?



The enticing slopes and fine snow of Garibaldi beckons the adventurous skier and jumper.

THE tremendous success of the recent Winter Olympics at Squaw Valley has, overnight, focussed attention on the facilities available for winter sports on the Pacific Coast.

Until the imaginative California promoters risked fame and fortune in selling the Olympic Committee on Squaw Valley, Europe had been the recognized and long-established locale for winter games. The fame of St. Moritz, the skiing slopes of the German and Italian Alps, the historic ski runs of Finland, Norway or Sweden—these were the accepted fields for World and Olympic Competitions.

Squaw Valley has changed all that. Coupled with surprisingly ideal ski and jumping areas, European athletes were impressed by the hospitality, organization and enthusiasm of Pacific Coast committees. Not since 1932 have the Winter Olympics been held in North America and Squaw Valley has again opened the door to this continent and particularly to the Pacific Coast as factors to contend with in future Winter Olympics.

And now another Pacific Coast area is bidding strongly for the 1968 Winter Games. The City of Vancouver, Canada's third largest center, has started a vigorous campaign to make Mount Garibaldi, a couple of hours' ride by train from Vancouver, the scene for the 1968 Games.

Enthusiasm is spreading like a prairie fire. If Squaw Valley can do it, so can British Columbia. Vancouver is one of Canada's leading athletic centers. The city staged the highly successful British Empire Games in 1954 and Canadian football teams in Vancouver attract the largest crowds in Canada.

"We have the experience, and more important, we have the facilities," say the Garibaldi advocates.

What about these facilities? Just where and

what is Garibaldi? Can it compete with Squaw Valley or with the century-old, traditional resorts of Europe?

The experts, both local and outside, claim that, as far as the actual site is concerned, there is none better. Sidney Dawes, member of the International Olympics Committee, said, after flying over the area, that Garibaldi is a better site for an Olympic Village than Squaw Valley. The 3,000-yard ski run carries down the south slope of the mountain and there is nothing comparable in Squaw Valley.

"If we had a site like this near Montreal, we would develop it this year," Dawes asserted. "Garibaldi is a natural. The raw material for a perfect Games setting is in your hands."

Raw material! That's the key to the inner sanctum. In the first place, before an area can have the Games, all facilities, ski jumps, lodge accommodations, access facilities must be ready.

Something of the grandeur and scenic wonder of Garibaldi is shown in the picture below. Wouldn't this be a nice spot for an Olympic Village?



Thus far, Garibaldi Park is not easy of access and few if any of the prerequisites for Olympic competition are at hand. That is why the energetic committee, backed by both private and government sponsorship, is starting work eight years in advance of the proposed date.

When the Olympic bids for the 1968 Games are made four years hence, the British Columbia advocates of Garibaldi Park will have to show that they have expended close to \$15 millions on preparatory background.

Can they do this? They will have to produce an eight-mile highway from the Pacific Great Eastern Railway to the proposed site. They will have to show ski runs mapped out and jumping platforms in position. They will have to adhere to the rigid specifications laid down by the International Olympic Committee. Ample accommodation for competitors must be assured.

If enthusiasm, hard work and a good selling job are criterions, British Columbia's bid should be attractive in four years time. Mr. Dawes declares that if the preliminary conditions are fulfilled, Garibaldi has better than an even chance to capture the prize.

Already Premier Bennett of British Columbia has offered, on behalf of his government, to pay half the cost of developing Garibaldi. "Even if the project costs twenty millions," the Premier declared, "the expenditure would be wonderfully good business for this province and for Canada."

The Federal Government, which has already discussed—before Olympic Games were considered—its personal interest in the development of Garibaldi as a tourist mecca, has signified increased interest in the Olympic Games proposal. Ottawa had already promised to develop Garibaldi Park as a provincial western playground—and it is reasonable to assume that this unique opportunity of attracting world attention to our winter paradises will not be overlooked.

Every civic and public organization in the lower mainland is behind the project—and British Columbia, conscious of its destiny, is going "all out" for the 1968 Games.

It means four years of solid co-operative effort

The potential ski runs and steep slopes of Garibaldi will provide a perfect setting for winter sports.



General view of Mt. Garibaldi.

on the part of everyone. Until Squaw Valley, the idea of an Olympic Games in the Vancouver area appeared a wild dream. But today, on the testimony of local, national and foreign observers, Garibaldi is a perfect site for this spectacular winter carnival.

In recent years and before there was any talk of Olympic Games, development of Garibaldi Park has been widely discussed by newspapers and by politicians. There are points to be ironed out but no better way could be found for harmonious co-operation in the development than joint Federal and Provincial co-operation in the promotion of the Olympic Games.

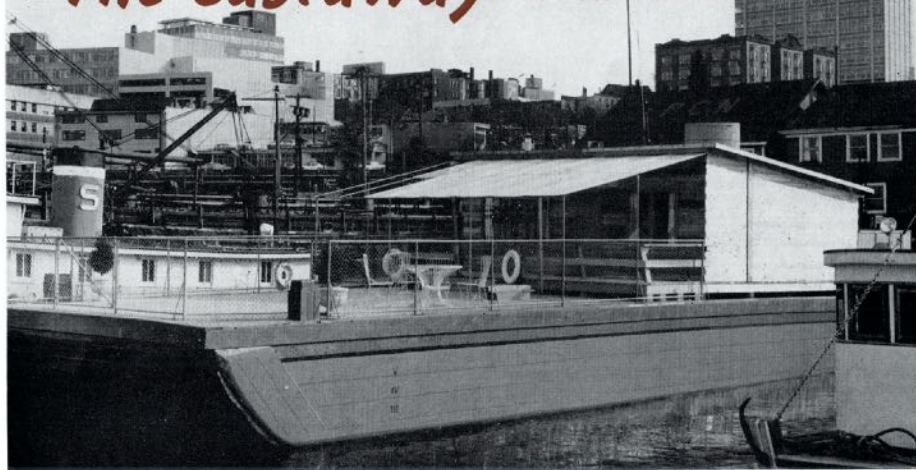
British Columbia has now two out of the three requisites for the Games. We have, on expert observation, an ideal site. We have the enthusiasm and the determination. Four years hence if this enthusiasm has been—as we believe it will be—translated into typical B.C. vigor and action, the province will be in a position to strongly push "Garibaldi for 1968."

Lots of gentle slopes and nice soft snow for the beginner or the more comfortably-minded skier.



The Castaway

A Place in the Sun for a Scow



Mr. McKeen's converted scow is a perfect summer home.

OLD scows, like old soldiers, usually fade away. They carry lumber, sand and gravel in the fit years of their life. But on the day they show they cannot earn their keep, they are left to make their peace with the water and the weather.

It's a different story, though, for Registered Barge A.T. & B. No. 27. She's a 40-year-old scow (vital statistics: 30' x 80' x 7'; weight 129.4 tons) just now starting a new career which to those consigned to carrying sand and gravel must seem the highest pinnacle of graceful living.

Laid up by her former owners as "not worth fixing" for commercial purposes, No. 27 is being fitted out as the floating summer home of Fred S. McKeen, President of Straits Towing Ltd., Vancouver.

On a new false deck of dressed fir planking, spaced for water drainage, is now carried a two-bedroom cedar-sided cottage, complete with plastic-covered porch. The deck is bordered with a green wire-mesh fence, the front "garden" being ornamented with wrought iron furniture and fir trees in white stone bowls.

Behind a wooden fence at the rear of the cottage is a service area, equipped with 500-gallon water tower, a rain barrel, a supply of Pres-to-Logs for the Swedish fireplace in the living room and twin propane tanks to supply the stove, refrigerator, hot water heater and lighting fixtures.

The cottage furnishings include wall-to-wall broadloom, built-in plywood cupboards, a battery-

powered clock and a transistor radio and record-player.

"People laughed at me when I started this project," says Mr. McKeen. "They'll see the sense of it when they start cutting grass at their own summer cottages."

No. 27 will be moored this summer for Mr. McKeen "somewhere in the Gulf Islands" between Vancouver and Victoria. She has been renamed "Castaway". After a lifetime carrying 300-ton loads of lumber, sand and gravel, she has earned her place in the sun.

Comfortable interior and the cool sea breezes outside will be popular with friends and visitors.





R. M. SHAW



R. G. McHUGH

R. M. SHAW, *Chairman*

R. G. McHUGH, *President*

POWELL RIVER-ALBERNI SALES LIMITED

SUBSEQUENT to the amalgamation of MacMillan & Bloedel Limited and Powell River Company Limited, the following change has been made in newsprint sales. Whereas newsprint of these companies was formerly sold through The Alberni Paper Company, Inc. and Powell River Sales Company Limited respectively, it is now sold through Powell River-Alberni Sales Limited, the new name of the former Powell River Sales Company Limited.

Today, handling the combined output of the Powell River and Alberni newsprint plants with a total capacity of some 775,000 tons annually, it is one of the largest newsprint sales companies on the continent. Sales areas covered are Canada, the United States, the United Kingdom and many other export destinations.

Directors, officers and personnel of Powell River-Alberni Sales Limited are representative of the broadened organization. Chairman of the Board is Ralph M. Shaw, also Executive Vice-President of MacMillan, Bloedel and Powell River Limited. Another addition to the directorate is Gary Bowell, who is Vice-President Pulp and Paper Sales for MacMillan, Bloedel and Powell River. (Outline biographies of Mr. Shaw and Mr. Bowell were included in our January-February issue.)

Richard G. "Dick" McHugh continues as President and the former officers retain their functions: Roy Foote as Vice-President, Robert L. "Bob" Bonaparte as Manager and Harry Chambers as Comptroller. Traffic Manager Kenneth F. "Ken" Barton remains in charge of all newsprint traffic matters.

An important addition to the operating group in the new Company is Mr. Dewar Cooke, formerly with Newsprint, Kraft Paper and Board Sales operation of MacMillan & Bloedel in Vancouver. Mr. Cooke assumes the position of Assistant to the President. He holds a chemical engineering degree from the University of British Columbia and a Master's degree from the Harvard Graduate School

of Business Administration. He joined H. R. MacMillan Export Company in 1951 and worked at the Harmac Pulp Division for five years. During the latter part of this period he worked closely with the General Manager, Pulp and Paper, in planning MacMillan & Bloedel's entry into newsprint manufacturing. He brings a broad background of practical experience and technical training to his new post.

Also joining the sales staff is Mr. William "Bill" Lavery, who will be active in sales co-ordinating and servicing with Stuart Doan. He has a Bachelor of Commerce degree from the University of British Columbia and joined MacMillan & Bloedel in 1954, working on cost accounting, programming, ordering and documentation at the Port Alberni division. Since 1957, Bill has been in the Vancouver office of M. & B. in Newsprint, Kraft Paper and Board Sales, acting as liaison between the sales staff and the newsprint mill.

Powell River-Alberni Sales is able to offer increased dependability of supply and other advantages to newspaper publishers. These benefits will be evident in the area of servicing, ordering, programming and shipping. In the last category, for example, Powell River-Alberni Sales has at its disposal three ocean-going vessels carrying newsprint exclusively from the Powell River and Port Alberni mills to customers in California. In addition it has a reserve fourth vessel used in the coast trade to handle sudden increases in newsprint demand.

Thus, Powell River-Alberni Sales can draw on the combined capacity of two large newsprint mills, each of which has extensive deep-sea docks for serving Pacific Coast and world markets.

Car-loading facilities are available at the Port Alberni mill for rail shipments. Newsprint from the Powell River mill for interior markets will continue to enjoy the advantages of railroad facilities in Vancouver, Seattle and other Northwest locations.



ANSON BROOKS

ANSON BROOKS HEADS POWELL RIVER-ALBERNI SALES CORPORATION

*Highly Trained, Experienced Staffs Service United
States Publishers*

THE United States subsidiary of Powell River-Alberni Sales Limited also has a new name: Powell River-Alberni Sales Corporation. The staff of the former Powell River Sales Corporation and the West Coast staff of The Alberni Paper Company, Inc., have joined forces under this new name. The Powell River-Alberni Sales Corporation will continue to maintain offices in Seattle, San Francisco and Pasadena to service Western Region customers.

Anson Brooks, who is well known to western publishers, will continue as President of Powell River-Alberni Sales Corporation. Anson is a third generation of the Brooks family in the newsprint industry. His grandfather, Anson Brooks, was an original founder of Powell River Company, and his father, the late Paul A. Brooks, was an officer and director of Powell River.

SEATTLE OFFICE

Anson worked in Powell River before the war, where he gained a wide background of practical experience in newsprint production. In World War II he served with United States Navy in the Pacific theatre. In 1947 he was appointed President of the newly-formed Powell River Sales Corporation, with headquarters in Seattle. He has travelled extensively over the areas serviced by the company and is famil-



PETER POWELL

iar with practically every newspaper publishing operation in the eleven Western States.

Associated with Anson in the Seattle office is Peter Powell, who joined the staff in 1958. Following his graduation from University of British Columbia in 1953, he was a navigation instructor at Royal Roads Military College in Victoria. Peter was employed for nearly three years at Powell River in the Technical Services Branch and in Industrial Engineering. He was very active in community life, especially Sea Cadet training. At Powell River, he built up a sound background of experience in all phases of newsprint production and shipping, a training which has been invaluable in his contacts with customers.

SAN FRANCISCO OFFICE

Donald Jeffries, whose entire lifetime since leaving college has been spent in newsprint and paper sales, continues in charge of the San Francisco office, which services accounts in Northern California, Northern Nevada, Colorado, Wyoming and Montana. Don joined the Powell River organization in San Francisco in 1942 and, on the formation of Powell River Sales Corporation in 1947, was appointed Vice-President in the San Francisco office. He started in the paper industry with Crown Willamette at Camas, Washington. Later he worked with several paper companies in Wisconsin and returned to the West to join the well-known firm of Blake, Moffitt and Towne. He is one of the west's best known newsprint representatives.

Now associated with Don as a Vice-President in San Francisco is D. A. "Dan" Dayton who, until

recently, was General Manager of The Alberni Paper Company, Inc. at San Francisco. Originally in the public relations, newspaper and advertising

fields, Don joined the Fernstrom organization supervising their paper sales in Washington, Oregon, California and the west coast of Mexico. After the war, when Finland was again able to ship newsprint to the West Coast, he helped organize Fernstrom Pacific Corporation to sell and service contracts



DON JEFFRIES

for California customers. His long experience in paper selling and his wide contacts will strengthen the Company's service force in the important Western Region market.



DICK JONES

A second new member of the San Francisco office is Dan Dayton's associate, G. R. "Dick" Jones, graduate of University of California at Berkeley. Previously he had worked for California Ink Company and later Minnesota Mining and Manufacturing in Offset Plate Sales and Technical Service. Raised and educated in the San Francisco area, he has a broad experience in the printing industry—an important background in publisher contacts. Dick graduated in 1943, joined the U.S. Army and served two years in the European theatre with the 4th U.S. Infantry Division. He interrupted his work again in 1950-52 to serve in the Korean War.



DAN DAYTON

LOS ANGELES OFFICE

The senior member of the Sales Corporation organization in Pasadena is Fred Ward. Fred is "Mr. Newsprint" to a great many of the newspaper publishers in Southern California, Arizona and New Mexico. He joined Powell River in 1921, on Pier 10, the Seattle terminus for newsprint shipments from Powell River. He became President of Virginia Dock and Trading, which later handled transshipment of all Powell River newsprint through Seattle.



FRED WARD

Fred went to Los Angeles in 1939, joining the Newsprint Service Company, which serviced Powell River newsprint in Southern California. On formation of Powell River Sales Corporation in 1947, he became Vice-President in the Los Angeles office. In breadth of experience and in his contacts with publishers, few men in the industry today can equal his background.

Fred's associate of the past seven years in Pasadena is Terry Hollern. Terry's infectious smile and manner are well known to California and Arizona publishers. His newsprint sales activities have caused him to criss-cross with regularity the roads connecting the Counties of Southern California with its neighboring State of Arizona. His friends in the newspaper publishing industry are legion.

Before joining the Los Angeles office Terry spent a year and a half working in the mill at Powell River, which provided a thorough and basic background in newsprint manufacturing. This experience has been invaluable in his market contacts. Prior to moving to Southern California,

Terry represented the Sales Corporation in pulp servicing throughout the mid-West, with headquarters in Chicago. He was very active in numerous sports at college and has carried over this interest to the present time. He now concentrates on golf and many Western Region publishers and business managers have discovered his prowess.

The latest addition to the Pasadena office is Henrik Vougt, formerly a Vice-President of The Albemarle Paper Company, Inc. and their representative in Southern California. Born and educated in Sweden, he moved to the United States in the mid-twenties. He affiliated with Fernstrom Paper Mills in Pomona, California, and first became active in the newsprint business in the early 1930's, handling Scandinavian newsprint. His long experience in newsprint compares with that of his new associate, Fred Ward. Henrik continued in Scandinavian newsprint sales except for five years during World War II when he was Purchasing Agent and Traffic Manager for the Fernstrom mill in Pomona. He operated Fernstrom Pacific Corporation from 1945 to 1955, at which time he joined Albemarle. Henrik has been appointed a Vice-President of the Sales Corporation, and he brings added depth to the Southern California group.



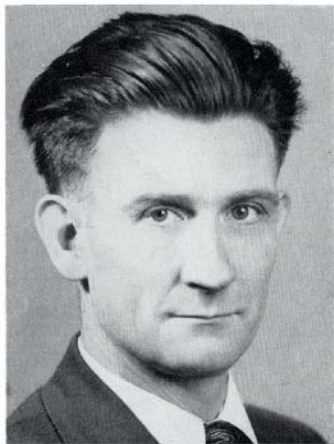
HENRIK VOUGT



TERRY HOLLERN

SOME IMPRESSIONS OF THE SOVIET UNION

By Dr. John Keays



DR. J. L. KEAYS

EDITOR'S NOTE

Dr. John L. Keays, Director of Research for MacMillan, Bloedel and Powell River Limited, was one of the representatives of the Canadian pulp and paper group who toured Russia last year. He was accorded the honor of speaking on behalf of the Canadian delegation at the first welcome banquet in Moscow. Dr. Keays, who has studied Russian, particularly technological Russian, has been the chief industry translator of Soviet Union technical journals and periodicals.

He has agreed to write a series for *The Digester*, dealing largely with conditions as he saw them during his visit—cultural activities, recreative interests, housing and general facets of Russian life and living. The first article, printed in this issue, outlines his impressions of Moscow. Succeeding installments include other interesting and detailed aspects of the Russian picture.

• • •

MOSCOW

THE TU-104 serves as an appropriate introduction to the Soviet Union, and the flight from London to Moscow starts in one world and ends in another. The TU-104 is a sleek, fast, quiet symbol of an emergent colossus. The meals served aboard the plane are excellent—as would be expected, since they are prepared in Copenhagen; on the return trip, the Moscow-prepared meals are equally good. The brass fittings, the oxygen mask at each seat, and the general design of the cabin creates a vaguely disturbing impression of a combination dentist's office, a 1900 vintage Pullman coach, and a 1960 jet airliner. The combination gives perhaps a suitable foretaste of the contrasts and contradictions everywhere apparent in the Soviet Union of 1959.

There is little to be seen of Moscow from the air at eight o'clock of an October evening. The

broad blanket of light tells the newcomer that it is a huge city, but the breath-taking first-night impression of the air view of New York, or even of Vancouver, is missing.

A Russian officer stands at the plane exit to collect the passports, which are returned later in the airport. The field is obviously a busy one, with planes landing and taking off in a constant stream, and with several score TU-104's and the giant, plush, 220-passenger TU-114's standing by the runways. The main waiting room of the airport is a single great hall, much like a huge railway station, with the same double benches and the same air of rustling mass patience and expectancy.

Moscow is nearly a thousand years old, but few cities manage to give the same total picture of age and youth, of yesterday and tomorrow. The first impression is of an immense, dark, sombre mass of diverse races drawn from most of the distant reaches of the world—a surprisingly large number of Chinese or Mongols, many East Indians and stocky, swarthy, South-east Asians, Armenians, Uzbeks, Kazakhs, Khirkhiz, Tajiks, Turks, representatives of distant tribes and centuries of intermingling races, many of them in long, heavy, well-tailored military greatcoats—and of course everywhere the typical heavy features and high cheek bones of the Slav.

Famous St. Basil's Cathedral in Red Square—"A Cluster of Flowers Carved in Stone."





New multi-storied building in Moscow—part of the plan for the Moscow of tomorrow.

The airport is about 20 miles from the center of Moscow. The drive in to the city proper underlines the staggering proportions of Russia's housing problem, and the efforts being made to meet it. Block after block of apartment units, each one housing from a hundred to a thousand families, have been built on the Lenin Hills overlooking the central part of the city; 1,500 units have been completed, and an equal number are planned for the next five years. In all, plans call for 15 million flats to house 60 million people throughout the whole Soviet Union by 1965.

The Ukraine Hotel is one of several large, new Moscow hotels. Thirty stories high, with 2,000 rooms, and with an elevator system that becomes increasingly inadequate and frustrating above the eighth floor; the Ukraine is one of the most cosmopolitan hotels in the world. During the course of a week it will be used by numerous delegations—business, economic, scientific, military—from a score of Western and Asiatic countries, the Arab states, countries of the Soviet fringe group, and from any of the Republics within the Soviet Union. At any one time, the largest number of guests is likely to be from China, and there seem to be almost as many uniformed Chinese as uniformed Russians among the people seen at the Ukraine.

The hotel itself is plainly but massively decorated, with great high pillars, huge, solid oak doors, and vast expanses of solid oak woodwork. The rooms are about what would be expected of a comparable hotel in Canada or England, slightly

larger, perhaps, with somewhat more furniture. The overall effect is one that seems to be characteristic of much of present-day Russia—an unique and curious blend of designs and styles that appear to have been drawn with haphazard indifference from 1910 and 1960. Some of the furniture could have come from a department store on New York's Fifth Avenue, some from formal drawing rooms of the 1900-1910 era.

The Kremlin is the natural center of Moscow, and the cultural and political heart of Russia. Built originally as a fortress for defense before the days of gunpowder, its walls are twelve to sixteen feet thick, and in places sixty feet high. In 1812, Napoleon tried to blow it up, and succeeded in cracking the wall in several places.

Following the Revolution in 1919, the capital was moved back after 200 years in Leningrad, but it is only since 1955 that the public have been permitted inside. It has been renovated and restored as a showplace of Russian greatness, and within its immense walls are many palaces and churches, now used as museums, many of them great monuments of Russia's past. Three areas within the Kremlin of special interest are the Lenin Apartment, the Palace of the Old Czars, and the Palace of the New Czars.

Lenin's apartment has been maintained as a museum, and remains as it was last used. Here Lenin lived with his wife and sister in a small five-room unit consisting of a kitchen, dining room, and a combined bed-sitting room for each one of the household of three. The kitchen is primitively simple, with a stove, a few pots and pans, a small, plain work table, a cupboard and a kitchen table covered with an ancient piece of oilcloth. The few dishes are plain, unmatched, and obviously much used. The entire impression is one of stark, severe frugality . . . the living quarters of dedicated people of simple tastes.

The Palace of the Old Czars, last used by the son of Peter the Great in the 18th Century, consists of a series of vaulted chambers, waiting rooms, a reception room, and the Czar's personal quarters, including a small chapel which only the Czar himself was permitted to enter.

The inner waiting room was known as the Room of the Crosses, since those who were sum-

Cathedral Square in the Kremlin. The Ivan Bell may be seen in the back centre.



Pavilion of The Republic of The Ukraine on the permanent Exhibition Grounds in Moscow.



moned to the Czar's presence could be certain that the interview would be unpleasant, and they usually came prepared with a cross so that the last possible moment could be used in prayer to prepare themselves for the ordeal ahead. The entire surface of these rooms is covered with fantastically elaborate, brightly-colored designs.

If the Lenin Apartment represents the extreme in simplicity, the Palace of the New Czars, dating from the early 19th Century, represents the ultimate in extravagance and magnificent luxury. This palace was seldom used, belonging as it does to the period when the capital and seat of government was in St. Petersburg—the present Leningrad—but it is nevertheless as luxurious as Versailles. It contains scores of immense, high rooms, the walls covered with satin tapestries, the massive double doors, each four feet wide and twelve feet high, inlaid with intricate mother-of-pearl designs, elaborate mosaics on the floors, crystal chandeliers, marble columns, matching museum-piece furniture in each room—the living quarters of people hopelessly addicted to ostentatious waste.

As an example of the fabulous wealth of this Kremlin Palace, one of the ikons of the Czarina's chapel is set with thousands of diamonds, surrounded by a solid, massive gold frame.

The Kremlin abounds in superlatives. The Bell Tower of Ivan the Great, long the tallest structure in Moscow, is said to reach to the heart of Moscow, so deep are its foundations. Directly in front of the Bell Tower is the Great Czar Bell, 200 tons of elaborately cast metal.

Just outside the Kremlin walls, not far beyond the Spasskaya tower which long served as the main entrance to the Kremlin, is the magnificent St. Basil's Cathedral. Perhaps more than any other single structure St. Basil's symbolizes Mother Russia, with the fantastically-shaped and colored domes of its nine churches . . . a massive flower carved in stone.

Moscow University, which overlooks the city from its place on the Lenin Hills, was founded in 1755, the first institution of higher learning in Russia. Today it is the largest university in the USSR, with a student body of 22,000, almost half of them in residence in the single huge university building, with its impressive white tower 36 storeys high. The university contains a vast number of



The impressive and imposing Moscow University on the Lenin Hills overlooking the city.

rooms, including lecture halls, laboratories, libraries, assembly halls, and dormitories under the one roof. As impressive as its size is the diversity of racial types attending the university; there are some 59 national groups represented in the student body.

The Tretyakov Picture Gallery, founded by a wealthy merchant of Moscow, and containing paintings by Russian artists only, is one of the most well-worth-seeing sights of the city. It is surprising that art reference books generally available in the western world make so little mention of the art treasures of the Tretyakov Gallery, which must surely rank among the finest in the world.

Facing the Red Square is the largest department store in Russia, GUM. It has five miles of counters and serves close to two million customers a week. If the busiest department store in New York were half as large and contained twice as many customers as its busiest bargain day, it might approximate the mass of humanity that daily swarms through GUM.

The All-Union Industrial Exhibition might well be all the world's exhibitions rolled into one. It covers over 400 acres, and months would be required to see all of its exhibits. Each of the Republics of The Soviet Union has its own pavilion, magnificent and permanent structures designed in the distinctive architectural style of the region represented.

Thousands of apartment houses are being built in Moscow. Below is a typical set of apartments.



AROUND OUR COMMUNITIES



Mr. L. L. G. Bentley presents prize-winning Safety Trophy to Mr. R. M. Cooper, Resident Manager at Powell River.

POWELL RIVER WINS TOP SAFETY AWARD

At the Annual Union-Management Safety Meeting, held in Vancouver in April, Powell River Division was presented with the industry's Safety Trophy for the safest mill in the pulp and paper industry in British Columbia. The presentation was made by Mr. L. L. G. Bentley to Resident Manager Russell M. Cooper. The Powell River plant, with 16 lost-time accidents for the entire year and a frequency of 4.15, won top place in the industry. The plant was also awarded the National Safety Council Scroll for its outstanding safety performance.

SPORTS ACTIVITIES

In the past winter varied sporting activities have been much to the fore around the various divisions.

Basketball has been the chief preoccupation of Alberni residents and employees. It might well be—for the Alberni basketball squad, after vanquishing all senior opposition in Western Canada, were Canadian finalists. For years they have been the just pride and joy of Alberni residents, and their record is outstanding. They have been previously Canadian Champions and have always been one of British Columbia's finest senior clubs.

Coach Elmer Speidel has devoted most of his spare winter waking and sleeping hours to his boys and has developed one of the best fighting teams on the coast. Half the players are employees of the Company.

Nanaimo, the "home port" of Harmac employees, has also been much in the sports limelight. The city's ice hockey club, Nanaimo Labatts, won the British Columbia intermediate division, defeat-

ing Powell River, Trail and Alberta to enter the Canadian finals against Fort Frances. They were finally defeated in a tough five-game series.

Powell River, too, has been hockey conscious, and large crowds—the largest in the league—have been in attendance throughout the season. The locals entertained the visiting Japanese Olympic squad on Powell River ice, winning handily over the smooth but less experienced Orientals.

BOATING POPULAR

The new small-boat harbor at Powell River is nearing completion, and the opening ceremony will be held early in summer. The expanded area more than doubles existing facilities. The opening is being eagerly anticipated by the newly-formed Powell River Yacht Club, who expect that all available berthing will be taken up immediately. In Powell River, as in Alberni and Nanaimo, small-boat ownership is growing to almost fantastic figures. Present estimates place Powell River ownership alone at over 1,500 craft of all sizes.

Famous Alberni Athletics, led by Coach Elmer Speidel, is one of Canada's greatest basketball squads.





\$80,000 Community Hall, built by Alberni residents.

NEW COMMUNITY HALL FOR ALBERNI

Residents of Alberni are proud of their new \$80,000 Community Hall, which was erected by public subscriptions and community effort. It was an all-out effort and the entire community got behind the project. MacMillan & Bloedel donated \$10,000 to the project and sales of interest-bearing debentures were snapped up by the public. The hall today is the center of Alberni's winter recreational life and is the home of the famous Alberni Athletics, one of Canada's top-ranking basketball teams.

The playing floor surface is 50' x 94', with modern dressing rooms, showers, concessions, spacious lobby. The hall is owned, and the basketball team is sponsored, by the Alberni Athletic Association—a group of sports-minded citizens from the two communities of Alberni and Port Alberni—which was first organized in 1929. Some of the charter members have lived to see their grandsons play on teams in contention for the Canadian Basketball Championship.

"MONTY" VISITS COMPANY OPERATIONS

Early in May Field Marshal The Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O., visited Vancouver to receive the honorary degree of Doctor of Laws conferred on him by the University of British Columbia. He had expressed the desire to look over some sawmilling operations while here and arrangements were made for him to tour the company's Canadian White Pine Division and Vancouver Plywood Division located on the Fraser River.

On May 9, accompanied by Dr. Norman MacKenzie, President, University of British Columbia, Brigadier J. W. Bishop, Officer Commanding B.C. Area, Mr. H. S. Foley, Vice-Chairman, MacMillan, Bloedel and Powell River Limited, and Mr. E. G. Shorter, Vice-President, Logging and Wood Products Production, "Monty" viewed the operations and the finished products manufactured. These included lumber, from large timbers to small mouldings, plywood in its various forms, Pres-to-Logs and Mono-Doors. He was particularly interested in the chips, produced as a by-product of sawmilling, which were shown to him along with a sample of bleached sulphate pulp from the Harmac operations made from these chips.

One of the highlights of the tour was the informal inspection by the Field Marshal, of 25 men who had served directly or indirectly under him in World War II. The men were lined up in an area between the two plants and introduced to him by John H. Gowan, foreman in the Mono-Door operation, who, as a former Lieutenant-Colonel, was the senior officer among the group.



Field Marshal Montgomery meeting group of company men who served under his command in 1st war.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED
VANCOUVER, B. C.

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **March - April, 1960**

SUBJECT: **"Freer Trade Between the U.S. and Canada"**

The question of a more flexible trade relationship between the United States and Canada is receiving increasing attention from economists and business leaders on both sides of the border.

The recent advocacy of a "Selective Free Trade" policy by Dr. Hugh Keenleyside, Economics Adviser to the B.C. Government, aroused considerable interest. Dr. Keenleyside suggested that a free trade system could be worked out for commodities made by U.S. companies willing to allocate an appropriate portion of their total production to factories established in Canada. The automobile industry is one example.

Undoubtedly the unique and understanding relationship between Canadians and Americans, coupled with the many advantages of freer trade policies, as demonstrated by both newsprint and agricultural machinery, provide a sound basis for the proposal.

Between them, the two nations possess a vast storehouse of raw materials and extensive manufacturing facilities, many of them not being used to capacity. Already about 65 per cent of Canada's trade is done with the United States.

No one can suggest that there are not obstacles to be overcome between the desire for freer trade and its accomplishment. Nationalism, minority interests and many other problems enter the picture.

But to Americans and Canadians, with their long record of harmonious association in so many fields of endeavour, these obstacles can be overcome and the way cleared for the intensive and sympathetic study that this whole question urgently demands.



Modern ships built especially for carrying newsprint speed shipments from Alberni and Powell River to California ports.

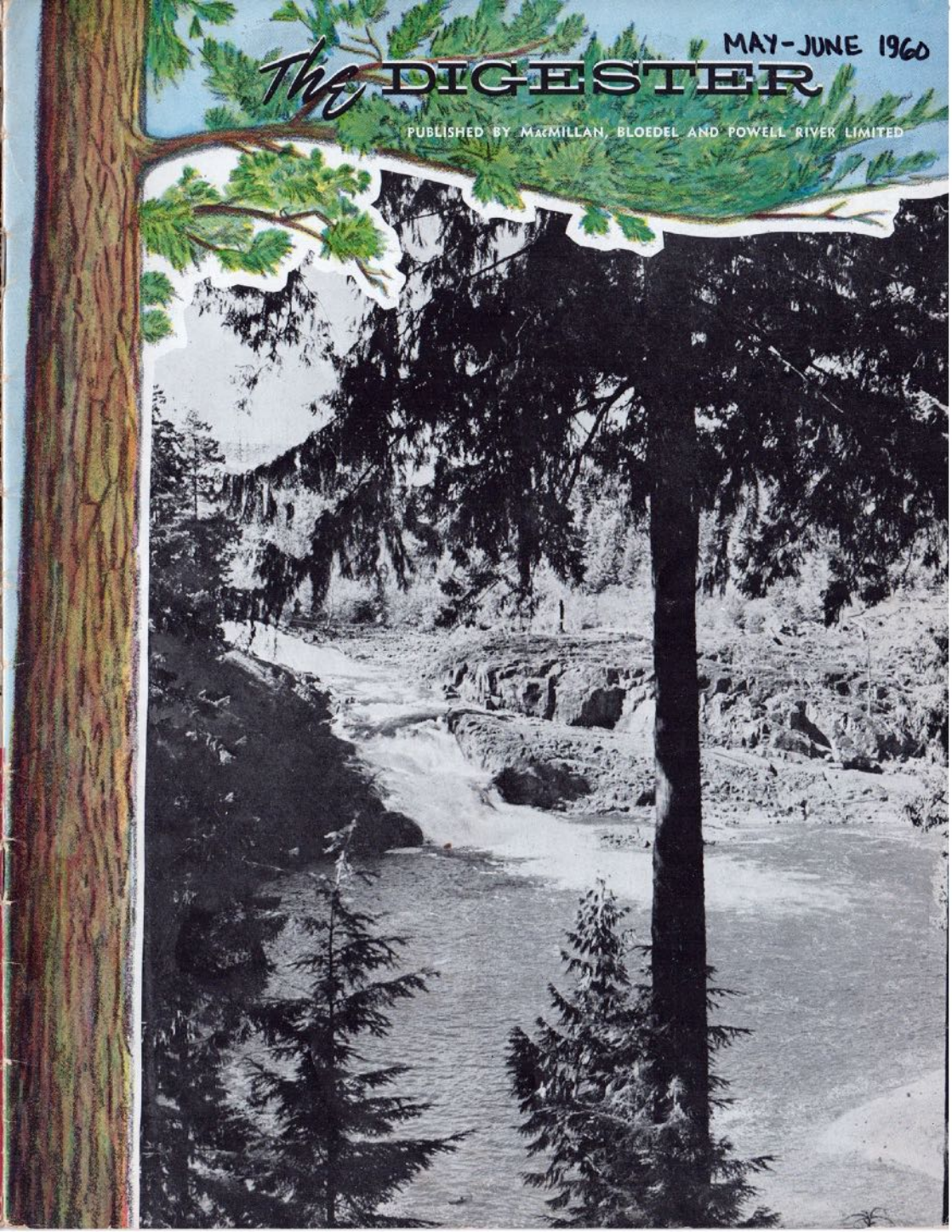
**MACMILLAN, BLOEDEL AND
POWELL RIVER LIMITED**

NEWSPRINT - PULP - CORRUGATED CONTAINERS
KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES - DOORS
CHARCOAL BRIQUETTES - PRES-TO-LOGS

The **DIGESTER**

MAY-JUNE 1960

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED



THE DIGESTER

Published bi-monthly by MacMillan, Bloedel and Powell River Limited, whose head office is located at 1199 West Pender Street, Vancouver 1, B.C.

J. A. Lundie, Editor

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COVER

Moose Falls, Campbell River, on Vancouver Island is one of the scenic beauty spots popular with tourists.



Editor's Notes

"Looking to the Future"

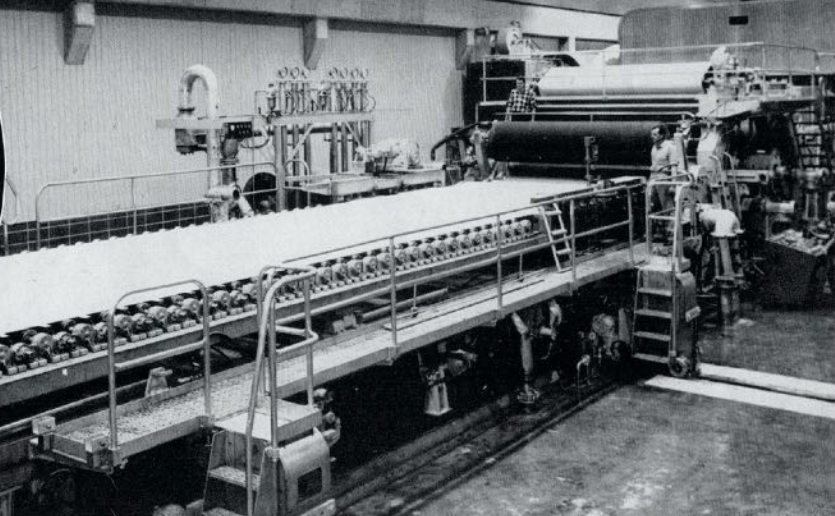
"Market surveys indicate that existing production capacity is sufficient for normal growth in our market up to 1964-65. The added tonnage available in 1963 will allow the Company to anticipate the increasing needs of its consumers."

To publishers, this extract from Board Chairman, The Honourable J. V. Clyne's announcement of the Company's intention to go ahead with the immediate construction of another newsprint machine will be especially significant. It points out the Company's desire to be on top of the market to avoid the periods of newsprint scarcity that plagued publishers in the post-war years and to anticipate, as far as possible, sudden or unexpected demands in the years ahead.

It is not always appreciated by the general public that overnight expansion of newsprint production is impossible. It takes at least two years to install a new paper machine and conditions at the end of that period may be entirely different to those influencing the original decision to build. This was illustrated in the post-war years. Canadian producers, their production curtailed and their machines shut down by war restrictions were faced, overnight, with the terrific outburst of a built-up war demand for newsprint from a paper hungry continent.

In 1954-55, agitation by publishers for increased tonnage was still strong. To satisfy this demand, MacMillan & Bloedel Limited, and the Powell River Company, then separate entities, spent millions on the installation of three modern newsprint machines. In 1956, when the new machines came into production, supply had overtaken demand, and in the past three years, all Canadian producers have had surplus capacity on hand.

MacMillan, Bloedel and Powell River's decision to increase production facilities involves a high degree of risk and faith in an expanding demand for newsprint. But whatever the future economic climate, which at the moment does not appear overly buoyant, Directors of MacMillan, Bloedel and Powell River feel their decision will benefit publishers whose future newsprint deliveries will be protected by an assured and dependable source of supply.



West end of new fine paper machine—D. J. MacLaurin, Manager, inset.

Island Paper Mills, MacMillan, Bloedel and Powell River's new plant on Annacis Island is

Western Canada's First Fine Paper Mill

LESS than an hour's drive from the centre of Vancouver, B.C., on Annacis Island, in the Fraser River, is the new Fine Paper Division of the Company—Island Paper Mills. Ground was first broken in August, 1959, for this modern, one-machine paper mill. It began producing high-grade papers for printing and converting trades in June, 1960. It is the first fine paper mill to be erected in Western Canada.

The strategic location in the heart of the booming, expanding industrial area of the lower mainland of British Columbia brings many advantages to Island Paper Mills. It is in the centre of the important local market area. It has good rail and road connections to the Western Canadian market, and to any point in North America. The deep water channel of the river at the edge of the mill property offers the possibility of shipping to any corner of the globe. Thus, shipments can flow outward from the mill by road, rail or ship to customers by the most efficient means of transportation.

The streamlined mill buildings have reinforced concrete floors and columns, with laminated wooden beam roof trusses, exterior sheathing of vertical cedar siding, and interior walls of grey

Calender stack and reel—dry end.



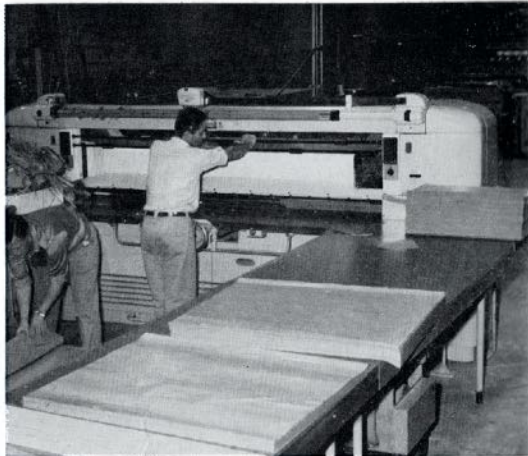
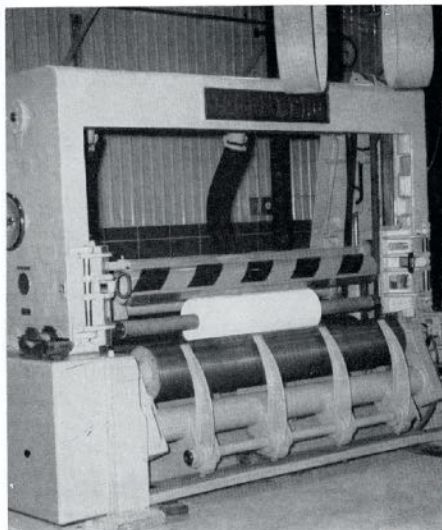
enameled aluminum with a red tile dado. This colourful, functional design ensures the mill cleanliness, so essential for high-grade and specialty papers. Also to assure cleanliness, in manufacturing and finishing operations, all air into the windowless operating areas is drawn through filters and heated as required. There are 80,000 square feet of floor space in the 720-foot-long mill.

Pulp is slushed in a Turboflex pulper, prepared with Fibremaster refiners, passed through Jordans for final treatment, and then through Centrifugers and Selectifiers for ultimate cleanliness. It then goes to the controllable Valley headbox for delivery to the Dominion fourdrinier paper machine. Dye, size, fillers and special additives go into the pulp at appropriate points in the stock preparation sequence.

The 105-inch trim, removable fourdrinier paper machine has two suction presses, the second a reverse press equipped for ring marking, and a smoothing press. There is a horizontal size press in the dryer section. A Masson-Scott winder and Jagenberg rewinder ensure quality shipping rolls.

Considerable attention has been given to the finishing room for the purpose of producing high quality sheets and rolls in functional and attractive packaging. A modern Jagenberg cutter and a 100-inch Seybold trimmer are coupled by an efficient, stainless steel conveyor belt and a system of air float tables. Also included is a 65-inch Rice Barton Eck ten-roll supercalender, so that sheets with custom finish can be produced. A reasonable inventory of standard mill grades, already packaged, will be maintained as an additional service to customers.

Jagenberg rewinder starting roll.



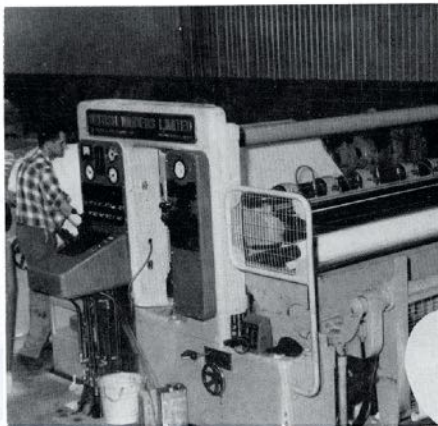
Seybold trimmer finishing wrapper.

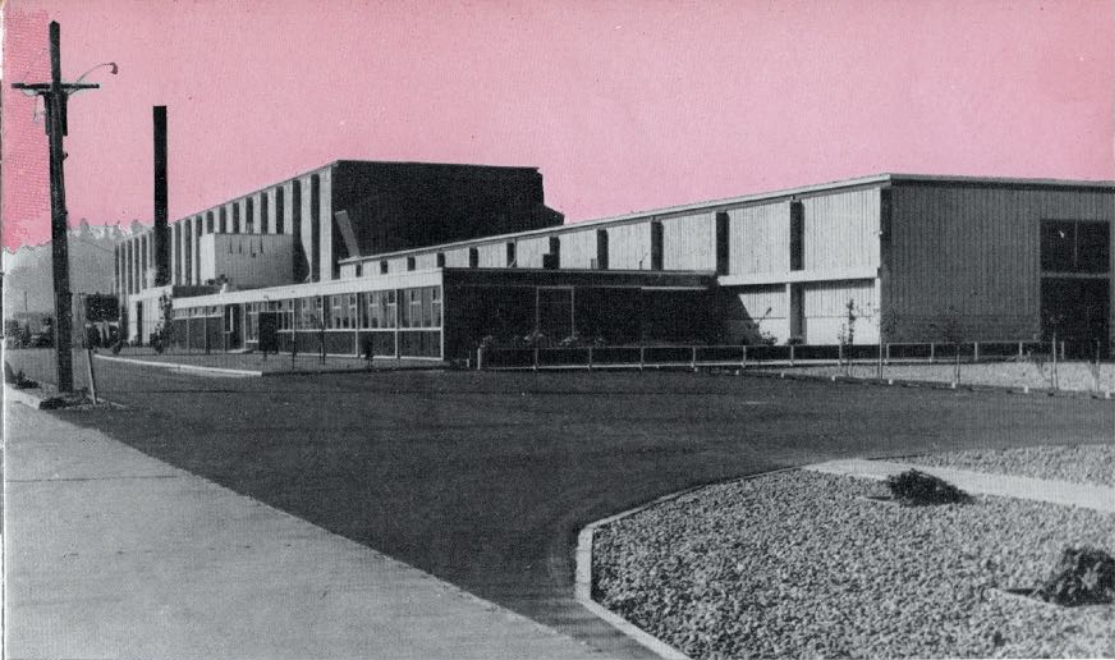
Steam for the mill is generated by a fully automatic Babcock & Wilcox gas-fired boiler. Water is drawn from the Fraser River and brought to sparkling clarity in a flocculation and filtration plant.

The layout and design of the mill has been carefully planned for maximum cleanliness. All major piping is stainless steel, as is the whole wet end of the paper machine. Operational flexibility is built into the mill so that a wide range of weights, grades, colours and finishes can be produced with minimum difficulty.

Another very important facet of the overall operation is the well-staffed and fully equipped

Masson-Scott winder in operation on first reels.





Exterior of new plant—office in low portion front and left, finishing and storage area in higher portion front right, and machine room at rear in highest part of building.

Technical Section. The quality and conformance of many raw materials such as the water, the pulps, and the many additives, are continually checked. The efficiency and acceptability of the whole sequence of processing steps, such as refining, colouring, forming, drying, sizing, calendering and finishing are under constant watch by control instruments and quality checks. This economical control of operations and product quality uses an imposing array of testing and measuring instruments. The Technical Section has an instrument shop for the calibration and maintenance of these modern aids to operation.

Included in the facilities for personnel is a "light lunch" cafeteria, fully equipped with stainless steel furnishings. The locker room and first aid room are modern and well equipped.

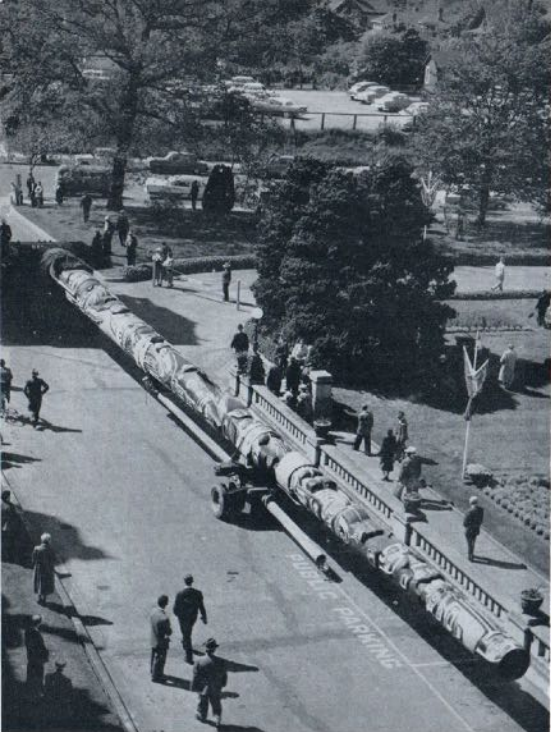
From conception to start-up, the whole job was completed in well under two years by the Planning, Research and Development Division.

As a producing unit, the operation now comes under Mr. John E. Liersch, Vice-President of Pulp and Paper Production, with Vice-President W. C. R. (Ray) Jones having direct line responsibility. Mr. D. (Don) J. MacLaurin is Manager of the plant. Sales for Island Paper Mills are handled through the Company's Sales Division under Executive Vice-President Mr. Ralph M. Shaw, with Mr. Dwight Brooks as Sales Manager. Operating personnel have come both from within the Company and from similar mills in Eastern Canada.

The new unit is now providing fine paper merchants in British Columbia and the other Western Provinces, with "Island Bond", "Island Book", "Island Mimeo" and "Island Envelope" papers, and as required by customers, specialty papers in all colours, weights and finishes will be available from this new, modern plant — ISLAND PAPER MILLS.

Stock preparation tanks and controls.





Queen's Totem in Victoria en route to loading for shipment to London.

*Giants from Our Forests Have Reigned
Over Kew Gardens for Nearly
a Century*

B.C. TREES MAKE HISTORY

SOME months ago, two of MacMillan, Bloedel and Powell River's logging trucks carried a big, straight grained timber from Copper Canyon to tidewater at Chemainus—a distance of 22 miles.

The big stick was handled reverently. For it was a special "stick." It had been carefully selected and was on the first lap of its journey to London's celebrated Kew Gardens to replace the former flag pole that had stood for the past forty years. Today the 225-foot flagstaff with the Union Jack at the masthead, towers above the famous greenhouses and magnificent flower beds of Kew.

Many of the world's largest flag poles have been cut in areas now operated by MacMillan, Bloedel and Powell River Limited. The present impressive staff at Kew is the third erected in these gardens in the last 100 years. All have been cut on Company tracts.

The original Kew Gardens flag pole was erected in 1865 and was taken out of the Alberni area. It was presented to the British Government by Capt. Stamp, manager of the first Alberni sawmill, and remained in place for over fifty years. It was 165' long, a giant in those early logging days, when road transportation facilities and equipment were comparatively primitive.

This pole was replaced by the "Stillwater giant," as it was known to many loggers. This big fir was cut in the Lois Lake area, near Powell River, by Brooks, Scanlon, O'Brien and erected at Kew in 1919. When felled, it was 237' long and on

225' pole from Copper Canyon was transported by two logging trucks.





Logging crews line up on 237' pole which was erected at Kew Gardens in 1919.

erection was 214', the largest flag pole in the British Empire at that time. The size of this stick confounded London erectors and it was many months before it was successfully raised.

Forty years later, the newest British Columbia flag pole travelled to London to replace the Brooks, Scanlon, O'Brien timber. Measuring 225' in length in the woods, it is 210' above the mound at Kew. A huge plaque at the base of the mound gives complete details of its size and where it was cut.

Other famous flag poles include the original Vancouver Court House pole, erected in 1913, also from Brooks, Scanlon, O'Brien limits near Powell River. This stick was second only to the one later installed at Kew, and measured 210' when first raised. Old timers in Vancouver will still recall the excitement as this huge timber, stretching practically the entire length of the Court House grounds was painfully raised to an upright position—with block, tackle and technical know-how rather less advanced than today.

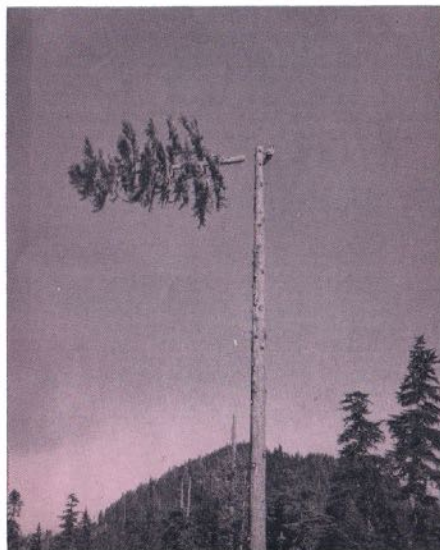
A second flag pole in the Vancouver area was erected at the University of British Columbia in the middle '20's, just after the University had moved its quarters from the old Fairview shacks to the now impressive site at Point Grey. This was also cut in the Powell River area on limits now controlled by MacMillan, Bloedel and Powell River. It was just under 200' high.

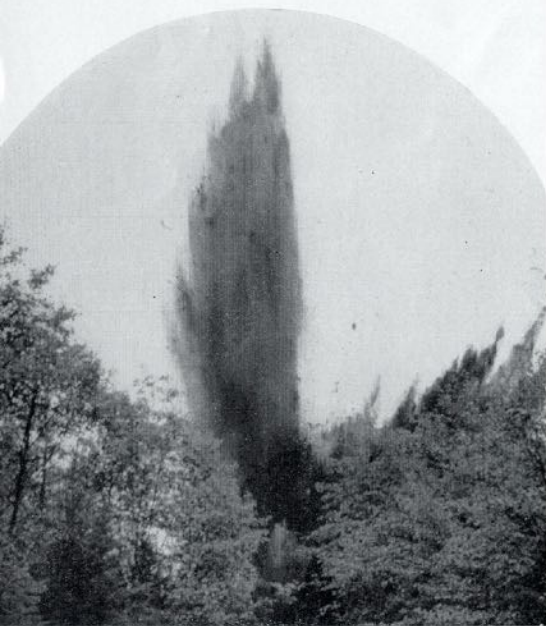
Many other famous poles have been sent to various parts of the world. In 1958, British Columbia's Centennial year, the Queen's Totem, cut on Company limits in the Queen Charlotte Islands, was carved by Mungo Martin, Victoria's expert Indian totem carver and shipped to London

as a gift to Her Majesty Queen Elizabeth from the Government of British Columbia.

The selection of flag poles is a job for an expert forester and often weeks and even months are consumed in a search for a perfect tree. Each specimen must be absolutely straight, free of blemish, and healthy. In our B.C. woods, there have undoubtedly been taller trees than the ones shipped to Kew, but certainly no more perfect specimens have ever come out of our forests.

The topping of a tall timber is a thrilling sight.





Blast hurls material at angle to prevent fallback.

conceived the idea of creating retaining holes deep enough and large enough to drain the swamps and hold the water throughout the summer.

For this ditching powder (50% nitro-glycerine) was used. Holes three to four feet deep and spaced 20 inches apart were punched in the soggy ground with a long steel bar. In each opening three or four sticks of 1¼"x8" powder were inserted. The holes were run into the ground at an angle of about 20 degrees from the vertical to prevent the blasted out material from falling back into the hole.

Generally, the pattern was to have three rows of holes, each about 20 feet long and spaced about three feet apart. It was only necessary to attach a fuse and cap to one stick of powder since holes were spaced closely enough to permit the concussion from one to cause the firing of the adjacent hole.

It resembled a miniature atomic upheaval (see picture). The resulting blast was astonishing. Mud, clay, roots and rocks were flung four or five hundred feet in the air to come crashing down to earth three or four hundred feet from the blast.

Immediately after the blast the water from the swamp poured in. In one instance a large swamp was completely drained. In another blast it is believed a spring was tapped, giving promise of a permanent water supply at this location.

The water holes vary in size but most will hold from eight to ten thousand gallons. Average cost covering labour, materials and expenses

Man-Made Reservoirs for Fire Control in Woods

By W. B. GAYLE,
Chief Fire Protection Officer

DURING the often moist days of Spring the problem of summer forest fires seems remote. This spring, particularly, there seemed to be water everywhere. Would it ever go away?

Yet, to those interested in preventing and controlling fires in the woods, the long range weather forecast calls for an immediate "alert"—"no appreciable rain in July or August," say the prophets.

Soon the snow will have melted from the mountain tops, the creeks and ponds will dry up. Where then is the water to fight a fire?

This problem may be illustrated on Galiano and Valdez Islands, in the Gulf of Georgia, on which MacMillan, Bloedel and Powell River operate Tree Farms. Both islands become extremely dry during the summer, and the resident operators are faced each year with the problem of finding water to fight fires.

Early in May plans were made to provide a new and unique water supply. Through Galiano Island there are many swamps and our foresters

amounted to about \$44 per hole—an inexpensive method of storage, especially in an area where water is so vital.

There appears no reason why these holes should not be satisfactory for several years. If, each year, seven or eight more holes are blown, it should not be long before fire control standards on this island have been improved to the point where every fire can be suppressed at birth.

Company crew inspects waterhole formed by blast.



Governor General Attends Drama Festival in Vancouver



From left: Hon. J. V. Clyne, Chairman of Dominion Drama Festival Finals Committee, Mrs. Vanier, His Excellency, Major-General Georges P. Vanier, Patron of the Festival, and Mrs. Clyne.

FOR a full week in May, Vancouver was turned over to the year's outstanding event in Canadian theatre—the Dominion Drama Festival. Unique in the world for its scope and encouragement to non-professional performers, the Festival was held in the city's magnificent new Queen Elizabeth Auditorium, and brought together eight theatre groups from Halifax to Vancouver, playing in both national languages, English and French.

The performers ranged from seasoned actors and actresses with many years of stage experience behind them, to young university students trying out their first major production. No matter what their age or experience, they had arrived in Vancouver for the final Festival only after winning preliminary festivals in their own regions. As a result, all received encouragement from the adjudicator and warm receptions from the audience.

A special highlight of the Festival was the attendance of His Excellency, Major-General Georges P. Vanier, who watched the final performance and presented the major award. Attending

in his role of Patron, and speaking in both French and English, His Excellency praised the performers and told the audience that the arts in Canada need not despair of wide public support with such a vigorous attendance. After making the presentation, he congratulated all the winners, and met backstage with the casts of all eight competing groups.

Chairman of the Festival Finals Committee was the Hon. J. V. Clyne, Chairman of MacMillan, Bloedel and Powell River Limited, whose contact with the Festival stems from 1933—the first year it was presented—when he played in the production entered by Vancouver. The Festival, Mr. Clyne said, fulfills a service to both the “many” and the few in Canadian theatre”. To the “many” competitors all across the land, it gives an opportunity to test their abilities and gain stage experience in the preliminary, regional festivals. To the “few” players and directors chosen for the national event, and particularly for the outstanding actors and actresses, it offers the highest theatre honours in the nation.

This year's winner for the best production in English or French was the London Little Theatre of London, Ontario, whose presentation of Luigi Pirandello's “Six Characters In Search of an Author” also produced the best actress, Victoria Mitchell, and the best supporting actor, Paul Scoles. Al Kozlik, who played Eddie in the Vancouver Little Theatre's production of Arthur Miller's “A View from the Bridge”, was named best actor, while the production itself was honoured as the best production in English other than the winner. The best production in French was the presentation by Le Theatre du Coteau of Chicoutami, Quebec, of Jean Anouilh's “Leocadia”.

His Excellency examines trophies won by Victoria Mitchell and Al Kozlik as best actress and actor in the Festival.





New quarters of Gazette-Journal. Inset from left: Jack Sanford, Editor of the Gazette; Charles Stout, President and Publisher of Reno Newspapers Inc., which owns the papers; and Paul Leonard, Editor of the Journal.

RENO GAZETTE AND JOURNAL MOVE TO NEW QUARTERS

ON MARCH 6, the new Gazette-Journal Building, housing two of Nevada's largest and oldest newspapers, was officially opened. The spacious modern building, following a pattern adopted by many Canadian and American newspapers, houses the Reno Gazette (evening) and the Nevada State Journal (morning). The history of these two publications extends over 90 years from the founding of the Nevada State Journal in 1870 and the Gazette in 1876.

Both papers have been intensively associated with the early development of Reno and the progress of that city and the State of Nevada.

Until 1939, the two "giants" of Nevada journalism, carried on in separate buildings, vigorously fighting the battles of their city and state, sometimes in unison, often from opposing political or social angles. The names of many famous journalists are recorded on their record books of achievement. The brilliant and aggressive career of Oscar Morgan, editor and publisher of the Gazette from 1912 is indelibly recorded in the paper's history. The influence of the Sanford family on the progress of the Gazette over the past fifty years has been outstanding. From 1904 through to the present, the Sanfords, father and

sons, have largely formed and directed the policies of the paper.

The Journal lists among its outstanding personalities, Mr. and Mrs. George Kilborn, who operated the paper for fourteen years; Emmet D. Boyle, a governor of Nevada, 1915-1922; Governor James S. Scroggum, 1926-1931, and many others.

In 1939, the Speidel Newspapers Incorporated purchased both papers to form Reno Newspapers Incorporated. Following the purchase, the two papers were published in the Gazette Building, which in recent years became inadequate to accommodate their growing combined circulation, now approximately 50,000 copies daily.

The move, long considered, was completed on March 6 and the Gazette and Journal entered their new quarters at 401 West Second Street.

The owners are justly proud of the ultra modern building, its appointments and equipment. It occupies a floor space of 49,200 square feet, almost double the size of its old building. The new \$500,000 Hoe press has a total capacity of 64 pages—16 to a unit—and produces a 32-page newspaper at the rate of 52,500 copies an hour. The initial installation is four press units with space for an additional two units when necessary.

New Newsprint Machine at Port Alberni

INSTALLATION of a twelfth newsprint machine, which will raise annual production to approximately 900,000 tons, has been announced by MacMillan, Bloedel and Powell River Limited.

The announcement was made early in July by Hon. J. V. Clyne, Chairman of the Board, who stated the new machine will be installed at Port Alberni involving an expenditure of \$24 million.

Subject to further confirmation, the machine will be 324" wide and designed for speeds up to 3,000' per minute.

In his announcement, the Chairman declared "that while market surveys indicate existing production is adequate for normal market growth for the next several years, the tonnage from the new machine will enable the Company to anticipate and meet any increase in demand likely to accrue for the next five years."

In 1960, MacMillan, Bloedel and Powell River will expend over \$22 million in capital outlays. These include developments and improvements in sawmills, plywood mills, container plants, new warehouses, completion of hi-yield sulphite installation, and other projected expansion and modernization programs. These mean total capital commitments

of \$46,000,000 and further studies for future developments at Powell River and Harmac are under way.

Mr. Clyne added that the Company had advanced its plans for construction by many months as a measure to assist the present unemployment problem in British Columbia. The Alberni project will provide direct work for 600 men and indirect employment to many others. On completion of the program, an additional 200 permanent workers will be employed.

The Honourable Ray Williston, Minister of Lands and Forests for British Columbia, commenting on the Company's decision to install a new machine, said:

"The decision of MacMillan, Bloedel and Powell River Limited to go ahead with the \$24 million expenditure for additional newsprint facilities in advance of assured market demands will pay off in future export prospects. The Company is to be commended for starting this at a time when it will provide a real lift to unemployment."

Preparatory work—site clearing, foundations, etc., will be started immediately. Further details will be announced in later issues of the DIGESTER.

RENO GAZETTE AND JOURNAL (Cont.)

A special feature of the machine is the Hurtletron control system, the only one of its kind in the western states, which ensures smooth and efficient operation of the drive system.

All appointments in the building keep pace with its new equipment. The phone system is served by a P.B.X. installation of 78 lines, with 60 phones already in place. New and ornate reception areas and refreshment lounges have been added; additional parking space has been provided for employees. It is perhaps the most completely air conditioned business building in the State. The offices have been designed to modern taste, with steel desks, indirect lighting and up-to-date equipment in every office.

Key executives of the Reno Newspapers Inc. are Charles Stout, President and Publisher, and Vice-President of the Speidel chain; Jack Sanford, Editor of the Reno Evening Gazette and Paul Leonard, Editor, Nevada State Journal.

Publisher Charles Stout is a graduate of University of Idaho. He has been active in the newspaper profession since 1921. He was Assistant General Manager of Speidel Newspapers Inc. from 1948 to 1956. He was appointed Vice-President of the group and President of Reno Newspapers in 1957. He served with the U.S. Navy as Commander in World War II and has been a leader in the civic activities of his city and state, including the Presidency of the 1960 Winter Olympics Press Club.

Gazette Editor John Sanford has been associated with the newspaper business in Reno since 1920, when he first served as carrier and later as a handy man around the plant.

The Gazette was formerly owned by his father, Graham Sanford, and John grew up with newspaper presses and printers' ink. He was appointed City Editor in 1939, and in 1948 promoted to his present post of Editor. He has been prominent in the fraternal and journalistic activities of the State and in 1959 was named a member of the National Advisory Council of Journalism School of Administration.

Paul Leonard, Editor of the Nevada State Journal, is a native son of Nevada, graduating with a B.A. degree in Journalism from the University of Nevada in 1936. He started his career with the Elko Daily Free Press, of which he was City Editor from 1936 to 1942. He was a Gazette reporter from 1942-1946. In 1954 he returned to the Gazette as Assistant Managing Editor. He was appointed Editor on January 1, 1957, succeeding Joseph F. McDonald. An active community worker, he was elected President of the Nevada State Press Association on April 23, 1960.

The three administrators are naturally proud of their new accommodation, which matches their determination to maintain under the same roof the individual and separate policies of their respective newspapers.



New Westminster today looking east along the Fraser River. Pattullo Bridge, top centre, route to U.S. border.

NEW WESTMINSTER—THE ROYAL CITY 100 YEARS OLD

Today, the Centre of an Expanding Industrial Growth, New Westminster, on the Mighty Fraser, Is Proud of Its History and Traditions

BRITISH COLUMBIA'S great river seaport, New Westminster, is celebrating the one hundredth anniversary of its incorporation as a city this year, and in the din of the festive occasion, it can look back on 100 years of progress with great satisfaction.

The city of 35,000 persons is situated on the banks of the mighty Fraser River, the river which gave B.C. its start in life through the great gold rush of 1858. And so, because of this, New Westminster has seen a steady parade of progress, not only on its own behalf, but has watched with keen eyes, the growth of the whole province.

Colonel Moody of the Royal Engineers selected this location on the banks of the Fraser as a strategic military site, from which the depredations of marauding Redskins using this great artery for quick swoops against the whites or rival tribes, might be best controlled or prevented. New Westminster, named after its older London counterpart, was chosen the capital of the Colony of British Columbia by royal proclamation. Hence the name of "Royal City," by which it is still known.

Some Royal City residents have never recognized Victoria as the Provincial Capital. They consider

that when the colonial days ended and British Columbia became a province of Canada, New Westminster should have remained as the capital instead of that "upstart" and out of the way city on Vancouver Island. This may be water under the bridge to the rest of the population, but to the fathers of the Royal City it is still a sore point.

The coat of arms of New Westminster displays a sailing ship, a plough, a fir tree and two salmon. These symbols aptly suggest its leading activities—shipping, farming, lumbering and fishing, around which the city's functions evolve, and on which its prosperity has been based.

Besides being Western Canada's second port it is a market and supply centre for the famous Fraser Valley, British Columbia's richest dairy farming area. Here, too, is the largest concentration of big lumber mills in the province and nearby, at the mouth of the Fraser River, are Canada's largest salmon fisheries, where the world-famous sockeye, steelheads, spring and cohoes are canned and shipped. Along with these basic factors is a compact population of 35,000, intensely home conscious, proud of their past heritage and present progress.

The "Father of B.C. Waters," the mighty Fraser River is the fulcrum on which New Westminster's past has been built and on which its future depends. As a shipping port it stands fifth among the well-known harbors of Canada. It possesses a deep water frontage of over 50 miles, and this, in connection with certain natural advantages has favored the Royal City. The convergence of the north and south arms of the Fraser is here and produces a focus for the shipping lanes. The water is fresh and free from barnacles and the destructive teredo which causes considerable damage and inconvenience in the salt water ports.

Over sixteen deep-sea vessels can be accommodated simultaneously and ships from widely extended portions of the globe berth here carrying the produce of British Columbia to world markets. Across the river is the big civic-owned grain elevator, and nearby, along the banks of the Fraser, are the maintenance and repair shops of the Canadian National Railway.

Exports from the port of New Westminster include, in order, lumber and wood products (fir sleepers, doors, laths, plywood, etc.); metals and fertilizers; farm produce (grains, fruits, vegetable and animal products); salmon, fish oil and frozen fish. To this may be added many manufactured articles such as paper, rope, barley, malt, macaroni, machinery, etc.

Today ships of over 30 lines, from 40 different countries, call frequently at the port. Some conception of the highly industrialized nature of the city is its rank as second in British Columbia industry, both in value of production and in numbers employed.

Last year the Port of New Westminster handled 4,365,369 tons of water-borne cargo, an increase of 149,601 tons over 1958, a year which had provided the previous all-time high.

New industries, both heavy and light, are moving into the area, many being located on Annacis Island, an industrial estate backed by the tremendous prestige and wealth of the Estate of the late Duke of Westminster, until his death a few years ago, one of the largest land-owners in the City of London, England. Great new shopping centres have sprung up, and the public buildings



New Westminster's new city hall.

in the city are as up-to-date—and as beautiful—as any to be found on the coast.

In this great development, MacMillan, Bloedel and Powell River Limited has figured prominently. The company operates two sawmills, and a flake-board plant in the area, as well as a fine paper mill and converting plant on Annacis Island. The plants provide a payroll for about 900 persons.

New Westminster, with its lofty eminence overlooking the Fraser, with its many lawns and flower-decked parks, with its many fine public buildings, is a picturesque city. Here is the Federal Building, housing the affairs of the Dominion Public Works Department, which administers all the waterways in British Columbia and Yukon. Here, too, are the headquarters of the International Pacific Salmon Fisheries. Other Provincial institutions, the Provincial Government building, Court House and Land Registry buildings are located in the Royal City. The British Columbia Penitentiary and Provincial Mental Hospital are in New Westminster.

Perhaps the greatest asset that the city possesses today is the fierce and almost unique pride of its citizens in their city. They are a restless, energetic people, with a bit of a chip on their shoulder and just waiting for someone to knock it off. It is this militant spirit that has built New Westminster, that has maintained it, and which, despite the supposed influence of modern civilization, still persists to carry the old colonial capital to new triumphs in the years ahead.

Famed clipper barque "Thermopylae" loading lumber at Brunette Sawmill, New Westminster, 1894.





Group Captain G. H. Pirie, C.B.E., J.P., Mayor of Westminster, England.

WITH the gladly forgotten months of May and June out of the way and July promising reasonably warm and fair weather, our various divisions are preparing to welcome many old and new friends in the months ahead.

Port Alberni has already been honoured by a visit from the Mayor and Mayoress of Westminster, England, Group Captain G. H. Pirie, C.B.E., J.P., and Mrs. Pirie. The City of New Westminster here is observing its Centennial and they were honoured guests for the occasion. While visiting British Columbia they took the opportunity of looking over the Company's operations at Alberni, accompanied by Mr. Harold S. Foley, Vice-Chairman, and Mrs. Foley.

The Russian pulp and paper technicians were fanatical picture-takers, and shot hundreds of rolls of the industrial, civic and social life of Alberni. No restrictions, so the lads had a real field day. A focal point of interest was the employees' parking lot jammed with workmen's cars.

This scene always seems to fascinate Soviet visitors. A few years ago, when the Russian Minister of Fisheries visited Powell River, he had included in his party a journalist from "Isvestia". It was difficult, practically impossible, to persuade him that the over 250 cars in the one lot were employees' only and that supervisors and superintendents were parked in other spots. We also heard it whispered that some of the visitors were making enquiries about purchasing stock in B.C. companies!

Rainbow Lodge, Powell River-Alberni Sales Limited lodge on Powell Lake, is booked throughout the summer. Many old friends and new will enjoy a spot of fishing and relaxation in this attractive area.

In June, visitors included Mr. and Mrs. Vern Porter of Compton Printing Company, Los Angeles; Mr. Tillman Roberts, Mergenthaler Linotype Com-

VISITING FRIENDS

With the Approach of a Delayed Summer Many Old Friends and New Are Planning Visits to Our Various Operations



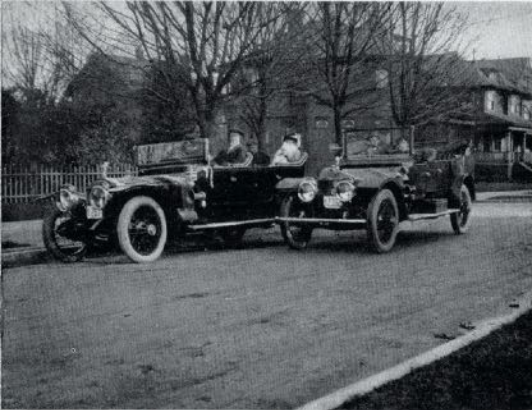
Mr. Tillman Roberts, Miss Betty Gamble, Mrs. V. Porter and Mr. V. Porter.



Mr. D. Fiorito (left), Mrs. Heister, Mr. Kaplan, Mrs. Larson, Mr. R. Larson and Mrs. Leroy Montag.

pany, Arizona; Miss Betty Gamble, Phoenix, Arizona.

From our neighbouring State of Washington came Mr. D. Fiorito, Mrs. Heister, Mr. Kaplan, all of Seattle Post-Intelligencer; Mr. and Mrs. R. Larson and Mrs. Leroy Montag.



Mr. R. V. Winch's two Rolls Royce cars were the sensation of Vancouver.

“WHAT kind of motor is powering that “A” frame? I haven’t seen anything like it around other camps.”

This remark was recently made by a MacMillan, Bloedel and Powell River log buyer calling at a small logging operation in the Alert Bay area, about 180 miles north of Vancouver.

The apparently “different” radiator that aroused the buyer’s curiosity concealed a smoothly-running Rolls Royce engine of considerably older vintage than anything he had seen around logging camps. His curiosity was sufficiently piqued to prompt some further checking.

At this point the story flashes back half a century. In 1910, one of Vancouver’s well-known business men, R. V. Winch, imported two Rolls Royce five-passenger touring cars direct from England.

Old-timers of the city still recall the sensation stimulated by appearance of these two cars in Vancouver—a city which in 1910 had only been incorporated for twenty-four years and whose population was about one-eighth of its present figure. It can be added that motor cars of any kind were as much or more a rarity than they are today in Moscow, Yugoslavia or Hungary. The horse and buggy trips to Stanley Park were still on the Saturday and Sunday outing agenda. Old, high-waisted Fords, the Stanley Steamer, the Franklin and other historic models had just started to provide spasmodic and still uncertain competition for the horse.

Into this placid backwater was suddenly

*After Half a Century
This Rolls Royce*

JUST KEEPS ON PURRING ALONG

pitchforked not one, but two Rolls Royces. The youngsters of the city, then as now, knew every car on the streets and here before their very eyes was this fabulous vehicle, of which they had heard and dreamed—but had never seen.

Through the ever-alert motor car underworld flashed the word—“They cost \$10,000 apiece.” Newspapers headlined their arrival. Their appearance on the streets rivalled the passage of the King’s carriage through the gates of Buckingham Palace. For several months they were Vancouver’s No. 1 domestic attraction.

The cars were used as family automobiles, driven mainly by Mr. R. V. Winch’s two sons, both of whom still live in Vancouver.

For over ten years these stately representatives of English motor wizardry purred along the streets of Vancouver; and Mr. Winch states that during that time he never had a moment’s trouble with the motors.

Shortly after World War I the cars were sold. One was shipped to Japan, where its story ends.

The second was dismantled and in the early twenties the motor and chassis, less body and wheels, were bought from a junk yard by Rod Williams, logging operator. He recognized the quality of the old engine, shipped it to his camp and connected it to his winch (not a pun), using the original transmission.

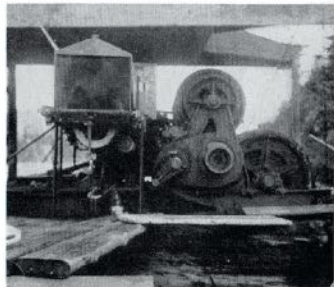
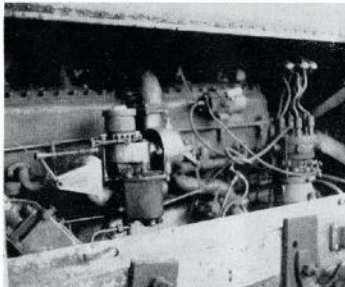
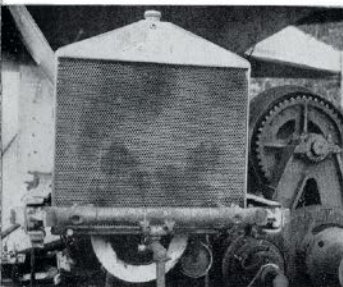
Today, fifty years after it was built, the same stout motor is still in service and on the direct testimony of Mr. Williams has “never skipped a beat and runs much quieter than the 1960 models.”

A plate can still be seen just under the windshield on the left-hand side, which reads:

“Rolls Royce. London & Derby. No. 195 E.” The motor is a 6-cylinder model rated as 40/50 H.P. (British).

And that is the still unfinished story of Western Canada’s first Rolls Royce motor car.

The old engine, now a work horse for the logger, is shown below still doing a first-class job as the power behind the camp donkey.





RUSSIAN PULP AND PAPER TECHNICIANS VISIT B.C. MILLS

BY THE ready admission of its leaders the Soviet Union's pulp, paper and newsprint industry—at this time of writing—is 25 years behind that of Canada, turning products out of plants that date back several decades.

Port Alberni was a key stop for the Russian pulp and paper representatives who toured Canada last month. The trip was an exchange visit, following that of the Canadian pulp and paper group, who toured the Soviet Union last fall. Dr. John Keays, Research Director of MacMillan, Bloedel and Powell River Limited, was with the Canadian delegation and helped entertain the Russians at Alberni.

This represents the first exchange of pulp and paper technicians between Canada and Russia; and undoubtedly it has already contributed to a better understanding of and respect for each other. It is not unlikely that such visits will be repeated regularly in the future.

But while the Russians may be operating with plants and processes of the early 1900's, they hope to close the gap with Canadian standards **in three years** with a crash program of building new mills, training more experts, and making use of the latest techniques of production.

The expansion and modernization in pulp and paper is part of the Soviet Union's current Seven Year Plan, and the group of 10 key men engaged in the program recently completed a strenuous coast-to-coast tour to see the latest developments in the Canadian pulp and paper industry—and just how far they must go to catch up.

All technical men, they visited newsprint mills in Quebec, fine paper and pulp plants in Ontario, Alberta's first pulp mill, and three modern mills on Vancouver Island. During their tour they held discussions with consulting engineers in Vancouver and Montreal, with government officials, and with leading members of the Canadian industry.

But where the Canadians had learned firsthand of how the Russians were making do with mills destroyed or badly damaged during the Second World War and repaired as well as possible, the Soviet delegation had their first real look at modern pulp, paper and newsprint mills.

Leader of the group was Georgi M. Orlov, who as Soviet Minister of Forests visited British Columbia in 1956 to tour the province's logging and sawmill industries. Mr. Orlov is now Vice-Chairman of the Gosplan (central planning authority) of the Russian Republic, the largest in the Soviet Union, and Minister of the Republic as well. His territory stretches from the Urals to Siberia and includes the bulk of Russia's softwood forests (50 per cent of the world's total) and over 90 per cent of its pulp and paper industry.



Left to right: Georgi M. Orlov and George Williams, of Powell River Division, in Digester Room at Alberni.

Russian Visitors pose with H. A. Kelley (third from left), Asst. Mgr. Alberni Pulp and Paper Division; Dr. John L. Keays, Director of Research, MacMillan, Bloedel and Powell River and S. W. Forsstrom (extreme right). Public Relations Manager at Alberni, Ted Stroyan is at the rear.





A typical gesture of Orlov's—he did this when he completely understood a question.



A typical pose of Orlov's—he used his camera extensively throughout the tour.

If the group's visit to the Company's Pulp and Paper Division at Port Alberni was any example (and officials of the Canadian Pulp and Paper Association accompanying them assured us that it was), the Russians have an infinite capacity for one thing—hard work. Hard work backed up by sound engineering knowledge and an insatiable desire to discover how the latest and best equipment and processes work.

Where the normal visitor might inspect the operation and make a few notes, the Russians used up pads of notepaper sketching equipment, tracing the flow of production, gathering all available capacity figures and statistics, putting down their own impressions on what they need in their own mills. The Port Alberni mill, one of the largest and most fully integrated of its kind in the world, is a tough operation for any expert to digest in a full day. The ten Russians massed a frontal attack upon it to learn as much as they could in one afternoon.

To the key personnel who guided them, their impression of the mill ("excellent", "first class", "one of the best we have ever seen") was of less interest than finding out what the Russians are planning to do with their own pulp and paper industry. Some of the points brought out in a post-tour discussion at the Company's Port Alberni guest house were:

The Soviets are building new mills on a grand scale with giant complexes planned for several locations to produce pulp, paper and paperboard, chipboard, lumber, veneer and other products.

Six mills are now under construction for the production of kraft paper and board with a capacity of 1,800,000 tons a year (still a long way to catch up with U.S. production of paper and paperboard, which totalled 31,000,000 tons in 1958).

The emphasis is on kraft paper more than any other product. One reason: materials like cement are handled in bulk and losses of up to 20 per cent

in shipments are not uncommon. The Russians want more big kraft paper sacks to hold these materials and cut loss and waste.

No new newsprint mills are being constructed at the present time, although some existing mills are being expanded. The Soviets feel they need newsprint less than they need other paper products.

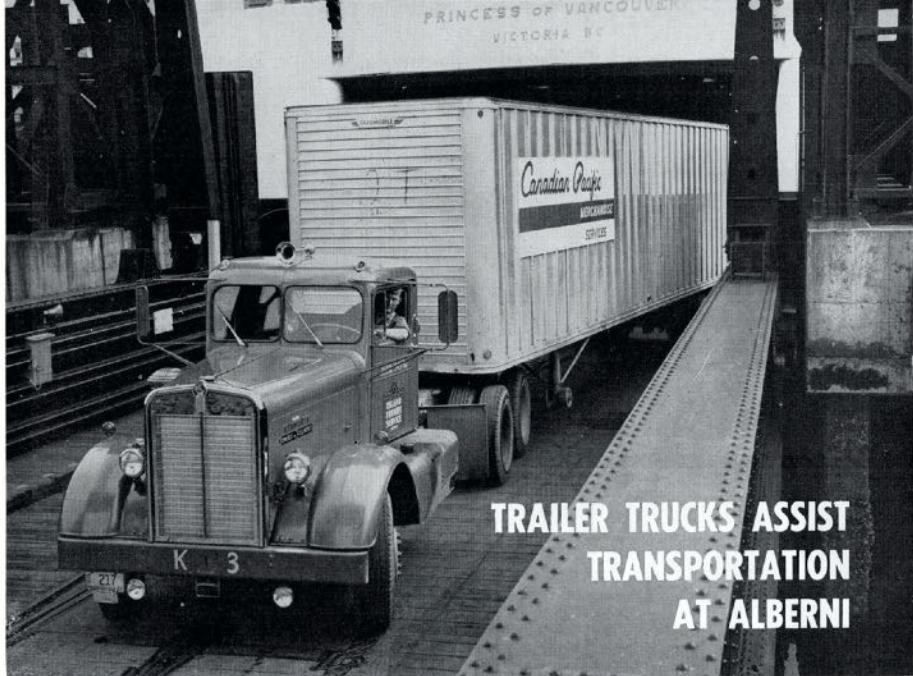
Russia does not expect to be a factor in the export market in pulp, paper and newsprint as it is in lumber; (the surprise in world lumber trading circles in recent years is the key position the Russians have won in European markets). In pulp and paper, domestic needs will run away ahead of available supply for many years.

On the tour, the Russian group never mentioned politics or the international situation, and their Canadian hosts never raised the question, regarding the visit as purely technical.

But one thing was clear, politics or not: the Russian pulp and paper industry is an awakening giant and the Canadian industry is going to be watching it closely.

The group in the mill yard at Port Alberni: J. Keith Eadie, heading the B.C. technical group, is second from the right.





TRAILER TRUCKS ASSIST TRANSPORTATION AT ALBERNI

Trailer Truck rolls off Nanaimo-Vancouver Ferry with load of newsprint for Vancouver.

PORT ALBERNI, at the head of the Alberni Canal and the centre of MacMillan, Bloedel and Powell River's operations on Vancouver Island, is one of British Columbia's busiest shipping ports.

From here, newsprint, lumber, pulp and plywood is shipped to many widely extended parts of the globe by water, rail and truck.

Direct shipments to the United Kingdom, the Pacific Coast and Atlantic seaboard are made on chartered freighters. Cargoes for inland destinations are loaded direct on freight cars, carried by rail to Nanaimo on the east coast (a distance of 50 miles) and placed on barges for the short run across Georgia Straits to railhead at Vancouver.

A third and newer method of transportation, is by huge trailer truck, which carries some newsprint, pulp, and other production over the well-established Alberni-Nanaimo road.

The trailers, 8 feet wide and up to 40 feet long, can carry loads of 22 tons. The trucks are driven direct on to Canadian Pacific coastal vessels at Nanaimo for the 2½ hour journey to Vancouver. The entire trip from the loading sheds at Port Alberni to warehouses in Vancouver can be completed in less than five hours.

The use of large trailer trucks is comparatively new in the pulp and paper industry of British

Columbia. But Port Alberni's strategic location—within easy reach of both east and west coasts of Vancouver Island, and with a first class access road to Nanaimo—makes this type of transportation advantageous for special shipments.

Truck on the way to Nanaimo over the scenic Alberni-Nanaimo Road.





President M. J. Foley (left) assists Hon. Earle Westwood to cut ribbon, signaling formal opening of Sproat Lake Provincial Park on June 30.

Company Donates New Park Area to Government

COINCIDING with Alberni's Centennial observances was the formal opening of the Sproat Lake Provincial Park—a 43-acre tract near Port Alberni donated to the Provincial Government by MacMillan, Bloedel and Powell River.

The park area fronting on scenic Sproat Lake, was formerly known as Smith's Landing and has long been a popular vacation and swimming resort for residents of the district.

Mr. M. J. Foley, President of the Company, formally presented the new park area to Hon. Earle Westwood, Minister of Recreation and Conservation, representing the Provincial Government, who described the Sproat Lake area as one of the finest and most ideally located campsites on Vancouver Island.

"It will bring pleasure and happiness to many thousands of residents and tourists in the years ahead," Mr. Westwood declared. "The Government of British Columbia congratulates and thanks MacMillan, Bloedel and Powell River Limited for this fine example of public spirit and co-operation."

In turning over the park, Mr. Foley praised the

high standard of the many camp areas developed by the government throughout the province. "The public campsites of British Columbia have earned an international reputation for their cleanliness, equipment, organization, location and supervision.

"They have enabled countless visitors and families to enjoy, at no cost, beyond their personal equipment, the wonderful scenic attractions of our province. And they have, in large measure, helped the forest products industries by educating our people in the value of our forests and the need for forest preservation."

Deputy Minister of Recreation and Conservation, Dr. David Turner, emphasized the expanding role of government sponsored campsites in British Columbia.

"Fifteen years ago," Dr. Turner stated, "about one hundred and fifty thousand people were registered annually in our camps. Today, that figure exceeds 2½ millions."

Already extensive developments are under way in the new park. Access roads have been built; parking spaces have been cleared; tables have been set in place and sanitary and cooking installations are nearing completion.

The park area has been preserved in its natural state—displaying the great firs, cedars and hemlocks for the interest and edification of the visitors. Cool shady picnic areas welcome the visitor and large stretches of sandy beach invite the water lovers. No timber has ever been cut in the park area, which for many years had been set aside by the Company as a future forest park.

The Sproat Lake Opening was attended by prominent civic and industrial leaders, including

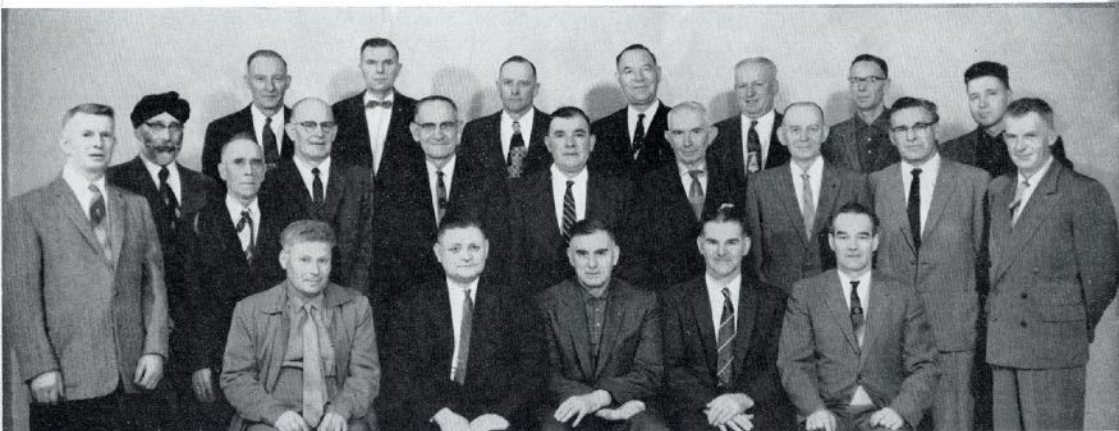
Mr. H. R. MacMillan, the Mayors of Victoria, Nanaimo and Port Alberni and officials of the Forestry Department.

During ceremonies in connection with opening of Sproat Lake Park, the Mars aircraft, used by a group of B.C. companies for water-bombing forest fires, gives a demonstration.



Around Our Communities

SOMASS PLANT CELEBRATES 25th ANNIVERSARY



The Somass Sawmill at Alberni celebrates its 25th anniversary this year. Above are original pioneers, still employed with MacMillan, Bloedel and Powell River Limited.

SOMASS DIVISION of MacMillan, Bloedel and Powell River Limited completed its 25th year of operation on February 25.

On the job were 12 men who were present when the first whistle blew in 1935 and another dozen who will round out their 25th year with the plant during 1960. The group has a total combined service of over 600 years, with only eight lost-time accidents.

Originally operated by Bloedel, Stewart and Welch Limited, the mill became "Somass Division" in 1952 when the H. R. MacMillan Export Company and the Bloedel, Stewart and Welch interests were amalgamated. Today it is a part of the lumber production facilities operated by the MacMillan, Bloedel and Powell River Limited organization.

Since the original construction many new additions have been made to the production and finishing facilities, so that it can produce for both export and domestic markets. These new installations have included, over the years, a dry lumber storage shed, planers, dry kilns; and, to supply raw material for the nearby pulp mill, chippers, storage bins, and a complete conveying system have been added.

One of the very significant changes, from the community viewpoint, is the elimination of the refuse burner, once considered a necessary part of all sawmills. This has been dismantled and no longer sends smoke and fly ash into the air to create a nuisance to housewives and homeowners. Today the entire log is used to produce lumber, chips or hog fuel, so there is no refuse to burn. Even the bark is partly dehydrated in a bark press and used for fuel to produce steam for power.

Those who were actually present on start-up day, February 25, 1935, are:

John Galliford, Ray Hummel, Cal Woodward, Harry West, Alf Kellow, Pete Demens, Charlie Smith, Charlie Ettles, Dutch Hughes, Pard Miles, Ralph Minorgan, Bill Pollock.

Those who will also complete 25 years of service during 1960 are:

John Hammargren, John Herkel, Benny Steele, Hec Frost, Atma Singh Hundal, Fred Boyko, Frank Bedek, Fritz Kronstrom, Ed Wright, Ted Smith, Leon Callewaert, Jack Moul.

Many of these men have worked the full 25-year period without a lost-time accident.



Vancouver Province carriers at Powell River airport.

CARRIERS VISIT POWELL RIVER

Last month, one hundred and twenty carriers from the Vancouver Province toured the Powell River plant. The boys, top subscription getters in their various areas, came from all parts of the Lower Mainland—Fraser Valley, Vancouver, New Westminster and adjacent districts.

The trip to Powell River was reward for their subscription-gathering initiative. For over a hundred of the lads, varying in age from twelve to sixteen, the jaunt by plane was their first trip in the air.

It was a long, but from first-hand accounts, an enjoyable journey. The Fraser Valley boys left by bus at 7:30 a.m. to catch the Powell River plane at Vancouver.

At Powell River the group were guests of MacMillan, Bloedel and Powell River, who arranged transportation, furnished guides and were hosts at a luncheon. The boys had been carefully coached on mill etiquette by Province officials and were exceptionally well disciplined and appreciative during this tour. Many returned with notebooks filled with information on which to lecture their fellow carriers, or write school essays.

Mr. Bob Howatson, Promotion Manager, and Jack Adair, Circulation Manager, accompanied the party.

SMALL BOAT HARBOUR

The extension to Powell River's small boat harbour at Westview is nearing completion. Started several months ago, the new installation will more than double existing facilities. The phenomenal increase in small boat harbours on the B.C. coast is reflected in Powell River, where nearly 2,000 boats of all sizes and power are in the water. The extension will provide berths for an additional 600 boats, with provision for future expansion allowed in construction.

EXCHANGE TEACHERS

Another group of interesting visitors touring the Powell River mill comprised 45 exchange teachers, mostly from points in the United Kingdom. Powell River has been privileged on many past occasions to act as hosts to these groups; and they have always proved particularly pleasant, interesting and appreciative. Their interest in the newsprint process has been keen and their inspections most thorough. They all feel that the exchange visits are well worthwhile, and that they do much to help pass on to students on both continents a better understanding of the world and its people.

"Our lectures on Canadian newsprint mills are eagerly looked forward to by British children," a teacher stated.

Small boat harbour at Westview extends out both sides of Government wharf. New area on left of wharf.





New ferries are streamlined, fast and well appointed. Above, "Tsawwassen" with inset showing ferry route.

NEW GULF FERRY SERVICE OPENED

THE sea lanes linking the lower mainland of British Columbia with Vancouver Island are among the most heavily traversed on the Pacific Coast.

The expanding traffic across the Gulf of Georgia is reflected by the steady flow of car ferries making scores of trips daily between the Island and mainland.

On June 9, a third ferry service was instituted by the Government of British Columbia to supplement the already extensive service of the Canadian Pacific and Black Ball lines.

The new ferry installation has cost approximately twelve million dollars, including construction of two motor vessels and terminal facilities at both ends. The route will run from Swartz Bay near Sidney, on Vancouver Island, twenty miles north of Victoria, to Tsawwassen (pronounced CHAWASSEN) near Point Roberts, adjacent to the international boundary, twenty-one miles south of Vancouver. The Tsawwassen terminal is reached from Vancouver by way of the new Deas Island freeway and tunnel opened last year.

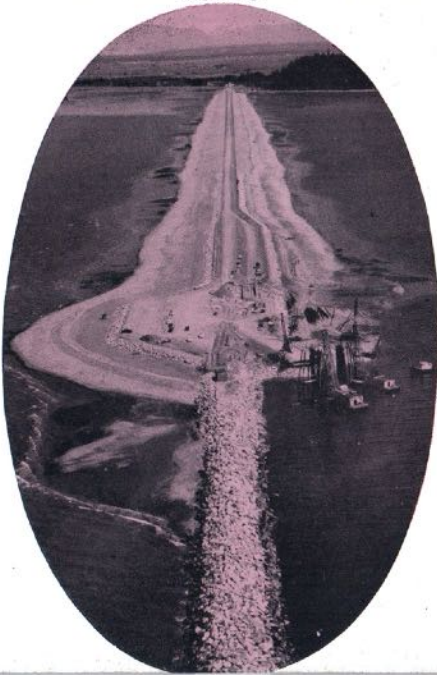
The two motor vessels appropriately named "Sidney" and "Tsawwassen" were built in B.C. shipyards and are luxuriously appointed. Designed speed is 18 knots. They will maintain a two-hour service across the Gulf. The trip from Vancouver to Victoria by car or bus via the new route will take just over three hours. This is in contrast to a service started in 1903 over much the same route, which, at the best took seven hours, and which was short-lived due to financial losses.

Since the turn of the century, Canadian Pacific, using its famous Princess ships has maintained regular service between Vancouver and the Island. A few years ago the Black Ball Ferries moved their ships from Puget Sound to British Columbia and put two of them on the run direct from Horseshoe Bay, ten miles north of Vancouver, to Nanaimo in competition with Canadian Pacific. The new

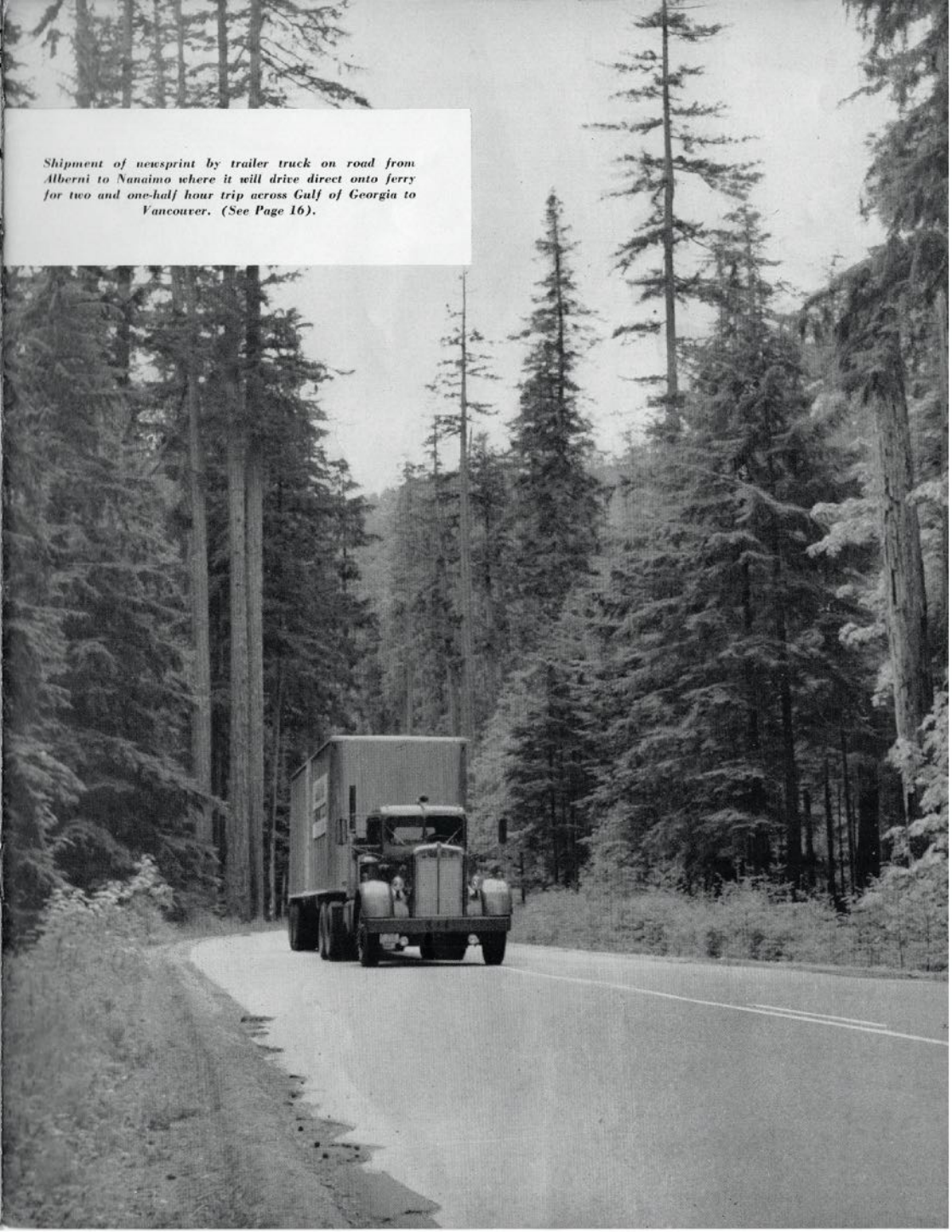
Government ferries will provide an alternate scenic route through the picturesque Gulf Islands for Canadian and American tourists.

Something of the density of traffic to Vancouver Island is revealed in the combined schedules of the three lines: Canadian Pacific has nine trips daily between Vancouver and Nanaimo; Black Ball has ten; and the Government ferry makes eight trips each day—in all, a total of twenty-seven trips daily.

Two-mile causeway constructed at Tsawwassen end of route for ferry landing.



Shipment of newsprint by trailer truck on road from Alberni to Nanaimo where it will drive direct onto ferry for two and one-half hour trip across Gulf of Georgia to Vancouver. (See Page 16).





DO NOT ENTER THIS AREA
ARE YOU WORKING SAFELY?

Safe workmanship by experienced employees is an important factor in maintaining quality production in the Company's plants and operations.

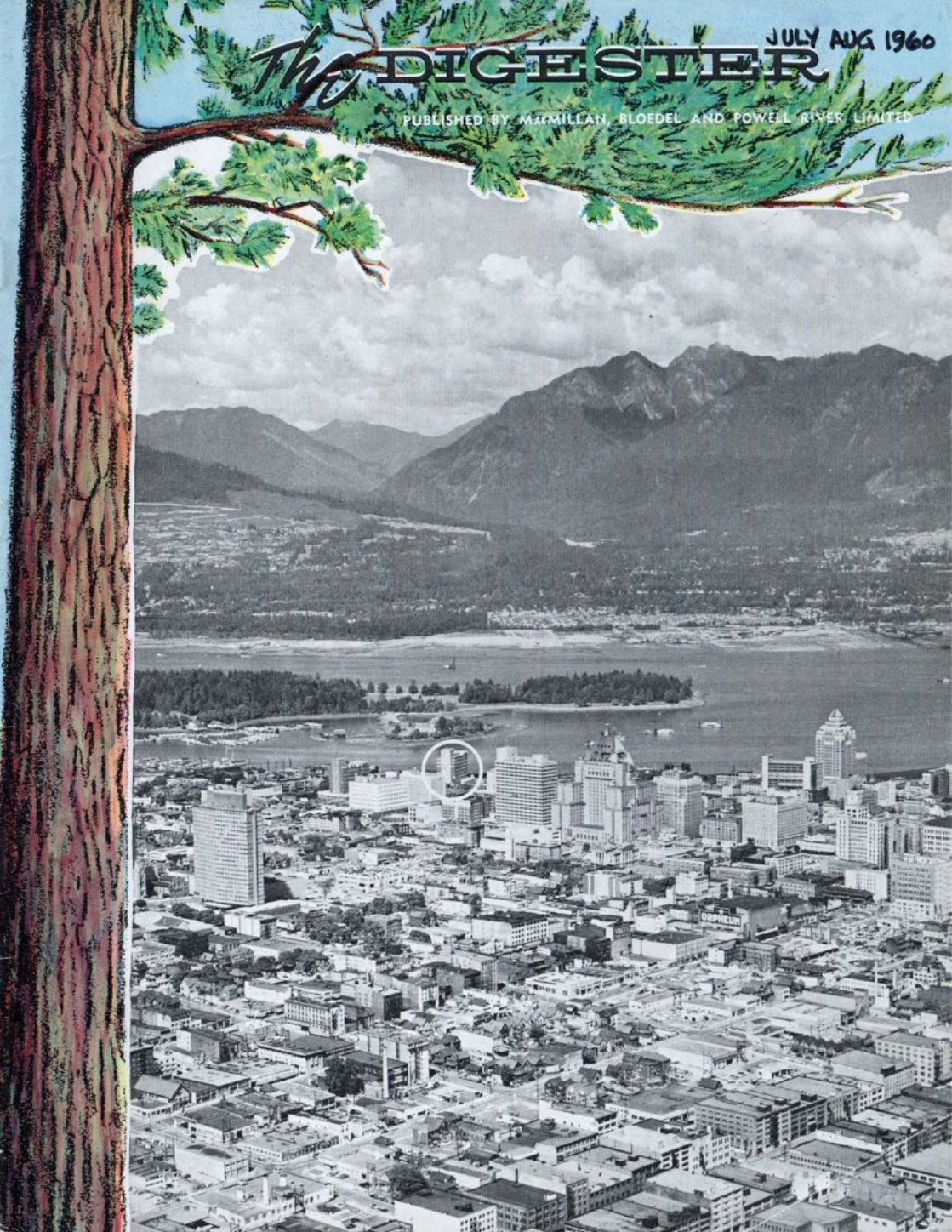
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - CORRUGATED CONTAINERS
- KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
- LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES
- DOORS - CHARCOAL BRIQUETTES - PRES-TO-LOGS

The DIGESTER

JULY AUG 1960

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THE DIGESTER

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J. A. Lundie, Editor

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COVER

Vancouver City centre overlooking Stanley Park (centre) and portion of North and West Vancouver. Head Office building of MacMillan, Bloedel and Powell River Limited in circle.



Editor's Notes

The Olympics — and National Survival

The tumult and shouting of the 17th Olympiad have died away. But the weeping, wailing and recriminations of the Canadian and American public and press continue.

Our people have been quick to censure the unsatisfactory performance of our athletes. Inadequate training, indifferent coaching, lack of government or public support, they say, have all been responsible for the debacle.

Some of these factors may have contributed to our failure—but none represents the real answer, which can be something far more serious—not only for the maintenance of our athletic supremacy, but for our survival as free people and a nation.

Can our free society, engaged in the pursuit of pleasure and an expanding urge for the comforts and luxuries of life continue to survive the competition of the vigorous national pride and the fierce dedication of European, African and Asian nations to win their place in the sun?

Can American and Canadian youngsters, brought up to believe that the good things of life are theirs by right, and who ride to public school or college in their own or parents' cars, compete with the African or European who walks or rides a bicycle many miles to get an education? Can the increasing number of students who enter our universities because it is the thing to do, or because their parents can afford it, compete with these people to whom an education is a privilege and a desire?

Can the Canadian and American manufacturers, faced with steadily rising costs—taxes, materials, wages—compete with nations whose living standards are far below ours and whose aims, at the moment, are survival and prestige, not luxury?

In short, are we capable, as a nation of individuals, of making voluntary and personal sacrifices in the interest of ultimate survival? If we are unwilling to face this alternative, if we are unwilling to dedicate ourselves as intensely to the maintenance of our free system, as the Russian people and the new nations of Africa and Asia are to theirs, then we can't blame anyone but ourselves if we fail to measure up.

157 Years Ago, Canada's First Pulp and Paper Mill Was Established at St. Andrews, Quebec. This Month, to Mark the Developments and Achievements in the Industry, Canadians are Observing

PULP AND PAPER DAY IN CANADA

ON September 28, under auspices of the Canadian Pulp and Paper Association, "National Pulp and Paper Day" was observed in Canada.

Its purpose? "To mark over 150 years of ever increasing contribution by the industry to the well being of the nation."

It is a spectacular story—this emergence of Canada, a nation of 17 million people, as the world's largest producer of pulp and paper products; with the industry being the leader in the production of national wealth.

It is a saga that started off timidly in 1803, when the first Canadian paper mill was established at St. Andrews, Quebec. It is a story of an industry that travelled slowly and almost imperceptibly for over a century before bursting out, like an unexpected meteor, across the world's pulp and paper firmament.

Until the advent of the 20th century, the industry appeared as a weak and hesitant fledgling, groping almost unnoticed on a continent whose people were too busy building railroads and pioneering the birth of a nation.

As late as 1890, Canadian pulp and paper exports had a value of a meagre \$120.

By 1919 they had reached \$97 million; by 1929, \$198 million; \$400 million in 1946. Last year the total value of exports was over \$1 billion out of a total production value of \$1½ billion.

In the adjoining column is reprinted the "Scoreboard"—which clearly displays the industry's role in the life and economy of Canada.

British Columbia has taken a prominent part in the growth of this great industry.

In the past ten years, expansion of pulp and paper has proceeded faster in British Columbia than in any province of Canada.

MacMillan, Bloedel and Powell River Limited has been a major factor in this advance and is the leading producer of pulp and paper products in Western Canada. Around Powell River and Alberni, two of the Company's largest producing areas, much of the history of the pulp and paper industry in the province has revolved. The first paper mill in B.C. was erected at Port Alberni in 1894, turning out miscellaneous paper and wrapper.

The first newsprint mill in B.C. went into operation at Powell River in 1912.

The industry in British Columbia is now firmly established as one of the province's greatest economic assets, in taxes and wages paid, in employment and in purchase of British Columbia and Canadian products.

Scoreboard

OUTPUT

1959	Production Tons	Exports
Newsprint	6,394,172	5,952,704
Pulp for sale	2,512,804	2,460,133
Fine and other papers	1,160,731	146,026
Paperboard	1,029,567	115,880
Total production	11,097,274	8,674,743

Canada accounts for almost a fifth of the world's wood pulp production and for more than a quarter of all the international trade in pulp. As a pulp producer, Canada ranks only after the United States.

Canadian mills provide 48 per cent of the newsprint supply of the free world.

VALUES

1959	
Gross value of production	\$1.5 billion
Value of exports	\$1.0 billion

Pulp and paper is Canada's largest creator of national wealth. The annual value of its production exceeds that of wheat and all other grains combined; or that of all Canada's mines; or that of any other producing industry.

Pulp and paper alone accounts for 21 per cent of the value of all Canadian exports and for almost 30 per cent of the value of exports to the U.S.

With a domestic trade of \$500 million, pulp and paper also ranks as one of the leading producers serving the domestic market.

EMPLOYMENT

Total annual wages paid	\$425 million
Permanent employees in mills and woods	81,000
Seasonal woods workers	200,000

Excluding its seasonal workers, pulp and paper stands first among all manufacturing industries in numbers employed and in wages paid.

The annual wage bill of the industry far exceeds the combined wage bill of the two manufacturing industries that rank after pulp and paper, as the largest manufacturing wage payers in the land.

RAW MATERIALS

The pulp and paper mills consume some 13 million cords of pulpwood annually, of which 61 per cent comes from their limits, 22 per cent from farmers and other small holdings, and 17 per cent from other purchases, including sawmill waste.

The pulpwood cut over all the industry's limits runs to an average of 4½ cubic feet per acre per year. Scientific measurements reveal that this cut, plus all other losses, is below the annual growth. Thus the forest capital of the industry is not being impaired.

The pulp and paper mills operate their woodlands on a perpetual yield basis. Through research, by improved operating methods, and by a variety of silvicultural means, the pulp and paper mills are increasing the productivity of the woodlands.

NATIONAL VALUES

In all manufacturing industry, pulp and paper stands first in value of production, exports, capital invested, employment, and wages paid.

Almost one of every ten freight cars loaded in Canada carries pulp, paper, or pulpwood. The annual transportation bill of the industry is \$250 million.

Pulp and paper uses 27 per cent of all the electric power used in industry and mining.

Pulp and paper spends more for goods and services than any other manufacturing or producing industry.

Pulp and paper accounts for close to five per cent of the gross national product. Because the production of a dollar in goods, or of a dollar in exports, is generally followed by the production of another two dollars in other goods and services, pulp and paper operations generate, directly and indirectly, one of every seven dollars in the income of every Canadian.

**74 Years Ago, Canadian Prime Minister Sir John
A. MacDonald Drove the Last Spike in the Famous
E. & N. RAILWAY — *first and only public
railroad on Vancouver Island***



A happy, cheering crowd greeted first E & N passenger train to enter Victoria station, March 27, 1888.

**By Monte Roberts
Victoria Press Special Writer**

AMONG the many traditional institutions which are interwoven into the history and development of Vancouver Island is the famous E & N Railway, which for 74 years has carried freight and passengers north and south atop the mountainous spine of the Island.

The original name of the E & N, as it is affectionately known to all residents, is the Esquimalt and Nanaimo Railroad, which starts at Victoria, 3.7 miles from the naval city of Esquimalt, and runs through Nanaimo for 140 miles to the northern terminus at Courtenay.

The age of the E & N is counted from the August day in 1886 when the Prime Minister of Canada, Sir John A. Macdonald, drove the spike that marked completion of the first 69 miles of the road.

Now from mileage 0 to end of rail its trackage total is 139.7, most of it single track, much of it through some of the most spectacular and just plain beautiful scenery on a notably beautiful island.

Today the run is made in approximately four hours, aboard the most modern type of coach—a self-propelled diesel which resembles nothing quite so much as a modernized, enlarged streetcar.

The coach seats are comfort itself, with air conditioning, and big picture windows tinted against the rays of the sun, which peeps through even in the great softwood tracts through which it passes and which provide some of the most glorious scenery of the entire journey.

It's worth taking a trip, even if you have no particular wish to go from Victoria to Courtenay or any of the 28 waypoints, 23 of them flag stations. You'll see parts of Vancouver Island you'd never see from your own car or bus—dairy farms, berry farms, logging operations, hunting trails, fairy dells and towering stands of Douglas fir: and in addition the famed Malahat, whose scenic grandeur is unsurpassed on the Pacific Coast.

There was a time, when the old steam engines huffed and puffed over the 260 foot high wooden trestle spanning Niagara Canyon, north of the Malahat's peak, that the nervous traveller was inclined to close his eyes and suspend breathing.

Now the powerful diesel slides over the steel bridge with effortless ease, and you'll find yourself enjoying the scenery until the tunnel blots out the view.

It is unfortunate that more tourists and even residents of the southern part of the Island don't take more advantage of the railway. Most of the

E & N has been subjected to alternate praise and criticism by the public—but the old lady still rolls primly along.

traffic handled by the present owners, the Canadian Pacific Railway, is freight and logs.

A sizeable portion of the CPR's revenue comes from the movement of raw timber to sawmills and pulp mills, and one of its best customers is Mac-Millan, Bloedel and Powell River Limited.

A visitor along Port Alberni's waterfront today will find long lines of E & N freight cars, awaiting pulp and log cargoes. Raw material in quantity can be moved quickly south to Victoria and east to Nanaimo for fast transportation across the Gulf of Georgia to lower mainland centres. Two of Mac-Millan, Bloedel and Powell River operating areas are strategically located at Nanaimo and Port Alberni, both key divisional points on the E & N.

Freight, and not passengers, was the first concern of the men who pioneered construction of the road. They were Robert and James Dunsmuir and associates. The Dunsmuirs were the founding fathers of the prominent family which has added so much rich history to the Island, and their desire was to have a railway to move coal from their mine to the sales market.

The citizens wanted the railway because it was the thing to have in those days. They fought hard to have Victoria named as the terminus of the new trans Canada railway, and not that upstart, vulgar Vancouver across the Gulf.

The Government in Ottawa put up a \$750,000 subsidy toward the cost of building the line, and also granted large tracts of land along the right-of-way—land that had much to do with the growth of the Dunsmuir fortune.

It was a rootin', tootin' celebratin' day when the first engine rolled into Victoria, March 27, 1888, to a station dressed with banners and signs.

The trains of those days were living, breathing, romantic creatures. The coaches could only be des-



E & N equipment is now 100 per cent diesel. This powerful "hog" snakes a long line of freight and flat cars across mountainous trackage with nonchalant ease.

cribed as elegant, and swayed delightfully from side to side on even the straightest stretch of track.

The coal-eating locomotives, broad-shouldered and strong-breathed, huffed and puffed up hill and down dale, thundered and dashed through the lone tunnel, and all in all earned the line the name of Canada's most picturesque railway.

In 1905 the Canadian Pacific bought the line from the Dunsmuir interests.

Here, thought the happy islanders, is our chance to become part of the transcontinental railway system. One contemporary put it this way: "British Columbia's capital, endowed with so many charms and natural advantages, may awaken from the slumber of half a century and take the place for which she is designed, as one of the most prosperous cities of the far West."

But, with the Gulf of Georgia between the mainland and the island, Victoria as the western terminus was not practical and Vancouver retained the honor.

Meanwhile, the E & N continues to climb up and down Vancouver Island's spine, its diesel horns startling deer at the trackside just as its deep-throated steam whistles did many years ago.

You should let the E & N take you for a trip sometime. It is an experience that can not be easily duplicated on this continent. It is one which still retains, despite its modern locies, something of the pristine charm of the early days.

The tremendous industrial growth on the Island in recent years, particularly in sawmilling and pulp and paper manufacturing, is injecting a new vigor into the old line. The E & N, after a chequered but not uninteresting career, is still hanging on and providing a unique and essential service to the expanding industrial life of Vancouver Island.



Old 447, a coal-burner later converted to oil, charmed railway fans on the Island for years, had a steam whistle that was a joy to hear.

Future Requirements Guaranteed By—

NEW COMPANY NEWSPRINT MACHINE

THE recent announcement of the MacMillan, Bloedel and Powell River decision to install an additional newsprint machine further emphasizes the rapid expansion of the industry in British Columbia.

In the past fifteen years the increase in newsprint production in the province has been far above that of the rest of Canada. Since 1947, output in B.C. has trebled—from 1,000 tons daily to approximately 3,000 tons in 1960.

Four out of the six newsprint machines installed in British Columbia since the close of World War II have been erected by MacMillan, Bloedel and Powell River. The Company, starting with the installation of Number 8 machine at Powell River in 1948, has more than doubled its capacity in a single decade. Total capacity of MacMillan, Bloedel and Powell River machines is now 2,200 tons daily—750,000 tons annually. This represents nearly 75 per cent of the entire newsprint production of Western Canada.

The machine to be erected at Port Alberni brings to twelve the number of newsprint machines in Company plants.

Newsprint production started in British Columbia in April, 1912, when the first rolls were run off at Powell River. The initial installation was a four-machine mill, turning out 250 tons daily by the fall of 1913.

Thirteen years later, in 1926, two new machines, larger and faster, were added and production increased to 500 tons daily. In 1930 a seventh

newsprint machine was brought into production to bring plant capacity to 650 tons. Between 1930-1948, with depression and war intervening, no further installations were undertaken; but improved techniques added a further 100 tons daily to plant capacity.

In 1948 daily production reached the 1,000-ton mark with the installation of Number 8, the first post-war machine in Canada. Further improvements in operating techniques and the installation of Number 9 machine completed in 1957 raised the Company's output to 1,500 tons per day—or a total annual capacity of 510,000 tons.

In 1956 Port Alberni's first newsprint machine went into production, with a daily capacity of 350 tons, followed by a second modern machine in 1958.

The new machine which is to be installed at Port Alberni will raise the Company's total capacity to some 900,000 tons annually.

The decision to install this machine was made despite the present newsprint surplus capacity, which, analysts estimate, will not be absorbed for several years.

It means, in fact, that Western Region publishers in particular will be protected against another period of newsprint shortage in the near future. It is hoped that the gamble taken by the Company in 1960 will help to maintain a reasonably even balance between supply and demand for many years—a situation which would be mutually advantageous to both the publisher and the manufacturer.

Two modern newsprint machines at Company's Port Alberni plant have a total capacity of 700 tons daily.



Some Impressions of the Soviet Union

By Dr. John Keays



Along the Nevsky Prospect, the Main Street of Leningrad.



DR. KEAYS

EDITOR'S NOTE

This is the second in a series of articles by Dr. John Keays, Director of Research for the Company, who recently visited Russia as a member of the Canadian pulp and paper delegation. His first article dealt with their experiences in Moscow. The current article features the delegation's visit to Kiev and Leningrad.

KIEV

THE flight from Moscow to Kiev was made on a TU-104 jet, with standing room only, and the plane landed in the evening at an Army air base.

For some unknown reason, there was a delay of over an hour before all our luggage was tucked away in the waiting cars, and during the wait, at intervals of approximately one minute, a red light would flash at the end of the field; a single huge searchlight would light up one of the distant runways, and another jet would roar away. This was going on when we landed, and was still going on when we left the airfield; and our first impression of Kiev was of an endless stream of jet planes taking off at the rate of one a minute from an airfield which appeared to have no boundaries.

Kiev, with its blending of ten centuries of architectural styles, is one of the most beautiful cities of Russia and one of the most picturesque and charming cities in the world. It was already an old city when it was sacked by the Mongols in 1240. It has been under the domination of the Vikings, numerous Slav princes, the Yellow Hordes,

and of both Lithuania and Poland, but since 1635 it has been Russia's Holy Kiev, the first center of Christianity and of learning in Russia, once the city of 150 churches.

The simple dignity of the 1,000-year-old Church of St. Sophia with its 19 golden domes, the blue-grey grace of the Andreas Church, the vast cupola of the ancient Lavra Monastery, and the golden crosses of the Vladimir Cathedral are still among the most impressive sights of Kiev.

All of the churches are beautifully kept, many are in use now as museums or as public centers, and it is of interest to note the attitude of the Russian people in the cool quiet of these heritages of lasting beauty . . . their pride and hushed reverence.

Kiev was severely damaged during its long occupation by Hitler's armies. The main street, the Kreshchatik, was almost totally destroyed, and has been completely rebuilt with multi-storied buildings varying in height and design, many with bright red roofs, many constructed of huge dull red granite blocks. The overall effect is one of dignity, of massive enduring beauty, of a majestic aesthetic unity.

In contrast to many of the stark and hurriedly constructed buildings in other parts of the Soviet Union, the buildings of Kiev have a precision in design and workmanship, a finish and a polish that might be termed Kiev Modern.

The new Hall of the Council of Ministers in Late Georgian could have been moved from one of the crescents of Bath, cleaned and polished and tinted a delicate pink and set down in Kiev. The vast, gleaming expanses of glass, characteristic of many modern European and American buildings, are absent, but the craftsmanship in the Kiev buildings is superb.

The Kreshchatik is a broad, graceful, 10-lane boulevard; the sidewalks are wide, even for Russian cities, tree-lined and brightened by endless flower beds. The parks are rich with magnificent, elaborately formal gardens.

There are many sales displays of wood carvings and brightly enameled wooden bowls, trays and jars in Russian cities, and there is a particularly fine and wide choice in Kiev—intricately and gracefully carved boxes, figurines, large plates and bowls, ranging in price from ten to 100 dollars. The stores in Kiev also have a wide variety of embroidered kerchiefs and linens and tablecloths, trimmed in hand-made lace, as well as the costly and colorful traditional Ukrainian blouses worn by both men and women.

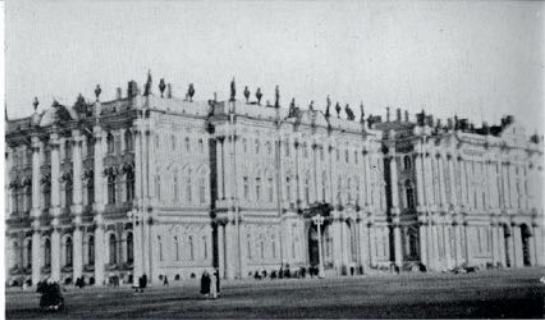


Triumphal Column—dedicated to the War of 1812—
Palace Square, Leningrad.

One store had on display, but not for sale, one of the loveliest and most unique art objects seen in the Soviet Union—an intricately carved amber jewel box set in a framework of delicate silver filigree.

The Russians appear to be as sports conscious as the Americans or Canadians, particularly where "futbol" is concerned. The largest crowd seen in Russia was in a park in Kiev, gathered around a bulletin board giving the latest scores of a football match being played in Moscow.

On a cool October evening most of Kiev's million citizens must have been out strolling the city—overflowing the wide sidewalks, the squares and broad plazas and numerous parks. They appeared better dressed than similar crowds in Moscow, and indeed the people along the Kresh-



The Winter Palace of the Czars, Leningrad.

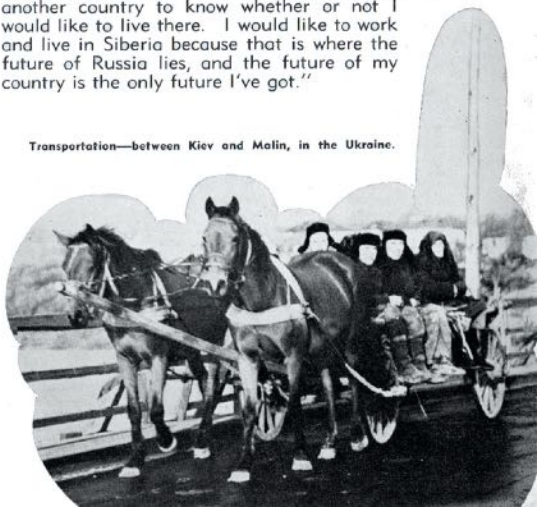
chatik would scarcely be distinguishable from the people on the main street of any large North American city, with the differences that distinguish crowds in the Soviet Union generally—very few children on the streets at night, a limited use of cosmetics and high heels, the widespread use of kerchiefs rather than hats, and the inevitable sprinkling of army and airforce men with their bulky greatcoats and generally smart appearance.

During an evening walk, we were approached by a young man who looked for all the world like one of the "business men" of Leningrad, who are always keen to buy chewing gum, nylons, ballpoint pens or foreign currency.

It turned out he was a student at the University of Kiev, who was anxious to practice his English. He had lived through the German occupation, and his strongest recollection of the war was of a titanic tank battle fought just outside his home village near Kharkov. The Russians called it the Graveyard of Tanks, where a thousand acres were left strewn with tanks and trucks and guns of every make and size.

Our friend was a fifth-year physics student who spoke English quite well, and who hoped that on graduation he would be able to work in one of the new cities being hewn out of the Siberian wilderness. On being asked whether he would like to live in the west, his answer was "No, I would like to visit other countries someday, but I would have to live in another country to know whether or not I would like to live there. I would like to work and live in Siberia because that is where the future of Russia lies, and the future of my country is the only future I've got."

Transportation—between Kiev and Malin, in the Ukraine.



After a discussion lasting several hours, he was asked if he would like to join us at the hotel for something to eat. He looked at his watch: "No, thank you. It is ten minutes to 11:00 p.m.; it will take me five minutes to get home, and I still have two hours' studying to do. Besides . . . it would take at least two hours to get served."

We said goodbye, and he turned to leave. Then he turned back in some embarrassment: "Do you have any chewing gum?" This seemed a good opportunity to probe the Russian chewing gum compulsion, and we made the effort.

—No, he wasn't really mad at the government for not providing the people with chewing gum . . . since any intelligent person would agree that the steel mills and sputniks should come first.

—No, he didn't want us to send him a case of chewing gum: it would make him conspicuous, he doubted if he could afford to pay the duty on it, people would think he was a staltzy (roughly the equivalent of a zoot suiter) and in any case, he had not done anything to earn a case of chewing gum.



Along the Greboyedov Canal, from the Nevsky Prospect, Leningrad.

—No, he didn't really enjoy the chewing, although he did rather like the taste.

—No (indignantly), of course chewing gum was not a symbol of discontent to the Russian people.

We parted amiably . . . a rather confused and embarrassed young Russian student on the one hand, and several slightly confused and bewildered Canadians on the other . . . the vague hunger of the one and the curiosity of the other equally unsatisfied.

LENINGRAD

Leningrad, the second largest city of the Soviet Union, was designed by Peter the Great, who located it on the Gulf of Finland to provide Russia with a "window to the West."

It was named St. Petersburg in his honor, and he made it both the political capital and the social

and intellectual center of the country. So it remained for two centuries. It declined after the Revolution, and was badly damaged during the German siege in the last war, but is now regaining much of its former glory.

It is a singularly beautiful city, a city of parks and monuments and statues, of bridges—over 100 of them—which join the main part of the city on the banks of the Neva River to the other sections scattered on a series of islands.

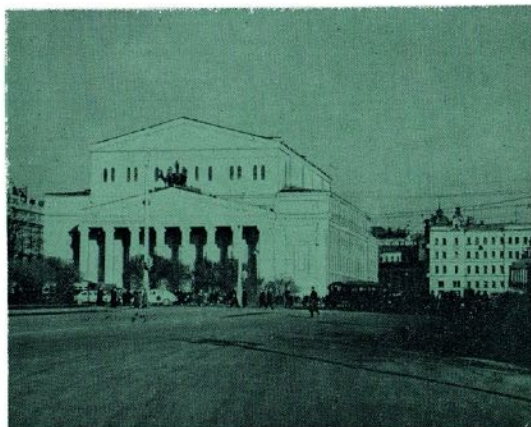
If the streets of Paris were cleaned up and widened, and all the old buildings restored, if all the advertising were removed, you would approximate Leningrad today. It does not have the Champs Elysees, but instead it has the Nevsky Prospect, a magnificent main thoroughfare some four miles long and 130 feet wide, another of the world's truly impressive and beautiful streets. The buildings, old and new alike, conform to the same general architectural style, four or five stories high, reminiscent of the Paris buildings of the Second Empire which so impressed Peter the Great during his training in the western countries. There must be 10,000 buildings in Leningrad similar in style to Paris' Palais de Justice or the buildings of the Place Vendôme.

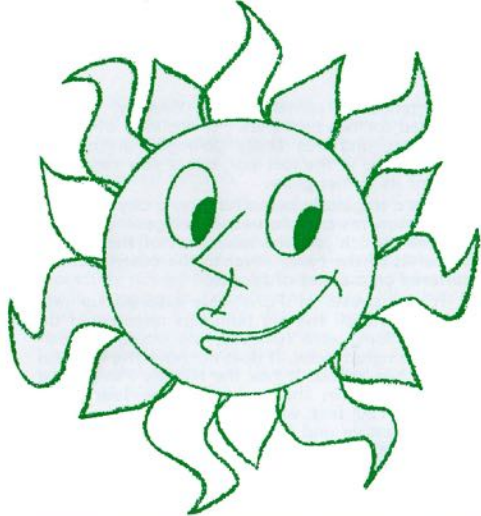
At the Neva River end of the Nevsky Prospect is the Palace Square, facing on which is the Admiralty, the baroque Winter Palace, and the plain, severely classical General Headquarters, one third of a mile in length; in the centre of the square is the Triumphal Column, commemorating the victory of 1812 over Napoleon; the rough column took three years to hew in a single piece out of a cliff in the Gulf of Finland; it was brought by barge to Leningrad, placed on its pedestal by 2,000 soldiers, and polished in situ. It is 160 feet high, weighs 230 tons, and is held in position by its weight alone.

The Palace Square is of special historical significance to present-day Russia; it was in this square, in 1905, that the stones ran red with the blood of demonstrators shot down by the palace guards, and it was from this square, in 1917, that the Winter Palace was stormed to establish the government which has ruled Russia ever since.

(Continued on Page Twenty)

The Bolshoi Theatre, Moscow.





Sunny Skies Attract Many Visitors

With perfect weather prevailing in the latter half of June and throughout July, many old friends from Canada and the Western States, including several well-known publishers, were guests at Rain-bow Lodge on Powell Lake.

The fish were biting, the water was warm, the skies were cloudless—and with plenty of ice in the refrigerator, our guests enjoyed a relaxed and interesting visit.



Left to right: Mr. Ken Whitney, Daily Journal of Commerce, Portland, Oregon; Mrs. Whitney; Mrs. Geary; Mr. Albert Geary, Mechanical Superintendent, Roswell Daily Record, New Mexico; Mrs. Hughes; Mr. Mayo Hughes, West Valley News, California.

Mrs. Wallin, W. G. Wallin, General Purchasing Manager, Diamond National Corp.; Mrs. Frazier; Al Frazier; Mrs. Carlson; Fred Weybret, Publisher, Lodi News Sentinel; Mrs. Weybret; Mr. Martin Carlson.



Left to right: Mr. Jack Seaman, California Trust Company; Mrs. Seaman; Ron Williams, Asst. Publisher, Vancouver Province; Mrs. Williams; Tom Sneddon, Rodgers-MacDonald, Los Angeles; Mrs. Sneddon; John Evans, Advertising Director, Pacific Press, Vancouver; Mrs. Evans.

Left to right: Mrs. Beswick; Dan Beswick, Bonestell Paper Co., San Francisco; Mrs. Dayton; Dan Dayton, Vice-President Powell River-Albemi Sales Corp., San Francisco; Mrs. Beatty; William Beatty.





Back row—left to right: Leo Owens, President Owens Publications & Owens Whiteie; Warren Brown, Publisher, Richmond Independent; H. B. Urquhart, Ass. Resident Manager; Harry Bunker, President, Speldel Newspapers Inc.; Anson Brooks, President, Powell River-Albarni Sales Corp., Seattle; R. M. Cooper, Resident Mgr.; Chic Stout, Vice-President, Speldel Newspapers Inc.; Don Joffries, Vice-President, Powell River-Albarni Sales Corp. Front row: Mrs. Jane Jeffries; Mrs. Brown; Mrs. Owens; Mrs. Bunker; Mrs. Brooks; Mrs. Stout.



Back row—left to right: Emmons Blake; Bud Landeck; Bob Johnson; Jim McLain, Business Manager, San Luis Obispo Tribune. Front row: Mrs. Landeck; Mrs. Johnson; Mrs. Blake; Mrs. McLain.



Left to right: Mrs. Benjamin; Larry Benjamin, Mechanical Superintendent; Eldon Smith, Jr.; Eldon Smith, Circulation Manager; Mrs. Don Pugnetti; Don Pugnetti, Business Manager; Glen Lee, Publisher; Mrs. Lee. All of Tri-City Herald, Pasco, Wash.



Mrs. Belding; Mr. Bill Belding; Mrs. Pfeil; Mr. Glen Pfeil, co-Publisher, Torrance Herald, California; Mrs. Moffett and Mr. Von Moffett.

Left to right: Mrs. Kubasta; Mr. Fred Kubasta, Bellevue, Wash.; Mrs. Bloethen; Mr. Frank Bloethen, President, Seattle Times, Seattle; Mr. and Mrs. Art Taylor; Mr. and Mrs. Lorin Wilson, all of Seattle.

Left to right: Mr. and Mrs. Harold Palmer; Mr. and Mrs. Frank Mack, both of Victoria Press; Mrs. Stevenson; Mr. Mel Stevenson, New Westminster Columbian; Mrs. Ballantyna; Mr. R. W. Ballantyna, also of the Columbian.





Residents re-enact original landing of white settlers at Port Alberni in 1860, from vessel "Meg Merilees."

PORT ALBERNI and POWELL RIVER

THREE British Columbia Lower Mainland and Vancouver Island cities or municipalities are celebrating anniversaries this year.

And all three are in areas where MacMillan, Bloedel and Powell River have large-scale operations—New Westminster, the "Royal City," whose

City Council, under Mayor Jordan, re-enact an old-time council meeting as part of Port Alberni's Centennial celebrations.



centennial was covered in the last issue of The Digester; Port Alberni, which is also commemorating a century of progress, and Powell River, holding its Golden Jubilee as an organized community.

Early in July, Port Alberni residents staged a spectacular historic pageant. They re-enacted the original landings of the first permanent settlers to come ashore on the present site of the city. On a windy evening, with the waves of the Alberni Canal running high, a group of old-timers in the district used a small boat equipped only with sails to disembark. The craft was named Meg Merilees, after the original ship which had sailed direct from England in 1860.

A heavy cross wind blew down the Valley, but this did not deter the hundreds of spectators who cheered the arrival of the "pioneers." They came ashore where they were met by the Mayor and aldermen and escorted to the City Hall.

The Council also staged a special old-time meeting on the City Hall lawn. Councillors were

dressed in authentic costumes of the period and many of the old-time pictures of the area were on public display.

Another event on the city's program was the official presentation by MacMillan, Bloedel and Powell River Limited of a 501-year-old tree section to the city; and the donation of a 43-acre campsite on Sprout Lake to the Provincial Government. Pioneer banquets, special events, historic lectures and public celebrations were arranged and residents went "all out" to make their first Centennial a memorable one.

Port Alberni was founded in 1860, following reports of earlier British and Spanish navigators describing the rich forests and sheltered ports of the Alberni Canal. Two vessels, the Meg Merilees and the Woodpecker, sailed from England with sawmill machinery, equipment and trained technicians. At Port Alberni, they erected the first export sawmill in British Columbia and laid the foundations for the future development and progress of the Alberni Valley—today a major industrial centre of British Columbia—producing newsprint and pulp, plywood, kraft board and a variety of lumber products. Ships from the seven seas load at the Port's docks and the immediate Alberni Valley area comprises a population of over 15,000, with MacMillan, Bloedel and Powell River operations a major contributor to the prosperity and employment in the area.

Powell River is celebrating its 50th year as a producer of newsprint and pulp. Until 1955, Powell River was unincorporated territory, and formed a part of the original Pulp Leases purchased by the then Powell River Paper Company in 1908.

For this reason, Powell River, unlike Alberni, is unable to establish a definite early date for permanent settlement. The area was named Powell River in 1885 after the Superintendent of Indian Affairs,



Miss Gerry Moore, Powell River Paper Queen, presides over the district's Golden Jubilee celebrations.

So this year, residents of the Municipality are vying with their Alberni brothers and sisters in anniversary celebrations.

On July 1st an elaborate float parade was staged; athletic contests and public gatherings have been held or are planned. One of the big events was the Pioneers' Dinner, at which all residents of the district prior to 1923 were invited. Scores of former Powell Riverites from eastern and western Canada and from widely extended parts of the United States turned up for the reunion. A special history of the district, prepared by the "Powell River News," is being published to commemorate the Jubilee.

CELEBRATE ANNIVERSARIES

Col. Israel Powell. In the following two decades, logging operations were conducted in the area and a few "squatters" moved in.

But permanent settlement goes back to 1910, when construction of the newsprint plant was started and the resulting townsite became known as Powell River.



MacMillan, Bloedel and Powell River Limited float from Stillwater Logging Division was a prize winner in the big July 1st Jubilee Parade.

Both Alberni and Powell River hold unique positions in the wood products history of British Columbia. Alberni is a pioneer in the sawmilling industry of the province and Powell River a pioneer in western Canadian newsprint production.

The Powell River Community float with Queen Gerry Moore led the parade.



Cedar Shakes Make

Attractive Homes



Private residence near Vancouver. It is roofed with 24" topsplit handsplit shakes in combination with cedar siding on sidewalls.

IN the methods it uses to turn out its range of products, British Columbia's forest industry is a study in contrasts.

At one extreme is the newsprint machine: a multi-million-dollar complex as long as a football field that turns a slush of pulp into uniform, strong, precision-made paper at speeds of 2,000 feet per minute and up. As the fine Canadian writer, Bruce Hutchison, wrote of a machine at Powell River: "How can a machine be so big and yet so accurate?"

At the other extreme there is a single man with two simple tools, a hammer and a froe, fashioning a product that no machine, no matter how precise and sensitive, can duplicate: the hand-split cedar-shake.

The hand-split shake goes back through the whole history of America. The shake roof is as traditional as the pioneering spirit that built the west. It gives mellow beauty. It protects against all weather. It lasts.

During the last few years, there has been a shake "revival"—a rediscovering of its excellence for roofing. The trend began slowly, first with the more expensive homes which required quality material. Lately, and more significantly, it has spread to a wide range of homes whose owners want the best roof obtainable—and at a reasonable cost. Today, homes, churches, schools, lodges, and many other types of buildings feature cedar shake roofs that achieve a quality and pattern no other material is capable of giving.

The making of the hand-split cedar shake is simplicity itself. At the Company's Red Band Shingle Division, where shake production has now become an important part of the operation, the shake-splitter takes a block (or "bolt") of red cedar, places his tapered-edge "froe" on the block with the cutting edge aligned to the grain of the wood, and then taps the froe with his hammer to split off the shake. With each cut, he turns the bolt over, stripping a well-tapered shake, each

individually fashioned with distinct grooves and ridges along the grain.

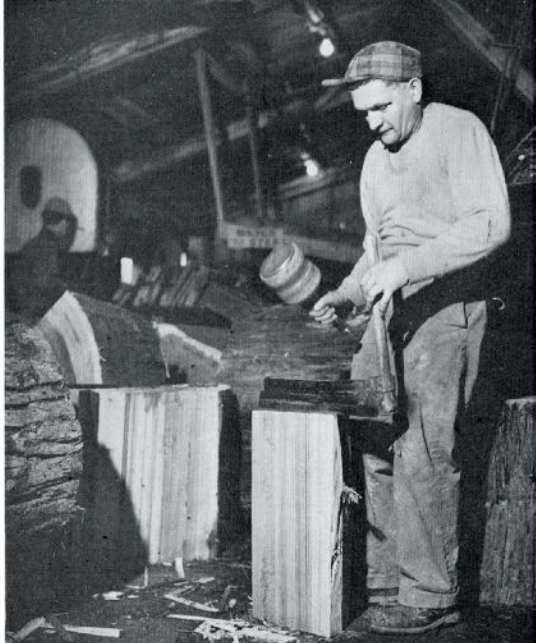
The hand-split shake can not be duplicated. It can, however, be approximated with a "resawn" shake which many connoisseurs find equally pleasing. Straight pieces are split off the block, then passed through a band-saw diagonally to achieve a tapered effect. The result is a more uniform shake, and as this quality is often desired, the "resawn" shake has become extremely popular.

Finally, there is the "straight-split" shake—split by hand again, but instead of turning the bolt over each time he makes a cut, the shake-splitter works from the same side of the wood. This type is not tapered, but perfectly straight, and gives an attractive "built-up" effect when used on a roof.



St. Matthew's Church, Horseshoe Bay, B.C., roofed with heavy resawn handsplit cedar shakes.

St. Anselm's Church, Vancouver, B.C., roofed with handsplit and resawn red cedar shakes.



With simple tools—a hammer and fro—the shake-splitter creates individual shakes.

The volume of shake production in British Columbia mills has increased impressively over the past few years. Hand splitting—a skill that is acquired only after training and much experience, is expanding in this modern age.

Indeed, a new look is appearing in today's architecture. The hand-split cedar-shake, a product used by the early white settlers of North America, is adding a lasting beauty to modern architectural trends.

Residence in Vancouver, B.C. Tapersplit red cedar shakes on roof and sidewall.



What a Story Might IF TREES

Some of these "big sticks" have been preserved as museum pieces, to astonish and delight the visitor. Unfortunately few sections of our largest trees have been thus preserved. However, with the more mature stands yielding to the smaller second growth, there has recently arisen a growing consciousness that these great forest monarchs should be preserved for posterity.

In the past few years many western forest products companies have realized that one hundred years hence the big trees of today, unless visibly recorded, will be known only through folklore or legend.

For this reason, some companies have set aside areas to be preserved in perpetuity; or have donated to civic, municipal or provincial governments tree sections for public display.

Cathedral Grove on Vancouver Island and the recently donated Sproat Lake Park have been set aside or turned over to the public as campsites or tourist attractions by MacMillan, Bloedel and Powell River.

Also sections of old trees have been preserved in several Company areas. A feature of the Port Alberni Centennial celebrations was the donation to the City by MacMillan, Bloedel and Powell River of a 501-year-old section of a Douglas fir. It measured 10 feet in diameter, and was presented at an impressive ceremony to the City by Ian Brand, General Manager of Wood Products Production at Alberni.

Recalling its stages of growth, Mr. Brand pointed out that the tree was a sapling when Colum-



Unveiling of 501-year-old Douglas fir section, presented to City of Port Alberni by MacMillan, Bloedel and Powell River. Left to right: Earle Westwood, Provincial Minister of Recreation and Conservation; Ian Brand, Company General Manager of Wood Products Production, Port Alberni, and Mayor Jordan of Port Alberni.

If trees could speak, what a story they could tell! This is particularly true of the giants of B.C. forests — the huge fir and spruce trees, whose origins date back to the Middle Ages and beyond.

Many such trees, varying in age from 400 to over 1,000 years, have been used to manufacture high-grade lumber for world markets; or ground into pulp for conversion into newsprint.

Several years ago the Honolulu Advertiser featured this 500-year-old spruce log section, cut on Company limits on Queen Charlotte Islands.



Log section on display in Honolulu had growth rings labelled to coincide with historical events.



be Told COULD SPEAK

bus discovered America. It was housed in an all-wood protective covering and treated with special chemical preservatives. Today it stands on the lawn of the City Hall as an integral part of the district's historical development. The beams supporting the house were from the original Anderson Mill, built in 1861. These are as strong and stout as when originally used as foundations for British Columbia's first export sawmill. A plaque, presented with the section, carries this wording:

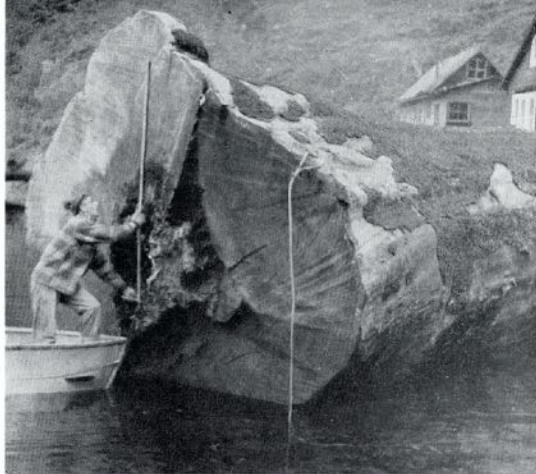
THE COLUMBUS TREE

A section from a Douglas fir tree which grew for 501 years in the Nitinat Valley, attaining a height of 238 feet. When felled in 1957 the tree contained 32,533 board feet of merchantable wood. Growth started in 1456, thirty-six years before Columbus discovered America.

The Honourable Earle Westwood, Minister of Recreation and Conservation, was the guest speaker, along with Edward Cox, pioneer resident, and Mayor Jordon.

Five years ago the Company assisted in the Honolulu Advertiser's Centennial observance. A feature of the program was the display of a 500-year-old tree section, cut in the Queen Charlotte Islands and presented to the Advertiser. "The Log," as it was called, was inspected by thousands of visitors and residents.

In the MacMillan, Bloedel and Powell River Limited office in Vancouver is a segment of a tree whose closely-knit rings show an age of 1,280 years. It staggers the imagination when it is realized this mature giant first saw the light of day in the Dark Ages of the 8th century, long before the light of



A huge Sitka spruce measuring over 13 feet at the butt end. Company employee measures the "stick" in the water.

recorded history shone on this continent; and five hundred years before the Great Charter was signed at Runnymede. Alfred the Great was far in the future; and the predecessors of Charlemagne were just starting to build the great Frankish Empire of the 8th and 9th centuries.

This section, among the oldest trees on record, is preserved in the Company archives.

Many trees, possibly even older, have been cut and rushed through log carriages for immediate service to world industry. A recently cut spruce from the Queen Charlotte Islands measured over 13 feet at the butt, but no one bothered to count the rings—and another link with history passed into lumber or pulp.

The "big sticks," commonplace twenty years ago, are becoming scarcer and more difficult to locate. Somewhere in the as yet unsurveyed areas of our province there may exist older giants than any yet discovered; but with the modern awareness of their historical significance the forest products industries are taking planned steps to ensure that specimens are preserved for future generations.

Typical stand of B.C. forest giants.





Rev. George Stegen of Powell River and Mrs. Stegen pose with their 47-pound salmon.

Around Our Communities



Mr. R. E. Wallman and son, Derry, of Alberni, B.C., display their catch—28 pounds 4 ounces and 26 pounds.

OLD LOGGING LOCIE A MUSEUM PIECE

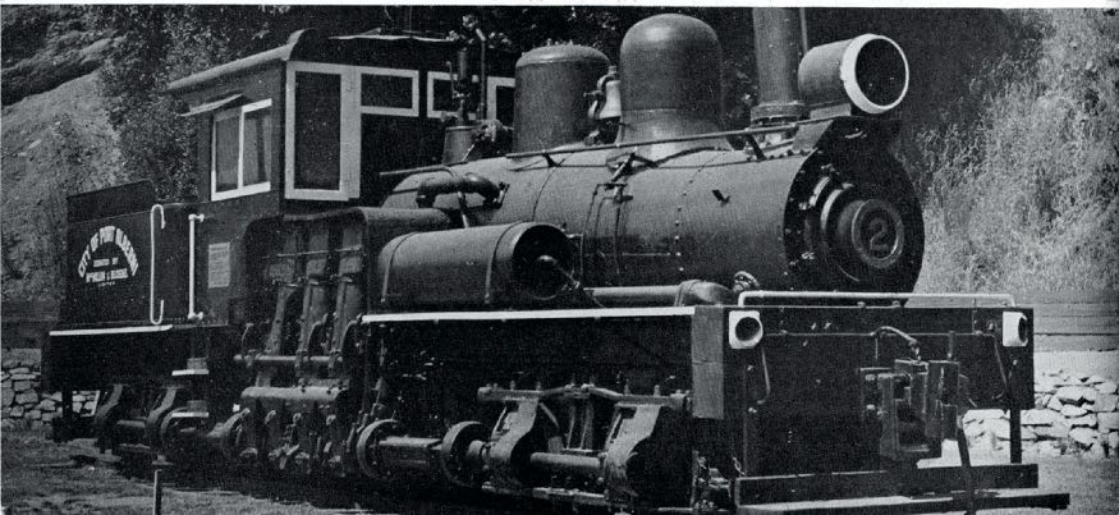
A popular calling spot for visitors to the Alberni area is old "Number 2," one of the Company's famous logging locies, which for a quarter of a century hauled logs from Vancouver Island camps to tidewater at or near Alberni.

"Number 2," now carrying the name "City of Port Alberni," was presented to the city by MacMillan & Bloedel several years ago and today, refurbished and placed in a special setting, will remind the younger generation of loggers of the day when the "iron man" ruled the woods of British Columbia.

THE FISH ARE BITING

Powell River and Alberni employees and residents are ardent fishermen, and as such, rivalry between these two divisions of the Company is intense. Fishing stories of monsters caught in the Alberni Canal and in the Powell River area are being tossed back and forth with every exchange visit. Recently, a Powell River employee hooked a 47-pound Tyee at Philips Arm, and as we go to press word is received from Port Alberni of a fine catch by Mr. R. E. Wallman and son, Derry (see pictures above).

Old "Number 2" which hauled logs to Company camps on Vancouver Island is now a "museum piece." It was donated to the City of Port Alberni by MacMillan & Bloedel.



PIPE BAND WINS MORE HONORS

MacMillan, Bloedel and Powell River Pipe Band continues to win honors at major Pacific Coast competitions. The band is undefeated so far in contests at Nanaimo, Seattle and Victoria. Piper James Yardley has won at least two firsts in every competition and is practically a certainty for the Grand Aggregate Trophy for the Pacific Northwest.

The band last month played special performances at Nanaimo and Port Alberni and were greeted by record crowds in both places.

The band today is probably among the first two in Canada—which is high standard anywhere in the world—including Scotland.



Jeff Thompson and Betty Jenkins were winners of two MacMillan, Bloedel and Powell River Limited \$500 scholarships for University Entrance students. Both attained first-class honors.

SCHOLARSHIPS

A total of 9 scholarships was awarded by MacMillan, Bloedel and Powell River Limited to high school pupils entering university. Two of \$500 each were awarded in Powell River to Jeffrey Thompson with an 85% average and Betty Jenkins with 83.5%. Both will attend University of British Columbia this Fall. Several other general scholarships are also awarded to pupils not entering university who are taking vocational training, etc.

PLEBISCITE

Residents of the Powell River Municipality will be asked by plebiscite in the forthcoming area elections if they wish to abandon the ward system, which has been in force since the Municipality, embracing the communities of Powell River, Westview, Wildwood and Cranberry, was incorporated five years ago.

This move will reduce the present council from nine to six—and newly elected councillors will be selected by the entire municipal electors, not by ward vote, as formerly.



Mimi Hines, well-known television and night club celebrity, was a recent visitor to Powell River. Above, the Canadian (front) was photographed with husband, Phil Ford, and Mr. and Mrs. Chesseau.

FORD & HINES DROP IN

Early in August, two well-known night club and television celebrities, Mimi Hines and Phil Ford, along with Mary Chesseau and husband, Barney, stopped off for a brief shopping trip in Powell River.

The foursome had spent a week fishing up the coast. Although Mimi was born in Vancouver, this was her first visit to the "Sunshine Coast."

Other celebrities fishing in the area included Bing Crosby and Phil Harris.

TO THE LADIES

Many areas of MacMillan, Bloedel and Powell River operations—New Westminster, Powell River, Alberni Valley, Nanaimo, etc., have received widespread publicity in athletic, cultural, social, financial and other fields of endeavour.

Today, in the realm of civic affairs, two cities, New Westminster and Alberni, enjoy an unique distinction. Both have women as the head of their city councils.

At New Westminster, Mayoress Beth Wood presides over all council meetings and has already acquired a national reputation for her ability, progressiveness and charm.

Fulfilling a similar function in Alberni is Her Worship, Mabel Anderson, one of Vancouver Island's most colorful and controversial personalities. Residents of Alberni claim their council meetings, with Mrs. Anderson in the chair, are among the most stimulating and spirited in the west. In Alberni there is seldom a seat unclaimed in the City Hall at weekly meetings!

Mrs. Wood and Mrs. Anderson are among the very few women who preside over a city or municipal council anywhere in British Columbia.



HAROLD V. TOWNSEND

Martin Paper Head Office Moves to Vancouver



ROBERT C. LEMON

HAROLD V. TOWNSEND
Appointed General Manager

ROBERT C. LEMON
Manager at New Westminster

MMARTIN PAPER PRODUCTS LTD., the corrugated container subsidiary of MacMillan, Bloedel and Powell River Limited, has moved its head office from Winnipeg to Vancouver.

The changeover was completed in July, and the Head Office staff in Winnipeg was moved to Vancouver to effect liaison between Martin and the parent organization. The office will be located in the Phillips Building, close to the MacMillan, Bloedel and Powell River headquarters at 1199 West Pender Street.

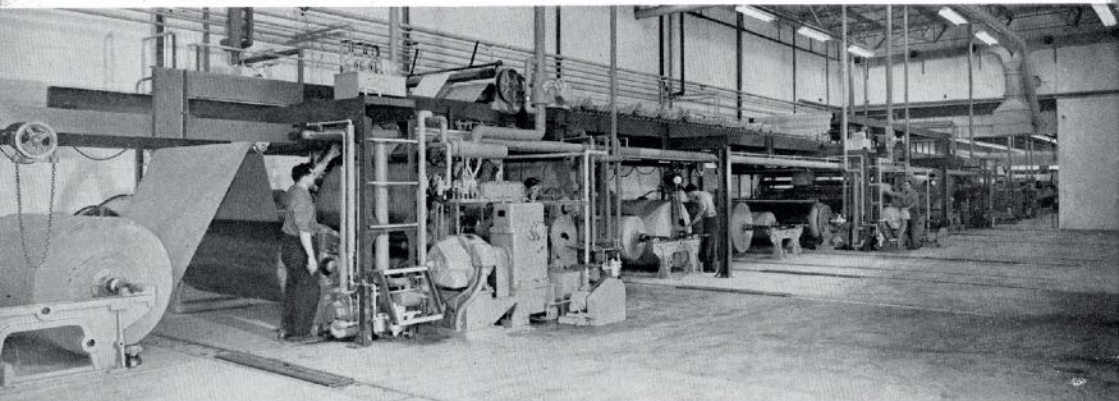
With the amalgamation of the two major companies and the acquisition or construction of new subsidiaries, the consolidation of all chief executive staffs in a central location became essential. In the case of Martin, with operations in four provinces, close contact with overall Company plans and policies was particularly desirable.

Accordingly, George B. Hills, Jr., who since

1955 has been acting in the dual capacity of Vice-President and General Manager, relinquished the latter post and announced the appointment of Harold V. Townsend as General Manager of Martin Paper Products Ltd.

Mr. Townsend came into the Martin organization many years before its acquisition in 1954 by Powell River Company Limited. Shortly after joining Martin he became Sales Manager for Alberta and Saskatchewan. Subsequently he became Manager of the Calgary Plant, and, in 1956, moved to Vancouver to become Manager of their biggest plant, located in New Westminster, B.C. Mr. Townsend has now joined the Head Office group of Martin and will, as General Manager, be responsible for the complete operations of Martin's five plants.

R. C. Lemon, who was formerly Production Manager in the New Westminster Plant, was appointed Manager of that plant, to succeed Mr. Townsend.



85-inch Langston corrugator at Martin's New Westminster Plant.

WE LEARNED BY EXPERIENCE

What happened to our first shipments of newsprint to Hong Kong can be seen in the pictures.

It was a great day for the coolies.

PACKAGING of newsprint for seaborne or domestic shipments is no problem today. We have had nearly half a century's experience in shipping newsprint to all parts of the world. We have an exact knowledge of conditions to be encountered en route and unloading procedures at various entry points. As a result all newsprint rolls leaving MacMillan, Bloedel and Powell River plants are packed to withstand all known transportation and handling hazards. Unless unforeseen problems are encountered they should arrive undamaged on the customer's doorstep.

This was not always the case. On this page we recall for the interest and curiosity of our readers our Company's first shipments to the Orient in the late 20's.

No one knew too much of port and handling procedure in Hong Kong thirty years ago; and no special packaging was adopted for our first shipment.

The pictures on this page show what happened to this paper when it innocently sailed into Hong Kong harbor. In those days an extra end wrapping of heavy wrapper covered the rolls. This was contained by a piece of light rope, tied tightly around the roll.

To the coolies of Hong Kong, all this was manna from heaven. The end wrapper was ideal for leggings or for plugging holes in bamboo shelters. The light rope held the leggings in place and proved a priceless boon for scores of domestic uses.

In addition, handling was on the primitive and careless side. All newsprint was lightered into sampans, and carried on the stout backs of coolies up the wharf ramps to trucks.

The result? The pictures tell the story. No end wrapper, no rope, torn rolls and a wad of complaints.

But we won the second round. A new pack, with the rolls encased in wooden staves and fastened with steel straps was evolved and for many years was maintained for Oriental shipments, with the happy result that newsprint arrived in a satisfactory condition at our customers' location on the far side of the Pacific.



This was in fairly good shape.



Some of the best-looking rolls that reached the wharf.



And this is how the boys handled the big rolls. They dropped a few.



BRITISH TECHNICAL GROUP VISITS COMPANY PLANT

PROMINENT among groups visiting MacMillan, Bloedel and Powell River Limited plants last month were members of the Technical Section of the British pulp and paper industry, who were in Canada on a fact finding tour.

Their B.C. tour included inspections of MacMillan, Bloedel and Powell River plants at Powell River; Alberni and Harmac and Island Paper Mills. The visiting delegation consisted of the following: O. G. D. Acland, James Cropper & Co. Ltd.; F. M. Bolam, Technical Section, B.P. & B.M.A.; W. Chantler, Yates Duxbury & Sons Ltd.; E. F. J. Dean, World's Paper Trade Review; P. A. Duxbury, Yates Duxbury & Sons Ltd.; Capt. F. H. Fletcher, Peter Dixon & Son Ltd.; R. C. Gardner, Albert E. Reed & Co. Ltd.; W. A. Gilmour, Tullis, Russell & Co. Ltd.; G. Gordon, Thomas & Green Ltd.; H. E. Higginson, Samuel Jones & Co. Ltd.; T. R. Johnson, Thames Board Mills Ltd.; L. A. Lawrence, St. Anne's Board Mill Co. Ltd.; J. Lomax, Wall Paper Manufacturers

Ltd., Potter & Co. Branch, Hollins Mill; D. W. Lyddon, William Broadbent & Sons Ltd.; A. P. McDonald, C. Davidson & Sons Ltd.; R. J. B. Millar, Starch Products Ltd.; P. H. Prior, Albert E. Reed & Co. Ltd.; N. G. Rackley, Darwin Paper Mill Co. Ltd.; C. Savory, Savory Bros. Ltd.; A. W. Sidebottom, Wolvercote Paper Mill; T. Somerville, Wansbrough Paper Co. Ltd.; W. Tait, Thomas Tait & Sons Ltd.; J. A. H. Tod, John Tod & Son Ltd.; A. F. Tout, Bowater Research & Development Co. Ltd.; N. C. Underwood, Bowater Research & Development Co. Ltd.; C. G. Wallace, Wm. Somerville & Son Ltd.; J. D. Whittaker, Greenbank Engineering Co. Ltd.; N. W. Willink, James Cropper & Co. Ltd.

The party were escorted on their tour by: Douglas Jones, Executive Secretary, Technical Section, Canadian Pulp & Paper Association; W. T. Bennett, Canadian International Paper Company; W. D. Mosher, Consolidated Paper Corp. Ltd.; J. G. Macdonald, J. Ford & Co. Ltd.

SOME IMPRESSIONS OF THE SOVIET UNION

(Continued from Page Seven)

Winter Palace

Visitors to Leningrad can now see the Winter Palace, once the largest royal residence in the world, which could accommodate 6,500 people, and the Hermitage, now a Museum of Classical Art but once the main residence of the Czars. The art treasures on display there are truly amazing, and might well make this center a rival of the Louvre. Most of the European classical artists are well represented—two at least of da Vinci's, seven Titian's, including his last work; St. Sebastian, painted when he was in his late 90's; El Greco's Peter and Paul; works by Reynolds, Romney, Gainsborough and Constable, to name but a few. The Impressionists and later French schools of art are likewise well represented. The selection of Antiquities is excellent—not the equal of the British Museum, but certainly worthy of a first-class museum of antiquities.

All the jewels, clothing, fabulous clocks and diamond-studded gee-gaws of the Czars are on

display here. To give an example of how the Czars lived, one display item is an elaborate bridle for the Czar's horse. The bridle is set with at least 200 emeralds, any of which would be worth several thousands of dollars, and one central emerald oval about one inch by one-half inch is probably one of the largest in the world.

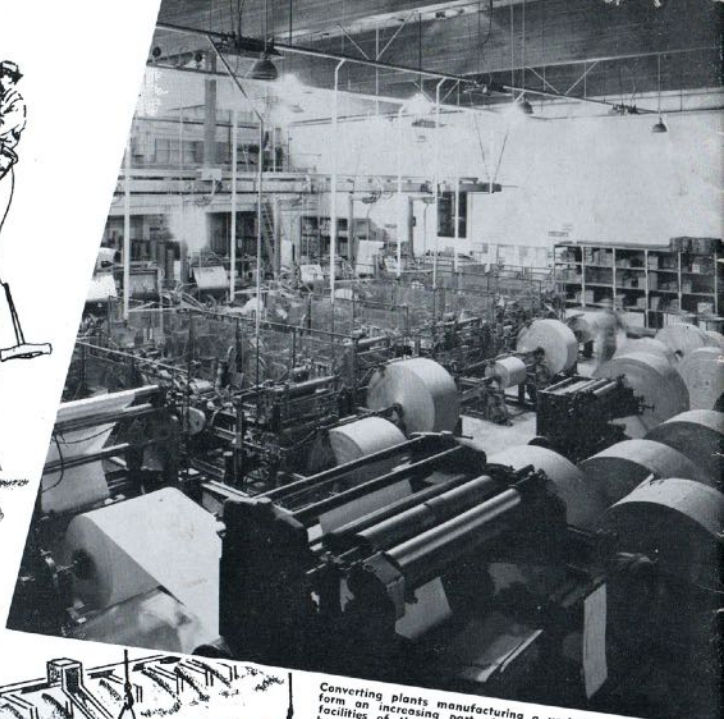
There are over two million items in the museum, and it is visited by approximately two million people each year, a surprising number of them groups of sailors and soldiers.

Summer Palace

The Peterhof, or Summer Palace of the Czars, lies on the shores of the Gulf of Finland. The Palace was occupied by the Germans for several years during the Second World War, and was almost completely destroyed. Restoration is now almost complete, and it will be used as an extension of the Hermitage Museum. The ornate facade of the palace facing the sea overlooks the vast system of fountains known as the Grand Cascade; when all the fountains are in operation they use approximately 8,000 gallons of water per second.

Topping a tall timber is no job for the faint-hearted. Company high-riggers go straight up hundreds of feet with axe and saw to prepare spar trees.





Converting plants manufacturing a variety of products form an increasing part of the integrated production facilities of the Company. Above is interior view of bag plant which produces a wide range of kraft bags.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - CORRUGATED CONTAINERS
- KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
- LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES
- DOORS - CHARCOAL BRIQUETTES - PRES-TO-LOGS



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J. A. Lundie, Editor

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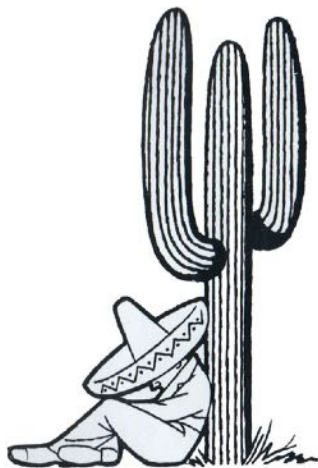
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COVER

Samass River at Port Alberni with Mount
Arrowsmith centre. Company mills are
at mouth of river about one mile below
this point.

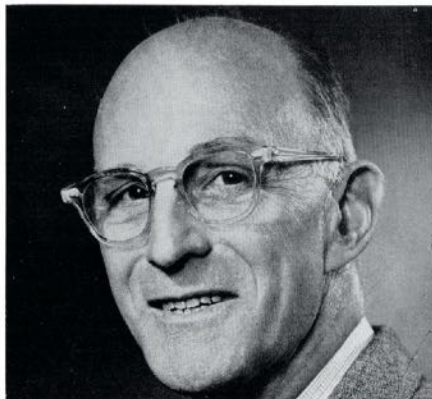


Editor's Notes



No Comment!

*Editor is on holiday
in Mexico.*



I. H. ANDREWS



TECHNICAL GROUP HONOURS HARRY ANDREWS

HONORARY life membership in the Technical Section of the Canadian Pulp and Paper Association has been granted to Mr. I. H. Andrews, Vice-President, Planning, Research and Development of MacMillan, Bloedel and Powell River Limited, who has been with the Company for more than 40 years.

The presentation was made September 8 at the Section's Annual Summer Meeting at Banff, Alberta, by Chairman W. T. Bennett, Vice-President, Engineering, Canadian International Paper Company. It was made to Mr. Andrews for his "valuable contributions to the technology of our industry and the growth of his Company."

Mr. Andrews joined the Powell River Company as Plant Chemist in 1920 on graduation from University of British Columbia as a chemical engineer. He became successively Control Superintendent in 1934 and Director of Research and Development in 1943, before being appointed Vice-President, Pulp and Paper Manufacturing, in 1951, and Vice-President, Planning, Research and Development in 1957.

Mr. Andrews is a charter member of the Pacific Section of the Technical Association of the Pulp and Paper Industry, a founder member of the Western Section, Canadian Pulp and Paper Association and, currently, a director of the Pulp and Paper Research Institute of Canada.

Life membership in the CPPA's 2,374-member

Technical Section is confined to 12 people, unanimously chosen by the Executive Council for outstanding contributions to the welfare of the section and the pulp and paper industry. Only one election is made in any one calendar year.

Few men have been more worthy recipients of this recognition than Harry Andrews. When he started at Powell River forty years ago, technology and technical research were in their infancy in the pulp and paper industry. He was the Company's first plant chemist.

His office was a tiny one located in the plant with scarcely enough room "to swing a cat." His staff consisted of himself, an assistant and three or four pulp testers.

Over the years Harry's department expanded as he introduced new methods and widened the scope of technical operations. He enjoyed personal contacts with men and machines, which provided him with an unsurpassed background of practical experience. Under his direction a control department was initiated. Technical developments expanded to the point where in the years following the Company became a leader in technical progress.

Today, Harry Andrews is probably one of the best known executives in the industry. Few have his background knowledge of pulp and paper in all its ramifications, and few have made greater contributions to its technical advancement.

The West Coast of Vancouver Island Joins the Island Community as

ALBERNI-TOFINO ROAD OPENS NEW SCENIC VISTAS

"If I'd the money for a long-term investment in land, instead of back-to-school supplies, I think I'd put it into some of that wind-blown, ocean-pounded, wondrously dramatic real estate that's been opened by the road to the villages of Ucluelet and Tofino."

This is the Vancouver Sun columnist, Jack Scott's recent reaction to one of British Columbia's newly opened highways—the Alberni-Tofino Road.

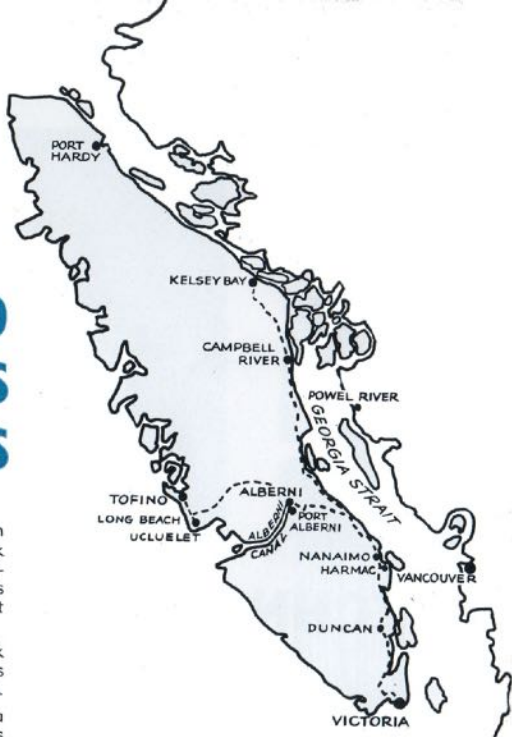
The road, and it is still a road rather than a highway, may well be one of British Columbia's future tourist attractions. It opens up a stretch of the province which has previously been assailable only by plane or boat and then not too frequently. In this area is the fabulous Long Beach with its stretches of pure sands washed by the daily tides of the Pacific.

It is a rather bizarre stretch of fortune that the west coast of Vancouver Island, to which the road travels, is almost as little known to British Columbians as are the northern reaches of Alaska and the Northwest Territories. Population along the whole coast is sparse and industry practically non-existent.

To the west coast residents, the road ends years of isolation; and brings the populous centres of Vancouver Island and the mainland into driving distance. From Tofino they can drive direct to Alberni and visit in many cases for the first time the big pulp and paper plant and sawmills of Port Alberni. Another hour's drive and they are in Nanaimo, ready to board a ferry to Vancouver and the major centres of British Columbia and the Pacific Coast.

These are the personal advantages of this road to the residents of the area. But its advantages go far beyond these.

For the first time in history, the west coast of Vancouver Island with its vast tourist vistas awaiting exploration, with the sound of the Pacific surf



pounding on its shore lines, is open, in all its stark grandeur to the tourist.

Already, the opening of the road has resulted in a swelling of traffic to this former "land of the great unknown." Camp sites have been opened by the government and campers are now, as Jack Scott writes, "scattered in bright tents among the silvered driftwood of Long Beach."

If you are a crab gourmet, here surely is **your** paradise. Long Beach is justly famous for its ocean

Vancouver Island's famous West Coast Long Beach.



fresh crab that swarm in profusion along its sandy stretches and "which will do for the jaded appetite, what the awesome scenery will do for the jaded spirit."

The west coast highway opens up a beauty and scenic grandeur comparable to the Oregon coast drive along which many British Columbians have proceeded to California and way points. Like the Oregon coast, it is open to the surging rollers of the Pacific. It has the primitive grandeur of wide open spaces, long stretches of hard sandy beaches, gnarled forest giants, twisted by centuries of exposure to the storms and winds of the Pacific. From Alberni, the tourist drives through tall forests, skirts beautiful lakes and chuckling streams before confronting the full sweep of the Pacific.

The Alberni-Tofino Highway is not a speedway. It is still a largely unpaved road and not yet, as Jack Scott explains, "suitable for a gay party in an open convertible." But, it is only two and a half hours from the time of leaving Alberni until you catch your first glance of the Pacific, and the trip may be accomplished without undue strain to car and driver. The road climbs "in great switch-backs high above the green timbered Alberni Valley and the long lovely expanse of Sproat Lake and then follows the course of rivers with such deep apple green celophane-clear pools that you just have to tarry if you have your fishing gear along."

Accommodation, in the heart of the season, is limited, but attractive, and many colorful and comfortable places are available for your visit.

"Many astonished writers," Jack Scott declares, "have told the story of the unlikely Clayoquot Hotel, surely North America's farthest west resort, occupying a landscaped islet a stone's heave away from Tofino.

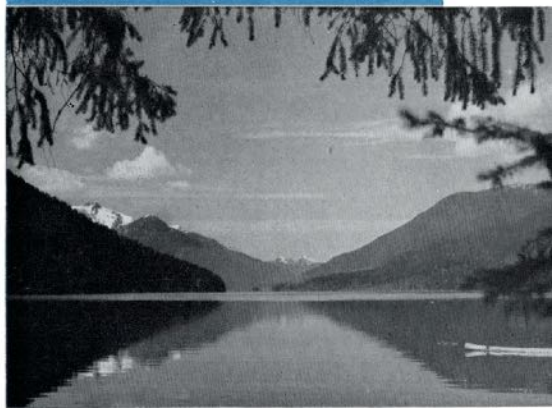
"I can only add that it's a strange experience to come upon such a delightful, graciously-operated retreat there at the end of the earth and the beginning of the deep.

"The Lodge in Ucluelet, the recently-completed Maquinna in Tofino, with a Beachcomber cocktail

Section of new road to Tofino, which, in initial stage, is secondary highway but well graded and on good foundation.



Tofino and Ucluelet enjoyed brief spans of greatness in the war years when their air bases guarded the Pacific approaches. Lack of communications has kept them largely isolated from the B.C. family.



Typical of many views along the route is Sproat Lake and Mount Klitsa. The road passes through this area just behind trees above shoreline in center right.

lounge looking out to the wharf and fish boats, and several beach-side bungalow courts, are all pleasant places to stay and with the sort of hospitality that you might expect from people eager to be discovered and to overcome the misconceptions on the outside."

The Government of British Columbia, alert to the tremendous tourist, fishing and hunting advantages of the west coast road, is casting attentive eyes on its development. Certainly, it represents something of a last "frontier" conquest—and presents a variety of scenery, color and **uncivilized charm**, that is found in few places on our continent today.

On your next trip to British Columbia, take a look at the Alberni-Tofino Road. You may mutter about a little dust, curse the odd bump or bewail the fact that you can't travel at 70 miles an hour on its surface.

But if you are looking for a new experience, for clean unspoiled beauty, for new trails and new ventures, the Alberni-Tofino Road will provide them.



THE HONOURABLE J. V. CLYNE

"It seems to me the time has passed when one should avoid personal criticism by merely uttering platitudes in public debate. There are too many people out of work in Canada and our country's position in a fast-changing world is too serious for us who are in positions of some leadership in industry to do other than speak our minds clearly."—The Honourable J. V. Clyne, Chairman of the Board, MacMillan, Bloedel and Powell River Limited.

THE quotation is from a speech delivered by Mr. Clyne last month to the annual meeting of the Canadian Chamber of Commerce in Calgary, Alberta. He was addressing a panel discussion on "Employment and the National Economy."

Mr. Clyne described unemployment as "one of the most fundamental and urgent problems facing Canada today." Pointing out that this year there has never been fewer than 300,000 persons seeking work in Canada, and that it is widely believed that this winter the number will increase to 700,000, Mr. Clyne said: "We should not comfort ourselves by thinking that such unemployment is seasonal or cyclical, or that it will not increase. The situation is dangerous, and some of the methods which are being suggested to remedy it are equally dangerous."

In his speech, Mr. Clyne drew particular attention to "the annual and presumably automatic round of wage increase" as a basic cause of unemployment in Canada. He then emphasized the danger of attempting to remedy unemployment, as has been frequently suggested, by raising existing tariff walls.

Following is a digest from Mr. Clyne's speech:

"In the manufacturing industries of Canada payrolls have risen more than 95% since 1949, while employment has risen less than 9%. It therefore costs industry nearly twice the number of dollars to employ a work force less than one-tenth larger.

"We in Canada today are facing an economic issue so dangerous to the well-being of the country that to ignore it involves either blind ignorance or

EMPLOYMENT AND CANADA'S NATIONAL ECONOMY

moral cowardice. A simple and remorseless economic law is at work and is taking a toll of today's jobs and tomorrow's job opportunities for Canadians.

"Where are these annual increases going to end? It must be evident that if capital cannot receive a fair return on its investment it is going to cease investing in this country and it is only a question of time before all profits are eaten up in annual wage increases. The costs of annual increases cannot be passed on to the consumer in world markets because we are met with foreign sellers who are becoming increasingly competitive. They cannot be passed on in the domestic market without creating inflation and unemployment.

"The argument advanced by some of the proponents of a high wage theory that high wages cause higher consumption is invalid in Canada. Canada is a great exporting nation. We are vitally dependent upon our exports for our prosperity. We cannot possibly consume our own production in Canada, and the people to whom we sell our goods abroad are not the beneficiaries of a high wage structure. If the price of our goods becomes inflated by high wages, our customers abroad won't buy them.

"At the heart of our crisis is the existing cumulative effect of many rounds of wage increases which have far out-run the productivity of Canadian industry. Economists have warned us from time to time of the danger into which we are running, but apparently it is going to take an experience of severe unemployment to shake us out of our complacency. I am not going to say that the failure to heed these warnings lies at the door of industrial management—I do not think that is so—but we must share the responsibility.

"The whole of Canadian society has been content to go along with the obvious fiction that inflated wage costs do not matter. Men in government who represent the public interest have shied away from something they thought could injure them politically. The press has frequently, in tones of sweet reasonableness, urged management and labour to come together to avoid or to end a strike by a compromise when it must have been known that any compromise only added to the already heavy inflationary tendencies which endanger the national economy. We have sacrificed our long-

term interests in favour of expediency in uneconomic settlement of wage disputes and in apparently accepting the theory of the annual wage increase. We have all been to blame, but chiefly to blame are those labour leaders who have clung to the archaic belief that every problem in industrial relations must be solved by another round of wage increases, a further shortening of hours of work, and another set of fringe benefits.

"I am well aware that I may be accused of making an attack on labour. I am not. I have many friends in labour and in the labour movement. I am merely stating what I believe to be the basic truths, and if I am wrong I should welcome being shown where I am in error. It seems to me the time has passed when one should avoid personal criticism by merely uttering platitudes in public debate. There are too many people out of work in Canada and our country's position in a fast-changing world is too serious for us who are in positions of some leadership in industry to do other than speak our minds clearly.

"Surely it is a management responsibility to break through this frustrating barrier of misunderstanding in the interest of national survival? We in Canada depend to a critical degree on foreign trade for our prosperity. The United States, by comparison, is almost a self-contained country. But in Canada we are busy in the never-ending effort to catch up with ever-rising American wage scales. We cannot export our high labour content products into the United States market, but our union leaders tell their members that they must have wage parity with like categories of employees in the United States. With this peculiar ratchet wheel device we are in Canada jacking ourselves up to a point where we may well become the most conspicuous economic flagpole sitters of all time for the rest of the world to marvel at.

"In my previous remarks I mentioned that some of the suggested remedies for unemployment are almost as dangerous as the ill they are designed to cure. I refer to the suggestion which is frequently heard in some quarters, that we should further isolate ourselves and further handicap ourselves by raising still higher our existing tariff walls in the hope that such a step will cure unemployment. It is difficult to understand how such an argument can be advanced in a country such as Canada which is so vitally dependent upon export trade and which is so vulnerable to retaliatory measures if tariffs are raised.

"I wish that those who advocate higher tariffs would explain how any nation as dependent as Canada on selling to world markets can possibly maintain the second highest standard of living in the world through a policy of isolationism. Do these protectionists really believe that when we are the world's largest buyer per capita of foreign-made manufactured goods, our standard of living won't suffer when the price of those goods, or the Canadian goods that replace them, reflects an increase in tariffs? And do they believe that our economy, which relies on exports for some 25% of its net

commodity production, won't be affected by the retaliatory tariffs which our customers will impose?

"Canada is surely the last country to revert to isolationism. The trend among our neighbours and friends is towards the lowering and removal of tariff walls. If we in Canada oppose this trend, it will not only condemn us as irresponsible among the nations of the world but it will cripple us economically. The truth is that the benefits of free access to other markets greatly outnumber the short-term advantages of protecting a domestic market. In the Canadian pulp and paper industry, for example, the majority of companies believe that, if a free choice were open, the interest of the Canadian economy would best be served by free trade in forest products. It is in this spirit that this industry has urged Ottawa to approach the General Agreement on Tariffs and Trade negotiations.

"As a great nation which is highly dependent upon exports we cannot afford to become obsessed with nationalism. National barriers to trade and commerce and to the free movement of capital and labour hinder economic development just as they limit freedom. Stalin did not fail to see the truth of this when he said that he was counting on 'the disintegration of a united all-embracing world market' to deepen 'the general crisis of the capitalist system.'

"The ideal of a 'united all-embracing world market' is, of course, far distant. But we have been working towards it now for some twenty years. The more than thirty nations that signed the General Agreement on Tariffs and Trade recognized the futility of the competitive efforts that prevailed in the thirties to export unemployment through protectionism. More recently, the trading blocs that have appeared in Europe have been evidence of the wish to curtail nationalism in trade for the sake of economic strength.

"This is particularly evident in the story of the European Common Market, or Inner Six, in which the agreed aims include both freedom of trade and the free movement of capital and labour. As Britain's former Minister of State for Foreign Affairs, Anthony Nutting, says in his new book, 'Europe Will Not Wait,' so great was the need in Western Europe to build up an economic defence against the Soviet bloc that '... nations with several centuries of protectionist tradition agreed in less than two years of negotiations to abolish all tariffs between themselves and to trade freely as one nation of 160 million producers and consumers.'

"As we move toward freedom of trade, our biggest task will be that of continuous readjustment of our social, political and economic attitudes. But such readjustment is inevitable in Canada in particular where changes in industrial technology and in patterns of trade make the kind of impact that we now see reflected in serious unemployment.

"The one thing we must not do, however, in the interests of the national economy, is to suppress either technological advance or the move toward freedom of trade."

The Art of Papermaking is Still Practised in Nepal

They Make Paper as Their Forefathers Did



Locally made copper pan, used for boiling the pulp.

EDITOR'S NOTE: *The information and pictures for this article were sent to The Digester through the courtesy of Mr. Anker Henningsen, long associated with the sale of Company products in the Orient. The information was supplied to Mr. Henningsen by an old friend, Mr. F. A. Nixon, who has been prominent in community and business life in the Orient for many years. Mr. Nixon personally visited Nepal and took the photographs for this article.*

TODAY, when the paper making industry is probably one of the most technically advanced in the world, it is difficult to realize that in some parts of the world, hand made paper, produced in much the same fashion as in ancient China, is still being manufactured.

In a recent letter received by Mr. Henningsen from Mr. F. A. Nixon of Hong Kong, he described a visit he had made to the tiny Nepal village of Sundarihal, at the foot of the Himalaya Mountains.

Mr. Nixon found that paper making was a chief "industry" in the ancient village! In Sundarihal, he discovered numerous families, each of five or six members, practising the pure art of paper making and turning out an exceptionally durable sheet. The process is starkly primitive and has been carried on without change by successive generations of Nepalese.

There are various qualities of paper, according to the care taken in preparation and it may be dyed any color.

PRIMITIVE TOOLS AND AGE-OLD SKILLS FEATURE THE "COTTAGE CRAFT" OF NEPAL

The Nepal Government, in 1940, issued a special pamphlet now out of print, describing the process of "Hand Made Paper of Nepal." The pamphlet notes that paper making is a widely extended cottage industry in that country. This particular handicraft is not connected with any caste; it has a large market at home and is extensively purchased by the Government. Tibetans import the Nepal paper for copying and printing books.

The implements and raw materials used are simple and readily available. The cottage paper maker of Nepal throughout the entire process uses only a pan, a stone slab, a hammer, a churner (see cut), a mortar, a ladle and a frame. A thinly woven cloth, rope, oven and firewood complete the equipment.

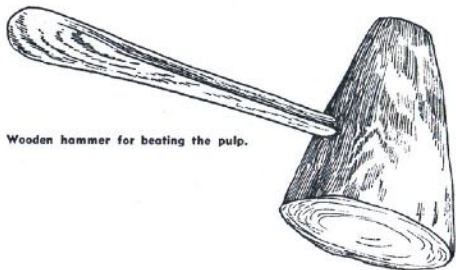
Raw materials! Green bark of "Kāgaj Pāt." This tree is 10 feet high, grows well at an altitude of 7,000 feet. It bears no fruit. Diameter at the butt is from 10-14 inches and the bark of this tree is the pulp stock.

The second material is alkali made from the ash of the "Bānj," "Khrasu," "Phlānd" or "Banset" trees. The following official description of this primitive paper making process is taken from "Hand Made Paper in Nepal."

PROCESS

First Stage: Ash of any of the four varieties of wood (Bānj, Khrasu, Phlānd, Banset) is first pressed into a basket and placed over an earthen jar. Then hot water is percolated through the ash—the basket serving the purpose of a sieve. A dark-brown solution is collected in the jar. This is a sort of carbonated-alkali.

Second Stage: Green bark of the "Kāgaj Pāt" tree is stripped off and soaked in cold water for about twelve hours. This bark is then boiled in the



Wooden hammer for beating the pulp.

"We owe to savage hunters and illiterate neolithic farmers the accumulation of knowledge and skill without which none of our modern experimentation would be possible."

Churner made of bamboo for mixing the pulp.



carbonated-alkali. After the bark is completely digested in the solution, the fibres are separated and beaten to pulp on a piece of stone by a wooden hammer.

Third Stage: The pulp is then mixed with water and churned within a wooden mortar by a bamboo churner. Now the pulp is ready for making paper.

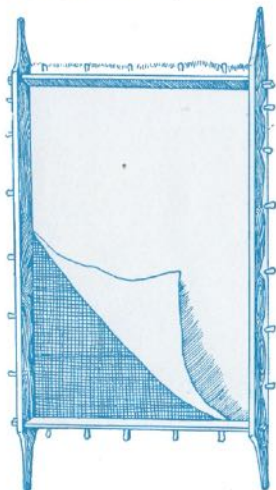
Fourth Stage: A rectangular wooden-frame mounted with thinly-woven cloth (net-like) is now dipped into water. A ladle full of the pulp solution is poured within the hollow of the frame and well-mixed in the water. A site near a streamlet is selected for the manufacture.

Fifth Stage: Such frames are now dried near a fire-place. These may be sun-dried also.

Final Stage: When it is completely dried the pulp becomes hard and turns into paper and takes the shape of the frame. The paper is now easily stripped off the frame and becomes ready for the market.

When still in solution any dye could be used to make coloured papers. Vegetable dyes (such as: Tarmaric to make yellow; Manjistha to make red; etc., etc.) are the best and the cheapest.

Centuries old documents, manuscripts, water-colours written and painted on these papers have



A rectangular wooden frame mounted at the bottom with a piece of thinly woven gauze like cloth. Cloth is pinned around the frame with bamboo pins. Note the paper on the frame ready to be stripped off.

been discovered in Nepal, a tribute to the quality and durability of the paper fashioned by the hand craftsmen of this ancient land.

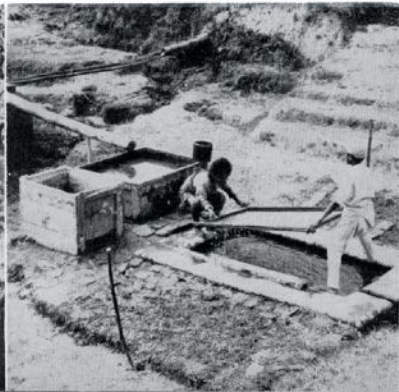
In concluding this brief story of hand made paper, the following extract from "Hand Made Paper in Nepal" seems particularly appropriate:

"We may feel a certain pride in contemporary inventions, but let us remember that we owe to savage hunters and illiterate neolithic farmers the accumulation of knowledge and skill without which none of our modern experimentation would be possible."

Stirring the pulp mixture.



Lifting out the frame.



Sun-dried sheet being stripped from frame.





The new Daily and Sunday Review building sits on 3½ acres at 116 W. Winton Avenue, Hayward, Calif. Occupied in November, 1957, the plant has 33,000 square feet of working space on two floors.

DAILY REVIEW OF ALAMEDA COUNTY TYPIFIES GROWTH

THE explosive growth of California's population in the past fifteen years is one of the highlights on the American scene. In several selected areas—Orange County near Los Angeles, in Alameda County and other Bay regions—growth has bordered on the fantastic.

Sixteen years ago, the city of Hayward on the east side of San Francisco Bay had a population of less than 10,000. By 1950 this had expanded to

the respectable figure of 14,000. In the next decade came the deluge, Hayward today boasts over 73,000 people and the figures are still climbing.

This is the background that provided the propelling impulse for the present day development and prestige of the Daily Review as a leading and vital force in the affairs of Alameda County.

In 1944, when Publisher Floyd Sparks bought

Publisher Floyd L. Sparks



Delmar L. Nelson, Managing Editor.



William Chilcotte, Business Manager.



the Review, it had been a weekly journal since its founding in 1891. A few months later, Mr. Sparks broke a 53 year tradition and converted the paper into a daily. In 1947, he enlarged his territory to include all of southern Alameda County and changed the name from the Hayward Review to the Daily Review.

In this fifteen buoyant years, here's what happened to the former weekly.

Circulation has increased from a few thousand to 30,000.

Employees have jumped from nine to 170. The daily is delivered by 400 news carriers through a 410 square mile area that includes Hayward, Fremont, San Leandro, Union City, Newark, Pleasanton, Livermore, San Lorenzo, etc.

All this growth and expansion required more room, new quarters, new equipment. In November, 1957, the present modern building, complete with latest and most efficient production machinery and appointments was occupied.

An attractive design, it has utilized the latest equipment and facilities which have increased operating efficiency and provided expanded and more comfortable quarters for the staff.

Display and classified advertising and editorial departments are arranged for straight-line movement of copy to the composing and stereotype departments with a minimum of delay; and pro-

duction is channeled direct to the pressroom and mailroom.

The original new building investment of \$250,000 has increased substantially each succeeding year as demands on advertising, editorial and mechanical departments have grown.

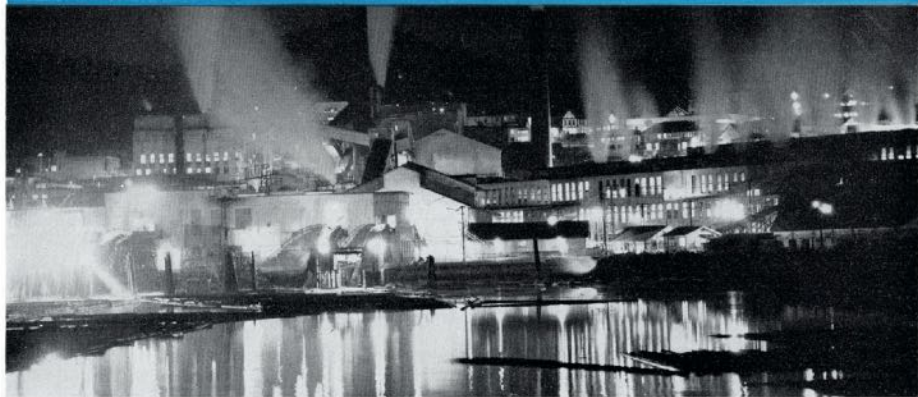
Press and equipment changes have matched the paper's growth in circulation and influence. In 1944, as it moved into the daily orbit, the Review was using a 2800 average Goss one direction flat bed press. Shortly afterward a 4000 an hour duplex was installed.

A 24-page Goss was later purchased and this is now supplemented by a 64-page Scott press.

Typesetting equipment has enjoyed the same degree of acceleration. When Mr. Sparks took over in 1944 there were two major pieces of typesetting equipment in the composing room—two model 14 Linotypes. Today production demands 20 major pieces of composing room equipment along with three teletypesetter tape punchers.

The Review and Hayward County have both set records in the past decade, and all signs indicate further acceleration in the years ahead. Already the original 1957 investment has been substantially increased to accommodate rising circulation. A Sunday edition has been added; and the latest move is the expansion to a nine-column page width to meet increasing advertising demands.

THE NIGHT SHIFT CARRIES ON!



Impressive view of Powell River plant as the night shift (12 p.m.) goes in.

WHEN the ghostly hour of midnight arrives and solid residents of metropolitan centres have turned off their lights, the pulp and paper shift workers carry on their job of keeping the presses of the world running.

This night view of Powell River was taken as the "graveyard" shift entered the plant. The lights burn brightly as beacons to the mariner at sea while inside, the night shift operators continue their round the clock jobs of turning out newsprint.

As the cool breezes of October waft in from the sea, the big influx of visitors comes to a close.

Our Summer Guests

It was a good summer on the whole, particularly for the July, August and September guests. June was rainy — but the fish were biting as compensation.



Back (left to right): Anson Brooks, President, Powell River-Alberni Sales Corp., Seattle; E. H. Baker, Publisher, News-Tribune, Tacoma, Wash.; D. A. Gonyea, Tacoma, Wash.
Front: Mrs. Brooks; Mrs. John M. McLelland, Jr.; Mrs. Baker; Mrs. Gonyea.

BY the middle of September, the big rush of summer visitors to Company areas was largely over. For Powell River, Alberni and Harmac it was a busy season as visitors from many and widely extended parts of the world inspected our plants, relaxed and fished in our lakes and streams.

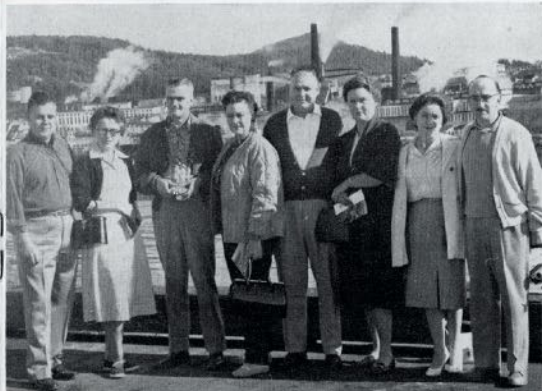


Back (left to right): Dick Carver, Portland, Oregon; George Rea, Provo, Utah; L. B. Tackett, Publisher, Daily Herald, Provo, Utah.
Front: Mrs. Carver; Mrs. Tackett; Mrs. Rea.

Mr. and Mrs. A. W. Moscarella, World Wide Travel, Vancouver; Mr. and Mrs. H. Everett, Dominion Motors, Vancouver, B.C.; Mrs. Walker; Mr. J. L. Walker, Bank of Montreal, Vancouver; Mrs. Jiggs; Mr. C. W. Jiggs, Simpson-Sears, Vancouver, B.C.

Back (left to right): P. D. Wilkins, Van Nuys News, Calif.; Doug Wilkins.
Front (left to right): Mrs. Suhadolnik; R. Suhadolnik, Sales, Pacific Nac, Los Angeles, Calif.; W. Darts, General Foreman, Pacific Press, Vancouver, B.C.; Mrs. Darts; Mrs. A. Wilkins, Van Nuys, Calif., and Don Wilkins.





(Left to right): G. N. Ifft III, Chronicle, Bozeman, Mont.; Mrs. Ifft; C. P. Bowman, Bozeman, Mont.; Mrs. Bowman; Wishard Brown, San Rafael Independent, San Rafael, Calif.; Mrs. Brown; Mrs. Chapman; I. D. Chapman, San Rafael, Calif.

Lord Hamilton from England was our "farthest away" visitor. He was accompanied by Lord Ashley and they visited both Powell River and Harmac, taking the opportunity to do some fishing at both places.

These pages close our visitors' album for the winter months. We were pleased to welcome you all and hope you enjoyed your visit with us. We will look forward to next spring when we will again welcome many old and new friends.



Mr. and Mrs. Pockwood, Salinas, Calif.; Mr. and Mrs. Gil Boymiller, Salinas Newspapers, Salinas, Calif.; Mr. and Mrs. F. N. Cislini, Salinas Newspapers, Salinas, Calif.; Mr. and Mrs. J. Ogilvie, Manager, Sears-Roebuck, Salinas, Calif.



Mrs. Robinson; G. S. Robinson, Publisher, Highline Press, Seattle, Wash.; Mrs. Saeed; Elwyn Sneed, President, Highline Press, Seattle, Wash.

(Left to right): Mrs. Woodbury; Stewart Woodbury, Purchasing Agent, Chronicle, San Francisco; Mrs. Odett; Lamont Odett, Publisher, Valley Press, Palmdale, Calif.; William B. Odett; Lamont Odett, Jr.



Lord Hamilton, England.





Dr. John L. Keays

Rents, Wages, Prices are Discussed by the Author
in His Third Installment of

Some Impressions of the Soviet Union

by Dr. John L. Keays

Salaries, Rents Lower.

Clothing, Jewelry Higher Than Canada.

THE present seven-year plan for the Soviet Union will be completed in 1965; this plan is to be followed by a seven-year or fifteen-year plan, the details of which are still under study, designed to bring technological and production levels in the Soviet Union up to those of the United States in

less reticent on the subject of incomes than is the case in Canada. It is also a simple matter to determine the cost of food, clothing and consumer goods generally, since the prices shown in the shop windows correspond to the actual prices, and in most cases items displayed are available within the stores.

At the official rate of exchange, four roubles are worth \$1, an obviously unrealistic evaluation. The tourist rate of exchange is 10 roubles to the dollar; the black market value at the present time along the Nevsky Prospect in Leningrad, Gorki Street in Moscow or the Krechtchatik in Kiev is 12 to 14 to the dollar, which is also an obviously unrealistic figure. In the present report the tourist rate of exchange of 10 roubles to the dollar is considered to be a reasonably realistic figure; it must be realized that the choice is a somewhat arbitrary one, since a precise evaluation is a function not only of the price of consumer goods, but also of such services as rent, transportation, insurance, old-age pensions, recreation, medical and dental care, etc., and the values quoted below may be perhaps 10 per cent high or low. Nevertheless, the following average income and costs of various items in terms of 1959 Canadian dollars gives a general idea of present living standards in the Soviet Union.

The average base rate for mill workers in the Soviet Union is \$90 to \$100 per month, for shift foremen \$140 to \$150, and for mill superintendents \$180 to \$220; the manager of a plant employing, say, ten thousand workers will earn \$300 to \$400 per month in salary, and will enjoy a number of perquisites, such as the means for entertaining official guests, and the use of a car and driver, which are virtually impossible to evaluate.

A staff engineer with several years experience will receive approximately \$200 per month, a senior engineer \$250 to \$350, and a senior design engineer, in the aircraft industry, for example, \$500 per month or higher. A grade school teacher is paid \$180 to \$200 per month in some areas, and as little as \$80 to \$120 in others. There appeared to be a wide variation in teachers' salaries from one area to another or from one school to another, and



The soft greys of ancient Lvov.

some areas and above them in others, such as in the development of hydroelectric power and steel production. It is planned that by 1970-75 the general standard of living of the Russian people will not be greatly different from that of the average American or Canadian.

It is difficult to assess the present standard of living of the Russian people; majority opinion would probably agree that it lies somewhere between one-third and one-half of that enjoyed by the average Canadian.

The basic problem of comparison lies in evaluating the rouble in terms of the dollar. It is not difficult to determine incomes and wages, since the Russian people generally appear to be appreciably



Entrance to the Hill of Heroes, Lvov.

there was no satisfactory explanation for this range. A high-school principal earns up to \$400, an associate professor approximately the same, and a full professor \$800, of which \$500 is salary and \$300 is additional income from writing text-books, technical papers, etc. A full member of the Academy of Sciences of the USSR receives \$500 per month and an associate member \$300, in addition to their regular income. The starting salary in ballet is of the order of \$150 per month, for a member of the ballet chorus \$300, and for a prima ballerina \$700 to \$1,000 per month or higher. There are no job rates as they are known in Canada; one machine tender may earn \$180 per month, and a second machine tender on a duplicate machine in the same mill may earn \$250.

Rents are low, usually about five-six per cent of income, and new apartments are allocated on a basis of need, or on a basis of the extent to which a man's job is considered essential, rather than on a basis of income.

Food is plentiful, moderate in price, and available in considerable variety. Meals obtainable outside the home can be divided into three general categories; those served in the canteens, in cafes, and in first-class restaurants. In the canteens operated by mills, factories, and various industrial units, the cost of a plain meal is approximately half that of a comparable meal in Canada.

In the cafes and boarding houses intended to serve the Russians, meals are somewhat cheaper than they would be in Canada, and in the first-class hotels and restaurants, particularly those used by foreign delegations and tourists, the prices are in the same general range as in first-class Canadian hotels; in these hotels typically western meals are served, but the emphasis is on varieties of borsch and typical Russian dishes. Champagne, wines, vodka, and liqueurs are inexpensive, of excellent quality, and almost without exception made in the USSR.

Utility clothing is slightly higher in price than in Canada, while quality clothing is two-three times more expensive. Sheer nylons cost from \$5 to \$10 a pair on the black market, dress fabrics are rather plain and expensive, and furs are available at high cost in a wide variety. There are a surprising number of jewelry stores in the larger cities; prices are high, and many of the stores show less variety in costume jewelry than would be found in the personal collections of many Canadian women.

Luxury goods are available, and some of the art handicraft work is exquisite . . . and costly. For example, a matched set of 10-inch vases in silver filigree on bronze bases was priced at \$2,000. The most typically Russian craft work available is hand-painted, black lacquered boxes ranging in size from tiny pin holders to small chests, and ranging in cost from \$10 to \$1,000; these boxes are made in the village of Palex, not far from Moscow, and have been made for generations by the same small groups of family artists.

In addition there are Chinese ivory and bone carvings, a wide range of native wood carvings from a number of regions within the Soviet Union, amber jewelry or carvings from the Baltic area, and Russian made chinaware, much of which is heavy, out-of-date, and unimaginative by western standards.

Furniture is less varied than in Canadian stores, is well made, slightly less in cost, and varies from ultra-modern to Victorian in style. Radios range in price from \$20 to \$200, TV sets from \$80 to \$300, a small vacuum cleaner \$40, sewing machines

War Memorial Hill of Heroes, Lvov.



from \$70 to \$150, a gallon capacity mixer and blender \$100, medium sized hot plate \$4, stainless steel kettles \$7 to \$9, and lamps from \$10 to \$30. Clocks and watches appear to be average in quality, and twice as expensive as in Canada; the same can be said of leathersgoods.

However, if Russia is obviously poor, by our standards in material things, it is not poor in cultural and historical traditions, and these traditions appear to be diffused through the whole broad fabric of society. Many of the Russian cities . . . Moscow, Leningrad, Gorki, Kazan, Kiev, Lvov, have a wealth of parks, monuments, museums, art galleries, theatres, styled in the traditional architecture of the region and deep-rooted in its history. Few cities can compare in beauty and magnificence with Leningrad or Kiev, with their broad, gracious boulevards, uniquely styled churches and public buildings their statues and bridges and monuments and parks.



Russian youngsters are all well-dressed. Photo was taken on airport steps, Leningrad.



Promise for tomorrow—production statistics in the Zhidachev.

The art, music, drama, circus and ballet of the Soviet Union are rich and multicolored and infinitely kaleidoscopic; the various forms of culture are a part of the lives of a high percentage of the people. There are a number of reasons for this . . . because it costs little to attend the theatre or ballet or circus . . . because these things are an integral part of the cultural heritage of the Russian people at all levels . . . because the multifaceted aspects of education and culture and art are deliberately kept in the mind and eye of the people by publicity, by discussion, by a constant and broadly diffused social pressure.

Much the same can be said of education. There are twice as many people taking university degrees by studying in the evening as there are in daytime university attendance, twice this number taking at least one university course, and four times the latter

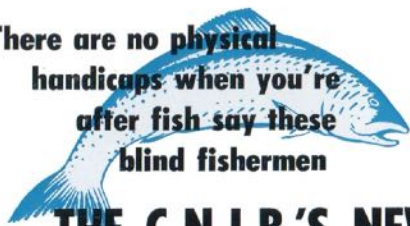
number studying courses of some kind. The thinking of the Russian people towards tomorrow, with the stated promise of a richer, fuller life is being moulded by a vast program that extends into every city and village, every office and factory, in the street and in the home.

The most common sight in the Soviet Union is statistical curves showing the production of power, locomotives, tractors, apartments, grains, etc., in say 1948, 1958, and 1965. The impression is given, that of all people, the Russians are most reconciled to the present shortcomings and inadequacies of their society because of a combination of intense pride in tradition (their museums, historical buildings, monuments, the art and culture forms of past centuries)—combined with an optimistic anticipation of the future—their sputniks, luniks, TU-114's, production curves, etc.).

One of the famous flower portraits of Lvov. Pictured is Franko, founder of University of Lvov.



There are no physical handicaps when you're after fish say these blind fishermen



THE C.N.I.B.'S NEW FISHING BOAT PUTS TO SEA

SALMON derbies are common features along British Columbia's lower mainland coast line. Throughout the summer months, the waters of Burrard Inlet, Howe Sound and adjacent areas of the Gulf of Georgia are alive with enthusiastic and long suffering members of the Derby Fleet.

Among the many annual derbies, there is one special and outstanding event. It is confined to British Columbia's most exclusive fishing club—composed of members of the Canadian National Institute for the Blind.

The C.N.I.B. Derby is a major event in the Institute's program and is among its most popular. Many members own their own craft, others have been provided by citizens and friends. The Fishing Club division is like fishing clubs the world over. Nothing, not even a physical handicap can interfere with the fierce joy of the fisherman for the battle against the wily salmon.

This year, the Institute for the Blind presented a special gift boat to its Fishing Club. Something of the interest of members in this recreational activity may be gleaned from the report on the new boat's first month of operation.

In a one-month period, July 26 to August 26, the boat made 28 trips. In that period, 53 of the

75 SALMON CAUGHT IN FIRST MONTH OF OPERATION

club's 120 members, accompanied her to sea and rung up a total of 75 salmon. On September 10 the Club held its annual derby, which was one of the most successful on record.

The boat is piloted by volunteers who undergo rigid tests before being approved. Having their own club boat has been a big asset to the Club members. It is fully equipped with anchor, chemical fire extinguishers, paddles, life preservers and a link rubber mat for the cockpit to prevent members slipping.

The people of British Columbia have every right to be proud of the C.N.I.B. Fishing Club, whose enthusiasm, energy and drive deserve the highest praise.

But, as one member put it—"we are all fishermen and once you drop your line overboard there are no handicaps. We all start from scratch."

Dedication of boat presented to Fishing Club by Canadian National Institute for the Blind.



Around Our Communities

ANNIVERSARY DINNER

At the pioneer dinner, commemorating Powell River's 50th Anniversary, many old timers and former residents from all parts of the continent attended. Outstanding among these was Ralph Randall, who was Construction Foreman in 1911 and who recalls the first clearing of the townsite before plant foundations were laid. A retired resident of Minnesota, Mr. Randall, despite his long absence, was able to pinpoint the original plant locations and the site of the first houses built in the area. He was given a tremendous ovation by the large gathering of pioneers, all of whom had worked in Powell River prior to 1923.

A FISH STORY

One of the largest fish caught at Alberni recently was by Bob Thomas of Bowman, Calif., who hooked a 46-pound Tye during a recent visit. At the moment Alberni and Powell River are running each other a close race with a 46-pounder caught in each place within the last month.

Bob Thomas of Bowman, California, caught this 46-pound Tye at Alberni last month.



NANAIMO FIRE

The old city of Nanaimo, near which the Company's Harmac pulp plant is located, occupies this month's headlines. Many of our readers who have driven up Vancouver Island or crossed on the Gulf ferries, have read of the severe fire which almost completely gutted the city's famous Chinatown.

Almost the entire area lying southwest of the city was consumed by flames. Hundreds were homeless; and relief and welfare organizations and citizens' groups organized to meet the emergency. Financial help came from many directions including a generous donation from the Peking Opera Company, on tour across Canada. Mayor Pete Mafeo, heading the city's drive to house and feed the homeless, described the city's effort as "one of the finest and most heartening examples of community co-operation I have seen."

Over 25 buildings were levelled by the flames, which left Chinatown a smouldering heap of rubble. The blaze was the worst in the city's history. Fanned by a 15 mile an hour wind it required every available fireman from the city and districts as far away as thirty miles to subdue and keep it from spreading to the new section of the city.

SAFETY RECORDS

In the past year several MacMillan, Bloedel and Powell River departments have recorded noteworthy safety performances.

These include the Shingle Mill Division of the Somass Plant at Alberni and the Sawmill Division at Powell River. The Alberni mill received a safety achievement flag from the Consolidated Red Cedar Shingle Association in recognition of its outstanding achievement in attaining 272 accident free operating days.

Powell River's sawmill has also hung up an impressive performance of 400,000 accident free man hours.

The records of these two divisions are especially outstanding, because they were made in departments where there is much heavy equipment and where many unavoidable hazards exist.

Since January 1, thirteen MacMillan, Bloedel and Powell River logging and sawmill divisions have reduced their accident frequency rate by 20 per cent or more.

FIRE PREVENTION LECTURES

The supervisors at Powell River Division were highly impressed with the Fire Prevention Lectures delivered by the Company's Fire Protection Officer, Don Watts. The lectures were graphically illustrated and especially effective in pointing out the danger of fire in the homes from many combustible materials including cosmetics and other common household commodities. Mr. Watts has also lectured extensively to schools and business groups on the lower mainland.



Keen interest taken in Company Chief Fire Protection Officer Don Watts' lecture is evident on the faces of Supervisory Personnel at Powell River.

THE BEAR FACTS

Around Powell River the late summer and early fall months have produced an unusually large number of bears wandering around the outskirts and even in the streets. Half a dozen residents have reported brown bears wandering on the roads. Others have had their garbage cans robbed in nightly incursions. One bear was seen ambling across the golf course.

The "bearest" event of the period was the appearance of a small and somewhat bewildered specimen wandering around the mill. He was first spotted strolling in front of the laboratory building, with several cautiously courageous employees watching from a distance. He later turned up around the tinshop and near Number 9 machine before finally making his escape. The accompanying drawing by Jim McGowan shows the cub in front of the lab building.

The hunting clan around Powell River attribute the bear nuisance to lack of food in the woods this year. The blackberry crop has been poor and an extremely hot July and August dried up other food sources. In any event the bears have been around in unusual numbers. One cinnamon bear, unusual in this area, was shot by a local resident.

ISLAND PAPER MILLS

Island Paper Mills on Annacis Island is settling down to steady operations, following its opening last June. The finishing room is now operating on a three shift basis; and the plant is starting to turn out colored bond and mimeograph papers.

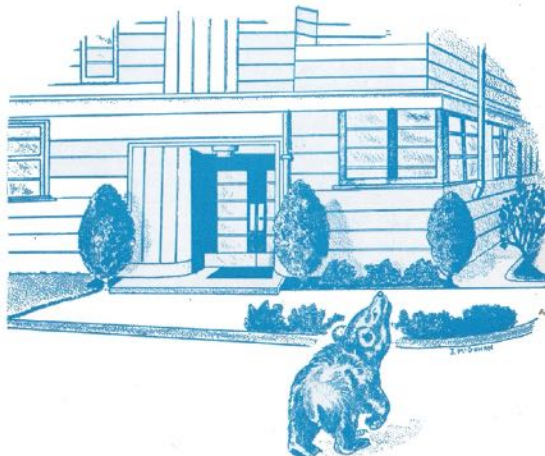
Betty Forbes, former switchboard operator in the Standard Building in Vancouver, is now operator at the fine paper plant. Betty is well known not only throughout the Company organization but to hundreds of friends and visitors across the country. Her lifetime total of long distance calls to all countries of the world must be some kind of a record in Vancouver.

WINTER SPORTS AWAY

In four areas of Company operations, the winter sports fare is well on the way. The Alberni Athletics, one of Canada's outstanding basketball teams, are preparing for a vigorous year which they hope will bring them the Dominion championship which they lost in last year's final in eastern Canada.

Powell River, Nanaimo and New Westminster entered teams in the Pacific Coast Amateur Hockey League. This is the first year New Westminster has entered the league. Nanaimo defeated Powell River last year to go into the western Canadian finals. The fourth team in the league is Chilliwack. Powell River has some new players whom they expect will strengthen their squad sufficiently to bring them into the playoffs.

Here is Jim McGowan's impression of the bear cub that wandered casually around the Powell River plant last month. Scores of residents saw him but none had cameras on the spot.





New Queensborough Bridge across Fraser River at New Westminster.

New Bridges Opened as Part of **LOWER MAINLAND HIGHWAY SYSTEM**

TWO new vital links in the traffic system of the lower mainland area of British Columbia were recently opened . . . the Second Narrows Bridge over Vancouver Harbour, and the Queensborough Bridge over the Fraser River, connecting New Westminster with the east end of Lulu Island.

The Second Narrows bridge opened on August 25 and links Vancouver and North Vancouver. It will connect with the Upper Levels Highway running through North and West Vancouver and on to the recently completed Squamish Highway. It is a six-lane, high-level structure, replacing the old low level bridge, and will connect up with the Trans-Canada Highway by way of the Port Mann Bridge presently under construction across the Fraser a few miles above New Westminster. It forms another link in the chain of new bridges, highways and ferries that have opened up the lower mainland of British Columbia to provide modern transportation service for the over quarter of a million cars in the area.

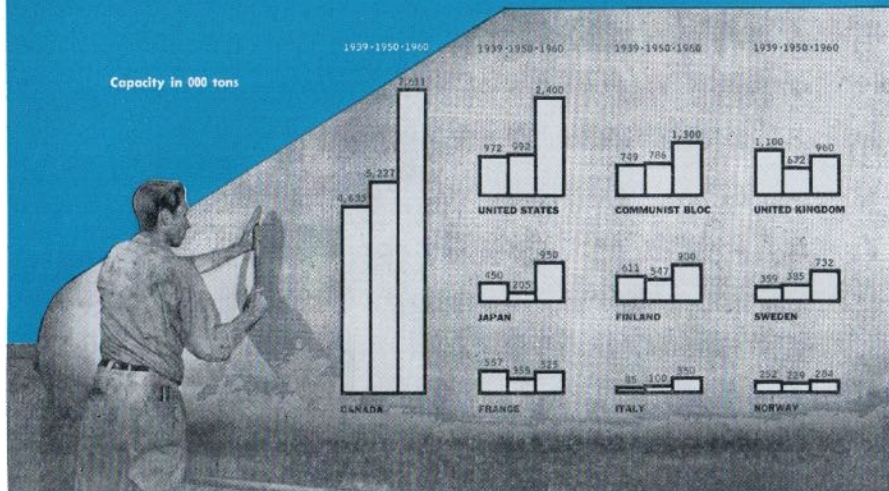
The second link recently added—the Queensborough Bridge—was opened on August 26, and is a four-lane high-level bridge replacing the old structure of the same name about a mile east. The new bridge will handle the ever-increasing traffic into the Queensborough and Annacis Island areas. It will eliminate the rush-hour traffic jams that formed when the old bridge opened for passing tug boats.

This bridge is a boon to many employees of MacMillan, Bloedel and Powell River Limited, as the Company operates two sawmills and a corrugated container plant in the Queensborough area and a fine paper mill and a paper converting plant on Annacis Island. Close to 1,000 people are employed in these operations and most of them travel to work by car.

Second Narrows Bridge across Burrard Inlet, which bypasses Vancouver and leads direct from North Vancouver to the interior of B.C. or the U.S. Border. Old low level bridge is at right of new structure.



THE WORLD'S SUPPLY OF NEWSPRINT



Above graphs show world distribution of newsprint supply, including production of Western nations and Communist bloc.

NEARLY 50% of the entire world production of newsprint centres in Canada; and the pulp and paper industry is the nation's largest source of wealth.

In the past decade newsprint production in British Columbia has expanded faster than in any other province and exceeds the average national increase. Today approximately 14% of Canadian output comes from the mills of this province.

MacMillan, Bloedel and Powell River have been prominent in this western expansion. The newsprint mills at Powell River and Port Alberni comprise nearly 10% of all Canadian capacity and 5% of world capacity.

The annual capacity of our Company's newsprint machines is approximately 750,000 tons. This is greater than the entire output of Sweden, well over twice that of Norway and only slightly less than the total production of Japan or the United Kingdom. The Company's production is more than half of the combined capacities of the Communist bloc, including Russia.

The accelerated expansion of pulp and paper in British Columbia seems assured. Official government surveys show that the province has vastly greater reserves of timber than exist in other provinces. Over 375,619 million cubic feet of merchantable standing timber justify a belief that the centre of future newsprint will swing westward across the Rockies. The B.C. reserves compare with 83,600 million feet for Ontario and 62,000 for Quebec.

Many extensions and new projects are in the

**Canadian Production 48%
of World Output**
**MacMillan, Bloedel and
Powell River now Produce
Nearly 10% of Canadian
Total**

preliminary stages and others are near completion on the drawing boards. MacMillan, Bloedel and Powell River's \$24 million addition at Port Alberni has already been announced, and completion of this phase will run the Company's newsprint capacity up to 900,000 tons a year.

Historically, all British Columbia's pulp and paper plants have been located on tidewater, but recent developments suggest expansion into the province's hinterland, where big reserves of pulpwood have been scarcely scratched.

Wise and forward looking forest management plans are guaranteeing renewal of the logged areas. The publisher of today can assure his successors of the future that the softwood forests of British Columbia, containing the largest timber reserves on this continent, will protect his supplies of newsprint.

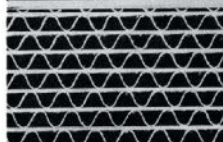
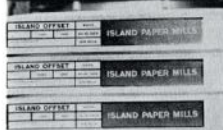
Integration, Research Produce new and

DIVERSIFIED FOREST PRODUCTS

IN WESTERN CANADA thirty years ago lumber and pulp and paper ruled the forest products industry. Saw lumber, newsprint and export pulp were the staples that brought in the sales dollars.

Integration of operations and wider diversification of products appeared less urgent; and foreign

This special montage shows a variety of products produced by MacMillan, Bloedel and Powell River Limited. This section was part of a colorful display at Port Alberni's Annual Fair.



From the almost exclusive production of lumber, pulp and paper, the modern forest products industry has branched out into a steadily expanding variety of specialty products.

competition, particularly in newsprint and lumber, less demanding than today. Scientific wood research and profitable utilization of waste material, in a land of big trees and seemingly limitless easily accessible forest tracts, did not seem to be a vital problem.

Today, diversification and scientific research on wood and waste have become essential in the operation of the modern integrated industry. Wide varieties of new products have been developed, the sum total of which now constitute a respectable share of a forest company's sales dollars.

The modern operations of MacMillan, Bloedel and Powell River illustrate the changing pattern of wood utilization. Sawmill waste, formerly piled high outside mills and disposed of by burning, is now a valuable by-product. From it the Company manufactures Pres-to-Log fireplace fuel (and charcoal briquettes). Recent experiments suggest profitable conversion of sawdust to groundwood pulp as an immediate possibility.

In the Company's flakeboard plant in New Westminster, slabs and edgings from the adjoining cedar sawmill are manufactured into the attractive flakeboard new to western Canada and popular in finishing and panelling.

Plywood is another wood product developed in the past three decades to fulfill a wide variety of demands and uses.

Research and development in the production of paper boxes and cartons has resulted in a phenomenal expansion of this business in the past twenty years. Today, MacMillan, Bloedel and Powell River, through their subsidiary, Martin Paper Products, operate five container plants in western Canada. A further extension in the field of "other products" came with the recent acquisition of Sidney Roofing and Paper Company, which, operating at ten centres in Canada, manufactures asphalt roofing, building papers, paper boards and through subsidiaries, paper boxes and milk bottle stock.

This year too saw MacMillan, Bloedel and Powell River open the first fine paper mill in western Canada. The plant is in regular operation and turning out a wide range of fine and specialty papers.

Thus the modern integrated company of today has travelled far from its predecessor of thirty years ago. The next thirty will witness an even greater and accelerated development and more and more "other products"—the result of new forest ingenuity—will challenge lumber, newsprint and pulp for their place in the forest products sun.

Rainbow Lodge on Powell Lake





Martin Paper Products Ltd., subsidiary converting operation of MacMillan, Bloedel and Powell River Limited, with plants in New Westminster, Calgary, Edmonton, Regina and Winnipeg, manufactures a wide variety of corrugated containers. Above is interior view of New Westminster plant.

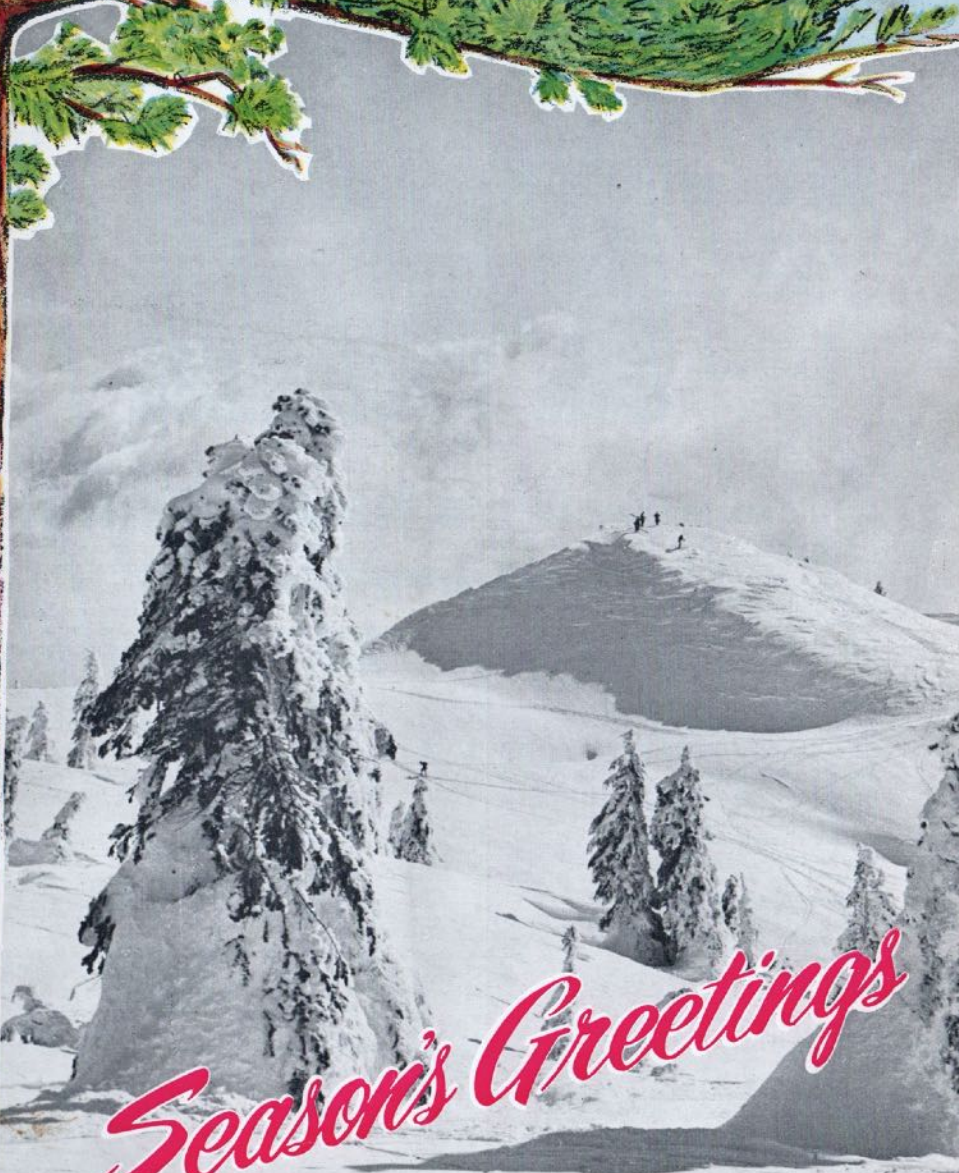
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - CORRUGATED CONTAINERS
- KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
- LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES
- DOORS - CHARCOAL BRIQUETTES - PRES-TO-LOGS

J. E. Jackson

The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED



Season's Greetings

November - December 1960

Vol. 36, No. 6

November - December, 1960

THE DIGESTER

Published bi-monthly by MacMillan, Bloedel and Powell River Limited, whose head office is located at 1199 West Pender Street, Vancouver 1, B.C.

J. A. Lundie, Editor

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COVER

Mount Seymour—one of the three fine skiing areas in Vancouver's front yard. All can be reached within one hour's travel.



Editor's Notes

It is again the privilege of this publication to extend Season's Compliments and New Year Greetings to our many friends in all parts of the world.

This year, it is an even greater privilege, since our good wishes come from a greatly enlarged family; and go out to a more widely extended circle of old friends and new.

A year ago, MacMillan & Bloedel Limited and Powell River Company Limited amalgamated to form our present enlarged and strengthened company, MacMillan, Bloedel and Powell River Limited.

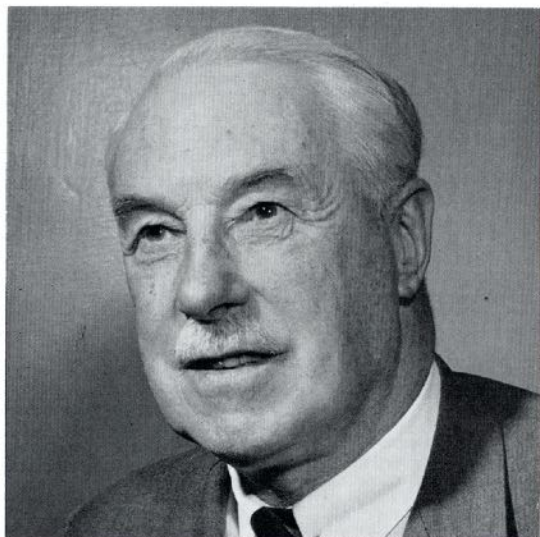
It has been an historic year and the joining of the two companies into the present smooth-working organization has been our principal objective.

In this, you have been most cooperative and understanding. Your support and continued friendship have helped us to achieve our objective in this all-important year of operation.

And so, to all our friends throughout the world, The Digester, on behalf of MacMillan, Bloedel and Powell River Limited, extends

Compliments of the Season
and Best Wishes for a Happy and
Prosperous New Year





Hon. George Randolph Pearkes, V.C., P.C., C.B.

British Columbia's New Lieutenant-Governor

**AN OUTSTANDING SOLDIER, STATESMAN
AND CITIZEN REPRESENTS
HER MAJESTY IN OUR PROVINCE**

ON October 13th the Honourable George Randolph Pearkes was sworn in as the Queen's representative for British Columbia. He succeeds His Honor Frank Ross, who had held the office since 1955.

Few appointments have been more logical or popular in view of Mr. Pearkes' British Columbia background and his service to his province and nation.

Born in Watford, England, on February 26, 1888, George Pearkes came to Canada in 1906, at the age of 18 years. He served for two years in the Yukon with the Royal Northwest Mounted police, predecessors of the present "Mounties."

In 1915 he enlisted as a private with the Canadian Mounted Rifles in Victoria. In this regiment he served with another famous Canadian soldier, for many years a resident of Powell River, the late John MacGregor, V.C. He was promoted successively

through the non-commissioned and commissioned ranks; and in 1917 he won the Commonwealth's highest award for valor, the Victoria Cross. He was wounded five times in action. In addition to his Victoria Cross, he wears the ribbons of the Distinguished Service Order, the Military Cross and the French Croix de Guerre.

Mr. Pearkes remained in the army after World War I, and held several major command posts in Canada. He went overseas again in 1939 and was promoted to Major-General, in command of the First Canadian Division. Other awards include a C.B. (Commander of the Order of the Bath) and the United States Legion of Merit.

He entered politics in 1945, was elected Conservative member for Soanich on Vancouver Island, near Victoria; and in 1957 was appointed Federal Minister of Defence. When Mr. Ross' term expired, Mr. Pearkes was nominated as his successor.

The new Lieutenant-Governor and his charming wife, who will act as Chatelaine, bring to this high post dignity, warmth, graciousness and understanding. They will prove worthy successors to those two fine people, His Honour and Mrs. Frank Ross, whose tenure of office was an outstanding one in the history of British Columbia.



The colorful Friday market at Tolluba brings the farmer, the weaver, the rug maker to the tourist buyer.

JUST A FEW QUICK IMPRESSIONS, SENOR!

WE recently spent a few weeks in Mexico, visiting Mexico City and other centers, including Acapulco and Pueblo. This, of course, qualifies us an expert. Here are a few quick impressions we gathered.

INTERNATIONAL RELATIONS

In Mexico City we saw no evidence of any strong, anti-American feelings. The flood of impouring American dollars from tourists in Mexico



Main square of picturesque Taxco, now preserved by the government in its original state.

The horse and the burro are still the favored carriers in the country.



City particularly, is welcome and contributes substantially to business prosperity in that area. On the other hand, we saw on different walls, the painted slogan—"Muerto a Castro y Kruschew"—Death to Castro and Kruschew.

CASTRO AND CUBA

Newspapers are extremely sensitive to Cuban—indeed to all Latin-American politics. Our impression of the official Mexico reaction is one of "cautious sympathy." The government, openly at least, favours "freedom and the right of self expression, etc.", promulgated by Castro.

But, with their own revolutions happily behind them, official Mexico is not anxious for the "Cuban atmosphere" to spread to their own country.

SPORT

Soccer is the major sport—along with baseball and tennis. This excludes the popular bull fights and the fascinating game of Jai Alai, one of the most skillful and scientific games we have ever seen.

We were interested in seeing for the first time (although we had read of it) the protection afforded players and referees in Mexican soccer. A twelve-foot wire fence extended around the entire ground between the field and the stands. And if any boisterous enthusiast negotiates the fence he drops down into a six-foot concrete moat on the other side!

(This idea might not be out of the way in our country—after some of the exhibitions seen at sports events.)

AMERICAN ELECTION

There was intense interest in the American election and it was daily front-page news in all Mexican papers. We sensed that Kennedy was a slight favourite in Mexican eyes.

NEWSPRINT

Speaking to individual Mexicans, they seemed proud of their newsprint mill near Mexico City, which supplies "Prensa" and other dailies. The sample we saw differed somewhat from our Canadian products, particularly in colour. Mexicans read their newspapers avidly and the City Journals like "Prensa" have wide circulations. There are five or six regular dailies in Mexico City.

THE NATIONAL LOTTERY

The government-sponsored National Lottery is an accepted part of Mexican life. Lotteries are held three times a week with top prizes varying from \$40,000 to \$200,000, with many smaller ones tossed in. Winning numbers are posted on bulletins set up at almost every corner of the city. Certainly, we observed no signs that they caused a corruption of the Mexican soul. Everybody seems smiling and happy!

Proceeds are used for charitable and welfare benefits.



Forest officer checks operator's cutting permit at Cranbrook, B.C.

BRITISH COLUMBIA has developed a steady and profitable Christmas tree industry. It is a logical development. There is a world demand for this favorite Yuletide symbol; and British Columbia, with its large Douglas fir, pine and other species, is a natural source of supply.

Last year over two million trees were exported to United States alone. Trees are shipped as far east as New York and other centers of population in Canada and the United States.

It is no longer a casual business, as it was a few decades ago, when residents, close to forested areas, just went out and cut their own trees.

Today, Christmas tree farming is a scientific business. Farming is accomplished by two methods, planting and cutting.

In certain areas of the province, in sections of the Kootenays, young trees are planted in rows and

It's a Scientific Business

CHRISTMAS TREES MAKE BIG BUSINESS

cut when they reach the required size—a regular crop, seeded and harvested like flowers or vegetables.

In other areas, trees first nurtured by nature produce one Christmas tree and then are forced by man's scientific knowledge to produce additional trees.

This is accomplished by cutting the first Christmas trees above the low branches. In spring these branches turn upwards to the light, spaced by the tree trunk and the curve that they develop. In from two to four years the original tree is ready for another harvest, this time of two or four Christmas trees, developed by branches from the original stump.

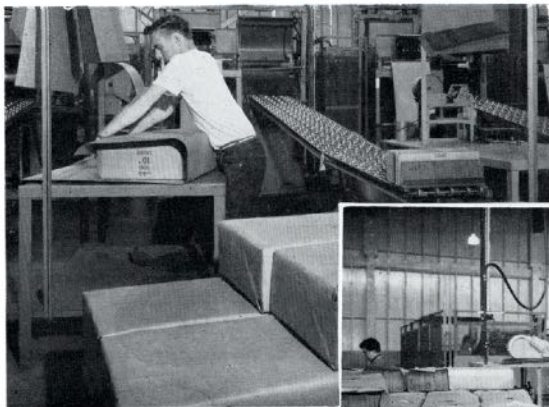
In many second growth areas, where future forest crops are in formation, selective Christmas tree cutting under supervision and direction of the Forest Branch is carried on. This is a healthy thinning process, which helps provide Christmas trees while stimulating the natural regeneration of the area.

But the days when individuals (ah, me!) were able to go out and chop themselves a Christmas tree at will from a nearby stand are gone. Forest product companies, alert to reforestation and conservation, forbid cutting unless personally supervised; and government foresters are on guard against "wildcatters."

The Christmas tree business today is big business, providing seasonal employment and contributing substantially to the economic climate of certain sections of British Columbia.

Select trees are harvested in picturesque Invermere area.





Wrapping and packaging bags for delivery.

400 of these can be turned out every minute from each of six machines.



The Infra Red Heater Installation at Burnaby Was the First in Canada

AS FURTHER DIVERSIFICATION —

COMPANY MANUFACTURES GROCERY BAGS

FOR the past three years, the production of grocery bags has been an interesting and expanding part of the diversified operations of MacMillan, Bloedel and Powell River. It is the Company's first venture into the bag-producing field, and already additional space for plant and storage has been added. Study and consideration is being given to a possible broadening of the operation.

The plant is located in Burnaby on the Fraser River adjoining the eastern border of Vancouver. Typifying the steady integration of Company operations, natural kraft paper is supplied directly from Number 2 machine at the Alberni pulp plant. Bleached kraft is now obtained from Island Paper Mills Division of the Company.

So far grocery bags only are being produced. About 100 varieties are turned out in from 30 to 40 different sizes. The six Potdevin machines with an annual capacity of 6,000 tons can each produce up to 400 bags a minute. Included are self-opening

grocery bags and a wide range of carrier, super-market and check stand bags.

The Burnaby plant has been in operation since 1957. It is a well equipped, modern and efficient operation. The machines have rheostat controlled variable speed drives and automatic seam glue control units. The infra red building heating installation, one of the features of the equipment, was the first of its kind in any Canadian plant. Automatic banding machines and printing presses are connected to the bag machines to give one continuous operation from the kraft paper roll to the finished bag.

The plant is conveniently located, within easy reach of the principal markets of the Lower Mainland. Trucks are the main transportation medium for local shipments. Prairie customers are served by rail and truck, while export shipments go by sea.

These strong kraft bags have won favor with the public and are in use in many of the grocery firms and supermarkets of British Columbia, Alberta and Saskatchewan.

HALF A CENTURY IN PLACE AND
STILL IN PERFECT CONDITION

Blocks and Blocks of Blocks Emphasize "The Wonder of Wood"

IMMEDIATELY behind the Company's offices two city blocks of Hastings Street were recently torn up and relaid with blacktop.

This is not particularly interesting news to the average man on the street—but, being in the forest products business, it was of particular interest to the Company. The surface of the road torn up was made from wooden blocks 4" wide by 8" long and 4" deep. These blocks were laid over 50 years ago, probably about 1908 and when torn up were as good as the day they were put down.

They were made of straight grain clear fir and laid end grain up, on a 6" concrete base which in turn was poured over 6" of sand to give a solid foundation. The blocks were impregnated with creosote and on removal looked good for at least another 50 years of service.

The obvious question is — "Why lay wooden blocks when there is already a 6" concrete roadway?"

The not so obvious answer, particularly to the modern day generation, is—"In the 'good old days' the horse and wagon provided pretty well all transportation and the blocks were much easier on the horses' hoofs and provided much better traction

than concrete." All the main thoroughfares and downtown streets of early Vancouver were constructed of these blocks.

It is roughly estimated there were 35-40 miles of roads surfaced with the blocks and at an average width of 45 feet, the number required would be in the neighborhood of 40 million.

The only problem with the blocks was, with occasional loosening, water seeped through and during brief spells of winter frosts the blocks heaved, necessitating considerable maintenance.

With the passing of old "dobbin" and his tender hoofs, most of the city streets have since been relaid in blacktop. We venture to say, however, that had the automobile not taken over modern transportation the old wooden blocks would have lasted ad infinitum.

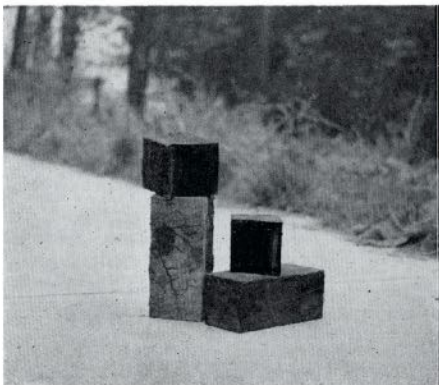
And so the old order changes and makes way for the new. Constant research and experiments are developing new, exciting and imaginative uses for wood.

In Vancouver's pioneer days wood was the foundation on which the city and streets were built. Today it is still the foundation which is bringing, and will continue to bring, many and widely diversified products into our lives. In the continuing story of life and people, "The Wonder of Wood" still stands in the forefront.

Blocks being removed show no signs of wear.



Close-up shows blocks as good as new.



Today They Jointly Control

THE NEWSPAPER AGENCY CORPORATION



John W. Gullivan



Dr. O. Preston Robinson



A. F. Peterson

It is with particular pleasure that we are able to record in this issue the eighth anniversary of the Newspaper Agency Corporation, agent for the Salt Lake Tribune (morning and Sunday) and the Deseret News and Telegram (evening), Salt Lake's two metropolitan dailies.

For Salt Lake City, with its famed Mormon Temple, its Great Salt Lake and its friendly people, has always intrigued the imagination and interest of Canadians. Hundreds of Company employees have driven or flown to this unique centre of culture and achievement.

The Salt Lake Tribune, founded in 1871, is owned by descendants of the late Senator Thomas F. Kearns and the late John F. Fitzpatrick. The latter was publisher of the paper until September, 1960. The Tribune in 1957 won a Pulitzer Prize, has won the Inland Press Association Typographic Contest, Editor and Publisher ROP Color contest, Outstanding Community Service Promotion contest and many other association awards.

The Deseret News is among the oldest papers in the West. It was founded in 1850, just three years after Mormon pioneers had founded the city. Today it is operated by the successors of these pioneers. It is owned by the Church of Jesus Christ of Latter Day Saints; and in its long career has won many national awards and honors.

The two newspapers serve one of the largest newspaper circulation areas in the world. It includes

all or parts of four large states, Utah, Idaho, Wyoming and Nevada, areas equal to the combined square mile area of Belgium, Holland, Germany (east and west) and Austria. Each paper maintains a staff of over 175 special correspondents in these states, and over 2,800 carriers are required to distribute the two dailies.

In 1959, The Salt Lake Tribune was second only to the Chicago Tribune in the nation, in the amount of daily ROP color advertising lineage to be published by a morning newspaper, and the Deseret News and Telegram was second only to the Milwaukee Journal among evening newspapers. The Tribune placed fifth in daily and Sunday ROP color lineage.

Newspaper Agency Corp. (N.A.C.) is jointly controlled by the two independently-owned newspapers and provides advertising, circulation, mechanical and business office operations for both. Each paper has its own editorial department, located in separate buildings a city block apart.



Henrik Vougt (left) with Manne Rindholm, Swedish Consul-General, at presentation.

FOR SERVICE TO HIS COUNTRY AND TO
PROMOTING U.S.-SWEDISH UNDERSTANDING

Henrik Vougt Honoured by Swedish Government

A MEMBER of the Powell River-Alberni Sales Corporation has been honoured by the Swedish government. By order of the King of Sweden, Henrik Vougt was presented with the insignia of Knight of the Royal Order of Vaas, First Class.

The honour is in recognition of Mr. Vougt's service in the Vaas Order of America, largest Swedish fraternal organization in the United States and Canada, of which Henrik is now a Grand Master. It was also a tribute to his activities over the past years which have helped cement and strengthen the understanding between Sweden and the United States.

The official presentation was made on behalf of the King, by Manne Lindholm, Swedish Consul-General, at a ceremony in San Francisco, October 29, 1960.

Henrik is a Vice-President of Powell River-

Alberni Sales Corporation in Los Angeles. He has been in the United States for thirty-five years, most of which have been associated with newsprint sales and operations. He is widely known to publishers and to the paper trade on the Pacific Coast.

The DIGESTER joins his many friends in offering Henrik sincere congratulations on his well-merited honour.

DESERET NEWS AND TELEGRAM — SALT LAKE TRIBUNE

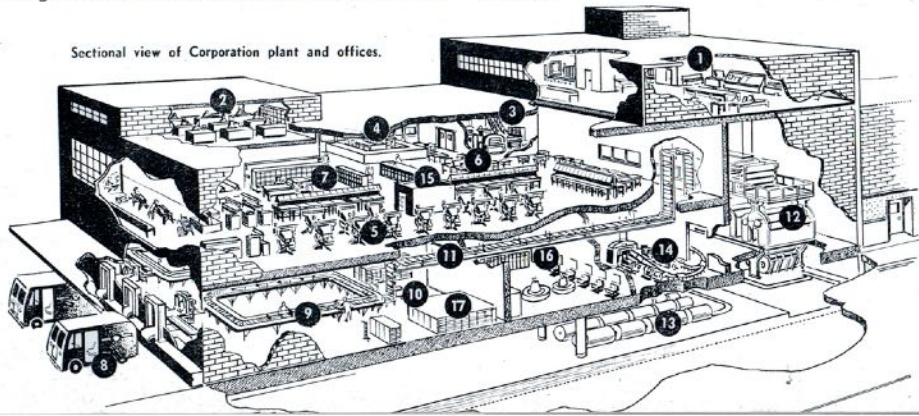
This consolidation follows a growing pattern among Canadian and U.S. metropolitan newspapers.

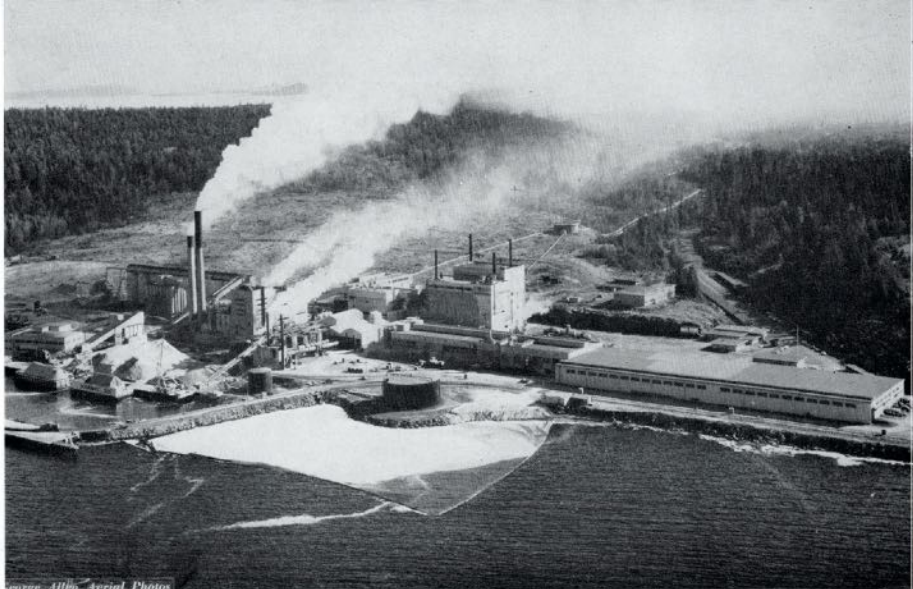
Recently, N.A.C. completed a large-scale expansion, adding measurably to its advertising and business offices by doubling floorspace and enlarging and modernizing the mechanical operation. A new \$200,000 addition was made to the mechanical building housing a new 10-unit Goss Headliner press with four color, reversible half-decks, two for each five units, and two folders. The 527-ton press with a speed of 52,000 per hour is equipped with automatic pilot pasters and is designed for the future addition of two more units.

N.A.C. also has a 16-page full color press for Sunday comics.

Officers of the Newspaper Agency Corp. are John W. Gallivan, publisher of The Salt Lake Tribune, president; Mark E. Petersen, chairman of the board of directors of the Deseret News and Telegram, executive vice-president; Anton F. Peterson, vice-president and general manager; Dr. O. Preston Robinson, editor and general manager of the Deseret News and Telegram, secretary, and Mr. Gallivan, treasurer. Arthur C. Deck, executive editor of the Tribune, and Gus P. Backman are directors.

Sectional view of Corporation plant and offices.





Source: Allen Aerial Photos

The modern Harmac plant near Nanaimo.

THE Harmac Pulp Division—now celebrating its tenth anniversary of operation—was the final, major project of the H. R. MacMillan Export Co. Ltd. before its amalgamation in 1951 with Bloedel, Stewart and Welch Ltd., and its performance over a decade has more than justified the forward looking policies that inspired its establishment. One reason for Harmac's creation was to provide a profitable outlet for the large percentage of the log left over from the sawmilling process in a time when raw material costs were rising sharply. Executive Vice-President Ralph M. Shaw outlines the background:

"Waste material had become a major production problem. We canvassed market possibilities and examined the economic implications. First, the installation of a hardboard mill to manufacture pressed wood panels as a complement to our plywood products was considered.

"Plans were prepared and we were just ready to make a public announcement of the proposed project. Meantime, further studies had been continuing as a result of which we set our sights higher—and conceived the idea of branching out into the pulp industry.

"The concept of Harmac developed. This took our Company out of the comparatively confined field of lumber and plywood into a broader and more diversified field."

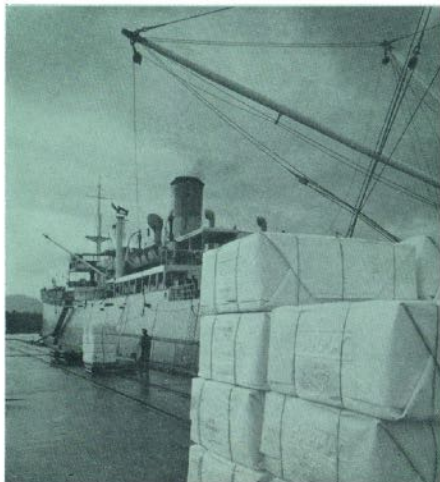
Harmac, in recent years, has more than doubled its capacity from an original 300 tons a day to 700 tons a day and its product is now sold in some 40 world markets. It has provided stable employment

CAPACITY HAS BEEN DOUBLED
IN PAST DECADE

Harmac Celebrates Now the World's Largest

NEW TECHNICAL DEVELOPMENTS
ARE UNDERWAY

Bales of high-grade pulp ready for shipment.



for 500 skilled men and is the largest employer in the Nanaimo area.

Harmac was built as a pulp exporting plant. It was conceived on the basis of at least 90 per cent of output being shipped to outside markets. Save for some tonnage being used in the Company's new fine paper mill on Annacis Island, Harmac has continued to produce high grade pulps for converters, processors and manufacturers in world markets.

Harmac bleached sulphate pulp has special characteristics. The wood mix is Douglas Fir, Western Hemlock and Western Red Cedar. All are extremely long-fibred strong species. The products manufactured from the pulp are especially noted for their high tensile and high folding strengths and resistance to tear.

Harmac started an important post-war trend in the North American pulp industry. It was the first mill on the continent to develop the chlorine dioxide bleaching process in production of pulp. The response of the market to bleached sulphate pulp fully justified the move. Orders quickly pushed the mill to full production, and by 1953—three years after start-up—capacity was more than doubled

THE PRODUCE OF HARMAC GOES TO 40 EXPORT MARKETS

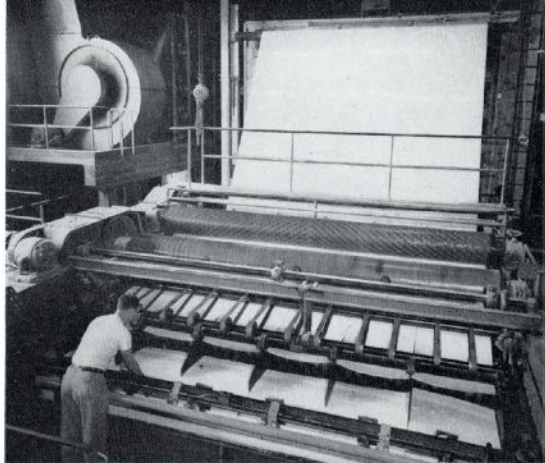
Its 10th Anniversary Bleached Sulphate Exporter

and Harmac became the world's largest export bleached sulphate pulp mill.

The plant was unique in other respects. By providing an outlet for waste material it set off a series of new installations in the company's sawmill divisions. Barkers and chippers were first installed, and the Company in recent years has been conducting a number of experiments to reduce waste to a minimum. Today Harmac obtains 65 per cent of its raw material as chips, the remainder coming from pulp grade logs chipped at the plant.

The major pulp markets are the United States, the United Kingdom, Continental Europe, Australia, with important tonnages also going to South America and the Far East. Its main uses are for conversion into a wide range of fine and specialty papers, processing into bleached kraft paper and board for bags and containers.

Harmac continues to develop and keep abreast of improved techniques. A major project last year was the installation of centricleaners. The mill is also the first in B.C. to provide facilities for

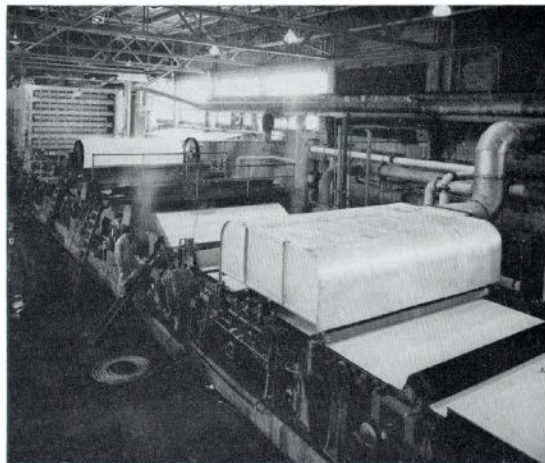


Cutter slices pulp sheet as it comes off the machine.

the use of thinnings from farm woodlot programs. The east coast of Vancouver Island boasts a substantial wood farming industry, and a \$1,500,000 woodroom was built two years ago to process farmer wood. The program is still in its initial stages but plans call for the use of 6,000,000 board feet this year.

As a young pioneer, Harmac, with its high-grade product has met intensified demands and competition in world markets; and management is alert to its responsibility to maintain outstanding quality and service to customers.

The pulp machine at Harmac.



East Defeats West In Canada's Most Glamorous Sports Carnival



A two-hour parade featured colorful floats.

WELL, this year it was THE EAST over THE WEST in THE WEST. Rampaging out of the east, Ottawa Rough Riders, underdogs in the bookie's ledger, blew into Vancouver, ignoring the odds and the aloof condensation of western fans, rushed off to Empire Stadium and stalked off with the Football Championship of Canada tucked under their belts. The coveted Grey Cup was on the way to Ottawa for the first time since 1951.

The score: Ottawa Rough Riders, 16; Edmonton Eskimos, 6.

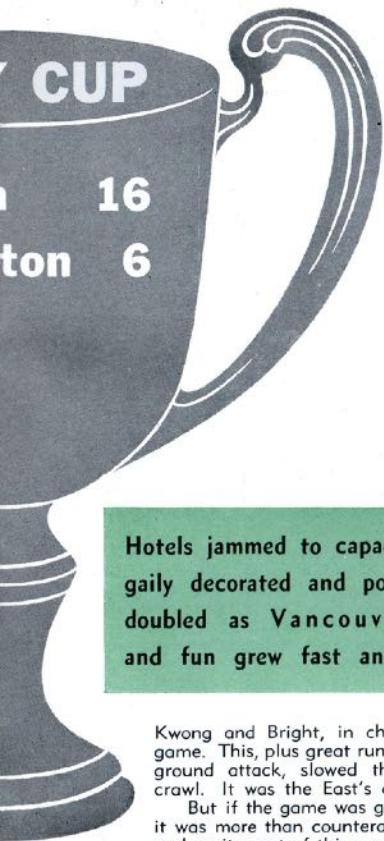
There have been more colorful and exciting Grey Cup games. Yet it was a stubborn battle. A powerful and hard-tackling Ottawa defense held Edmonton's great Jackie Parker and his bulwarks,



Vancouver's Empire Stadium hosted a capacity crowd.

Map of Canada was outlined at both ends of field.





Hard-hitting defensive play kept scores low.

Hotels jammed to capacity, streets gaily decorated and police patrols doubled as Vancouver's mirth and fun grew fast and furiously.

Kwong and Bright, in check most of the game. This, plus great running and a robust ground attack, slowed the Eskimos to a crawl. It was the East's day.

But if the game was generally mediocre it was more than counteracted by the color and excitement of this greatest of Canadian athletic dramas. Trains, planes and buses arrived hourly with thousands of fans and visitors from all parts of the Dominion. The Stetson hats of the boisterous Calgary contingent were everywhere in evidence. "Love those Esks" badges were displayed by western supporters. Hotels, motels, boarding houses were jammed. Enthusiastic crowds danced, sang and generally revelled in the streets. They swarmed into hotel lobbies and jammed night clubs. The big pre-game parade and the Miss Grey Cup contest added to the color and excitement. Guests of honor, including singer Jimmie Rodgers, were on hand to enliven banquets and entertainment.

The Grey Cup is Canada's most colorful and dramatic athletic pageant, and few, if any events, political, social or otherwise, have ensnared the mind and imagination as has this annual classic of East and West. It is the occasion for a gigantic national carnival and Vancouver in traditional manner spread out the "welcome" mat for the visitors.

There has been one important change in the Canadian rules this year. Down field blocking was

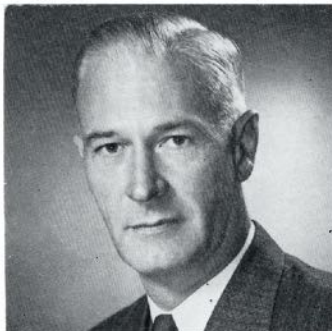
legalized for the first time and this has generally found favor with fans.

Canadian football still retains the three downs, and the one-point rouse kick, the main features distinguishing it from the four downs American variety. The three-down game is one reason why many first class American quarterbacks have delivered only mediocre performances in Canada. A Canadian quarterback must be prepared to run, as well as pass and hand out. This is less essential in the American four-down game.

Anyway, it was a great week. Even if the hotels are still recovering, telephone poles not yet back to normal equilibrium, the game ball missing, and the goal posts scattered in many pieces in many backyards.

Parade floats came from all over Canada. Even Ogoopogo was there.





John E. Liersch

The Impact of World Affairs on the Forest Industry

By JOHN E. LIERSCH

Vice-President, Pulp & Paper Production,
Forestry and Timberlands

EDITOR'S NOTE

In October, John E. Liersch, Vice-President, Pulp & Paper Production, Forestry and Timberlands for MacMillan, Bloedel and Powell River Limited, presented a thought-provoking address to the 9th Pacific Logging Congress. He dealt with the impact of world affairs—growing progress in other countries, influence of trading blocks, North American attitudes and methods, etc. This condensed article outlines some of the highlights of his address.

CANADA and the United States both live in the same section of the free world—a world drawn closer together under the tensions of a cold war. Inevitably this war will be fought with major emphasis on economic weapons.

It is most important that we become vitally interested in the developments occurring in our industry across the world.

One development that I find most significant is the rapid increase in the last few years in the world's consumption of wood. In the last 10 years the world's population has risen 20 per cent but the total annual consumption of wood has increased 33 per cent. Significantly, only in North America has the increase been slight. It is the nations of Europe, Soviet Russia, Oceania and the underdeveloped countries of the world that are experiencing rapidly increasing consumption of forest products.

Here are some of the developments and programmes being undertaken among other nations:

New Zealand has been planting trees at an accelerating rate for the last 60 years. Close to a million acres have already been planted. The eventual target is two million acres in coniferous forest. There are enough trees ready now for thinning and harvesting to support three pulp and paper mills, a number of sawmills and plants for plywood and secondary wood products. These facilities have turned New Zealand from a net importer of forest products to an increasingly important exporter.

Australia has planted close to half a million acres of coniferous forest lands, largely fast-growing radiata pine. These plantations, along with native eucalyptus forests, support pulp and paper mills in Tasmania, South Australia and New

South Wales, particle board and cardboard mills, and a lumber industry that has reached such proportions that its producers are now petitioning their government for tariff protection against foreign imports.

South Africa has perhaps the most ambitious program of all Commonwealth countries. Ten years ago South Africa imported over 90 per cent of its pulp and paper and the bulk of its lumber. Today these positions are reversed. Ten years from now South Africa will have more than four times the amount of pulpwood ready for thinning and harvesting that she has today and it is expected that in 15 to 20 years the fast-growing plantations of pine will supply almost all of her lumber requirements. With South Africa now exporting kraft pulp, various grades of paper and other forest products, we can only expect this trend to accelerate.

In the **United Kingdom**, which for those of us in the coastal British Columbia forest industry is our second most important market after the U.S., a 50-year programme of new plantations and improved management of existing stands, will bring Britain to the point where she is at least half self-sufficient in forest products. The programme, which includes planting three million acres of Douglas Fir, Western Red Cedar, West Coast Hemlock and Sitka Spruce, is about one-third completed according to many reports. The yields are about double our own and the rotation will be about half as long.

Communist China in its first five-year plan ending in 1957, planted by hand 25 million acres of coniferous forests. Since then, reports indicate the pace has quickened. A recent newspaper report states that 55 million acres have now been planted. This represents an area almost one-quarter the size of British Columbia and one-eighth the size of B.C., Washington, Oregon and California combined. China before the last war was one of our major markets for lumber.

Russia possesses some 50 per cent of the world's softwood forests, but it is only in the past few years that she has begun to really develop this potential. The Soviet pulp and paper industry has been rebuilt, the prewar position in the European lumber trade has been recovered, and improved upon. Russian logging techniques have been vastly improved by

the use of a wide range of ingenious machines and pieces of equipment. We on the Pacific Coast might gain much from studying this equipment.

Russian lumber has been landed on the docks of Sydney, Australia, and, to a small extent, even New York. Soviet plywood has been sold in Montreal and plywood logs in Melbourne and Adelaide. Russian pulp and paper and newsprint are feeding converting plants and presses in many Asian and African nations. It is sold at bargain prices for purposes of propaganda.

Asia, Africa and South America: The timber-rich lands of these continents are being put to work.

How many know that the world's largest plywood mill is situated not in Washington, Oregon or British Columbia, but at Sapele, Nigeria?

Are we all aware that the highlands of South Vietnam contain expansive pine forests that may yield the raw material for the first pulp mill in South East Asia?

That a newsprint mill has recently been constructed in Pakistan, on the vast delta of the Ganges River; and that Japan, one of the most densely populated nations on earth, expects to keep pace with its wood requirements by more intensive silviculture and the pulping of hardwood species?

Looking at South America, we see pulp and paper industries in prospect for Chile and Peru, and the beginning by Brazil of the utilization of its vast forest belt that stretches along the Amazon drainage system.

TRADING BLOCKS

Another significant trend is the development of trading blocks, and it is in this sphere I find the greatest need to adjust our attitudes. I am thinking particularly of the potential influence on world trading of the Inner Six and the European Free Trade Area, or Outer Seven. The Inner Six will provide its members with an integrated market of 168 million people, within which goods, labour and capital will be able to move without restriction, as in the United States. The Free Trade Area, moving more cautiously towards such complete integration, nevertheless offers the prospect of a market of 75 million people for its member nations. The two areas combined, together with some other European nations which must inevitably be drawn into one or the other of these groups, comprise an economic force of some 300 million people. Compare this market with the combined total population of Canada and the United States of approximately 200 million people.

The nations of Europe, conscious of Soviet aggressiveness and power, have thus eliminated or are eliminating trade barriers, to maintain their economic health. Even France, faced with the same threat, changed her 300-year-old policies of tariff and trade protection.

Are we in North America sufficiently alive to world trends to adjust our attitudes with such rapidity and realism?

Looking at the long-term, if we keep ourselves alert to new developments and new ideas, I have no doubt at all that, given a period of peaceful

progress in the world, our industry has a tremendous future.

To sum up specifically the prospects of our industry here in the Pacific Coast area of North America, I feel that we have some powerful forces acting in our favour and some that are acting against us.

Those in our favour are:

First, our timber resources. In British Columbia, Washington, Oregon and California; we have 45 per cent of all commercially usable timber in North America, including Alaska. The density of this timber is five times higher in B.C. than elsewhere in Canada and 10 times higher in Washington, Oregon and California than elsewhere in the U.S.

Secondly, the world's population is continually increasing at an explosive rate. An increase of about 30 per cent is expected between now and 1975, which means close to 900 million more people in the next 15 years, of whom about 50 million will be added in North America.

With rising living standards and the insatiable appetite of the have-not nations of the world, this vast population increase will bring an even more rapid rise in the consumption of wood. Present levels of consumption will doubtless be doubled within the next forty and probably within the next twenty-five years.

The factors in our favour, therefore, are our wood supplies and increasing demand for wood products.

What are the factors that mean we may not be able to supply the demand?

The competition of substitutes for wood may bring changes in consumption habits. No product holds its popularity indefinitely. Both lumber and paper have had a long run, but in the plastics industry and in the electronics industry may lie the seeds of their replacement.

Demand for wood will be satisfied more and more by local resources. Planting programmes illustrate the increasing extent to which wood-scarce countries are securing self-sufficiency in supply.

Demand will be increasingly satisfied by other wood-plentiful countries in direct competition with ourselves for the available business.

There is one additional factor that may or may not be in our favour. I am referring to the change in market patterns, as illustrated by the new groupings in Europe. We have seen a steady movement toward freedom of trade in the last 20 years. I am sure that the economic good sense of this policy will eventually eliminate all tariff barriers throughout the world.

But while this trend is developing, we will be faced with disruptions to, and distortions of existing trade patterns. If we face up to them with enlightened good sense, looking at world affairs with a broad, a global state of mind that subordinates narrow, short-term and sectional interests to the common good, I am sure that in the long run we will gain. But if we go back to the pre-war idea that the world is a big place in which we can afford to ignore everyone else, we will have put ourselves on the road that may lead to economic suicide.

Around Our Communities



No damage. But only because Ellis Jones wore goggles, when working with molten metal.

SAFETY STILL PAYS OFF

"If I hadn't worn goggles, I might not be looking at you now."

This was the first remark of Ellis Jones, foundry supervisor at Powell River, following his recent near accident in the plant.

Ellis, always an advocate of safe workmanship, was pouring molten aluminum into a vat. Particles of the scalding metal flew upwards and splashed against his goggles—which, according to regulations, he was wearing at the time.

The picture in this column shows what happened. There is little doubt that had Ellis been careless and not worn his goggles, he would have been blinded in at least one eye and carrying permanent scars for the rest of his life.

Safety education is perhaps one of the most difficult of all lessons to teach employees. Too many years of familiarity often breed contempt for mechanical safeguards.

Ellis observed the sound regulations of safety; and was paid a big dividend for the most important investment he had ever made.

HE WASN'T AFRAID OF THE BIG, BAD WOLF

Ben Rubboli proved one theory recently. Hunters in the Powell River area have talked about seeing the odd wolf on their nomadic excursions. But no proof had ever been produced. No wolf pelts were in evidence.

In October, Ben was wandering around the upper reaches of Nanton Lake, fifteen miles from Powell River, looking for ducks. He heard a noise behind him, turned and saw a wolf, fangs bared, stalking towards him.

It took three blasts from a 12-gauge shotgun to dispatch the intruder but Ben did prove that there are wolves in the area.

Hunters in the district report good bags this year. There have been an unusual number of cougars brought down, quite a few bears and a lot of deer.

Ben Rubboli's timber wolf, shot in the Powell River area, was the first located in many years. A big brute, too, wouldn't you say?





Not a bad looking specimen, this big 17' 7" spruce recently cut in the Queen Charlottes.

THE BIG ONES ARE STILL AROUND

The Big Trees still continue to turn up. In recent issues we have told something of a few of the "big sticks" cut on Company limits over the years.

Recently our surveyors came up with another—and this time were hitting close to a record. The big spruce, felled in the Queen Charlottes, measured 17' 7" at the butt and contained 42,000 board feet of merchantable lumber.

Dwarfed beside this monstrous Sitka spruce is Bill Mains, manager of Company logging operations in the Queen Charlotte Islands. Bill is nearly six feet tall. The age of the tree is computed as approximately 500 years.

NEW FIRE BOAT FOR PORT ALBERNI

A new fire boat, the "Frank Harrison," is now on fire patrol along the Alberni Canal. MacMillan, Bloedel and Powell River co-operated with the Port Alberni Harbor Commission and other waterfront property owners in purchasing the vessel.

It is powered with a Chrysler Ace; has four Chrysler Crown engines, driving four pumps, which generate a volume of 1,500 gallons of water per minute.

The craft is named in honor of Frank Harrison, a member of the Port Alberni Volunteer Fire Department, who recently retired after forty years of service.

The Alberni Canal is one of the busiest industrial areas in British Columbia, with sawmills, pulp and paper mills, machine shops and other miscellaneous industries crowding its banks. The "Frank Harrison" will be a valuable asset to the port's fire fighting equipment.

OFFICES NOW CONSOLIDATED

All Vancouver head office personnel have now been consolidated in either the main building at 1199 West Pender Street or in the new Phillips Building, just a short block away at 1190 Melville Street.

Powell River-Alberni Sales Limited, on October 31st, were the last to move from the Standard Building offices on Hastings Street. They are now located on the ground floor of the main building at 1199 West Pender Street.

Occupying premises in the Phillips Building are Purchasing, Timber and Lands, Forestry, Vancouver Logging Headquarters, Log Supply and Martin Paper Products Ltd. head office.

CANADA SAVINGS LOAN DRIVE

Employees of MacMillan, Bloedel and Powell River Limited, in the last Savings Loan Bond drive which ended mid-November, purchased the staggering total of \$1,530,700.00 in bonds, mostly by way of the payroll deduction plan.

The Company has always been one of the leaders in these drives. The payroll plan was made available to employees and a good percentage who have experienced the value of saving by this method were quick to sign up.

Canada Savings Loan officials were pleased with the results and plans are already under way to give wider coverage to next year's drive.

The "Frank Harrison," spic, span and modern, is Alberni Canal's new fireboat.



CABINET PORTFOLIO CREATED FOR FORESTRY

*Hon. Hugh Flemming, Canada's
First Forest Minister*

CANADA'S forests and the industries they support secured an important, and many believe long overdue, benefit this summer when the House of Commons in Ottawa unanimously passed a bill establishing a federal Department of Forestry.

Early in October, a long-time lumberman and former Premier of the province of New Brunswick, the Hon. Hugh John Flemming, LL.D., D.C.L., was named the first Minister of Forestry. After a lifetime association with both government and the forest industry, he brings unique talents to the new post. The creation of the department and the appointment of Mr. Flemming give a new indication of the importance of the forest industry in the economy and the life of the nation.

The tasks set out for the new department are far-ranging and challenging. While administration of the forest resources (except for the Yukon and the Northwest Territories) are the responsibility of the various provinces under the British North America Act, the federal government has given notice that it intends to give new support to the industry in a number of directions. These include:

Forest Research—a field in which the federal government has accepted the responsibility of leadership for many fields. The new department will double the amount of federal work in the fields of forestry and forest products research in the next five years.

Federal-Provincial Liaison—including the negotiation of joint projects by a federal minister devoting his full efforts to the forestry field.

Marketing and Merchandising—a new program to provide a greater flow of data to and from the forest industry to assist industry and government efforts to develop new markets and new uses for the products of Canada's forests.

Fire Protection—to assist the individual provinces in their efforts to control forest fire losses and to develop a co-operative fire protection and fire-fighting system to cover the whole of Canada.

Control of Insects and Diseases—The new department will take over from the federal Department of Agriculture all scientific research in the field of the control of forest losses from insects and diseases. These losses exceed even those of forest fires, and a program which has already made significant headway in this field will be expanded.

Public Information and Education—which will include a broad program involving publicity and information services, and extension services de-



Hon. Hugh Flemming

signed to stimulate interest in and appreciation of Canada's forest resources.

The ways in which the department will be organized and administered are expected to be announced during the current session of the House of Commons when Mr. Flemming makes his first address. He will be able to draw on great practical experience in determining the needs of the forest industry and the research projects that are most urgently required. Born in 1899, the son of the Hon. J. K. Flemming, he was prominent in New Brunswick lumbering circles as secretary-treasurer of Flemming and Gibson Limited and president of the Woodstock Woodworking Ltd. He was first elected to the New Brunswick legislature in 1944, and became Premier of the province in 1952. He ran for the House of Commons in a by-election held on October 31, 1960, and won the seat by a comfortable margin.

The resolution to create the new department was introduced in Parliament by Prime Minister John G. Diefenbaker himself. Recognizing the vital role of the industry in Canadian life, the Prime Minister said:

"More than 40 percent of the land area of the 10 provinces consists of productive forest land. This area, by way of comparison, is almost four times as great as the area devoted to agriculture, which in capsule form reveals the extent of our forest resources. The pulp and paper industry is Canada's largest manufacturing industry; the lumber industry still stands high on the list. These industries are distributed throughout the country from coast to coast and in addition to producing products of great value, they are among the major sources of employment. External trade in wood, wood products, and paper yields a balance in Canada's favour far larger than that contributed by any of the other major commodity groups."

LAST October, National Forest Products Week was observed in Canada. Firms across the nation emphasized the period by special publicity, meetings and displays.

On October 17, the Chemainus Sawmill Division of MacMillan, Bloedel and Powell River marked the occasion with an OPEN HOUSE DAY in their large plant. Copies of a special edition of the Chemainus Herald, outlining the "Chemainus

surplus produced at Chemainus is trucked to the Harmac operation for use in its boilers.

The plant is ideally located at tidewater on the protected East Coast of Vancouver Island. Its log supplies are close at hand and can be brought by rail or truck direct to the plant. Deep-sea ships can berth at its wharves and its lumber products can travel direct to any port in the world. They may be carried by scow in a few hours across to Vancouver

THE LUMBER OF CHEMAINUS HAS BEEN SHIPPED TO WORLD MARKETS FOR NEARLY 100 YEARS

Story" were presented to the large crowd of visitors.

There was a real story to tell, for the contributions of the Chemainus district to the forest products industry of western Canada dates back nearly a century. For the better part of one hundred years products of the Chemainus Sawmill have been world famous in all markets.

The present plant has been in operation since 1925. Until acquired by H. R. MacMillan Export in 1945, it operated as the Victoria Lumber Company. Today, Chemainus, with lumber production of 150,000,000 feet annually, is among the three largest sawmills in the British Commonwealth.

It has 650 employees; an annual payroll of \$2,000,000 and its products are shipped to every continent. The United States uses its dressed and dried lumber for framing and finishing modern homes. Large shipments of heavy timber go down to Australia or over to the United Kingdom and the European continent; or to South Africa, India, Pakistan and far eastern countries.

The main equipment of the plant consists of an hydraulic barker, three double-cut head-rig saws, three edgers, one gang saw, three trimmers, ten tracks of dry kilns and seven planing machines.

The Chemainus plant has kept abreast of modern improvements, designed to eliminate waste and expand operating efficiency. Heavy capital expenditures, have been made in the past decade. An hydraulic barker has enabled the recovery of waste for chips. The installation of chipping machinery has introduced a profitable by-product. Slabs, edgings, trim ends, and other small wood can be advantageously utilized for pulp stock.

Every day at least a scow load of chips is produced and shipped to MacMillan, Bloedel and Powell River's Harmac pulp plant near Nanaimo, only a few miles away.

Bark, sawdust and other waste material is converted into hog fuel for the mill—and any

for overside loading; or south, by rail, truck or scow to Victoria.

An average of 10 ships calls into Chemainus each month to pick up dimension lumber for world ports; dozens of box cars are barged over the Gulf of Georgia for U.S. and Canadian rail shipments.

Few sawmills possess a more experienced backlog of skilled and trained employees. Many have served a quarter of a century or more and have lived most of their lives around lumber and logs. They have a proud tradition, a long record of successful operations. They live in a mild and stimulating climate, with the famous Malahat Drive at their back door and the inviting waters of Georgia's Gulf at their front steps.

The community and district of Chemainus has developed around products of the forests, and the men and women who reside there have grown up in a forest tradition.

Chemainus Sawmill, one of world's largest.



New Industrial Container Developed by Martin Paper Products



New container prettily displayed by Consolidated Mining and Smelting Co. employee.

RECENTLY, The Consolidated Mining and Smelting Company of Trail, B.C., in the interests of efficiency and customer service, surveyed the possibilities of using corrugated containers for packaging and shipping Cadmium balls produced at their plant.

It was a new departure and the Company first drew up a list of the essential requirements for a new package. They asked:

1. Can a corrugated container be made strong enough to carry 100 pounds of packed metal?
2. Would partitioning and additional packaging be necessary to prevent the balls shifting in transit?
3. Could hand holes be incorporated into the container.
4. And above all, would the container be attractive, show the necessary identity and content marking and still prove less costly than the former packaging?

The Company submitted requirements to several container manufacturers, including Martin

THIS COMPANY WANTED A NEW,
DIFFERENT, ATTRACTIVE CONTAINER
FOR CADMIUM BALLS . . .

MARTIN CAME UP WITH
THE SOLUTION

Paper Products Ltd., a division of MacMillan, Bloedel and Powell River.

The design submitted by Martin was favourably received and the two companies working together evolved a container that met the exact and rigid standards set by the industrial firm.

The container, now in production, is light, weighs three pounds against the former twelve-pound product. It includes three horizontal partitions with cell type vertical partitions between. This permits each metal ball to be separated from the others. Drawer-like hand holes are included.

An initial test of the new container was made. A sample shipment was sent to the Martin plant and back to the user—a round trip of about 1,000 miles. On its return the shipment was carefully examined and was in excellent condition.

The attractive corrugated container prepared by Martin is printed in two colors during manufacture. This eliminates the less attractive stencilling formerly used. They are colorful, distinctive, with high customer appeal.

The using firm is equally pleased with the economics of the change. Packaging, shipping and handling costs are lower. They are easier to handle. They occupy one-third less storage space when filled and less than 20 per cent when knocked down. Further savings have been effected through quantity purchases.

The new containers are now in use for the firm's North American shipments and are being tested in the larger and more hazardous shipments to overseas markets. Indications appear to warrant their adoption in this field.

The evolution of a new industrial carton is naturally pleasing to Martin officials, particularly to Al Lowe, Packaging Development Supervisor. They point out that, for them, the happy result was due to the close co-operation enjoyed with the industrial firm.

"They knew what they wanted. We knew how to make them," is how a Martin official summed up the production of the Cadmium ball carton.



**With B. C.
Soft Woods**

THEY ARE LOOKING FOR THE "MASTER'S TOUCH"

BRITISH COLUMBIA has not yet manufactured a violin to equal in tone, subtlety and delicacy of construction, the famed instrument of Stradivarius or of the other great European masters.

But that day may come. It will if the persistence and growing skills of that dedicated band of brother craftsmen, the Violin Makers Association of British Columbia maintain their present enthusiastic pace.

The Association, which is of recent origin, was formed by a group of enthusiastic craftsmen who found this an absorbing and fascinating outlet for artistic temperament and creative urge.

They have entered, energetically, into the business of violin manufacturing in British Columbia.

"We haven't yet discovered the secret of the Strad," they admit, "but we have the skills, we have obtained the scientific knowledge—and we have the wood."

Already many of the violins fashioned by these B.C. craftsmen and fabricated from the products of our forests have won awards at exhibitions and displays. These have competed with violins from many parts of Eastern Canada and the United States.

"One of our principal aims," declares Don White, secretary and editor of the Association's official mouthpiece, "The Violin Makers' Journal," "is to convince the general violin-making public that the woods we grow in B.C. are as good, if not better than any imported from Europe. Some of the finest violins made by our group are fashioned entirely from B.C. maple and spruce."

Mr. White felt that the strong, straight-grained Sitka Spruce might prove exceptionally suitable. He contacted a member of MacMillan, Bloedel and Powell River wood products division, and asked his co-operation. Arrangements for samples of Sitka Spruce from one of the Company's plants were quickly made.

The Sitka experiment will be watched with interest; and we hope it will help this worthy society to attain their ambition for a "British Columbia Strad."

The members of the B.C. Association found that most makers followed no scientific procedure in the construction of their instruments. They realized that such an approach was necessary if super-quality and tone were to be attained.

Accordingly, the Association has linked up with organizations in Europe and the United States. They are exchanging experiences and acquiring new skills. They have enlisted the co-operation of university professors and scientists, trained in acoustics and other sciences relevant to the art of violin manufacture.

They believe that with the new knowledge, continued application and study, they can, with the assistance of British Columbia wood, turn out violins that the Great Master would be proud to play.

Annual competition at Vancouver's Pacific National Exhibition is one of North America's leading violin and cello displays.



Our Rolls Took Some Rough Rides In Those Days

In the late "twenties" and early "thirties," our Company shipped substantial newsprint tonnage to the Orient, South America and the West Indies.

Shipping conditions, handling and transportation facilities in this period were far less progressive than today. Each shipment posed a challenge and various experiments in packaging were tried out to overcome the natural and human obstacles encountered.

Shipments to Bogota, capital of Colombia, for example, were packed with stout wooden sides, sealed by one-inch-wide steel bands. These shipments had to travel hundreds of miles by river boats, which often laid over on mud banks for weeks at a stretch. The paper was heaved ashore to get the ship off. Rolls were left for days in boiling sun and tropical rains until picked up. Hence the steel strapped barrel pack.

Shipments to Chile faced equally hazardous handling. Earthquake disturbances were common and all paper had to be unloaded into lighters, ferried ashore, unloaded and again re-loaded into railway cars or trucks. South American stevedores were not among the most careful handlers of paper in the world. Under those conditions the standard wrapped roll would have lasted as long as—to quote a paper distributor—"a paper box in the Bay of Fundy."

In the Orient too, after our first experience (see *DIGESTER*, July-August, 1960), the wear and tear of sampan loading, unloading and boisterous coolie handling forced wood covered, steel band strapped rolls.

The pictures on this page show something of the pack types and transportation vehicles of that time.



Steel packed sheets for the Trinidad Guardian.

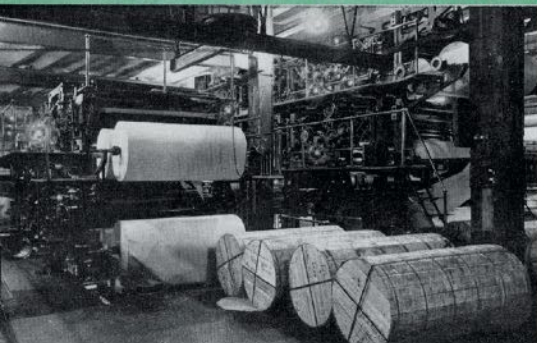


Barrel-packed rolls for La Nacion, Santiago, Chile.



Above: In the 20's and 30's we shipped newsprint to Cuba. This is how they moved rolls to the "Heraldo de Cuba."

Below: Transportation in Jamaica was easy and casual.

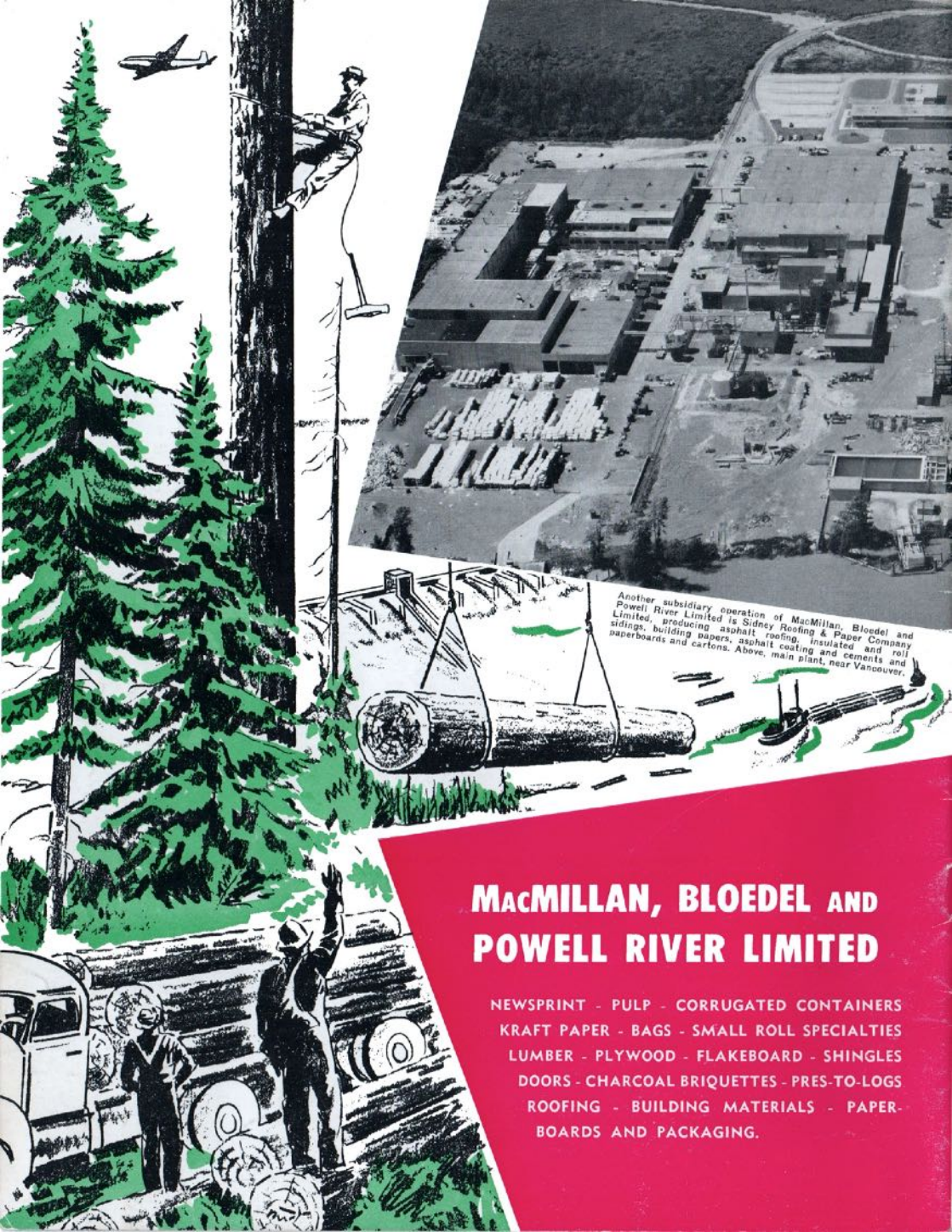


Barrelled rolls in pressroom of Brazil's famous "La Prensa" in 1930.



Striking view of 225-ft. flagpole being transported through Copper Canyon area by two Company logging trucks. Pole cleared cliff on right by mere 2 ft.





Another subsidiary operation of MacMillan, Bloedel and Powell River Limited is Sidney Roofing & Paper Company sidings, building papers, asphalt roofing, insulated and roll paperboards and cartons. Above, main plant, near Vancouver.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - CORRUGATED CONTAINERS
- KRAFT PAPER - BAGS - SMALL ROLL SPECIALTIES
- LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES
- DOORS - CHARCOAL BRIQUETTES - PRES-TO-LOGS
- ROOFING - BUILDING MATERIALS - PAPER-BOARDS AND PACKAGING.