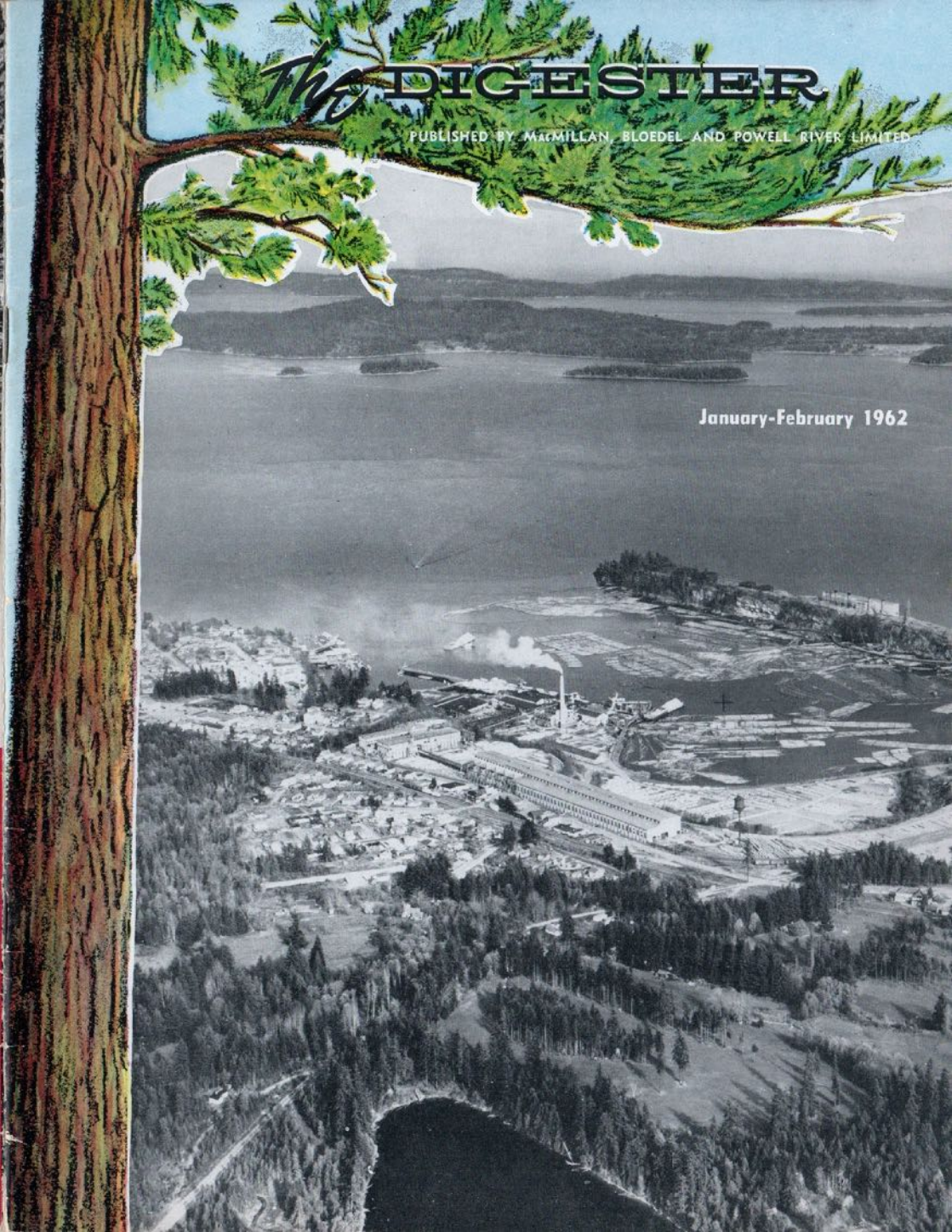


# The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

January-February 1962





Vol. 38, No. 1  
January-February, 1962

## 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

### COVER

Our Chamainus Division on Vancouver  
Island, City of Chamainus this year  
celebrates its centennial. (See Page 18).

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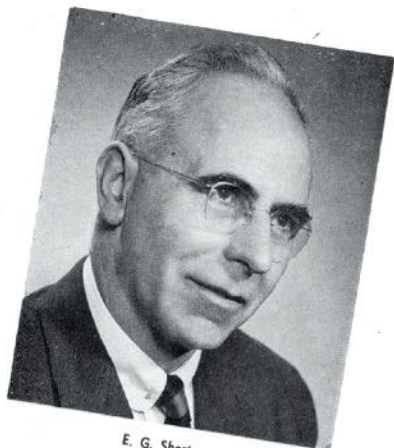
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# SENIOR EXECUTIVE APPOINTMENTS

RALPH M. SHAW, Vice-Chairman of the Board  
ERNEST G. SHORTER, President



R. M. Shaw



E. G. Shorter

ON DECEMBER 20, 1961, two top level Company appointments were announced by Board Chairman and Chief Executive Officer, The Honourable J. V. Clyne.

The Chairman announced that President Ralph M. Shaw had been promoted to Vice-Chairman of the Board of Directors and Executive Vice-President, Ernest G. Shorter to President of the Company.

Both Mr. Shaw and Mr. Shorter are long service senior executives and have spent their entire working life-time in the forest products field. Ralph Shaw started with the Company in 1928 direct from school, and Ernie Shorter joined the organization in 1936, after several years in logging and saw-milling on the coast.

Mr. Shaw was born at Dominion Creek in the Yukon Territory, moving to Vancouver at an early age. Mr. Shorter is a native son of Vancouver, and both were raised and educated in that city.

They have advanced through the organization in parallel fields. The Vice-Chairman, since joining the Company, has been closely associated with sales, and the President, with production.

Ralph Shaw is recognized as one of the Province's outstanding sales executives. Since joining the Company in 1928, he has gained a wide experience in all divisions of its world wide sales organization. He worked in both the United States and United Kingdom sales divisions; and in 1936 was Manager of the U.K. department. He was successively Export Sales Manager, General Manager of Sales, Vice-President of Sales and Vice-President, MacMillan & Bloedel in 1951. He was

promoted to President of MacMillan & Bloedel in 1957, and in 1960 was appointed President, MacMillan, Bloedel and Powell River Limited.

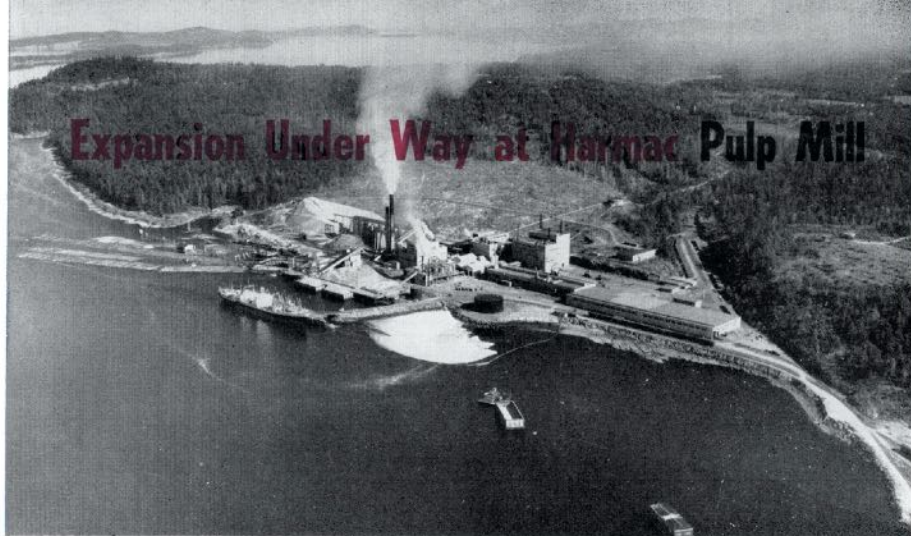
As Vice-Chairman, Mr. Shaw, in addition to assisting the Chairman and serving as Chairman in Mr. Clyne's absence, is still responsible for all sales operations of the Company.

Ernie Shorter is today one of the best known executives in the forest products industry of Western Canada. He went into the lumber business from school and was employed first as a laborer, later as Foreman and Superintendent in leading B.C. sawmills. His interest in and talents for his chosen trade were emphasized when in the late thirties he became a B.C. lumber grading champion.

In 1936 Mr. Shorter joined H. R. MacMillan Export as a Yard Foreman and Shipper at the Alberni division. He moved rapidly through the ranks serving successively as Superintendent and Manager at Alberni, General Manager, Chemainus Sawmill and Logging operations, General Manager, MacMillan & Bloedel Eastern mills, Western District operations, and in 1956 was placed in charge of forestry and production. On amalgamation with Powell River Company, he was appointed Vice-President, Logging, Wood Products Production. On January 31, 1961, he was promoted to Executive Vice-President, his post before his present appointment.

As President, Mr. Shorter is responsible for all phases of Company production as well as the Engineering, Central Planning and Research, and Industrial Relations Departments.





**Capacity to be expanded to 400,000 tons annually. Plant will produce fully bleached, semi-bleached and unbleached sulphate pulps.**

ON JANUARY 18, the Hon. J. V. Clyne, Chairman of the Board, announced that decision had been made to proceed with a multi-million dollar expansion at the Company's Harmac Pulp Mill at Nanaimo. Mr. Clyne's statement confirmed an earlier release made last November that the Company intended to undertake immediate surveys on the project.

Clearing for construction has already started and it is expected that the expansion program will be completed sometime in the spring of 1964. The project will cost approximately \$40,000,000, and will increase capacity of the Harmac plant from 250,000 tons annually to about 400,000 tons.

Mr. Clyne stated the decision to proceed with this major expansion had been a difficult one for the directors to make due to uncertainties in future world markets. With a present over-capacity in the world production of certain grades of pulp, the Company is looking well to the future to ensure an adequate supply for its customers as their requirements increase.

The Harmac project is British Columbia's first major industrial expansion of 1962. Already the largest employer in the Nanaimo area with some 500 employees, on completion of the project approximately 400 additional jobs will be created at the plant and in logging operations in the area which supply the logs. Some 500 men will be employed on construction at the peak of the two-year building program.

With the new capacity, Harmac will produce fully-bleached, semi-bleached and unbleached sulphate pulps. Pulp from the big plant now goes to markets in more than 40 countries and the new facilities will allow for increased flexibility in making different grades of pulp to meet customer requirements.

All machinery and equipment for the expansion will embody the latest advances in design and construction. One feature will be the installation of a recovery unit which will be one of the largest on the continent, capable of handling 2,400,000 pounds of solids per day.

To the uninitiated, the recovery process is as follows: The liquor produced in the pulp cooking process, in which these solids are suspended, is burned and the combustibles contained therein produce heat which is used to generate steam. In addition, chemicals used in the cooking of the pulp are recovered in the boiler, in turn producing more heat and steam. A high percentage of the chemicals can be recovered and with the utilization of the steam produced in the process, the recovery unit is a major factor in the operation of the plant.

This is in line with Company policy of providing plant and equipment designed for maximum efficient use of the raw material to maintain the strongest possible competitive position.

Since 1950, the Company has spent some \$300,000,000 in British Columbia on plants and equipment.



President E. G. Shorter displays trophy with employees Cliff Hoskin (left), Harold McAdam and Bill Anderson.



## **SOMASS SHINGLE MILL WINS PRESIDENT'S SAFETY TROPHY**

**SPRAINED ANKLE ONLY CASUALTY IN 1961**

ON WEDNESDAY, January 31, Mr. E. G. Shorter, President, MacMillan, Bloedel and Powell River Limited presented the President's Trophy for the most outstanding safety record of 1961 to the crew of the Somass Shingle Mill Division at Port Alberni.

The competition is open to all divisions of the Company and the award is based upon a comparison of the achievement of the division with the achievement of the entire industry.

The Somass Shingle Mill had a single accident—a sprained ankle—during 1961 to give them a frequency of 6.24.

Prior to the presentation of the award Mr. Shorter visited the shingle mill and renewed acquaintances with many old friends.

At a meeting of the entire crew of 84 persons Mr. Shorter complimented them on the achievement and stated that he was particularly proud to be able to make this first award of the trophy in an area which has so many pleasant associations for him.

He spoke of the Company responsibility to provide safe equipment and use the best management practices. "It is, however, the responsibility of every employee to be certain that he and his fellow employees work in a safe manner so that none shall suffer the pain and loss of pay which accompanies industrial accidents however slight they may be," Mr. Shorter stated.

He was introduced by B. P. Page, Manager, Port Alberni Sawmills, who also complimented the employees on their achievement. He was accompanied by Mr. A. C. Kennedy, Vice-President, Industrial Relations.

The large silver trophy was accepted on behalf of the crew by Bill Anderson, Shingle Mill representative on the Plant Safety Committee; Harold McAdam, Shingle Mill Foreman; and Cliff Hoskin who was Shingle Mill Foreman during much of 1961.

Following presentation of the large trophy the men were individually congratulated by Mr. Shorter and each was presented with a wallet suitably engraved, as a memento of his achievement.

British and Spanish explorers and early Indian Tribes still live in the names of islands and cities of B.C.'s coastal areas.

**T**HE operations of MacMillan, Bloedel and Powell River Limited are today located in many and widely extended areas of British Columbia, areas around which much of the early history of our province revolves.

Some of the names of these centres transport the imagination back to the earliest days of the Spanish and British explorers, who sailed the seven seas, charting new oceans and opening up the world's trade and travel routes for future generations. Others are derived from Indian history or folk lore, or from famous personalities who pioneered the development of our province.

One such area is the city of Chemainus, on Vancouver Island, which this year celebrates its 100th anniversary. Today it is the location of one of the Company's major sawmill divisions.

Chemainus was named after the Chemainus tribe of Indians who have resided in the area since the dawn of recorded history. The area was originally named Horse-Shoe Bay by Capt. Richards of His Majesty's surveying vessel "Plumper". The name was changed to Chemainus in 1895 by the British Hydrographic Office.

Port Alberni, the centre of the Company's major sawmill, plywood, pulp and paper operations on Vancouver Island was first recognized and named by the Spanish explorer Francisco Eliza, after Don Pedro Alberni, captain of infantry in the Spanish army, who was in charge of the soldiers in Eliza's expedition, sent to occupy the area in 1790.

Alberni is the location of the Company's Somass Sawmill Division and the Somass River on which the plant is located was first named by Capt. Richards



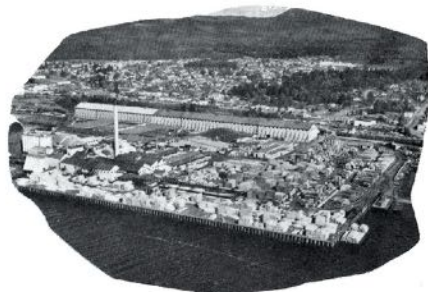
Company's Chemainus Sawmill—Vancouver Island

## B.C. Place Names and History of

of H.M.S. "Hecate" in 1861, after the old Indian name.

In the same area is our Sproat Lake Logging division. This name was conferred in 1864 by Dr. Robert Brown, F.L.S., after Gilbert Sproat, a native of Galloway, Scotland. Gilbert Sproat's name is recorded high on the record of the lumber pioneers of British Columbia. He arrived at Alberni in 1860 and until 1865 was manager of the original Anderson & Company sawmill, the first export mill to be built in British Columbia.

The city of Nanaimo, close to the Company's Harmac plant was originally on the admiralty charts as Wintuhysen Inlet, but was commonly referred to as Nanymo. In 1853, James Provost of H.M.S. "Virago" officially charted the bay on which the later city was located, as Nanaimo Bay. It was the original Indian name of the locality derived



Somass Sawmill—Port Alberni

from an early group of five tribes, the Qual-se-olt, Saai-a-chim, Yee-shee-kan, An-no-we-nes and Taw-wut-kan who had joined in a loose confederacy called Sne-ny-mo (Nanaimo).

Recently a new scenic route has been opened between Port Alberni and the cities of Tofino and Ucluelet on the west coast of Vancouver Island. The latter was named after the Ucluelet tribe of Indians by Capt. Richards of H.M.S. "Hecate" in 1861. Tofino dates back to the Spanish explorers of the late 18th century. It was named by the Spaniards Galiano and Valdez in 1792, while examining the coast of the Island.

Both Galiano and Valdez are recognized in B.C. place names. Galiano Island in the Gulf of Georgia was named in 1792 on the epic voyage in



# Recall Romance Our Province

which Galiano and Valdez accompanied Capt. Vancouver on part of his cruise to Nootka. At the battle of Trafalgar in 1805, Capt. Galiano's 74-gun ship-of-the-line "Bahama" was taken prize by the British.

Valdez's name is perpetuated in Valdez Island in the Gulf of Georgia a few miles north of Powell River, where other islands, Cortes, Hernando and Quadra record the Galiano-Valdez cruise in B.C. waters.

Approximately 500 miles north of Vancouver are the Queen Charlotte Islands where MacMillan, Bloedel and Powell River Limited have extensive



The Bastion—Nanaimo

logging operations. Off the Island is Queen Charlotte Sound and many visitors and even native British Columbians are not aware that the name Charlotte for both the Islands and the Sound have different origins.

Queen Charlotte Islands were named in 1784 by Capt. Dixon, commander of the 200-ton vessel "Queen Charlotte" which was part of a fur trading expedition to the Islands. He named the Islands after his ship.

Queen Charlotte Sound was named in 1786 in honor of Queen Charlotte, sturdy consort of George III. It was conferred by Mr. S. Wedgborough, commander of the vessel "Experiment". The name was confirmed and placed on the charts by Capt. Vancouver in 1792.



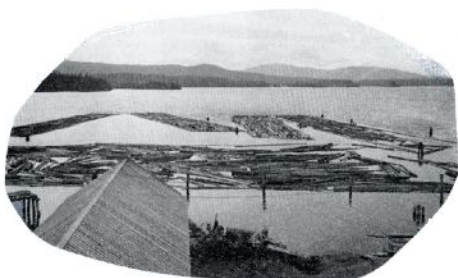
Picturesque Islands of the Gulf of Georgia

Saltspring Island off the east coast of Vancouver Island is a well known summer resort. Many Vancouver and Victoria residents have, or are building summer cottages on the Island, including the Prime Minister of our Province, Hon. W. A. C. Bennett. Many people are moving there on retirement to enjoy the quiet beauty, friendliness and sunshine of the area. As a place name it has enjoyed a lively history. It was first called Chuan Island by Governor James Douglas. It became known as Saltspring Island by Hudson's Bay Company officials because of a number of springs of brine which were found there. Capt. Richards, on one of his periodic surveys changed the name to Admiralty Island. Locally, however, the name of Saltspring persisted and in 1905 the Geographical Board of Canada made Saltspring official.

Georgia Straits, known to thousands of seamen, and boat owners from all corners of the world immediately suggests the days of the early British explorers. These waters were officially named by Capt. Vancouver in honor of His Majesty George III. The previous year, the Spaniard Lieutenant Eliza had named these waters Gran Canal de Neustra Senora Del Rosario la Marinera.

Quite a mouthful, and future generations have been grateful for Capt. Vancouver's more simple and succinct title.

These are but a few of the thousands of place names that enrich the history of our province; and in future issues we may include further articles on the cities, islands and waters of the Lower Mainland and Vancouver Island.



Queen Charlotte Islands—Home of the famous Sitka Spruce

# MUSIC IN OUR TREES

## B.C. Violin Makers Praise High Qualities of Sitka Spruce

FURTHER experiments and study of Sitka spruce as ideal for violin construction have recently been carried out by Mr. Don White, Editor-Manager of the highly readable publication "The Violin Makers' Journal", the official publication of the Violin Makers' Association of British Columbia.

Two years ago, MacMillan, Bloedel and Powell River Limited, hearing of the B.C. violin makers' interest in native B.C. woods, sent Mr. White samples of Sitka spruce for experimental use.

The wood was examined and appeared to possess most of the qualities desired for violin manufacture. A Mr. Fred Fehr of Kanakee, Illinois, produced a highly satisfactory violin from Sitka spruce and his story was a feature in a recent issue of the Journal.

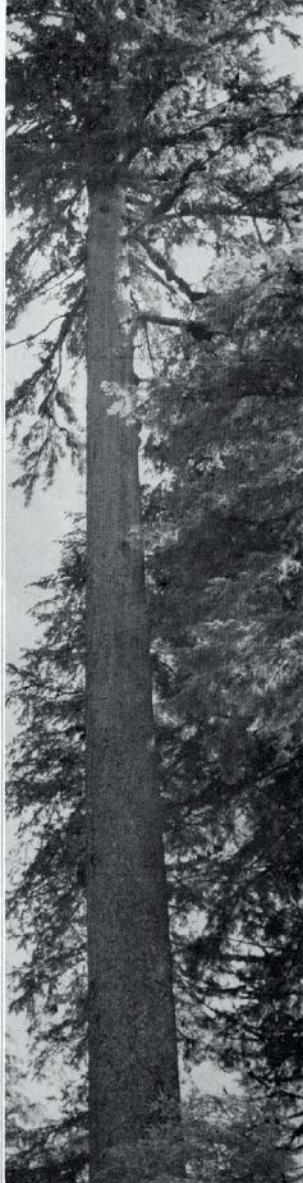
This success prompted Mr. White to undertake a further and close study of Sitka spruce. The Company arranged for a trip to Powell River on board one of its tugs, "M. J. Scanlon". At Powell River he was extended every opportunity to visit the lumber yard and his observations on his trip and its results are told in his own words.

"Among the many timbers I was shown, was one with what the foreman called 'Bear Scratches'. These 'scratches' seem to go right through the timber and are most attractive in appearance. The cause of 'Bear Scratches' is unknown. The theory among some people is that they are the marks of bear claws caused by the animal sharpening his claws on tree trunks. This explanation is definitely open to question! Nevertheless the scratches do look remarkably like claw-marks.

"Samples of 'Bear Scratched' Sitka have been tested by the Forestry Board of the University of British Columbia who report that they can find no difference in strength and resonance between scratched and unscratched timbers. My next violin will certainly be of 'Bear Scratch' Sitka. So far, I have only one timber with these marks, for it is quite scarce.

"I returned to Vancouver with two very choice timbers, one of which is marked with these 'Bear Scratches'. We have since ordered five more timbers so a stock of some 200 fiddle tops will be available for future use to all members."

We hope that Sitka spruce will serve as well in making violins as it did in the construction of the famous Mosquito bomber in the early stages of the last war.



Tall, straight-grained spruce from Queen Charlottes makes fine violins.



## NEW DEVELOPMENTS IN MONO-DOR DESIGN

**K**EEPING abreast of modern demand and constantly seeking new and imaginative uses for lumber is always in the forefront with MacMillan, Bloedel and Powell River lumber salesmen and the designers.

In a recent issue we published an outline of the use of plywood in building attractive and easily assembled summer homes or winter ski lodges.

This spring the Company has sent out carefully prepared pamphlets to all its lumber dealers, emphasizing new developments in its long established and popular line of fir faced flush doors. The pamphlets provide striking illustrations of its **Mono-Dor** design and construction (see accompanying illustration).

Mono-Dor is the registered trade name of "rigid frame" flush doors produced by MacMillan, Bloedel and Powell River Limited. They are manufactured under strict quality control procedures and shipped

direct from the factory, flat, dry, clean and sized ready for use.

Every Mono-Dor has seven ply construction and is built to rigid standards, in most instances, substantially above Canadian Standards Association specifications. Each Mono-Dor is built with full  $\frac{1}{4}$ " fir plywood faces to ensure exceptional strength and rigidity. Lightweight "skins", and grid show-through or puncturing are conspicuously absent. All  $1\frac{3}{4}$ " Mono-Dor faces are bonded to frames with waterproof glue, and guarantee full protection against most severe exposure conditions.

Some of the designs offered this year include the new Tallboy, Solid or Half Solid Mono-Dor, Solid Core Mono-Dor, decorative entrance doors and others. The examples on this page illustrate their distinctive appeals and special applications.

Dealers have expressed their appreciation of the new features and designs initiated by Company salesmen and designers.



MONO-DOR

### SOLID CORE

Within the standard Mono-dor frame, kiln-dried Douglas Fir or Western Red Cedar lumber is carefully laid up full width, full length, to form solid wood from face to face. The solid core Mono-dor provides full scope for piercing in any way that utility or decoration calls for.

The  $\frac{1}{4}$  inch Solid Core Mono-dor is accepted by C.M.H.C. for use where a fire resistive closure is required, such as entrances to apartment suites.

"Exterior band" on all solid doors permits installation in any location—interior or exterior.



MONO-DOR

### HALF SOLID CORE

This is the popular door for remanufacturing to provide standard or custom lights in top half of door.

Solid, dry lumber is used to core the upper half of this Mono-dor. Lights, grilles, or special decorative inserts can be simply "cut-in" through this solid area.

"Exterior band" on all half-solid doors permits installation in any location—interior or exterior.



NEW MONO-DOR

### TALLBOY

A distinctive, modern floor-to-ceiling door offers many practical benefits as well as improved decor.

For example:

Simplifies door framing, reduces cost. Eliminates ceiling pockets of dead air, allows better air circulation. Allows full access when used as closet doors. Provides the architect with a fresh new design element.

Especially suitable for double-door installations.

Sizes:  $2'6" \times 8'0" \times 1\frac{3}{8}"$   
 $2'8" \times 8'0" \times 1\frac{3}{8}"$   
 $2'10" \times 8'0" \times 1\frac{3}{8}"$   
 $3'0" \times 8'0" \times 1\frac{3}{8}"$

Mono-dor Tallboy can be supplied  $1\frac{3}{4}"$  to special order.



Clippings from newspapers throughout the United States commenting on survey results are displayed at Newsprint Information Committee offices.

Sponsored by Newsprint Information Committee

## NEWSPAPER READERSHIP SURVEY GRATIFYING TO PUBLISHERS

**D**ESPITE the impact of television on our daily lives, local advertisers prefer newspapers 10 to 1 over television, and 6 to 1 over radio!

Of the 54,000,000 households in continental United States, 80.4 per cent, or more than 43,000,000 buy at least one daily newspaper on the average per day!

These are statements taken from "Newsprint Facts", published by the Newsprint Information Committee in New York which recently sponsored a lengthy national newspaper readership study.

The Newsprint Information Committee is sponsored by six large Canadian newsprint producers, one of which is MacMillan, Bloedel and Powell River Limited. It was formed several years ago by the member companies to work closely with the publishers to keep them and the producers aware of one another's problems and to assist in solving these problems to the mutual advantage of both sides.

As part of this program, the readership survey was undertaken. Commenting on the reason for sponsoring newspaper research, a spokesman said—"It is to the interest of newsprint producers to work closely with their prime customers in helping to maintain and better the newspaper's competitive position."

Many interesting facts were revealed by the study. Some of these are as follows:

In addition to the 43,000,000 householders in the United States which buy at least one daily newspaper, another 3,333,000 get one or more papers on a pass-along basis. This raises to 85.8 per cent the number of homes into which newspapers go daily.

Any given weekday 80 per cent of all adults—four out of five—and 77 per cent of the age group 15 to 20 read a newspaper.

The greatest readership intensity is among those with higher education, higher income and who have more responsible jobs. Of households with income from \$7,500 to \$10,000 annually, readership is 94.1 per cent; \$5,000 to \$7,500 annually—88.9 per cent; \$3,000-\$5,000 annually, 77.7 per cent and 8.2 per cent pass-along. Households with incomes less than \$3,000, average 60 per cent readership and 9.9 per cent pass-along. These figures show that newspapers are read significantly in households of all income brackets.

By occupation, households of executives and business managers are 97.3 per cent newspaper readers but the percentage remains high throughout all occupations with unskilled-labour households registering 72.7 per cent with another 10.5

per cent reading a paper on a pass-along basis.

Seven out of ten newspapers are delivered to the home and nine out of ten are read at home. Highest readership is in North East Central States with 88.7 per cent of all households. The middle Atlantic and Pacific States follow close behind with 85.4 and 85.2 per cent respectively.

Readership of daily newspapers is high in both metropolitan areas and smaller communities. Highest rate is in places of from 50,000 to 500,000 populations where 88.2 percent of households buy a newspaper with another 5.3 percent receiving one on a pass-along basis. In places over 500,000 population, the figures are 84.9 percent and another 5.7 percent on a pass-along basis. Suburban and rural areas also rank high, ranging from 84.2 percent with 5.2 percent pass-along, down to 65.1 percent with 7.3 percent pass-along.

The survey shows that people have an intimate relationship with their newspaper. Half of all readers report they are regular followers of a particular writer or columnist and most feel a strong personal attachment to him. People feel considerably closer to their newspaper than to the TV channel or radio station they listen to most. Forty-nine percent say they would feel lost without newspapers while only 28 percent say the same about television.

These are only a few of the facts unearthed by the study. They may not seem too important to the average person but to the newspaper publishers they have great significance and the Newsprint Information Committee is to be commended for sponsoring the survey and making this information available.



# Grindstones of B.C.'s First Paper Mill Preserved at Port Alberni

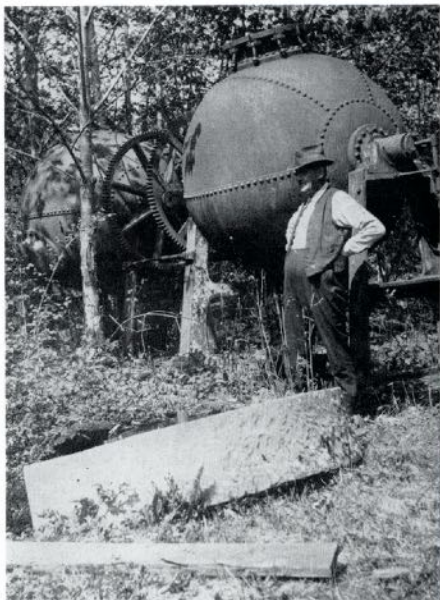
But what happened to the  
original Digesters?

1930, in company with the late Charles Cox, Indian agent and folk-lore authority.

If these digesters are still in the land of the living and haven't been crushed by the junkman's hammer, they could be a worthwhile treasure hunt for the enterprising and historically conscious citizens of Alberni. The digesters were brought from England to Alberni via Cape Horn. Today they would be invaluable as historical items.

Are they still around, buried in the sands of the Somass or hidden deep in the thick scrubs and heavy wooded areas nearby. If they were removed—what happened to them.

Maybe its worthwhile trying to find out!



Digesters of B.C.'s first paper mill installed in 1894 were still intact in 1930.

**C**OMMANDING the entrance to our Company's newsprint operations in Port Alberni is a striking tile based stone monument, which always interests and intrigues the visitor.

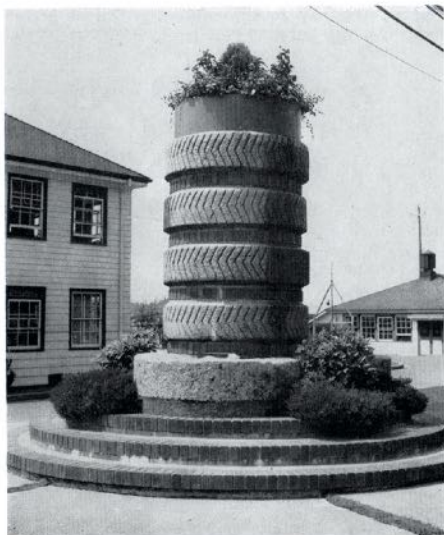
The memorial is built with the grindstones once installed in the mill of the British Columbia Paper Manufacturing Company—the first paper mill to be erected in Western Canada.

The stones, visible links in B.C.'s pulp and paper history lay almost unnoticed for three decades among the scrub and second growth fringing the Somass River. A number of them were later rescued by MacMillan & Bloedel officials, when they started operations in that area in the mid-twenties.

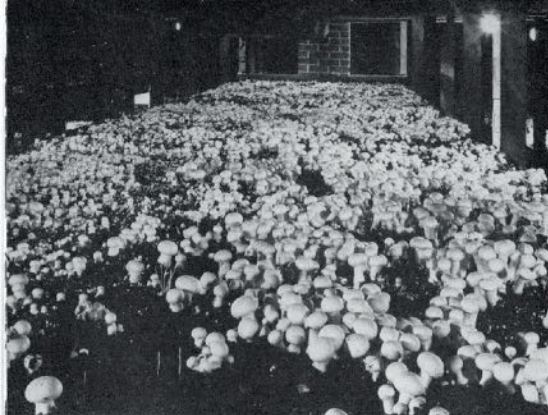
It is fortunate that some fragments of this historic mill have been preserved for later generations. Other equipment, through disinterest or lack of historic perception has disappeared or passed through the hands of the junk dealer.

Such apparently was the fate of the original digesters, which as late as 1930 were still in existence. If they could be located they would make an impressive contribution to our pulp and paper museums.

The picture above was taken by the editor in



Grindstones of first paper mill serve as historic memorial at Port Alberni.



Typical bed of mushrooms ready for picking.

WHAT are the two largest vegetable growing industries in British Columbia?

Three Guesses. We'll concede the obvious answer to number one—Potato Growing.

What about number two? Some of our readers may be as surprised as we were to learn that the answer is MUSHROOMS!

Most of us have found in mushrooms a delectable dish for the gourmet. Few of us have thought much of the method of production and distribution. In some areas where climate, morning dews and sunshine are in the right proportion, the early riser can pick his own mushrooms—provided he knows the difference between mushrooms and toadstools. And there is a difference!

Today there are around forty mushroom growers on the Lower Mainland of British Columbia. The industry started in British Columbia in 1929, when a total of 2,000 pounds were produced by all B.C. growers. Today over 1,500,000 pounds represents the annual harvest in the Province. In this issue we tell of the process as carried on by one of the small independent growers, Mr. Kurt Papke, who lives on a five-acre farm with his wife and two sons.

At the present time, he has five mushroom houses, these being built one at a time during his thirty years of operation. These houses are operated on a rotation crop basis so that there is always a house being readied for planting and mushrooms being picked. Modern machinery has become a great time and labour saver for the growers, as not so many years ago everything was done by hand. The planting and picking, however, must still be done in this manner. Mr. Papke employs a full-time staff of five employees. Most of the growers on the Lower Mainland ship their produce to the mushroom growers Co-op, in which they themselves have a share. The Co-op distributes the mushrooms to various markets and canneries.

To follow the growth of a mushroom, we begin at the stage where fertilizer is brought from various

# Mushrooms

## *B. C.'s Second Largest Vegetable Crop*

sources to the farm by Mr. Papke's two trucks. These are specially built flat decks with a hoist for dumping the load where it is required. Chemical fertilizer is added to the natural fertilizer and the mixture is then soaked with water and stacked in piles under a large shed. Here the piles remain until, under these conditions, a chemical reaction generates enough heat to produce the desired composition for growing mushrooms. Several times during this period the piles are restacked to increase the heat, which may go as high as 180 degrees.

When this composition is ready, it is taken into the mushroom house, where the beds are filled and leveled off with the composition. The heating system of the house is then put into operation and, in conjunction with heat from the composition, the temperature is brought to about 140 degrees. This purifies the house and kills any germs, bugs or fungus that may be present.

Upon cooling, the composition is ready for planting the mushroom spawn. It takes about



Two of Mr. Papke's five mushroom houses, each containing several beds.



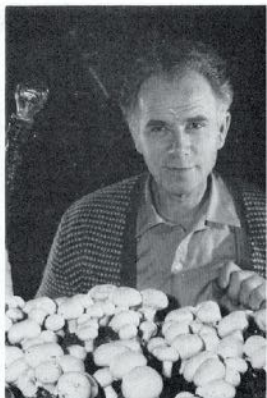
three months for the mushrooms to grow to the stage where they are ready for harvesting, and during this time, the beds are watered and the temperature of the house is maintained at a constant level. Mushroom growing must be done with the utmost care as the slightest variance may ruin the entire crop.

Unlike most vegetables, these grow in the dark, and light is used only when working with the mushrooms. Special precautions are taken during growth to prevent foreign germs from entering the house.

A mushroom house will be in full production for two months, after which the composition is thrown out and another crop started. During the productive period of the house, a good average yield will be two pounds of mushrooms for one square foot of bed.



Stored in cooler ready for tomorrow's delivery.



Owner Papke inspecting his mushroom beds.

## Company Opens Alabama Sales Office

COVERS 12 SOUTHEASTERN STATES

**I**N recent months MacMillan, Bloedel and Powell River, as an additional service to its lumber customers in the United States, has opened a new office in Birmingham, Alabama.

Located in the Brown Marx Building, the Alabama office will cover twelve southeastern states and provide a closer and more personal service to the company's many friends in the wholesale trade. Dealers have already expressed their appreciation of this expanded service and salesmen report highly satisfactory results from the closer contacts in this area.

The Alabama headquarters covers the states of Alabama, Arkansas, Louisiana, Kentucky, Virginia and West Virginia, North and South Carolina, Tennessee, Mississippi and Georgia.

Manager of the new office is J. F. "Jimmie" Lynn, a long service employee of MacMillan, Bloedel and Powell River, who has a wide circle of friends in these areas.

Salesman is J. F. "Jack" MacMillan, who started with the Company as an office boy and worked for several years in its sawmills. He has a wide background of experience in all types of lumber products.

Rounding out the staff is Mrs. Wilma Thompson, the efficient secretary who keeps headquarters operations running smoothly.



Alabama staff, J. F. Lynn (left), and J. F. MacMillan with Mrs. Wilma Thompson.

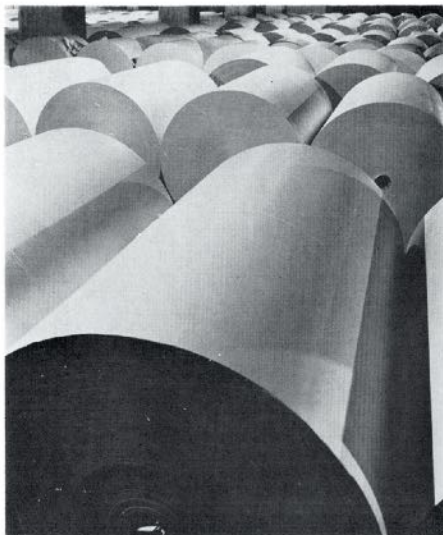


Photo by Josef Scaylea, Times chief photographer, who has won many local, state and national awards including contests by Look magazine, Graflex and Photography magazine.

## IN ONE ISSUE OF SEATTLE TIMES

175 Rolls of Newsprint on Weekday  
200 Rolls on Sunday

ON this page we show, through the courtesy of The Seattle Times, a portion of the number of rolls used for one day's production of that newspaper.

Each day, The Times, with a circulation in excess of 225,000 copies, uses an average of 175 rolls of newsprint. For Sunday editions the total reaches as high as 200.

To arrive at some idea of what this figure represents we could compare it with the daily output of the modern high-speed paper machine. On this basis, the big Seattle daily would use nearly one-half the entire tonnage produced daily by one of MacMillan, Bloedel and Powell River's largest newsprint machines. It represents nearly two-thirds of the entire production of the Company's Powell River division when the plant started in 1912.

The Seattle Times was founded in 1896, and in the intervening years has been a major voice in forming and guiding public opinion and policies in the Pacific Northwest.

## R. L. "Bob" Fraser New Manager at Powell River

LAST December the Company announced that effective February 1, 1962, Mr. R. L. "Bob" Fraser was appointed Manager of the Powell River Division to succeed retiring Resident Manager Russell M. Cooper.

Bob Fraser comes to Powell River with 27 years of experience in the pulp and paper industry. He entered the industry after graduation from university. He spent several years in paper production operations before his appointment as Superintendent of Consolidated Paper Company's Laurentide plant. Successively he was five years as Assistant Manager at Abitibi Power & Paper Company mills at St. Anne de Beaupre, Manager at Pine Falls, Manitoba, and latterly Manager at Iroquois Falls, Quebec.

In Eastern Canada, Mr. Fraser was active in the community life of the various areas in which he worked. As an all-round sportsman, he helped in the organization of hockey, basketball and rugby squads. He participated in the social, fraternal and cultural life of these areas—and this background will assist him greatly in Powell River,

where community life is highly developed. In his active athletic career, Bob Fraser, as a member of the Acadia University basketball quintette, played in the Dominion finals. He starred at ice hockey and English rugby.



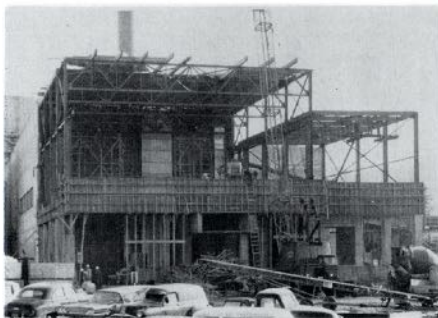
R. L. "Bob"  
Fraser

Mr. and Mrs. Fraser and their four sons are looking forward to their new life on the Pacific Coast where, as Bob says, "temperatures above zero all year 'round look good to us."



# Port Alberni Expansion Ticks Steadily On

*Machine Room Well Under Way — Steam Plant Structure Complete  
Boiler Being Installed — Wharf Extension and Wood Room in Operation*

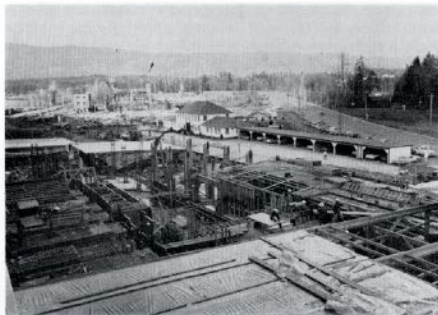


Groundwood mill well underway.

**D**ESPITE somewhat adverse weather conditions, construction operations on the new paper machine project at Port Alberni are running close to schedule.

## MACHINE ROOM

The building for Number 5 machine is adjacent to the present machine rooms and located athwart the original Island Highway that ran across to Nanaimo and way points. Foundations and basement slabs have been poured, and work on the operating and mezzanine floors is well underway. Contracts are out for tender for the mechanical and electrical installations, including the new



New machine room shows good progress.

Dominion machine and grinder equipment. Three lines of Watrous grinders will serve Number 5 machine, which will be 324 inches wide and designed for speeds of 3,000 feet per minute.

## WHARF EXTENSION

The wharf extension has been in full operation since the fall of 1961, and has contributed to a more efficient operation.

## RECOVERY BOILER

A contract has been awarded for the new Number 3 Recovery Boiler and engineering is now in progress.

## WOOD PREPARATION

The new Number 3 wood preparation plant is now in operation and supplying additional chips and wood for existing pulp and newsprint operations.

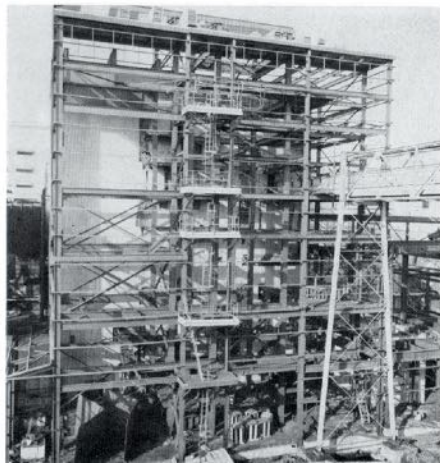
## STEAM PLANT

Structural steel erection on the steam plant has been completed, and the boiler installation is well advanced.

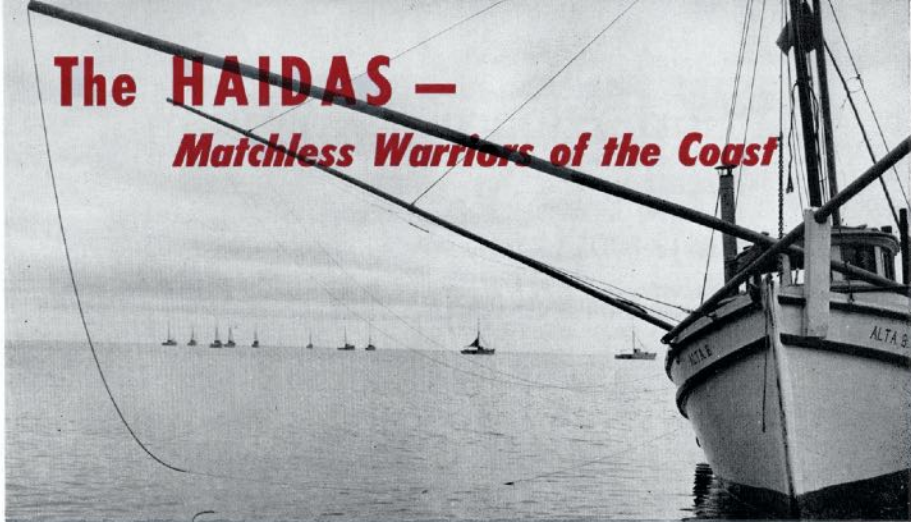
Around 300 men are steadily employed on the Alberni expansion. This summer, when many visitors enter the area, construction progress will be impressive, with exteriors completed and machinery installation moving steadily forward.

Target date is set for late spring of 1963 and there appears to be no obstacle in the way of this objective. Meantime, the area is a hive of industry—and each passing month progress is plainly visible.

Steam plant steel completed.



# The HAIDAS — *Matchless Warriors of the Coast*



The Haida Fishing Fleet at sea off the Queen Charlotte Islands.

From an Article by Colin Johnson, Powell River, B.C.

**T**HERE was no tribe in British Columbia, Oregon or Washington that had not, at one time or another, fought off or submitted to their incursions."

This is what one historian says of the Haida Indians, once the great warriors of the Pacific Coast; and whose cultures, skills and physiques were unsurpassed by any tribe. They were the most expert canoe makers on the coast, and in their huge, skillfully fashioned dugout canoes, 50 to 60 feet long, traversed the 50 miles of open waters of Hecate Strait on their way south.

Today, the Haidas are concentrated largely in the Queen Charlotte Islands, their numbers have been greatly reduced over the years, but much of their inherited skills remain, and something of the arrogance and pride of race of their warrior ancestors.

Examples of fine Haida handiwork at Massett, Q.C.I's.



The Haidas originally occupied only the Queen Charlotte Islands, but a short time before the advent of the whites, one tribe moved to the southern end of Prince of Wales Island, now part of Alaska, and which they still occupy. This break in family relationship was the result of an internal feud, for the Haidas, unlike the more celebrated Iroquois, sometimes fought internal battles. At Dorster, on the extreme northwest of the Queen Charlottes, lived what is reputed to have been the most formidable of the 39 Haida tribes. Their arrogance and aggressiveness drove the other tribes into a rival combination, and after some years of bitter fighting, the lone tribe left their fine fishing grounds and moved to Prince of Wales Island.

Physically, the Haidas are in a class by themselves. Tall and well built, they are generally very light-skinned, though dark complexions occasionally appear. Admirers of the Haidas claim that their culture was higher than that of the other northern tribes, but this is open to doubt. Their language contains more words than the other Indian languages, but is very difficult to master. Haida is full of gutturals, and when spoken sounds like a series of grunts.

Carving of the huge wooden totem poles found outside the large houses, which was a unique feature of the Indian villages, died out about 1880; but encouraged by the Indian Department, the Haidas now carve black slate totems up to about two feet long, which find a ready sale to tourists. This slate, argillite, was formerly mined and exported to Alaska, but recently the government put an embargo on the export of the rock, and it is now left for the Indians. It is fairly soft when mined, but hardens on exposure to the air; it is jet black and takes on a high polish. The mainland tribes can carve only in wood, and their work is more perishable. It lacks the sales appeal of the black slate.



The Haidas in their Queen Charlotte retreat reside close to the big Sitka spruce stands of MacMillan, Bloedel and Powell River. Many have worked as loggers, boommen and boat operators.

The Haidas were divided into two clans, the Raven and Eagle. There was no clan government; the divisions were purely social; each was strictly exogamic, a Raven man being compelled to marry an Eagle woman, etc. This was a general practice among all the Indians in America. Children always belong to their mother's clan, another universal custom. The reason for this is obvious—a mother always knows her own child.

Most people today firmly believe that the Indians were complete democrats, where all were equal, but while this pleasing situation may have existed in some tribes, it was certainly not true of the Haidas. There were three main classes, aristocrats, commoners and slaves. The slaves who were captured in war, were not allowed to marry; were forced to wear their hair short and to use a side door to the "houses". There was a ceremonial sacrifice of slaves when a chief died, but aside from that they were never murdered.

A commoner could advance himself socially by personal merit, but heredity was a more important factor. The medicine men (Shamans) wielded great power. Incidentally, the Shamans were the only Haidas who were buried; all others were cremated, the Indians having a horror of burial.

At feasts the seating arrangements were important, with each guest seated according to rank or importance. The chief who could invite his people to a feast in time of want increased his power immensely, and his descendants kept the circumstance in mind forever after. Feasts and potlatches were the Haida roads to greatness other than war. The latter, when not waged to avenge injuries (an important reason) was simply a means of increasing their power to stage more and better potlatches.

On the social, or one might say feudal, side, each family had certain prerogatives which it guarded jealously. Among these were the right to use certain personal, house and canoe names and the right to wear certain objects or representatives of objects upon their persons or clothing, especially



Haida Ceremonial Robe.

at the great winter potlatches, which were the social events of the year. They also had the right to carve them upon their houses and other property. These were generally representatives of trees, animals or shells. They were originally obtained from some supernatural being or by purchase from another family. They had no proper totemic significance, and were used only to mark the social position of the wearers.

Another important social feature were the secret societies which had dances as part of their ritual, accompanied by whistles and bells. The Haidas copied or imported their societies from the Tsihean and Bella Bella Indians. Cannibalism was part of the rite, but it is difficult to get much information since after their conversion to Christianity, the natives were ashamed of some of their practices and just wouldn't talk about them.

Today the Haidas number only a few hundred, and from the original 39 villages are reduced to two. Unlike some of the other Indian tribes, they have not been reduced by disease or debauchery, but more by their own virtues and qualities. As they are spotlessly clean and very light skinned, they have little difficulty inter-marrying with the whites; others by reason of their intelligence are easily absorbed in other parts of the country.

Skidecate Mission. A Haida village.





H. R. MacMillan

## B.C. Forest Service Marks Its 50th Anniversary

# H. R. MacMILLAN REVIEWS B.C. FOREST SERVICE HISTORY

**I**N 1912, the Government of British Columbia, awakening to the potentialities of the great softwood forests of our province, appointed its first Chief Forester.

This first Chief Forester was H. R. MacMillan, "the Dean of B.C.'s forest industry," original founder of H. R. MacMillan Export Company and today an active director of Canada's largest forest products company, MacMillan, Bloedel and Powell River Limited.

On March 3, 1962, the B.C. Forest Service observed the fiftieth anniversary of the passing of British Columbia's first Forestry Act—an act which is still considered as a model for forestry departments in the provinces and states of this continent.

It was fitting that the chief speaker on this occasion should be Mr. H. R. MacMillan, who interrupted a Mexican holiday to fly back to B.C. for the anniversary gathering. He was the only personality present who was in British Columbia when the original act was put through the legislature.

In his address, Mr. MacMillan reviewed the history of the early beginnings of the industry; and recalled the men who had presided at the birth of the Forest Service in our province.

"I was hired at the then respectable salary of \$3,180.00 annually," he recalled, "and soon discovered that I was not to be allowed too much leeway. I was surrounded by three experienced politicians, who were the other board members, all over 50 years of age as against my 26 years. I was in the same position as the boy King Edward VI, trying to rule a kingdom."

Mr. MacMillan praised the then Premier of British Columbia, Sir Richard McBride, and the Hon. W. R. Ross, then Chief Commissioner of the Department of Lands. He described these men as "politicians with idealism for their province."

He also paid tribute to Mr. M. A. Grainger who succeeded him as Chief Forester stating "He made a great contribution in forming the Forest Act of 1912. Without him it would not have been such an outstanding piece of legislation, nor would

such a strong forest administration have developed so early."

"My contribution," Mr. MacMillan told his audience, "was to bring in twenty to thirty first-class foresters in the first twelve months, and in 1913 B.C. had more foresters than any other province or state in North America. I 'persuaded' them to leave their positions in various parts of Canada and to put their faith in British Columbia. I don't believe any of them has regretted his decision.

"Some of these great pioneers are still around—my associate Mr. W. J. VanDusen, Len Andrews, "Buck" Irwin, Herb Christie, John Lafon and Arnold Shives. All have made outstanding contributions to the development of forestry and to the progress of our province.

Mr. MacMillan offered some interesting comparative statistics of the changing economic picture in British Columbia over half a century.

"In 1912 the total revenue of the Province from all sources was \$12½ million. Total expenditures were \$15½ million—a deficit of 24%.

"In 1961 total revenue of British Columbia was \$320 million against expenditures of \$340 million.

"Today, forest revenues have increased 11½ times to \$30.2 million. Expenditures are \$14.2 million or 47% of the revenue accruing from forests for which the Government is to be complimented. This compares with revenue of \$2.6 million and expenditures of \$270,000—or 10% of forest revenue in 1912."

Mr. MacMillan in his address discussed B.C.'s position in world markets today. He stated the safety and expansion of the industry in British Columbia depends on:

1. "The Government adopting forward-looking policies with respect to taxes, control of stumpage and keeping careful watch on all elements in the B.C. economy.

2. "Ownership and management accepting the responsibility for wise planning and supervision of capital expenditures, aggressive salesmanship and the avoidance of waste in all phases of operation, including manpower."





A step off the highway into the land of forest giants.

## ***MacMillan Park on Vancouver Island a Forest Monument for Posterity***

### **Students, Educational Groups View Forest Growth and Culture in the Park**

ON Saturday, March 2nd, Mr. H. R. MacMillan was the principal guest speaker at a banquet in Victoria commemorating the 50th Anniversary of the establishment of the B.C. Forest Service. (See story on opposite page.)

Since leaving the Forest Service in 1916, Mr. MacMillan's career as one of Canada's leading industrialists is too well known to require repetition here. It is written high in the annals of the development of the forest products industry in our province.

Mr. MacMillan is still a forester by tradition, training and sentiment. As such, no one is more conscious of the role trees have played in our provincial and national economy; and of the necessity of preserving and protecting this great heritage in perpetuity.

These were the sentiments that prompted H. R. MacMillan Export Company to donate, in 1945, three hundred and fifty acres of forest land on Vancouver Island as a park for the people of British Columbia, which has been named MacMillan Park.

In this park area, located midway between Port Alberni and Nanaimo, is the famous Cathedral Grove, one of Vancouver Island's scenic attractions. Each year thousands of visitors view the big trees, hundreds of years old, and enjoy the quiet beauty of the shady nooks throughout the area.

All through the Park the visitor will encounter the big trees, among them a 240-foot Douglas Fir over 11 feet in diameter. This tree alone could produce enough lumber to build five average sized bungalows. In the same area are scores of other "big sticks" averaging 200 feet in height.

School children, educational groups and tourists from all corners of the globe have visited MacMillan Park and viewed with awe the tall, majestic firs. They have seen how the forest takes care of itself by the natural processes of regeneration, with the small seedlings taking root among the giant timbers; how they grow to maturity and through the ages, gradually replace the older trees which eventually die and rot. This cycle goes on continuously so that the trees in the Park area will always be there, a reminder to future generations of the heritage that is theirs, if it is protected and encouraged to grow.

The road from Nanaimo across the Island to Port Alberni passes through many scenic areas and

the stretch which winds along Cameron Lake and on through MacMillan Park is unsurpassed.

At the approximate centre is a sign, shown below, stating:

#### **"MacMILLAN PARK"**

*"Here in Cathedral Grove, soil and climate nurture Douglas Fir. These great trees were seedlings when Columbus was a boy, sawlogs when Wolfe stormed Quebec, and passed their prime before the first fir logs were shipped from Port Alberni. In 1945 the H. R. MacMillan Export Company, Limited, whose president, H. R. MacMillan, was formerly Chief Forester of British Columbia, donated 350 of these acres for perpetual public enjoyment."*



## Around Our Communities

# Chemainus Centennial Holds Community Spotlight

### CHEMAINUS CENTENNIAL

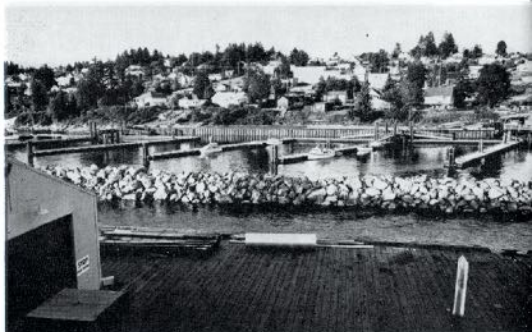
Highlighting this year's community events are the celebrations at Chemainus, which is observing its Centennial year. Many community projects to commemorate the city's first hundred years are being arranged and these will be culminated with the big celebration on July 1st. Old days will be re-enacted — sports programs arranged — and the Company's Pipe Band from Powell River will do the musical and marching honors. Any visitors dropping up from the World Fair in Seattle will enjoy a real day's entertainment at picturesque Chemainus on July 1st.

Chemainus was the site of one of the earliest sawmills in British Columbia and for one hundred years logging and sawmilling activities have been the background of the district's prosperity. In the past half of the present century the famous Victoria Lumber Company operated in the area until it was acquired by H. R. MacMillan Export Company in 1945. Since that time it has been one of the Company's largest producers of lumber, and recently, of chips.

### SMALL BOAT HARBOUR NOW CROWDED

The recent addition to Powell River's small boat facilities, which doubled former capacity, has already proved its value. The addition was taxed practically to capacity all last summer and even during winter berths were scarce.

Small boat owners in Powell River, as on all seaboard areas of British Columbia, are expanding rapidly. Today something in the neighborhood of 1,500 craft, of all sizes and dimensions, are located in the area. The slogan of the average coast dweller is "A car and a boat in every garage!" In Powell River this is almost a fact as more and more residents add pleasure craft to their household equipment.



Addition to small boat harbour at Powell River taken shortly after opening. Portion of Westview Village in background. Harbour is now crowded and berths hard to get.

Action shot in Powell River game against visiting Japanese team. Japanese players all wore head guards.







Chemainus Division Mill Room crew topped several other departments with a safety record of 4111 accident-free days. Seated (left to right), Wayne Lowery, Frank Edwards, Harry Simmonds, Karrie Kallum. Standing: Bob Saumer, Dave Evans, Lane Worth, Pat Lewis, Frank Storey.

### OUTSTANDING SAFETY RECORD AT CHEMAINUS

Chemainus is in this month's highlights for another reason—the high standard of safe workmanship set up by several departments. Carl Robertson, Manager, at a meeting of supervisors and crew, congratulated the following departments for their excellent safety record which had been reached in late February:

Power House Dept.—1,114 accident free days.

Loading Shed Dept.—1,010 accident free days.

Machine Shop Dept.—3,124 accident free days.

Mill Boom Dept.—4,111 accident free days.

Operating Millwrights—1,560 accident free days.

Accompanying photo shows Mill Boom Crew with safety reminder board. We regret space does not allow showing of other groups.

### NANAIMO AND POWELL RIVER IN HOCKEY PLAYOFFS

By the time this issue is off the press, an intermediate hockey team from either Nanaimo or Powell River will meet the Interior winners for the British Columbia championships. Both have played spectacular hockey, with Nanaimo winning the Island Cup and Powell River taking the Mainland championship.

Early in March the Powell River hockey public was privileged to see the Japanese National Hockey team in action. The team, which will represent Japan in the next Olympics, included Powell River in their B.C. itinerary. While defeated by the

strong local team, the Japanese showed great improvement over their visit two years ago. They are short in size and weight but long on speed and agility.

An interesting comment from the visitors was the difficulty they encounter in training. The only available practice times on Tokyo rinks are between 5-6 a.m. and after 11 p.m.

If these conditions held in Canada we wouldn't enjoy much hockey!

### MR. E. G. SHORTER MEETS 25 YEAR CLUB MEMBERS

Powell River Division held its annual presentation banquet on March 3 for 27 incoming members of the "25 Year Club" who, in 1961, had completed a quarter of a century of consecutive service with the Company.

The presentations were made by Mr. E. G. Shorter, President, MacMillan, Bloedel and Powell River Limited. In his address, Mr. Shorter reviewed the wide spread operations of the Company in all production areas. He emphasized the increasing competition from foreign producers of forest products and the necessity of decreasing costs by improved efficiency, and of increasing quality of all products.

Mr. Shorter spoke of the influence that long service employees, with their experience and understanding could exercise on maintaining production at high levels and imparting their acquired skills and safety practices to new employees.

Mr. R. L. "Bob" Fraser, recently appointed Divisional Manager, acted as chairman.

"25 Year Club" group. Back row, left to right: E. G. Shorter, L. J. Rice, A. Dodsworth, R. T. Hopkins, G. S. Robertson, D. E. McKnight, H. B. Urquhart, G. T. Harper, C. R. Peel, Wm. M. Wright, B. W. MacDonald. Middle row, left to right: R. E. Miller, G. R. C. Stanley, Wm. McCartney, J. G. Mowbray, W. J. Hopkins, W. E. Schad, H. H. Pirie, A. B. Whitson, R. L. Fraser. Front row, left to right: A. Young, H. C. Carruthers, T. C. Powell, R. A. Bridge, G. F. Leach, E. M. Cecconi, R. Cofield, S. R. Blanchard.





# This is Canada

*Part 3*

## **MOTOR VEHICLES**

Motor registrations in Canada continue to increase year by year. By 1961, approximately 5½ million vehicles of all kinds were recorded. Of that total, 4 million were for passenger cars—one for every 4.4 of population.

As might be expected, Ontario leads with over 2 million cars of all kinds. Quebec is second with 1,100,000, and British Columbia in third place with nearly 600,000. Our province (B.C.) collects annually in licences and motor fuel taxes about \$45 million.

## **CIVIL AVIATION**

Canada's aviation history dates back to 1909. It is of particular interest to record that the first aviation flight by a British subject in the British Empire was made by a Canadian, Jack McCurdy (later Hon. J. A. D. McCurdy, former Lieut.-Governor of Nova Scotia) who flew his "Silver Dart" at Baddeck, N.S.

At the end of 1960, Trans-Canada Air Lines fleet consisted of 7 DC 8's, 49 Viscounts, 12 Super Constellations, 21 North Stars, 7 DC 3's and 2 Vanguards. Twenty-one more Vanguards and 4 DC 8's were ordered for 1961. In the past year emphasis has been placed on all turbine-powered craft, with jet service to the East and Europe. The huge passenger jets are now popular features of an ever growing fleet.

Canadian Pacific Air Lines, Canada's other major line, had at the end of 1960, 26 aircraft, including 8 Britannia-jet prop liners, and four 159 passenger 600-mile-an-hour jets came into operation in 1961, with five more under option.

In addition to these two major air carriers there

are four domestic lines—Maritime Central Airway Ltd., Quebecan Incorporated, Trans Air Limited (Winnipeg) and Pacific Western in Vancouver.

Pacific Western, well known to officials and employees of MacMillan, Bloedel and Powell River Limited, is one of the largest independent air carriers in Canada. It operates a total of 48 aircraft, ranging from DC 4's, Super C 46's and DC 3's on mainland services. Otters, Beavers and Cessnas operate on charter and freight service.

In addition to domestic carriers, there are 18 Commonwealth and foreign lines holding valid Canadian operating certificates. These include BOAC, Pan American, Qantas, Trans World, United, Air France, Lufthansa German Airlines, Royal Dutch Airlines (K.L.M.), Alitalia Airlines (operating between Rome, Milan and Montreal), Sabina Belgium Air Lines (Brussels-Montreal), etc.

## **RAILWAYS**

Canada's three principal railroad companies are Canadian National, Canadian Pacific and Pacific Great Eastern. The total number of locomotives in service on all Canadian railways numbers between approximately 4,500 and 5,000, of which less than 1,000 are coal burning, 3,700 diesel, 370 oil burning and about 50 electrical trains. The big change in the past decade has been the switch to diesel-driven engines. In 1950 diesel electric locomotives numbered only 574. Coal burners have decreased from 3,553 in 1950 to the above figure of less than 1,000.

B.C. residents will note with interest that the Pacific Great Eastern was the first railway on the continent to be entirely operated by means of radio communication.



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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **January - February, 1962**

SUBJECT: **The Changing Tides of Trade**

The tides of economic change which are spreading about the world are now lapping on North American shores.

Developments abroad, and their own recognition that static economies and trade policies can only lead to business and general national stagnation, are compelling Canada and the United States to prepare for bold changes in their foreign trade policies.

The United States is showing imaginative initiative in preparing to negotiate new trading arrangements with the European Common Market. Canada, too, is carefully examining its position, and seeking new courses of action to meet, and be in step, with change.

Closer trading ties between our two countries will be one inevitable result. The evidence of this trend is rapidly accumulating.

Canada and the United States have already achieved agreement on one round of mutual tariff reductions, and other rounds will follow.

Secondly, there has been a revival of discussion about the pros and cons of even closer economic co-operation—limited free trade and even free trade between the two countries. The latter, of course, would involve something of a North American "Common Market".

Such a dramatic and far-reaching proposal as free trade is a subject the merits or disadvantages of which only time, study, discussion, national policies and future economic developments will reveal, but the fact that it has become a focal point of public discussion of late is a measure of the critical nature of the times.

Economic isolation, in a world of drastically shifting trade patterns, would appear to be a policy which can germinate only national atrophy.

On the other hand, what appears to be good for Europe and other areas of the world may not necessarily be good for North America.

Forgetting for the moment what the distant future might hold for North America, the present trend is a sound and gratifying one—for few would deny that freer trade is ultimately in the best interests of all nations.

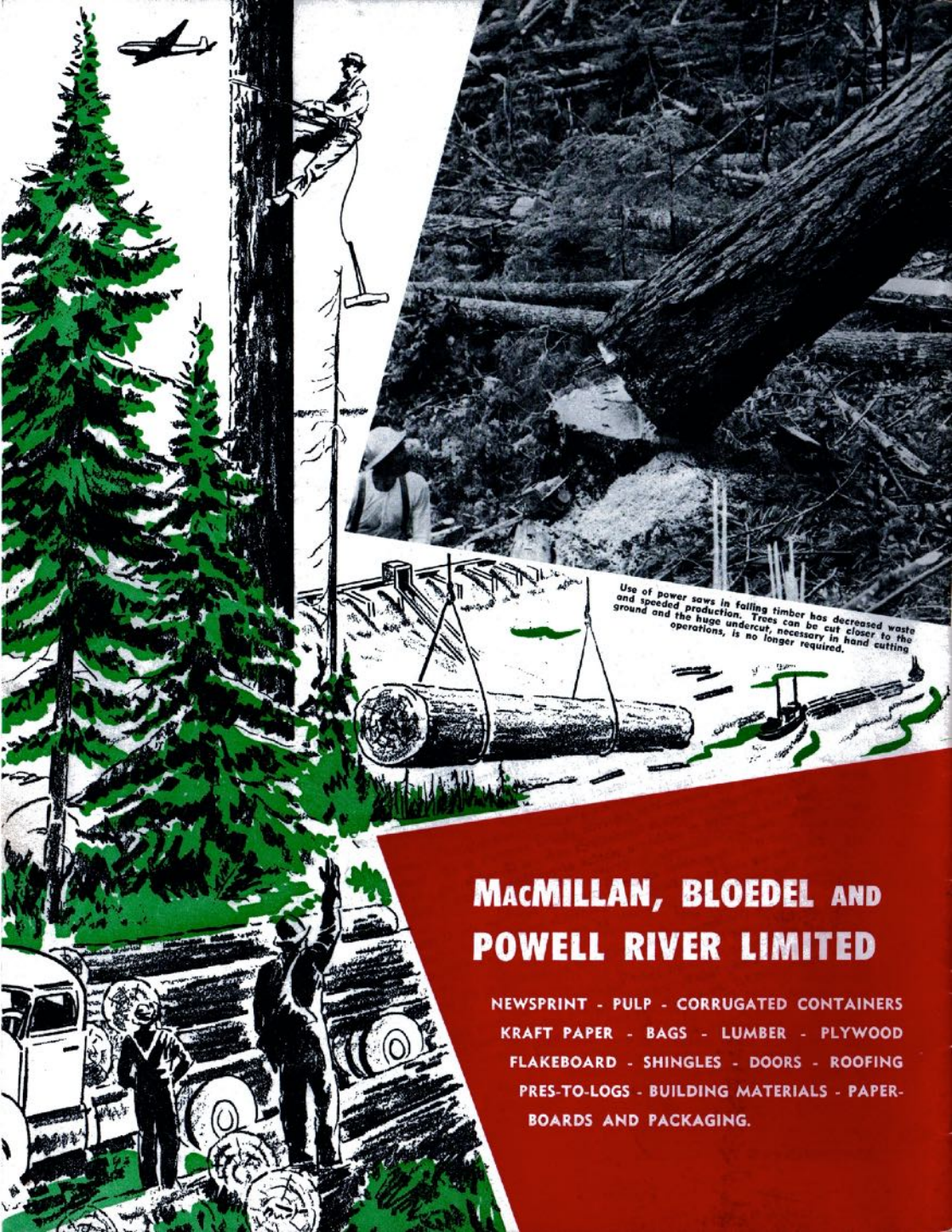
Probably too few in Canada are aware—and certainly the majority of our American friends are not aware—that the crux of this country's foreign trade and balance of payments problems concern our dealings with the United States. In most recent years we have managed to achieve a surplus of merchandise exports over imports with all other countries, collectively.

But it is the massive excess of goods we buy from the United States over the goods we are able to sell them—plus a similarly massive overall imbalance of payments with that country—that gives root to many ailments.

Thus any developments which enable us to sell more to the United States are of the greatest benefit to this country.

The current steps toward tariff reduction and freer trade between Canada and the United States may help toward correcting this imbalance—and provide, as a bonus, new opportunities for the exporters of both countries.





Use of power saws in felling timber has decreased waste and speeded production. Trees can be cut closer to the ground and the huge undercut, necessary in hand cutting operations, is no longer required.

## MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

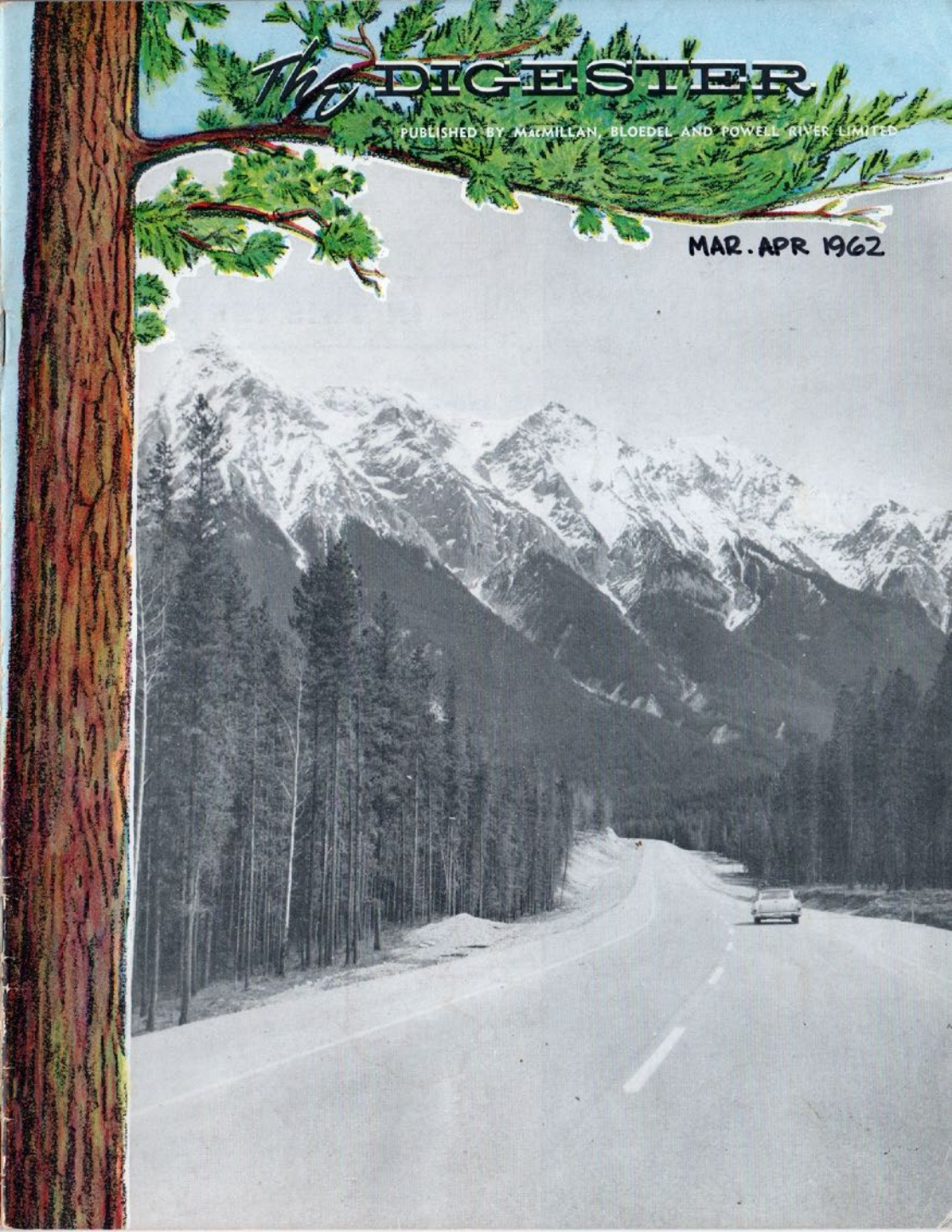
NEWSPRINT - PULP - CORRUGATED CONTAINERS  
KRAFT PAPER - BAGS - LUMBER - PLYWOOD  
FLAKEBOARD - SHINGLES - DOORS - ROOFING  
PRES-TO-LOGS - BUILDING MATERIALS - PAPER-  
BOARDS AND PACKAGING.



# The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

MAR. APR 1962



Vol. 38, No. 2

March - April, 1962

## 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

### COVER

Typical of the rugged grandeur seen along the many fine roads recently opened in B.C. is this scenic view of the highway through Yoho National Park in southeastern British Columbia.

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Board Chairman  
The Honourable J. V. Clyne

Outlook for 1962 "Encouraging" as

## CHAIRMAN PRESENTS ANNUAL REPORT TO SHAREHOLDERS

### HIGHLIGHTS OF REPORT

	1961	1960
Gross Income . . . . .	\$315,323,217	\$305,291,437
Net Earnings . . . . .	27,395,968	24,575,651
Earned Per Share . . . . .	1.32	1.18
Dividends Paid Per Share . . . . .	.75	.75
Working Capital . . . . .	81,170,342	67,848,166
Capital Expenditures . . . . .	18,613,028	16,781,622

**A** MORE favourable foreign exchange rate, coupled with an aggressive sales effort and steady cost reduction resulted in an increase in net earnings over 1960.

This was among the main features of Board Chairman, The Honourable J. V. Clyne's report to the Annual General Meeting of Shareholders on April 18.

In a comprehensive review of the year's operations, the Chairman emphasized that while general business conditions in both Canada and the United States had "shown improvement over a broad front", this trend had not extended to the forest and building products industry up to the end of the year.

The first three months of 1962 had seen an improvement and Mr. Clyne described the outlook for 1962 as "encouraging".

In pointing to the improved working capital position the Chairman stated that the Company in 1962 would pay out \$35 million in capital expenditures—and because of this strong financial position no borrowing or public financing would be necessary to meet these commitments.

#### Improved Operating Efficiency

"Throughout the Company wherever operating units were found unprofitable or redundant, they were shut down—and this I am pleased to say, without increasing the unemployment figure in the province. Every effort was made to locate jobs in other sections of the Company for those laid off by closure. Actually, the number of people

employed by the Company increased by nearly 200 over the previous year."

#### Expansion and Modernization

1. The \$23 million newsprint expansion at Port Alberni is well under way, and we expect that the new machine will be in operation by April next year, increasing our annual newsprint capacity by 140,000 tons.
2. The \$38 million pulp expansion at the Harmac plant is being pressed forward as rapidly as possible.
3. Modernization of plant and installations designed to improve product quality are under way at Powell River. Several machines are being utilized to produce specialty products.
4. Continued capital expenditures on new and latest logging equipment are being carried on.
5. Involving a capital expenditure of \$800,000, the Haida Carrier, the latest design in self-dumping and self-loading log barges, was launched in the summer of 1961.

"It may seem to some of you that it is a little curious, in the light of what you may have read in the press about over-capacity in pulp and newsprint production, that we should be expanding in these directions. However, we know what our existing customers need and it is to meet their needs that we must increase our production. The flow of newsprint orders throughout the year is never steady and we must maintain sufficient capacity to be able to meet the peaks of demand

(Continued on Next Page)

in the interest of the publishers who buy from us, even though that capacity is not in continuous use throughout the year. As far as pulp is concerned we are confident that we will need all the new capacity at Harmac when it comes into operation in 1964, not only to satisfy the demands of our customers in various parts of the world, but also to meet our own requirements."

#### New Tax Allowances

The Chairman mentioned recent announcements by the Federal Government which he considered would benefit the forest industry of British Columbia. Among them were the allowance for the Logging Tax, tax allowance for increased sales and the additional allowance for industrial research. These incentives, where applicable, should assist the forest industry to expand sales, develop long range research and development plans.

"The forest industry in British Columbia for some years has been conducting negotiations with the Government of Canada and the Government of the Province of British Columbia for the removal of the Logging Tax on the grounds that it constituted double taxation. Both Governments were favourably inclined to the view that the tax should be offset against income tax imposed by the Federal and Provincial Governments, but were unable to agree upon the proportion of loss of tax revenue which each Government should bear. It now appears that the Federal Government proposes, irrespective of Provincial agreement, to grant two-thirds tax offset without any reservations. This intended abatement by the Federal Government is

most constructive in partly alleviating the harmfulness of double taxation."

In his concluding remarks, Mr. Clyne emphasized that Canada in general and our Company in particular, must in the face of expanding competition and new trade alignments be able to seize every opportunity and explore every market to maintain its place in the world's trading community.

#### Summary

"Economists differ in regard to what may lie before us in the latter part of 1962 in view of the many imponderables with which we are faced. A different world may be slowly evolving with the Common Market in Europe on the one hand and the bold plan of President Kennedy for a general reduction of tariffs on the other. Where Canada stands will depend to a large extent on the imagination and enterprise of its people, guided by wise statesmanship of its Government. One thing is certain, however, and that is that this Company will do its utmost to participate to the full in the export trade upon which this country so much depends.

It has been said that in these most competitive times Canadian industry must apply itself to the development of trade with renewed vigour, it must seize all opportunities, and it must keep up to date with technological advances. We accept these precepts, and for ourselves must add a fourth—we must put our raw material to the greatest possible use. We have followed these guiding rules in the past, and shall continue to do so in the future."

## Harmac Expansion off to Quick Start Alberni Project on Final Lap

CONSTRUCTION and installations in connection with the new paper machine at Alberni are in the final lap and the production target date of April, 1963, should be met without difficulty. In contrast to six months ago, most of the buildings are in the final stages of construction awaiting the installation of machinery.

1. **Steam Plant:** The power generation building for the new steam plant has been constructed and the new boiler is already half installed. The turbine is due for delivery early in June and laying of pipe, etc., is well ahead of schedule.
2. **Groundwood:** The groundwood building has been completed and installation of equipment is proceeding steadily. The six Waterous Great Northern grinders are being set in; these grinders will use a standard 48" block.
3. **Machine Room:** The concrete work is well over 90 per cent completed. The paper machine equipment is arriving and installation will probably start in June.

During the shut down over the Easter period a big cut-over was accomplished in the electrical

system. To supply power for the new expansion a large number of circuit breakers, new cables, transformers, etc., were cut in without interfering with normal operations.

#### Harmac

Following the Chairman's announcement of an approximate \$38 million expansion at the Harmac plant, work was immediately started on site preparation and foundations.

1. Construction crews have removed 140,000 yards of rock to provide the necessary space for forthcoming installations. Additional clearing work is proceeding.
2. Work has started on warehouse, mill shop, and mill store extensions. The contract for the wharf extension has been awarded and work is under way.
3. Boiler for burning of black liquor from sulphate pulp has been purchased. This modern installation will greatly increase efficiency by using formerly waste material to generate steam.

In summary, the Alberni project is now two-thirds completed, and the Harmac expansion is moving quickly ahead.



# Beautiful BRITISH COLUMBIA

FOR several years the British Columbia Government, through its Department of Recreation and Conservation, has been publishing a magazine called "Beautiful British Columbia". Now entering its fourth year, the publication is issued quarterly with all reproductions in full colour. In its short life it has already proved an excellent showcase for British Columbia; and in colour, variety and subject interest resembles "Arizona Highways" published by the State of Arizona.

The 1962 Summer issue just published covers a wide range of areas and events. It tells of White Rock on picturesque Semiahmoo Bay on Washington's northern border, the Summer Harvest of fruits and vegetables throughout the picturesque Fraser Valley and Okanagan, the spectacular Rogers Pass from Revelstoke to Golden, and B.C.'s Logging Industry. Beautifully illustrated articles describe the Mission City Soap Box Derby, July 1, Kamloops' Indian Days, June 14, 15 and 16, the Kelowna Regatta, August 8, 9, 10 and 11, All Sooke Day, near Victoria, July 21, featuring colourful loggers' sports.



Issued to publicize British Columbia, the book, sold on newsstands at fifty cents a copy, has built up a tremendous circulation. Subscriptions are available by writing to: Beautiful British Columbia Magazine, Parliament Buildings, Victoria, B.C. Copies will be mailed anywhere in the world.

To those planning on visiting B.C., we recommend it as a pleasurable must. Even if you aren't coming our way this year, we are sure you will enjoy reading about our Province and seeing the many dramatic photographs of our picturesque scenery—and you may even change your mind. To the many visitors to Seattle's World's Fair, a copy of the magazine will be particularly appealing as a further reason for crossing the border into British Columbia.

As the publication states at the end of its opening article—B.C.ing you!

Rogers Pass Road, Revelstoke to Golden, part of Trans-Canada Highway, during black-topping. Road passes through some of the most spectacular scenery on the continent. This illustration is typical of photos carried in full colour in "Beautiful British Columbia".





One of the world's most highly industrialized waterways is London's famous Thames River. For more detailed description see opposite page.

## HARMAC AND ALBERNI PULPS DISCHARGED THROUGH HISTORIC LONDON DOCKS

### Editor's Note:

*Through the courtesy and co-operation of Price & Pierce Ltd., we are privileged to show in the accompanying outline, illustrations of our Harmac bleached pulp and Alberni unbleached pulp being discharged in London's historic Surrey dock on the Thames.*

ON MARCH 13, S.S. "Haldor Virik", under charter to the Canadian Transport Company, shipping subsidiary of MacMillan, Bloedel and Powell River Limited, sailed into London's famous Surrey dock. In her hold were 1,850 tons of pulp from our Harmac and Alberni mills consigned to United Kingdom customers.

Practically all wood pulp consigned for any of London's docks is discharged from ship to barges lying alongside. The Surrey Commercial Docks are the principal receivers of lumber and wood pulp cargoes; and these are located, as our first illustration shows, a short distance from the Tower Bridge.



## LOOKING ALONG THE THAMES FROM TOWER BRIDGE

For readers' guidance the Tower of London can be easily identified in the bottom left-hand corner of the picture on the opposite page and just above it are some smaller docks called Eastern and Western Docks which come under the general group title of St. Catherine Docks. Beyond the Surrey Commercial Docks where the river turns sharply to the right can be seen the West India group and beyond that where the river turns again sharply right, i.e., in the distance on the photo, can be seen the Royal group of docks. The photograph shows how the river at these points twists and turns—it was taken looking down from the city towards the estuary.

The Thames in this area is the centre of London's teeming commercial docks, where cargoes from all corners of the seven seas are discharged. Here are the Eastern and Western Docks; and at the turn of the river the famous West India group; around the next bend the Royal group of docks.

The "Haldor Virik" shipment provides a typical example of how our pulp is distributed to various customers after leaving the ship's hold. A considerable portion of this shipment was consigned to Watford. In this instance the pulp was slung overboard to barges, and carried up the river a few miles to Blackfriars, in the heart of the city. Here the cargo was transferred to the wharf and picked up by lorries which completed the journey to Watford—a distance of about 20 miles. A lorry load consists of around 15 tons and buyers can carry in close to 200 tons a day by this method.

Another receiver of our pulp was located in Aylesford. This shipment involved over 800 tons and was hauled by barge to Sheerness—and thence along the river Medway to its destination. This was an all water carry, involving a 6½-hour haul—dependent on normal tide conditions.

A third customer's plant was at High Wycombe, and their method is by barge up river to Brentford and from here to High Wycombe by lorry—a 30 mile jaunt.

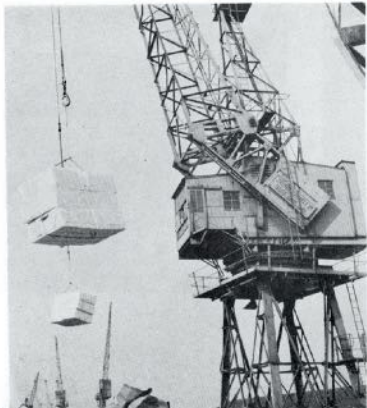
In general these are typical of shipments entering United Kingdom ports—a straight water haul or a combined barge and lorry trip.

Unloading from hold to barges is carried on simultaneously from port and starboard sides. Several barges usually line up side by side between the rail and quayside. Large and modern cranes are standard dock equipment in this busiest of world ports. An average of six bales are unloaded in each sling.

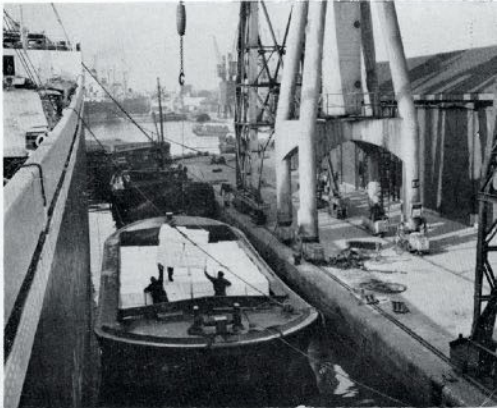
The high grade bleached and unbleached pulp from Harmac and Albemarle have been consistently in strong demand by continental and American consumers.

Both plants are highly modern—and have produced a standard of sulphate pulp unsurpassed in the industry. Today, the Harmac plant, near Nanaimo, after a decade and a half of operation is expanding output to meet present and future demands for its products.

Cranes side by side discharge six pulp bales in each sling.



Cranes drop bales to barges for journey along the river to destination.



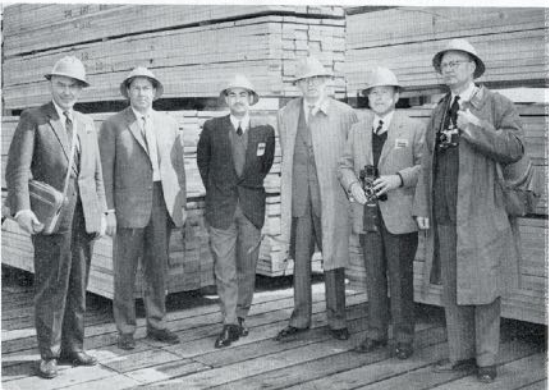


Section of the E.C.M. timber delegation along with forest industry and government representatives photographed en route to Vancouver after tour of Vancouver Island lumber, plywood and logging operations.



Another section embarking from Vancouver Island.

At MacMillan, Bloedel and Powell River's Somass sawmill on Vancouver Island, Netherlands group inspects package lumber piles. Left to right: Dr. J. W. Bakker, A. Q. C. Visser, J. W. de Bruyn Kops, H. J. Scholten, M. Elion, E. J. Heidema.



### *Guests of B.C. Government*

## European Common Delegation

FOR three weeks in May the Government of British Columbia played hosts to a distinguished group of European visitors. The guests were thirty-three members of the European Common Market timber delegation, who were touring the forest products industries of B.C. at the invitation of the Provincial Government.

Representing five European nations — The Netherlands, Belgium, Germany, France and Italy, the delegates were largely plywood and lumber importers or closely connected with the wood using industries in their respective countries.

The party spent nearly two weeks on Vancouver Island and the Lower Mainland, in which time they visited practically every forest products company in the area. MacMillan, Bloedel and Powell River were privileged in having several groups inspect all our main plants; and to act as hosts to the delegates during this section of the tour. Leading Company officials and sales executives assisted in arranging the visitors' itinerary and accompanied them on plant tours.

On Vancouver Island one or other of the visiting groups inspected our Alberni Plywood operation and the Alberni Pacific, Somass and Chemainus lumber divisions. The mainland tours included Red Band cedar shingle and Vancouver Plywood operations and the Canadian White Pine and New Westminster lumber divisions. The Harmac pulp mill and Powell River pulp and newsprint operations were included in the extensive and all embracing inspection trips; along with logging camps at Sprout Lake, Copper Canyon and Nanaimo River.

All visiting groups complimented the Government and industrial representatives for the efficient



and well planned arrangements and organization of the tour. To many this was their first trip to western Canada.

With world trade problems under wide study and discussion, the initiative of the provincial government in sponsoring this tour "to encourage an interest in and a more personal knowledge of British Columbia softwoods," was praised both by forest industry representatives and the visiting delegation.

The visitors were guests of the B.C. Government in Victoria at a banquet attended by Prime Minister W. A. C. Bennett; the Hon. R. W. Bonner, Attorney-General and Minister of Industrial Development, Trade and Commerce; the Hon. R. G. Williston, Minister of Lands and Forests; and other Cabinet Members, and representatives of the forest industry.

Like all visitors to B.C., the party, in their few relaxed hours were interested in fishing; and Dr. Bakker of The Netherlands, leader of the delegation, aroused some envy among his confreres by safely hooking and landing a respectable six-pound

## Market Timber Visits B.C.

salmon—which he immediately packed in ice and shipped back to Holland.

Following tours of Vancouver Island and the Lower Mainland, the delegation spent several days looking over sawmills and logging operations in the interior of British Columbia.

Overall, everyone agreed that the tour was successful in bringing together an important segment of the world's exporters and importers of wood products; and providing each with an opportunity to discuss problems and explore possibilities of mutually satisfactory trade contacts.

Ready to cross the Gulf of Georgia to Vancouver. Left to right: Gioacchino Rosa Rosa (Italy), G. D. Eccott (Vice-President, M.B. & P.R.), Berty Charles (France), Paul Mille (France), Adolph De Coene (Belgium), Dr. Herbert Friedrichs (Germany), Dr. Armando Gardino (Italy), W. Eschenburg (Germany).



MARCH - APRIL, 1962



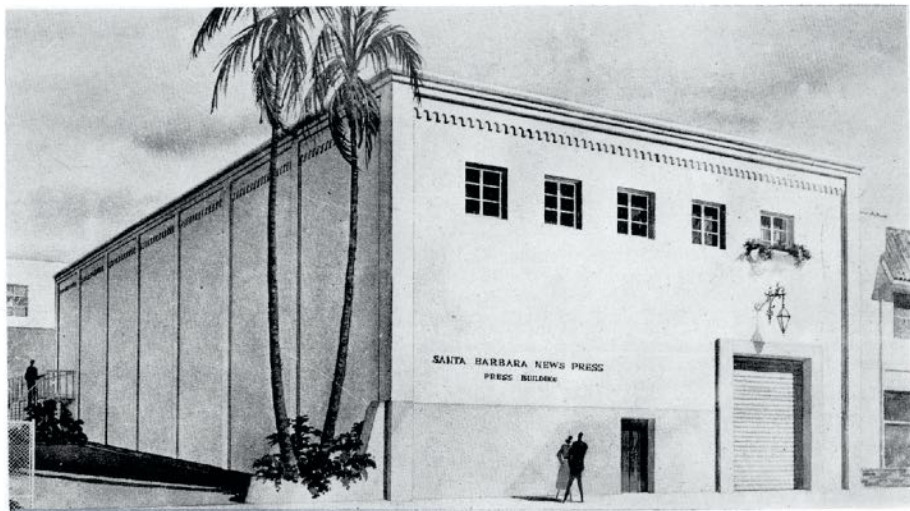
Everybody smiling. Company Vice-Chairman Ralph M. Shaw (centre) and Vice-President C. Crispin (right) join Dave Lane, Vice-President, Lumber & Plywood Association (left), and Mr. A. Q. C. Visser of the Netherlands delegation in discussing "mutual problems".



Studying area and plant locations on a Vancouver Island wharf. Left to right: Jean Collardet (France), Harold Daag (M.B. & P.R.), J. M. Macquart (France), J. S. Johansson (M.B. & P.R.), Dr. J. W. Bakker (Netherlands), Ken McIntyre (M.B. & P.R.)

Dr. J. W. Bakker of The Netherlands was one of the few visitors to catch a real British Columbia salmon. In recognition, the hotel staff prepared a specially dressed salmon in honor of the occasion. (Dr. Bakker's six-pounder had already been shipped back to Holland).





Architect's sketch of the new production building added recently to the Santa Barbara News-Press. The building houses a modern mechanized mail room, paper storage space and mechanical department offices in addition to the new Goss Headliner Mark II six unit Press.

New Goss Press, Major Unit in  
\$1,200,000 Expansion Program of

## SANTA BARBARA NEWS-PRESS

SANTA BARBARA News-Press in Santa Barbara, California, has just recently completed a \$1,200,000 expansion program involving construction of a new addition to the plant to house a modern mechanized mail room, offices, paper storage and the key unit in the program, a new Goss Headliner Mark II press.

Long prominent in the southern California publishing field, the News-Press history as a daily paper goes back to 1872, establishing the claim of the oldest daily newspaper in southern California.

In 1855, just five years after the Americanization of California, the Messrs. Hubbard and Keep began publishing the Santa Barbara Gazette, a small size, four page paper with one page in Spanish. This was Santa Barbara's first newspaper.

The thread of Santa Barbara's newspaper publications was picked up in 1863 by The Post. In 1869, J. A. Johnson changed the name of The Post to The Press; and brought it out as a daily in 1872.

Two years later, Al Pettygrove and company started the Daily News, which subsequently merged with the Daily Press, a morning paper.

In 1876, Harrison Gray Otis, later famous as the General Otis who built the Los Angeles Times to national prominence, assumed editorial charge of the Morning Press.

Other papers came and went in Santa Barbara . . . such as the Times, the Index, the Daily Republican and the Democrat . . . but only the latter exerted a strong influence on present-day journalism in Santa Barbara. In 1886 the Democrat became the Independent which was taken over by Thomas More Storke on January 1, 1901. His competitors were the Morning Press and a new version of the Daily News.

In 1913, Mr. Storke purchased the Daily News and the two papers were consolidated into the Daily News and Independent. This consolidation left the community with but two papers, the Daily News and the Morning Press. These papers are today published daily and Sunday, by the News-Press Publishing Company as the Santa Barbara News-Press.

Mr. Storke, a young 85 years of age, continues to direct the daily affairs of his newspaper as Editor and Publisher. At the age of 24 he borrowed





J. M. Storke

\$2,000 in 1901 to buy the Santa Barbara Independent, along with a partner, Mr. A. S. Peterson. At that time, circulation was 200 and today is 35,000.

He is known as "T.M." to his staff, many of whom have been with him over twenty-five years. He has held many positions in public life having served as Postmaster for Santa Barbara in the 20's, U.S. Senator for California in the 30's, on the California Crime Commission in the 40's and on the Board of Regents of the University of California.

He was recently presented with the Nieman Foundation Lauterbach Award for 1961 for "out-



Bert D. Lane

standing journalistic work in the field of civil liberties." Time Magazine on this occasion referred to him as "a benevolent lion."

Mr. Storke is on the job every day and his door is always open to members of the community to discuss matters of interest to the paper and the public it serves.

General Manager and Assistant Publisher of the News-Press is Bert D. Lane who is now in his 41st year with the paper. Mr. Lane started his newspaper career in Mason City, Iowa, but this was interrupted by World War I. He returned to the newspaper field shortly after the war, with the Pensacola (Florida) Journal, and in 1921, he moved to Santa Barbara to join the News-Press.

He too, has been active in public life being past president of the Kiwanis Club and on the boards

of the Convention Bureau, the Chamber of Commerce and the Salvation Army.

Mr. Lane played a large part in the recent expansion program. He travelled thousands of miles talking to other publishers and looking over modern press installations throughout the nation. The new building and press are the result of the information he gathered.

The new press has a 96-page capacity and is capable of producing 70,000 papers per hour with a wide color flexibility. Dedication ceremonies were held on Sunday, April 15, and a special edition was issued that day commemorating the occasion. The plant was open to the public in the afternoon, with city and country officials and other dignitaries present. A special souvenir booklet was given to all visitors.

## **T. L. (Terry) Hollern Appointed a Vice-President of Powell River - Alberni Sales Corporation**



Terry Hollern

**I**N JANUARY, 1962, Powell River-Alberni Sales Corporation announced the appointment of Mr. T. L. Hollern as a Vice-President of the Corporation. "Terry", as he is known to all his friends and associates in the publishing field, will continue to work out of the Pasadena office where he has been located since October, 1953.

His newspaper sales activities have taken him to every county of southern California and the adjacent state of Arizona, where his friendly manner and ready smile have won him a host of friends in the newspaper publishing industry.

Prior to entering the newspaper sales field, Terry spent a year and a half in the mill at Powell River which gave him an excellent background in the manufacture of newsprint. Following this, he moved to Chicago as representative for the Corporation in pulp sales throughout the mid-West, spending four and a half years in the area before moving to the Pasadena office.

Terry and his charming wife Barbara have a family of three fine boys, Terry, Jr., 17, John, 15, and Peter, 12.



Vancouver's skyline by night, as seen from Stanley Park across Burrard Inlet.



Beautiful Beacon Hill Park, Victoria.



Along picturesque Squamish Road.

AS THE chill-tinged winds of April and early May yield to the warm, cheering rays of mid-June, the influx of visitors to Seattle's World's Fair continues to expand.

This is good news. First, because Seattle's Century 21 Exposition is a spectacular exhibition and a credit to the imagination and energy of its sponsors, designers and workers.



Aerial view of downtown Vancouver with No



## BRITISH COLUMBIA WELCOMES WORLD FAIR

Secondly, it is good news to the people of Vancouver and British Columbia. There is little doubt that tens of thousands of Americans, particularly from the far south, mid and eastern States will want "to see Canada" for the first time. We have found this reaction to be prevalent throughout southern California and even Mexico.

The city of Vancouver is only three hours drive from Seattle—and less than an hour from the American border. Excellent arterial routes lead direct from the border, and the new Deas Island tunnel carrying the traveller under the waters of the Fraser River with its connecting freeways has cut travelling time to a minimum.

Many visitors, especially from mid-west or interior states, may prefer the triangle ferry runs between Seattle, Vancouver and Victoria. These spacious car ferries, with every convenience and comfort will sail you through the unsurpassed scenery of blue waters and forest-clad islands of the Gulf of Georgia.

Beautiful and restful Vancouver Island with the charm and tradition of Victoria as a focal point—





North Shore Mountains in the background.

# BRITISH COLUMBIA S AIR VISITORS



and with first class highways along the east coast will be a source of unique attraction in natural beauty and industrial growth.

It is not our intention in this brief article to attempt to deliver a Chamber of Commerce "pitch" on the many attractions of Vancouver and British Columbia. But we believe in all sincerity that thousands of American visitors, making their first trip to the Pacific northwest will take advantage of this opportunity to cross the International Border into British Columbia.

And just as sincerely we are certain they will find the trip as interesting and attractive as any on the continent. The natural beauty of Vancouver's land-locked harbor, guarded by the snow tipped peaks of the Coast Range is world-famous. The newly opened scenic route up the coast to Squamish presents a breath taking panorama of visual pleasure. The well paved, gently curved arterial highways leading through the fruit orchards of the Okanagan and the cattle ranges of the historic Cariboo lead direct from Vancouver.

First class hotel and motel accommodation are



Typical Vancouver Island highway.



Vancouver's lovely Stanley Park can be seen in the background.



Victoria's famous Inner Harbour with Empress Hotel (left centre).

available. Vancouver's cuisine compares with the best on the continent. Golf, boating, swimming, and fishing are at your front door, and friendly people, anxious to please and proud of what they have to offer, will make you welcome.

Enjoy the spectacular Seattle pageant—and before returning, take a trip across the border and say hello to the folks in British Columbia.

# London Bridge Didn't Fall Down!

## Stout Elm Timbers Buttressed Famous Structure for Nearly 800 Years



**T**HE durability of wood in many and varied facets of our developing civilization has been emphasized at frequent intervals in these pages.

A further and dramatic example is furnished by the picture above of a section of piling from London Bridge, which braved the historic waters of the Thames for nearly 800 years.

This sample, presented to Mr. H. R. MacMillan in 1937, was from the original structure built in 1176. Today, it is an object of interest and fascination to the many visitors and business men who call in at MacMillan, Bloedel and Powell River head office in Vancouver.

The preserved specimen certainly shows some signs of the wear and tear of the centuries, but probably less than the modern ruins of cathedrals and public edifices built centuries later by the best craftsmen of the day.

A great deal of water has passed under London Bridge over these seven-and-a-half centuries. Richard the Lion Heart had not yet ascended the British throne, and the great battles in the Holy Land between Richard and Saladin were more than

a decade ahead. Robin Hood and his merry men had not yet been banished to Sherwood Forest.

The ravaging incursions of Edward I over the Scottish border were still in the future; and the Scots' revenge at Bannockburn would have to wait nearly a century and a half. The Black Prince would not win his spurs at Cressy for nearly 200 years.

As the waters of the Thames flowed steadily on through the centuries and the stout timber held its place, the Reformation had come and gone; Columbus had discovered America; Joan of Arc had been burned at the stake; Shakespeare, Marlowe and Fletcher had departed leaving immortality in their wake; the glory of Queen Bess and her great Captains — Drake, Hawkins, Frobisher, Raleigh, Effingham — had receded into the mists of the past; and the King James Bible had become a guide post of the Christian world.

The train bands of London were passing and repassing over the bridge as Charles I faced the executioner's axe and Cromwell and his Roundheads replaced for the first and only time, the monarchy in the British Isles.

The river tides ebbed and flowed through the centuries and London Bridge, firm and unshakable, watched them pass. The first of the German Georges left Hanover for England. Addison and Steele, Swift and Johnson, Dryden, Pope, the immortal bard Robbie Burns, Byron, Shelley, all made their entrances and exits. Wolfe sailed up the St. Lawrence, Clive and Hastings brought India to the British Empire. The red coats of George III were overwhelmed in the forests and swamps of the New World; the French Revolution and Napoleon moved swiftly along the trail of history.

In the 19th and 20th centuries as the traffic on the old bridge expanded — the Great Reform Bill was passed; Turkey's hold on the Balkans and Europe was broken; and Germany and Bismarck jacked booted on to the stage. The Russian Revolution shook the foundations of society and its aftermath is still felt among the nations of the world. Hitler marched into the Rhineland — a move that may have helped to weaken the physical and moral fabric of the original bridge foundations!

Howbeit, the historic timber now preserved in our Company office was finally removed in 1937 — a tribute to the durability and influence of wood in the advance of world civilization.



# BUSINESS

## B.C. economic report bright



By PAT CARNEY

M. H. A. Glover, director of B.C.'s bureau of economics and statistics, says it makes him happy just to look at his report this month on economic conditions in B.C.

talled 528,000 compared with 519,000 in January and 497,000 in February, 1961. Number of unemployed dropped to 53,000 in February compared to 80,000 a year earlier

Board Chairman The Honourable J. V. Clyne presents MacMillan, Bloedel and Powell River Journalistic Award to Pat Carney.



# Pat Carney Wins Company Journalistic Award

### Province Financial Writer Repeats Last Year's Success

THE MacMillan, Bloedel and Powell River Limited annual \$500.00 award for individual achievement in the field of business journalism in British Columbia daily newspapers has been won by Miss Pat Carney of "The Province", Vancouver, B.C., for the second consecutive year.

Announcement of the award was made by Chairman of the Board, The Honourable J. V. Clyne at a social function of the Newsmen's Club of B.C. on Saturday evening, May 12, where Miss Carney was presented with the cheque for \$500.00.

This is the fifth year the award has been made by the Company. The Committee of Judges for the current award was composed of Dr. Norman MacKenzie, President of the University of B.C., Dean G. Neil Perry of U.B.C.'s Faculty of Commerce and Business Administration, and Mr. George

O. Vale, retired Manager of The Royal Trust Company, Vancouver.

Miss Carney's winning entry was a series of six articles outlining the views of leading industrialists on the subject of economic planning as a solution to Canadian economic problems. She won the award last year for a series of articles on B.C. resource industries.

Judging of the annual award is based on promotion of public understanding or enlightenment on questions relating to business, public service, outstanding resourcefulness and initiative and quality of writing.

Miss Carney occupies a unique place in business journalism in Canada. She is one of the very few women who have ever entered this field; and today in her own right, she ranks high in her profession.

Thorough in her research and with an intuitive sense of what makes business news, she has attracted a wide circle of readers to her daily column.

The Digester joins in congratulating Miss Carney on her successful entry.

With Temperatures at 30 Below Zero  
SYLVAPLY Made It Possible

## Six Men Built an Airport Terminal In Four Days



Laying floor panels on joists set right on ground. Interior skin is  $\frac{3}{8}$ " Sylvaply Select sheathing grade, exterior skin  $\frac{5}{16}$ " Sylvaply Staincote sheathing. Framing: 2"x4" western red cedar.



Wall panels almost completed. Interior skin:  $\frac{3}{8}$ " G1S Sylvaply; Exterior:  $\frac{1}{4}$ " G1S Sylvaply. Both surfaces painted before units shipped.

UP IN Canada's northland, a key area in future global strategy, Arctic Units Ltd. of Toronto have the responsibility for the erection of buildings of all types in these vast acreages of open spaces.

Today dotting the nation's northland are over 300 Arctic Units, ranging from the small 6'x6' water level gauging stations and construction shacks to churches, warehouses, nursing stations and scores of similar constructions.

Specialists in their trade, this firm takes everything in its stride. A typical example of a normal problem under weather conditions similar to the Arctic was the building of a temporary airport terminal at Sault Ste. Marie, Ontario. The entire job was completed in four days with a crew of six men, in temperatures averaging around 30° below zero.

Key feature of all Arctic Units is a prefabricated component section employing "Sylvaply" fir plywood panels. Panel sections are joined together by means of a rapid locking system developed by the company specifically to enable them to get the units erected fast in adverse weather conditions, using available unskilled labor if necessary. The locking system is used for all sections of floor, walls and roof. Added advantage of the system is that units are easy to dismantle. This is an important factor in the case, for instance, of construction or mining companies, which may need to abandon one area in favour of another.

Fred S. Lee, P.Eng., President of Arctic Units said that the obvious answer to the many problems encountered in northern construction of buildings



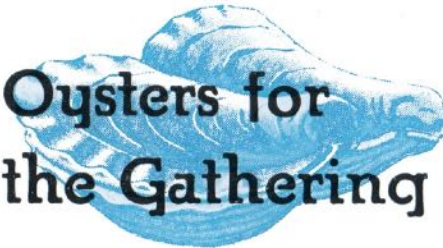
Erection complete. Building is 24'x72' with 8' interior walls. Time: four days. Another five days saw heating installed, floor tile laid, fixtures in, ready for occupancy.

is maximum prefabrication. This transfers the labor from the site to the shop where more efficient working conditions prevail, and production is not hampered by the weather.

Full use can be made of power equipment, jigs, conveyors and other material-handling equipment to reduce costs in the plant. Through mass purchases of material and equipment, the plant enjoys lower prices plus better inspection and control facilities.

Arctic Units Ltd. manufactures several different buildings of standard size and designed for various northern requirements or, as illustrated here, manufactures sections to specifications for a particular building need.





# Oysters for the Gathering

*B.C.'s Lower Mainland Coast  
Abounds in Oysters. They Are  
Yours for the Picking.*

TEN to fifteen years ago oysters were a delectable luxury to the average citizen of British Columbia. There were few oyster beds of any commercial size on the B.C. coast and the oyster gourmet purchased his favourite delicacy whenever he could on the open market.

This situation has been transformed in recent years. A decade or so ago enterprising business optimists brought oyster spat to the east coast of Vancouver Island and certain sections of the lower mainland.

The spat was planted, commercial beds were cultivated and for a while all was well, and a new, possibly spectacular market for this tangy sea food appeared possible.

But alas, the planted oyster beds refused to maintain the status quo. They liked the nomadic life; and aided by the conspiratory tides of the Gulf of Georgia, the oyster spat broke loose from their moorings—and in gleeful abandon swirled merrily along the bays and inlets of the Gulf. These waters, their shores littered with small and large rocks were just the locale the floating seed required for a new anchorage.

Today there are few patches of shoreline along the south coast where oysters are not found in



Typical shore line on B.C. Coast where oysters may be found for the picking. This is at Myrtle Point near Powell River.

quantities. In the Powell River area, the shells are almost at residents' front doors. A few miles northward—along the shores of the mainland and the nearby islands—Hernando, Cortez, Valdez—is a mass of nature spawned oyster beds.

The only obstacle facing residents of these favoured areas is that of gathering and shelling the little fellows. All that is necessary is a bit of enthusiasm, a short trip by boat or road—and in many cases a few hundred yards by foot—a good sized sack and a sharp instrument to pry the oyster from its favourite rock.

A sack full—or two sacks full is no problem. They are there for the asking. You just take them home, open the shell—and voila—there is the oyster.

The opening technique is a bit of a chore to the oyster hungry neophyte who usually ends up wallowing the shells with an axe or some blunt instrument. The method is effective but rather messy and undignified. The confirmed oyster gatherer can open the shells in a trice by an expert twist of a knife at a certain point. His deftness is a joy to watch.

But the oysters are there begging to be plucked, large, rich, luscious, a treat to the discerning palate. On your next trip along the coast or among the islands and fjords of the Georgian Gulf, just help yourself. You can eat them raw (horrors!) on the beach, fill up a sack and take it away, or bring your knife—or axe—and fill up a tin or bottle while you wait.

In the Ragged Islands, famed beauty spot in the Gulf of Georgia, the rocky shores are favourite "hanging on" haunts of the oyster.



Twin Island, Hernando and Cortez Islands all visible in this view are popular oyster points for residents and passing yachts.



## Around Our Communities

### Powell River Division Employee Completes 50 Years Service



Paper Machine Superintendent Bill Reynolds (right) with pioneer employee Courtney Powell.

#### A HALF CENTURY OF CONTINUOUS SERVICE

On April 30 last, Machine Room Shift Foreman Courtney Powell walked through the plant gates at Powell River for the last time.

He had probably walked through the same gates more often than any other employee. On the above date he had completed over 50 years of consecutive service with the Powell River Division—the first employee to attain this status. Even so, he retired five months before his normal superannuation age of 65.

Courtney Powell started work on April 1, 1912, at the age of 15 years. He saw Powell River begin, saw and worked on the first machines installed. He was in the plant as a junior paper maker when the first roll of newsprint produced in British Columbia came off the machines. During the 50 years he has seen every one of the nine newsprint machines installed in the plant; he has watched tonnage expand from 100 tons daily in 1912 to 1500 tons today.

In excellent health—and looking ten years younger than his age—Courtney and his wife intend to “four around the world a bit”—and its an even bet that there will be newsprint machines in the countries he visits.

#### PLUGGED HATS FOR CHEMAINUS FESTIVAL

Chemainus, centre of one of MacMillan, Bloedel and Powell River's major sawmilling operations, is going all out for their Centennial celebration on July 1 and 2.

Among the latest arrivals is a large consignment of 1862 plugged hats which will be the principal headgear for the well dressed gay blades who will whoop it up at the Centennial. Colors are green, blue and black, and all for one dollar.

The big parade will feature MacMillan, Bloedel and Powell River's championship pipe band and the popular R.C.A.F. band from Comox. The Lieutenant-Governor of B.C., the Hon. George Pearkes, will attend the big sports day on July 2.

#### IT'S GOOD FISHING

The Department of Fisheries have just released figures on fish caught in the Nanaimo, Ladysmith, Chemainus area in 1961.

In Area 17 designated above, 500 Springs, 900 Jack Springs, 2,825 Cohoe, 50 Pink Salmon, and 10,400 grilse were caught by sportsmen.

Average size of spring salmon caught was around 10 pounds.



### SOMASS SHINGLE MILL WINS HIGHEST SAFETY AWARD

The Somass Shingle Mill continues to crash the safety record barriers. It has gained numerous industry, provincial and national awards during the year; and last month it was awarded first place by the National Safety Council, shingle mill section—in a competition open to all mills on the North American continent. It is an achievement in which both our Company and the employees of the division are justly proud.

In 1961 the same group was awarded the second place in the same competition. Earlier this year they won the MacMillan, Bloedel and Powell River Limited President's Safety Award, which trophy is awarded annually to the division of the Company which achieves the most outstanding safety record.

I. S. Brand, General Manager, Wood Products Production, complimented the employees and supervisors on their outstanding achievement in winning both the President's Safety Award and the National Safety Council award for 1961.

### PORT ALBERNI BEAUTY QUEEN

Late May and June is the season for color and beauty. It is the season when communities throughout B.C. select their beauty queens to compete in the Provincial, National and International Beauty Contests.

Port Alberni got off to a fast start with their beauty queen selection. In the district wide competition sponsored by the Port Alberni and District Chamber of Commerce Miss Marion Balmer, grade 12 student of Alberni High School was chosen.

Marion will be eligible for the Miss B.C. Contest—and perhaps later the Miss Canada award. Her father, George Balmer, is a "Setter" at the Somass Division and Marion was sponsored by the Port Alberni and District Chamber of Commerce.

Port Alberni Beauty Queen—Miss Marion Balmer.



Reg Faint, Chairman of Plant Accident Prevention Committee, presents National Safety Council Award to Harold McAdam, Foreman, Somass Shingle Mill.

### POWELL RIVER SOCCER SQUAD WINS

Powell River upheld its reputation in British Columbia Soccer when its strong 6th Division team, sponsored by the Canadian Legion defeated the best of the province's rival elevens at the Annual Junior and Juvenile Championships held in Victoria in late April.

The team defeated the strong Vancouver squad, Grandview Legion, 1-0 in a ding-dong battle. The previous day the Powell River team had defeated North Vancouver by the same score.

The 6th Division champions were also awarded the Cromie Trophy, representing the best team in the entire tournament. Fourteen teams, ranging from Division 7 (age 11-12) to Division 1 (18), were in the competition; and the Cromie Trophy, donated by publisher Don Cromie of the Vancouver Sun, is one of the tournament's two major awards.

Tommy Hobbs, President of Canadian Legion at Powell River, congratulating Robert Welch (left), holding Sixth Division Trophy, and Jimmie Quinn, holding Cromie Trophy, won for best team in the tournament.



# Visitors

*Many old and new friends  
welcomed as summer  
season opens.*

WITH the gradually warming rays of summer finally in the air, Powell River-Albemi Sales Limited report that Rainbow Lodge, on Powell Lake has been busy during the past month renewing old acquaintances and making new ones, from western publishing houses.

The first group of visitors sailed up Powell Lake on Rainbow III in late May—and since that time several other groups have made the journey. Initial visitors were from Dominion Directory Co. Ltd., who are regular users of MacMillan, Bloedel and Powell River newsprint in their publications.

Our scouts report that during May fishing on Powell Lake was unusually good—and catches from fifty to ninety trout were recorded by different groups.

It was nice to have you with us.



Left to right: Chas. J. DeLorenzo, Advertising Manager, San Jose (Calif.) Mercury & News; Mrs. DeLorenzo; Mrs. Bonsall, Ralph Bonsall, all of San Jose, Calif.

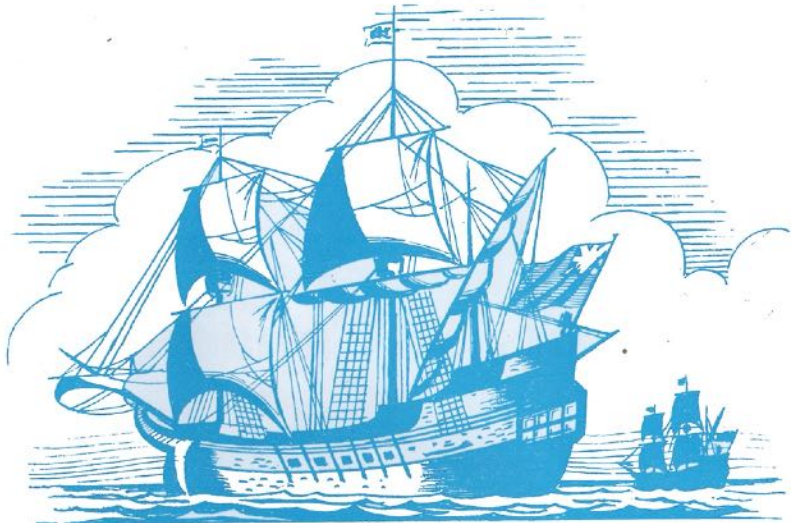


D. L. Jeffries, Powell River-Albemi Sales Corp., San Francisco, Calif.; Mrs. Warden; Alexander Warden, Publisher, Tribune-Leader, Great Falls, Mont.; Mrs. Jeffries.

Left to right: Roy Foote, Powell River-Albemi Sales Ltd.; Steve Harrison, Supt., Evergreen Press; and Rex C. Schofield, Publishing Manager; Harold E. Davies, Assistant Sales Manager; Don Gillmore, Publishing Supervisor, all of Dominion Directory Co. Ltd., Vancouver.







## ***THE NOOTKA SPAR — and Its Place in the Captain Cook Saga***

**Spar Cut at Nootka Linked With Murder in Sandwich Islands**

ONE HUNDRED and eighty-four years ago, in 1778, Captain James Cook with his two ships, *Resolution* and *Discovery* dropped anchor off Nootka Sound on the West Coast of Vancouver Island.

A year later Capt. Cook was murdered by natives as he stepped ashore in the Sandwich (Hawaiian) Islands.

Few people are aware that the two events, the landing at Nootka and the murder on the Sandwich Islands, may be closely linked.

This possibility was recently suggested to the writer by Professor Beaglehole, head of the Historical Research Department of Wellington University, New Zealand—and recognized world authority on the life and voyages of Capt. Cook.

Professor Beaglehole is preparing for publication his latest book dealing with the British navigator's third voyage to the Pacific.

On his way to England, where he will complete his research into and study of the Capt. Cook papers in the British archives, he stopped at the Hawaiian Islands to visit the scene of Capt. Cook's death.

In Vancouver last month the professor was anxious to visit Nootka Sound for a first hand study of the surroundings. The difficulty of arranging transportation to this remote and unfrequented area was an initial obstacle. Representations were made by University of British Columbia authorities to MacMillan, Bloedel and Powell River Chairman, J. V. Clyne, who willingly agreed to co-operate by

arranging to fly Professor and Mrs. Beaglehole to Nootka.

Pilot Emerson Wallace dropped the couple neatly on to *Resolution* Bay and coaxed the Grumman Goose with expert caution to the beach, where the professor like Capt. Cook, caught his first glimpse of Canada's western shoreline.

While recounting various episodes of the Nootka landing to the writer, the historian stated that Capt. Cook had cut a spar at Nootka to replace a faulty mast. After putting back to sea for the return voyage to southern Pacific waters it was discovered that the Nootka spar was also faulty and would have to be replaced or repaired at the first opportunity.

This opportunity came when the ships reached the Sandwich Islands; and the Captain and party immediately went ashore in a long boat to effect the necessary repairs.

The sequel of the landing is one of the great tragedies of history. Capt. Cook was murdered—and the career of one of Britain's greatest navigators and cartographers brought to an untimely close.

Professor Beaglehole stated that "had this fault not developed in the Nootka spar, it is unlikely Capt. Cook would have landed in this particular spot on the Sandwich Islands."

Professor Beaglehole's book on Capt. Cook's final voyage will probably be published some time next year; and will substantially enrich the existing literature on this fascinating period of early Pacific exploration.



# This is Canada

Part 4

## Coins and Stamps

Many choice collectors' items in earlier Canadian stamp issues.

\$3,500 for a 1921 fifty cent piece.

### COINS

THE next time you poke an inquisitive eye into the old family heirloom box, look around for any stray Canadian fifty cent pieces. If you can find one bearing the date 1921 treat it with respect. Today this particular coin is priced in catalogue books at \$3,500. You could probably raise the price if you are in a real bargaining mood.

Why is this particular piece of silver so expensive? Because prior to 1921 there were large quantities of fifty cent pieces struck. There was consequently no demand for the 1921 issue and it was recalled for melting in 1928.

The rarest of all Canadian coins are the \$10 and \$20 gold pieces, struck in New Westminster, B.C., in 1862, without approval of the British Government. Only 10 specimens or less of each are known to exist.

The decimal system of currency was first introduced in 1858, when one, five, ten and twenty cent pieces were minted. Canada, as a Dominion, issued its first currency in 1870.

The continued shortage of coin over the centuries forced the introduction of various forms of paper into our currency. In the early 1800's the private banks began issuing their own paper notes—but since 1941 only the Bank of Canada has authority to issue paper money. These include \$1, \$2, \$5, \$10, \$20, \$25, \$50, \$100, \$500 and \$1,000 notes. The \$25 and \$500 notes are largely "bank specials", with very restricted issue and not available to the general public.

### STAMPS

Many philatelists in all parts of the world have found Canadian stamps interesting and rewarding collecting. The earlier stamps were all issued in limited quantities since for many years mail could be despatched without stamps. An unusual specimen, for example, is the twelve penny black stamp carrying the portrait of Queen Victoria and issued by the "Province of Canada" in 1851. This has a value in excess of \$7,000.

The Dominion of Canada issued its first stamp in 1868, printed in several denominations. There is tremendous collector interest in the three cent Small Queens issued in the following thirty years—more in fact than in any other Canadian stamp.

Other still valuable and sought after issues are the first Commemorative issues of 1897 (Diamond Jubilee) and the 1898 map stamp honouring the establishment of Imperial penny postage.

Traditionally, Canadian stamps have recognized the reigning sovereign, but since World War II Canadian stamps have portrayed many aspects of the Canadian scene—centennials, industries, various commemorative dates, phases of cultural life and scenic beauty, etc.

The first "colonial stamps" were issued by the governments of Nova Scotia, New Brunswick and Canada in 1851; by Newfoundland in 1857, Prince Edward Island, Vancouver Island and British Columbia in 1861. The very first Canadian stamp was the three penny beaver, issued on April 23, 1851, by the Province of Canada.



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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **March - April, 1962**

SUBJECT: **E. C. M. Visit Sponsored by B. C. Government**

The recent visit of the European Common Market timber delegation to British Columbia is a striking example of the supporting and guiding role that governments can play in industrial developments.

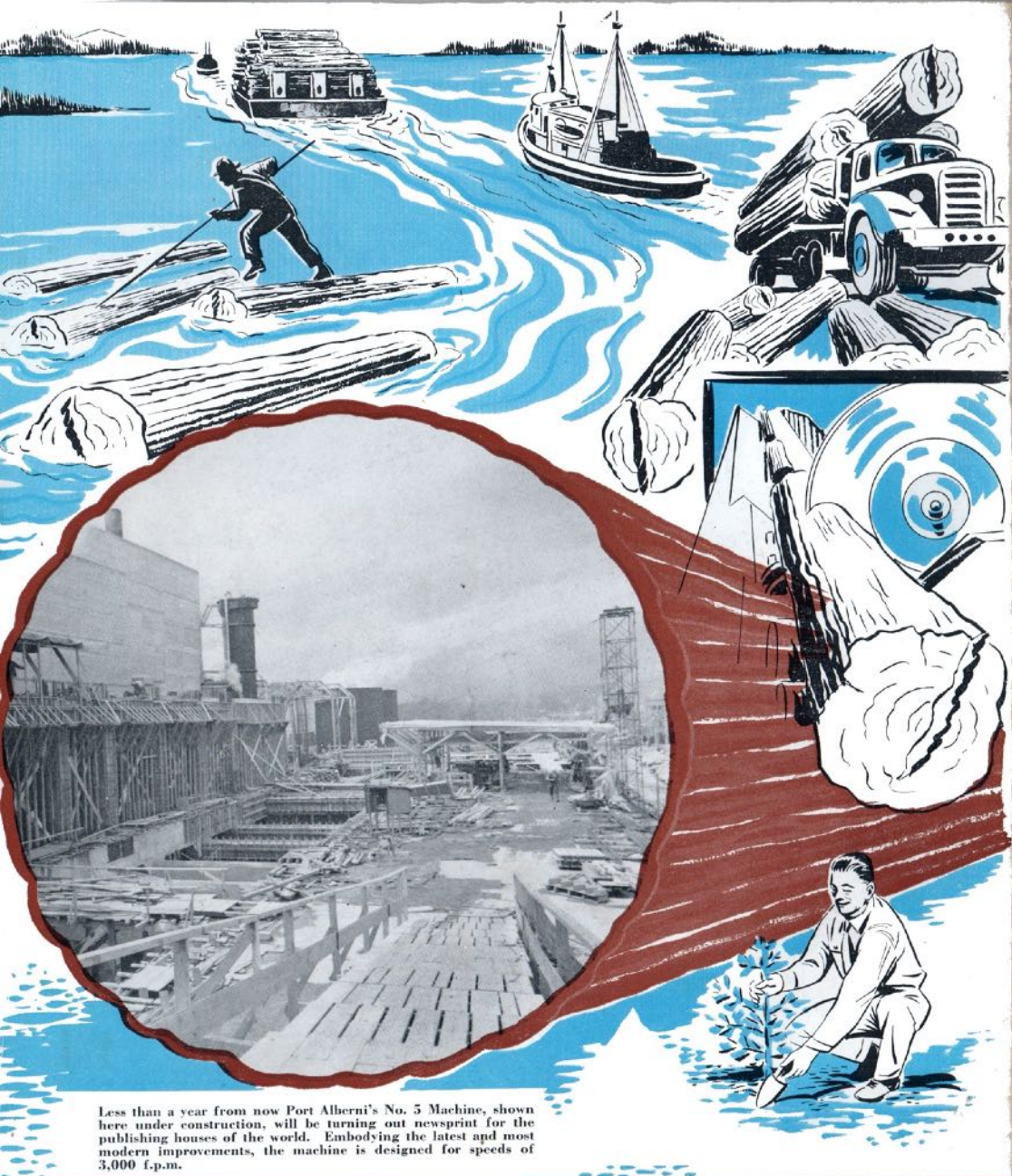
This delegation representing leading timber importing countries of Europe were in British Columbia at the expressed invitation of the Provincial Government. The government acted in the role of the broker bringing together potential buyers and potential sellers.

In effect the government said: "You people in the Common Market are importers of wood and wood products. We have lots of wood in British Columbia, more perhaps than is generally realized. We will put you in touch with our timber people and you can see how they work and operate, what reserves they have, what species they can ship."

There is every evidence that the visit was fruitful and rewarding—both to the European representatives and to our British Columbia industrialists. The visitors saw from personal observation the vast timber reserves of the province, a guarantee of continuing supply into the foreseeable future.

The manufacturers were made aware of what is required in price, quantity, species, packaging and many other facets of European requirements.

The government's initiative in promoting this meeting of understanding has been widely commended. It represents the ideal in relationship between government and industry in a free enterprise world.



Less than a year from now Port Alberni's No. 5 Machine, shown here under construction, will be turning out newsprint for the publishing houses of the world. Embodying the latest and most modern improvements, the machine is designed for speeds of 3,000 l.p.m.

**MACMILLAN, BLOEDEL AND  
POWELL RIVER LIMITED**

NEWSPRINT - PULP - CORRUGATED CONTAINERS - KRAFT PAPER  
BAGS - LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES  
DOORS - PRES-TO-LOGS - ROOFING - BUILDING MATERIALS  
PAPERBOARDS AND PACKAGING



# The DIGESTER

PUBLISHED BY MacMILLAN, BLOEDEL AND POWELL RIVER LIMITED



Vol. 38, No. 3

May - June, 1962

## 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

### COVER

British Columbia as an all round vacationland is hard to beat. More and more people are camping along the many streams and lakes as the B.C. Government continues to open up well-equipped camping sites. Our cover picture was taken at Puntzi Loko, B.C.

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## The "Bounty" Visits Vancouver

Farewell "Bounty" as she passes through Lion's Gate outward bound from Vancouver.

JUST before sunrise on April 28, 1789, Her Majesty's Ship "Bounty" was cruising through the group of islands near Tahiti. Her Master, Captain Bligh, was sleeping the sleep of the just naval disciplinarian in his cabin.

A few minutes later Captain Bligh was roughly awakened by a group of his officers and AB's, torn unceremoniously from his bunk, hauled on deck and placed under guard.

The mutiny on the "Bounty" dramatically chronicled in history, fiction, radio and television for succeeding generations was a reality.

It is not our intention here to review the details of this highly publicized sea drama or recount the story of Bligh's spectacular and courageous navigation in a ship's boat across 4,000 miles of ocean. Nor are we concerned with the subsequent flight of Fletcher Christian, John Adams and their fellow mutineers to Tahiti and Pitcairn. Our story deals with the present.

On June 15, 1962, scores of thousands of spectators lined every approach to Vancouver to see the modern replica of the "Bounty" come through the Narrows to Port under engine power. (Yes, alas and alack—the resurrected "Bounty" of today came up the Gulf without paying out lead or trimming sails!).

The "Bounty", returning from her moving picture adventure in Tahiti, caught popular imagination to a degree seldom if ever, equalled by the great ships of war and the prides of mercantile lines that have steamed into Vancouver Harbour in the past seventy years.

Hundreds of crafts of all sizes and makes, from naval escorts and spacious cabin cruisers to chugging ten-foot outboards escorted her to her berth. Deep sea cargo ships, coastal vessels and tugs in harbour raised a pandemonium of ear splitting whistles. Bunting flew from mastheads, approaches

to the harbour were jammed, traffic was snarled, taxis were at a premium. The Bounty rode the seas again and the crew, in the striped shirts of Nelson's day, waved from the deck and yards to enthusiastic galleries of landlubbers.

The conception of constructing a modern replica of the original "Bounty" for a special film originated in the fertile and publicity-conscious brain of Hollywood's Metro-Goldwyn-Mayer's promotional experts. Many replicas, a bold front covered by hay wire and tar paper, have been built for localized movie shots.

The idea, however, of an exact fully manned replica which would cruise the high seas under full sail (with auxiliary engines for a cushion), cross oceans and return to the haunts of its predecessor was something new to inflame the imagination of the jaded theatre patron. Certainly there has never been in the seaport of Vancouver, which has seen the world's shipping move in and out, scenes of greater enthusiasm than those that greeted the arrival of this 250 ton, 118 foot replica.

Canadians have a special interest, as well as some degree of pride, in the new "Bounty".

Hollywood promoters casting around for the skills and knowledge of wooden ship construction searched the shipyards of the world before finally settling on the Smith and Rhulands shipyards in Lunenburg, Nova Scotia. The skills inherited from a long line of shipping ancestors have been carried on in this famous Canadian village, the birth place of the stout, speedy "Bluenose" perennial winner of the great races for the Atlantic fishing fleet trophy.

Over two years were spent on construction of the "Bounty" at an estimated cost of \$500,000, and when the Hollywood production premiere is announced Canadians feel it should be an "exclusive" to the people of Lunenburg and Nova Scotia.



Bulldozers are used to break up the humus layer and expose mineral soil to assure germination of spruce seeds.

**A** NEVER-ENDING supply of timber is a main objective of the forest conscious people in British Columbia—including government, industry and the public of a province, whose economy and social life are closely linked to the continuity of trees and forest products.

Government and industry are working together in this vital field of endeavor. As British Columbia's largest producer of forest products, the long term assurance of continuing forest reserves is in the forefront of MacMillan, Bloedel and Powell River's planning for the future. In our operations, logging and cutting policies follow this objective. Patch logging to assist natural regeneration, regular planting of logged over areas and the selection of the finest tree cones for reproduction are all highly developed.

Extensive fire patrols, by sea, land and air are maintained to prevent forest fire outbreaks. Spraying against insect infestation is carried out whenever necessary to protect the forest against loss. Integration of operations has allowed maximum usage of woods with a minimum of waste.

In the vital work of maintaining our forests in perpetuity, the conservation conscious B.C. Forest Service has worked closely with industry. It engages in extensive research projects and has initiated many active programs embracing all phases of forest operations.

One of the many examples of Forest Service leadership is the current expenditure of \$100,000 on a special scarification program to aid reproduction of spruce-balsam forests in B.C.'s interior.

Spruce seeds, in common with a few other forest trees, need exposed mineral soil to assure regeneration. Seed from more tolerant species, such as hemlock, can germinate on humus and later thrust their roots down to mineral soil for sustenance.

*Main objective of Forest Industry is a never-ending supply of Timber to insure*

## OPERATIONS IN PERPETUITY

Scarification is simply a matter of breaking up and distributing the humus over-layer to expose mineral soil. Bulldozers are used to accomplish this and encourage germination of these discriminating seeds.

Seed development in spruce-balsam areas, marginal to logged land, will be closely watched. Where a good seed crop seems imminent, the ground likely to receive the wind-borne seed will be scarified. Foresters anticipate that up to 5,000 acres will be treated this year.

To assure good results, and the use of the best techniques, the B.C. Forest Service recently conducted a week-long course for 20 men at their Green Timbers Ranger School, to teach the basic principles of scarification.

Demonstrations of scarification methods were held in the Vedder River area, near Chilliwack. Outside observers commented that B.C. Forest Service standards and methods were second to none.

Another example of the Forest Service alertness is the recent construction of a new and specially equipped ship, "Hecate Ranger". This versatile, 66-foot, 60-ton vessel is the latest of 45 boats plying the 7,000 miles of British Columbia's fiord-gashed coastline.

Plans for her use include the towing of a floating heliport to extend the range of helicopter use along the precipitous, forested slopes of the coast, and scows on which heavy duty pumps are mounted, which can force large volumes of water up steep slopes to fight fires. To meet the severe demands of this service, wooden construction, mainly of B.C. woods has been used throughout the vessel.

B.C. Forest Service new vessel "Hecate Ranger".







Louvered Bi-Fold Doors for wardrobe closet give attractive appearance.

**I**N RECENT weeks MacMillan, Bloedel and Powell River have introduced a new wood door on the market.

Being merchandized under the name of MONO-DOR Louvred BI-FOLD DOORS this new product carries on the famous tradition of fine doors, established for years and known by the MONO-DOR brand. Its high quality and craftsmanship in construction are in keeping with the rigid specifications demanded in the manufacture of MONO-DOR products.

The doors are made from the highest grade of Douglas fir. Sanded satin smooth, and resin-sealed at the factory, they can be painted, varnished or left "natural" to suit either contemporary or traditional decor. With their smart appearance, they will blend with any decorative style. They are particularly useful for closets, alcoves, adjoining rooms and many other situations requiring a practical, space-saving, good-looking door. They completely conceal but the louvered panels allow free air circulation within closets or between rooms.

Ease of installation is another quality that will appeal to the householder. The doors arrive packaged, pre-hinged and complete with easy to install track and hardware.

Planning and designing this new product was not an over-night job. Many months of research

## NEW LOUVRED DOOR DEVELOPED

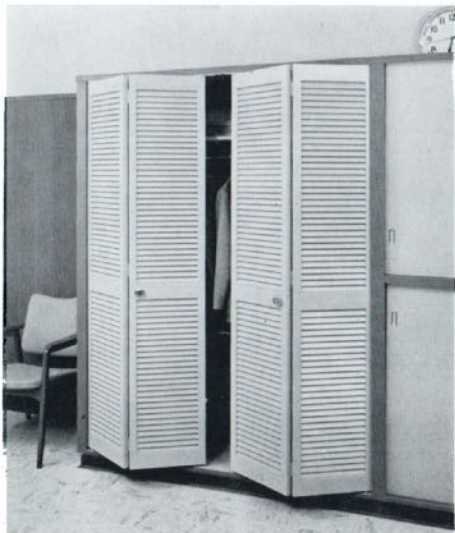
*Practical, Space-Saving and Attractive  
... Another MONO-DOR Product*

and testing various ideas were required before company experts were satisfied that the design was in keeping with the high quality of the MONO-DOR products.

Company warehouses are now stocked with the new louvered door and the initial response to its appearance has been very gratifying.

In building your new home or in remodeling the old, we are confident that our latest wood product—MONO-DOR Louvred BI-FOLD DOORS will add to the utility and decor. You will find them inexpensive too.

Doors are styled to suit any decor.





Still a frequent sight along our rivers is the old prospector and his gold pan.

## *Along the Banks and Tributaries of the Historic Fraser*

# The Gold Fever Is Still Alive

*Oh, gold! thou dazzling demon, what anguish  
thou hast cost me . . . Why was I not content?*

**D**URING the past two centuries nothing has inflamed the imagination or excited the cupidity of man more than the search for gold.

Thousands have perished and a few have won riches on the gold trails of our province. The lust for gold was responsible for the death of Dan McGrew, The Cremation of Sam McGee. The river beds, the creeks and valleys of British Columbia are rich in the legends surrounding the search for the precious metal.

The great gold rush of 1858 brought thousands of men armed with pick, shovel and pan to the Fraser River and its tributaries. The Klondyke gold fever of '98 with its triumphs and tragedies caught the imagination of the world and has been widely chronicled in history and fiction.

In recent years gold has been discovered anew in many and varied parts of our Province—and the exploits of the prospector and his pan or sluice box have largely yielded to the advent of the steam shovel, the dredge and other giants of a mechanical age.

But old prospectors, like old soldiers, never die. In the back waters of many rivers and in "forbidden" valleys of our Province, the decreasing band of survivors still chases after the elusive mother lode or seeks the lost trail to those hidden riches known only to the old timers.

Today there is another breed of prospectors at large around the workings of old mines or along the banks of the "gold" rivers and streams of British Columbia.

These are the "dude prospectors", the ordinary fellows who are employed in the factories, plants and offices of the land.

Each year hundreds of them, complete with



◀ Quesnel, at the junction of the Fraser and Quesnel Rivers. The area is still a main centre of gold production in British Columbia.





Holding gold pan, right, is the late Premier Bowser of B.C. This historic photo was taken at Quesnel in the early days of the present century.

wives, children, pick, shovel and pan, spend their holidays along the banks or tributaries of the Fraser River panning for gold as an exciting, and sometimes profitable part of their holiday.

It is a fact known to the out-door clan of B.C. that you can "find color" almost anywhere along the interior windings of the Fraser River. Even yet in the Quesnel and Barkerville areas, where the Quesnel River joins the swift-moving Fraser, the inevitable Chinese puffing a cigarette, squats stolidly over his gold pan, sifting out the sand for the few flakes that may be left. It's slow, tedious business if you are trying to earn a living as a real gold digger. The river is usually good for at least a couple of dollars a day but it's a tough way to scare off the wolves.

But to the vacationist and his family, this is fun. He has a cool spot beside a river, a comfortable tent on the modern plan and rippling waters and beautiful scenery. And, of course, vacation pay, which allows plenty of relaxing for the odd snooze, while the youngsters and wife do the panning.

Today, panning gold by the amateur and the dabbler has become a popular pastime to an increasing number of British Columbians. And every once in a while a vacationist latches on to a small find—where, with a bit of diligence, he picks up ten or twelve dollars for a day's effort. This is unusual but somehow the magnet of gold grips the imagination and a fever, not unlike that of the old prospector sniffing his way to a potential lode, infects even the vacationist.

One flake and like the fisherman after snoring a small trout or salmon, he will keep on looking for more and larger flakes. The big majority, of course, dabble around, seeing gold in every flake of mica the sand unfolds—but even this is fun. It's like catching a bullhead instead of a rainbow—but the thrill of the chase it still there.

Anyway the vacationing gold dabbler is a very live reality in B.C. today and increasing numbers are including a shovel, pick and pan in their camping equipment.

But undoubtedly "thar's gold in them thar rivers" and the lure of the potential mother lode is always there to tickle or inflame the imagination.

They always say they don't figure on finding any gold. They just want to have some fun. This attitude recalls the story of the oil stock salesman who died and went to Heaven. At the Pearly Gate he met St. Peter who regretfully informed him the oil section was full up and he couldn't have a permanent seat.

The oil salesman asked if he could just come in and look around.

"O.K.," replied St. Peter, "but you can't stay."

The salesman passed through the gate and saw the oil section loaded with his friends on earth.

He suddenly cupped his hands to his mouth and shouted lustily, "They've struck oil in hell!"

In a second both he and St. Peter were flat on their backs bowled over by the outward rush through the Pearly Gates.

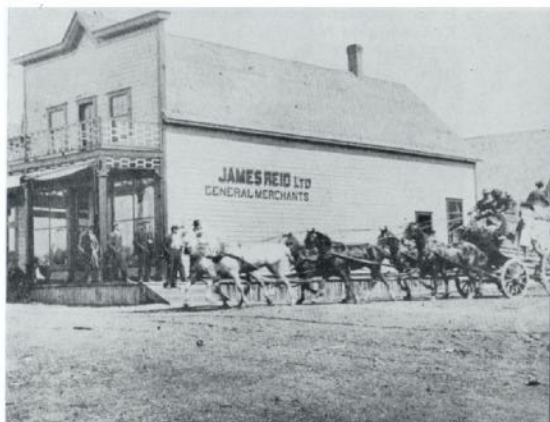
Gaining his feet, the oil salesman looked at the empty rows and suddenly turned to follow the crowd.

"Hey," shouted St. Peter, "where are you going?"

"Heading downstairs," replied the salesman, "there may be something in that rumor."

And so with gold. The vacationist, like the oil salesman, secretly believes there may be something in that rumor he heard his grandfather talk about.

Fifty years ago the old coach with its team of six horses was a common sight along the gold trails of the province.





Banquet for employees from Vancouver area was held at Hotel Vancouver.

## 403 Employees Join 25-Year Club

**D**URING June, 403 new members were added to the roster of employees who have had twenty-five years or more of continuous service with the Company. This brings the total membership of the "25-Year Club" to nearly 800.

Presentation ceremonies were held in three areas of Company operation — in Vancouver, Nanaimo and Port Alberni.

Chairman, The Honourable J. V. Clyne, was principal speaker at the banquets at which he presented engraved gold watches to senior Company executives among whom were included directors, Mr. H. R. MacMillan, Mr. W. J. VanDusen, Mr. Prentice Bloedel and Mr. S. G. Smith; Vice-Chairman, Mr. R. M. Shaw; President, Mr. E. G. Shorter and Vice-Presidents, Mr. A. C. Kennedy and Mr. C. Crispin.

Longest service employee among the directors is Mr. Sidney Smith who was affiliated with the original Bloedel, Stewart and Welch organization in 1911. Mr. MacMillan with forty-three years and Mr. VanDusen, forty-two years followed in length of service.

In Nanaimo where presentations were made by Mr. Clyne, Sam Alexander, who started with the Chemainus Division in 1911, and W. Wylie with over forty-five years' service were especially mentioned by the Chairman.

At Vancouver where President E. G. Shorter made the presentations to employees in that area, Mr. Wilfred Marshall with forty consecutive years in the Westminster Division, was the senior employee.

Two women employees were among those presented with 25-year service awards. In Vancouver President E. G. Shorter made the presentation to Miss Genevieve McDonald in recognition of 27 years of consecutive service with Canadian White Pine Division. At Alberni the recipient was Miss Mary Wood with 37 years service. Miss Wood is a member of a pioneer lumber family whose roots are embedded deeply in the history of the industry in Alberni.

Employees and wives were guests of the Company at banquets at each centre.

Long service employees and their wives packed the hall in Nanaimo.







It was an enthusiastic gathering at Port Alberni.

Right—Senior Directors Mr. H. R. MacMillan (top) and Mr. Sid Smith (lower) were among veteran employees welcomed by the Chairman. Mr. W. J. VanDusen (centre top) also received long service award.



The Chairman welcomes Vice-Chairman R. M. Shaw and President E. G. Shorter into the Club.



Below - Director Prentice Bloedel receives 25-year service award from Chairman

President Shorter had a special smile for Miss Mary Wood.



Right—50-year employee Sam Alexander was greeted by Chairman J. V. Clyne (right photo) and 40-year-veteran Wilfred Marshall received award from President E. G. Shorter (left photo).





Deas Island Freeway leads direct to U.S. Border.

*Our Friends and Neighbors across the International Border are now closer as*

## NEW FREEWAY TO U.S.A. OPENED

**A** WIDE ribbon of straight or gently curved highway direct from Vancouver to the United States border—crossing the flat, easily traversed acres of the Fraser Valley and passing under the waters of the Fraser River.

Briefly that is the picture of the Deas Island Freeway, latest extension to British Columbia's system of international highways. Completed two months ago, the Freeway was ready for the anticipated rush northward by Seattle World's Fair visitors.

About three years ago the most spectacular link in the project carried the road under the Fraser through a series of sunken concrete casements. The new freeway continues the "tunnel road" to the Peace Arch at Blaine.

Today, completed save for a short section from the border to the city of Ferndale, Washington—and the short mountainous stretch outside of Bellingham—this great international highway can transport American and Canadian visitors from Vancouver to Seattle in times that were previously impossible even a short while ago.

A few decades past the trip from Vancouver, B.C., to Portland in a single day was something to boast about. Time to Seattle has been practically cut in half—less than three hours against five. Seattle to Portland, often the bugbear of yesterday's tourist, with its narrow and winding road is now a straight or gently curved highway.

Many friends and guests of our Company have commented favorably on the new highway. Already, thousands of visitors have crossed the 49th Parallel to see Canada for the first time.

The road has been a valuable and picturesque asset to the tourist visiting the scenic beauty and variety of attractions in Victoria and Vancouver

Island. It links directly with the recently completed B.C. Government ferry service from Tsawwassen to Swartz Bay near Victoria — an unequalled — one-and-three-quarter-hours of pleasant and breathtaking scenery through the islands and passages of the Gulf of Georgia.

The "Border Road", as many term it, is only one in a comprehensive system of highways, bridges and tunnels throughout British Columbia. With Vancouver as a centre, the visitor may traverse any one of many wide, easily negotiable roads leading direct to the beauty spots, near or far, in the province.

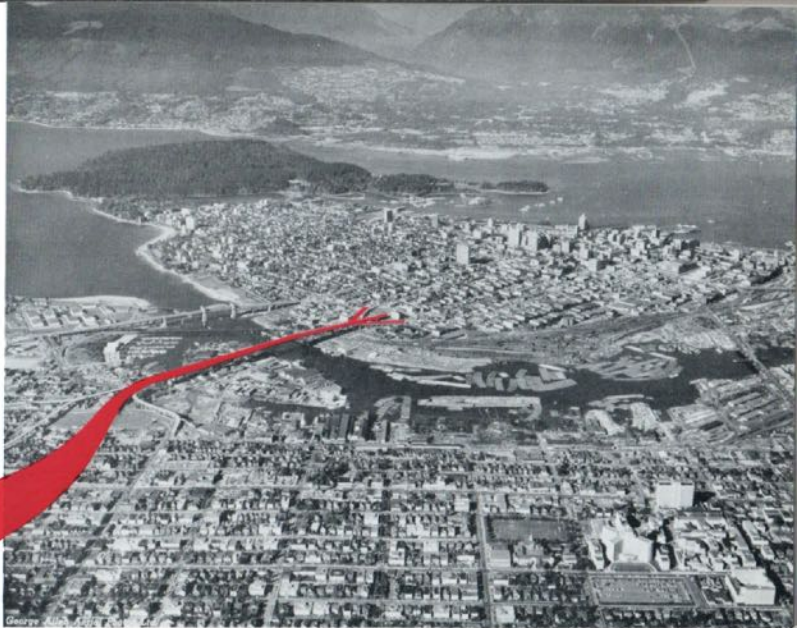
For years there was a conception held by many tourists that the good highways finished at the border; and B.C. roads, judged by higher American standards, were something less than good.

Today, with imaginatively-constructed and first class surfaced roads, this apprehension can be dismissed. The roads of British Columbia have made more accessible many fascinating areas of our province and are here for your enjoyment—and pleasant driving.

Hon. Phil Gaglardi addresses crowd at road opening with Premier Bennett of British Columbia and Governor Rosellini of Washington standing centre.







Vancouver, showing business section, harbour entrance and the North Shore.

*Vancouver Welcomes Its Guests As—*

## **RED CARPET ROLLED OUT FOR VISITORS**

**D**URING the week June 23 to 30, Mr. and Mrs. Visitor to Vancouver were King and Queen as the City "rolled out The Red Carpet" with a special "Red Carpet Week".

The picturesque mall of Queen Elizabeth Theatre, fronting on Georgia Street was decorated and set up with displays including an authentic Indian salmon barbeque and a demonstration of gold panning. A complete Visitors' Information Centre was in operation and entertainment provided daily.

Special events and entertainment took place around town with folk dancing or square dancing, held nightly on the tennis courts in Stanley Park. Bands paraded each evening along Georgia Street to the Court House for a Sunset Concert. A Tourist Breakfast—all for 10c—was held from 9:00-11:00 a.m. each morning at Oakridge Shopping Centre. A full calendar of events was published by the Vancouver Visitors' Bureau from which guests could pick a variety of entertainment to give them

a busy day. Even a free Child-Sitting Service was provided at the Y.M.C.A. from 7:30 in the morning till midnight to give Mother and Dad a few care-free hours.

Each of the areas of Greater Vancouver—North Vancouver, West Vancouver, Richmond, Burnaby and New Westminster in sequence had featured days to honour and delight the visitors.

Red Carpet Week was arranged by a committee, set up under the Vancouver Tourist Association, which worked hard to provide something special for visitors to the Greater Vancouver area. Following the success of these last two years, this special week to welcome guests will no doubt be an annual event.

While "Red Carpet Week" is designed to honour our visitors, the "Welcome Mat" is out at any time and residents of the Greater Vancouver area, or for that matter any other area of our wonderful Province of British Columbia, will go all out to welcome and entertain our guests.



Parade float typifies 100 years of logging and sawmilling in the community.

ON JULY 1, 1962, the historic community of Chemainus, centre of one of MacMillan, Bloedel and Powell River's major sawmilling divisions, held its 100th anniversary.

Present at the elaborate ceremonies staged by the community were His Honour Lieut.-Governor George Pearkes and Mrs. Pearkes, and leading municipal authorities, M.L.A.'s and other civic dignitaries.

The big holiday parade, which attracted hundreds of spectators from all points on Vancouver Island, was led by MacMillan, Bloedel and Powell River's international championship pipe band with Scots Guards Drum Major Moon heading the procession.

Scores of imaginative and well constructed floats were in the parade. The loggers' entry, complete with miniature sawmill, representing 100 years of logging and sawmilling in the area, was an outstanding feature.

Cadets and youth organizations smartly attired, marched in unison to the tunes of the pipes. His Honour Lieut.-Governor Pearkes, holder of the British Commonwealth's highest award for

## CHEMAINUS CELEBRATES CENTENNIAL

Gal Day Held with Lieutenant-Governor Pearkes in Attendance



Chemainus — 100 Years of Logging and Sawmilling

valor, the Victoria Cross, took the salute and inspected cadets and other groups.

A feature of the day was the crowning of Chemainus' Beauty Queen by His Honour. In his address, General Pearkes reviewed briefly the background of Chemainus and its contribution to the development of the forest products industry in British Columbia.

The early history of logging and sawmilling in the Province centres around the Chemainus district. Its first sawmill was constructed in 1862—and

from this bustling city came much of the lumber used in erecting the first government buildings and homes in what was then the "Colony of British Columbia".

For a century Chemainus has retained its proud position as a traditional focal point of the lumber industry in British Columbia. Today, the Chemainus sawmill, with its 680 employees, is one of the province's largest sawmills, and its products are exported to many and widely extended quarters of the globe.



First steam donkey in British Columbia was operated at Chemainus in 1902.

This plant, a main centre of Company operations since 1946, was the former Victoria Lumber Company, an honoured and widely known name in the lumber manufacturing industry of British Columbia for nearly half a century. Its long continuity of skills and experience passed on from preceding generations of logging and sawmilling operations is now part of the tradition and background of MacMillan, Bloedel and Powell River Limited.

Ten years before British Columbia became a federal province of Canada, Chemainus was the centre of lumber activity on the fast developing east coast of Vancouver Island where numerous, favorable and accessible harbours were available. Its importance in this "colonial era" paralleled that of the Vancouver area, where the lumber ships of the world were taking on cargoes at the Old Hastings mill on Burrard Inlet.

In our next issue the "Digester" will outline some of the background developments of the forest products industry in and around Chemainus which has recorded a century of leadership in the sawmilling industry.

1962 Dominion Day Queen Louise Fietz with runners-up Princesses Betty Jane Woodley (left) and Lorraine Gallagher.



100  
YEARS

Lieutenant-Governor Major-General Geo. R Pearkes inspects Cadet Troops



100  
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Company's Pipe Band from Powell River parades before packed grandstand. Piping and drumming was one of the highlights of the celebrations.







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Chemainus — 100 Years of

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100  
YEARS

# RATES CENTENNIAL

Governor Pearkes in Attendance



Logging and Sawmilling

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Blossom time in the sunny Okanagan Valley.

*Okanagan's Famous Fruits Go to Market Through—*

## **B.C. Tree Fruits Limited**

**T**HE OKANAGAN — Our sun-drenched British Columbia valley which produces a bountiful harvest of tree fruits, is widely known as a vacation-land of lakes and mountains.

Although pleasure bent on holiday, visitors are always impressed by the sight of the orchards, especially if they catch the magnificent view of full blossom in the Spring.

It is the uniform spacing of the fruit trees, row upon row, up on the benchlands between the lakes and the mountains, which gives the first indication of man's handiwork and partnership with nature in building up what is now a major industry, producing products valued at approximately \$20 million annually.

Since the first commercial orchards were planted in the 1890's, the acreage has increased until, according to the 1960 orchard survey by the B.C. Department of Agriculture, there are more than 34,000 acres of orchards in the main areas of the Okanagan and Similkameen Valleys and in the Kootenay district from Grand Forks to Creston. The same survey shows that apple trees, numbering almost 1,300,000, comprise more than half of the total, and exceed any other single type of fruit trees by more than three to one.

A breakdown of other types of fruit trees in the area shows pears, 390,000; peaches, 327,000; cherries, 180,000; apricots, 144,000; prunes, 100,000, and plums, 5,000; all producing the delicious sun-ripened fruit for which the district is famous.

Since early in the century the majority of growers have struggled to bring about the orderly marketing of their product mainly through their British Columbia Fruit Growers' Association (B.C.F.G.A.). The B.C.F.G.A. now has 3,365 growers who have control of their organization through elected delegates from all parts of the British Columbia interior fruit growing areas, who attend the B.C.F.G.A. annual convention, or "Growers' Parliament" as it is commonly called, and from this stems the continuity of the present organization.

In 1937, legislation was finally enacted in a B.C. Natural Products Marketing Act under which the growers, through their B.C.F.G.A., were empowered to elect a three-member British Columbia Fruit Board to regulate the marketing of the entire crop from the interior fruit growing areas under their jurisdiction.

Moving on to the goal of orderly marketing under effective Provincial and Federal legislation, the Fruit Board, in 1939, designated the B.C. Tree Fruits Limited as the sole selling agency for their fresh fruit crop.

The B.C. Tree Fruits Limited may be described as a co-operative marketing organization, owned by the growers and operated under the basic principle of centralized selling of the entire crop, which for this purpose, is "pooled" as to variety, grade and size of fruit. In the B.C. Tree Fruits Limited the industry has a team of expert specialists bution, advertising and promotion, statistics to



R. P. (Tiny) Walrod, Gen. Mgr.,  
B.C. Tree Fruits Limited and  
Sun-Rype Products Limited

H. J. Van Ackeren, Prod. Mgr.  
B.C. Tree Fruits Limited

W. J. R. Green, Advq. Mgr.,  
B.C. Tree Fruits Limited

I. F. Greenwood, Asst. Gen. Mgr.,  
Sun-Rype Products Limited

in the fields of marketing and world-wide distribution further crop planning, production, packaging and quality controls as well as the departmental functions of accounting, shipping, claims and general administration.

The industry co-operates closely with the Department of Agriculture which maintains the well-known and highly regarded Research Station at Summerland, B.C. From this centre emanates technical "know how" regarding the selection, conservation and improvement of the species in the vast fields of experimentation with rootstocks and propagation, soils and soil management, pollination, fertilizer and irrigation requirements, insect and disease control, pruning, thinning and harvesting methods.

To enable only the better grades of fruit to be offered on the fresh market, thus stabilizing prices for a superior product, an organization known as Sun-Rype Products Limited was formed and subsequently appointed by the B.C. Fruit Board as the agency to handle "processing" grades of fruit for canned products. Their largest unit, the modern and immaculate Sun-Rype Plant No. 2, is located at Kelowna, B.C. If you should visit the area when they are conducting their interesting plant tours, you can see how they produce and can the large variety of fruit juices, nectars and pie fillings which are marketed under the popular "Sun-Rype" brand.

A major function of the process of getting the fresh fruit to markets is the important part played by the packing houses which are situated at strategic locations throughout the fruit growing areas. There are over 40 packing houses, some organized as co-operatives and others as independents, each with their affiliation of growers in the areas which they serve. The packing houses, or "shippers" as they are popularly known, have

their own organization, the Okanagan Federated Shippers' Association through which they can centralize and co-ordinate their special function as an essential part of the industry.

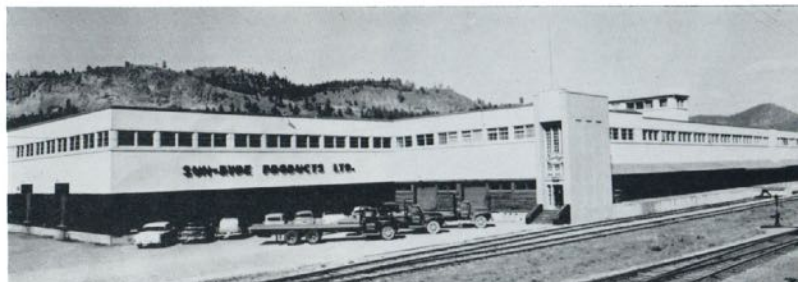
The packing houses are equipped with highly specialized machinery for the sorting, grading and automatic sizing of fruit, as it comes in from the orchards.

pounds of fruit or, particularly in the case of apples, in 25-bushel bulk bins. From the "grader" the packed, weighed and inspected containers hustle down conveyors into vast cold storage rooms where the contents are held at appropriate low temperatures (not frozen) until loaded in refrigerator cars for shipment to markets.

Our container division, Martin Paper Products Ltd., plays a substantial part in supplying the many specially developed corrugated containers used to package both the delicious fresh fruits and the delectable canned products of the Sun-Rype plant. Martin Paper maintains a large warehouse at Kelowna, B.C., where they store an immense volume of packaging products ready at a moment's call to be shipped to any packing house in the valley. The stock of fruit containers in Kelowna is pre-manufactured in our New Westminster plant prior to the harvest to exacting specifications and in quantities carefully estimated by Martin's staff, who are stationed permanently in Kelowna and are in close and constant touch with the industry and the "crop".

As an interesting close to our story—old records recently revealed indicate that the first apple trees in the valley were planted at Okanagan Mission in 1862 by the Oblate Fathers. If this information is correct then it is particularly appropriate that today, one hundred years later, we can extend our compliments and congratulations to the Okanagan Fruit Industry on its centennial.

Sun-Rype Products  
modern plant at  
Kelowna, B.C.







Felling by power saw has speeded production and reduced waste to a minimum.



Truck logging—efficient and greater flexibility to log rougher terrain.



Old logging locie—picturesque but costly transportation.



The old method of hand falling—a long and tedious job.

## New Equipment and Inventions Bring Many Changes in Logging Techniques

Portable spar quickly erected and in operation. Inset: in portable position for move to new site.



**I**N THE past two decades many new and revolutionary methods and equipment have been introduced into the logging industry of British Columbia.

Our province, with its mountainous terrain and big trees, has required special equipment to cut, log and transport our timber to manufacturing plants.

The closing years of the last decade witnessed the passing of a long established and picturesque feature of coastal logging—the old steam locomotive with its long train of logs. These stout pioneers puffed along railroad grades through difficult and dangerous terrain with hundreds of millions of feet of softwoods—fir, cedar, hemlock, balsam—for the lumber and pulp and paper mills of the lower mainland.

Today, the logging locomotive is a museum piece, preserved as a proud relic of former days. It has been replaced by the logging truck, which has allowed greater flexibility, closer access to cutting areas, and wider facilities in road construction.

Tree falling has been revolutionized by the introduction of the power saw, which replaces the skilled axe faller and hand sawer of yester-year. Falling time has been reduced to a fraction of that consumed by the picturesque but laborious hand falling. The power saw is in universal use in all modern coastal operations.

In British Columbia woods, due to the varied nature of the country, the high lead operation is a prominent feature in logging techniques. Until recent years, the spar tree, selected from existing stands was used for the rigging that dragged the logs to the loading zone. Searching for a suitable spar tree and rigging consumed several days time.

Conversely, the portable steel spar, mounted on a special mobile chassis can be moved from one location to another in a few hours. It is already rigged with block, tackle and lead lines and can be set in place and in operation in four to five hours. Its use has allowed cutting of smaller areas which previously would have been uneconomical.

For the most part the portable steel spar has largely, though

not entirely, replaced that most picturesque of all old time loggers—the high rigger. To watch these agile lumberjacks snake up a tree, lop off the top—and stand swaying in the breeze with the pride of a gladiator who has slain a lion—was a saga of expert skill and daring. But like the ox team and the locie, like the hand axe and saw, like the old slow donkey, the high rigger fades slowly from the scene, and yet another invention of modern engineering ingenuity strides on to the stage.

MacMillan, Bloedel and Powell River were early users of the new logging weapon and in all divisions where terrain is suitable the log spar has been introduced.

Another great forward leap in the logging industry has been the use of the self-dumping and self-loading log barge. Pioneered in Canada by this Company in 1954, the log carrier is now in general use by other forest products companies located on British Columbia's seaboard.

The log barge replaces the former Davis or Kelley rafts used for towing logs in rough seas. Instead of the more cumbersome floating raft, with its intricate system of wire binding, calling for many days of make up and dismantling, the barge picks up the logs with its own cranes mounted on the deck and, in tow behind its tug, heads direct for the log storage ponds at the plant.

Dumping of the logs is done by opening the valves to the flooding tanks along one side so that the barge lists and the entire load of approximately one and a half million board feet is in the water ready for sorting in a matter of minutes. As a result a saving of several days is effected.

Even more important, the stout barge, its logs safely aboard, is seldom held up by storms as were the old floating rafts. Weeks of lost time are saved by the new equipment.

These are but a few of the many changes that have revolutionized and improved logging techniques on the Pacific Coast. They have, to the veteran logger, removed some of the original romance and color from the industry. But today, in the face of heavy world competition in wood products, the use of these new techniques with their own special skills has enabled our Company and our Province to maintain their place in world markets.

Rigging a stationary spar tree took several days.





Falling by power saw has speeded production and reduced waste to a minimum.



Truck logging—efficient and greater flexibility to log rougher terrain.

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not entirely, replaced that most picturesque of all old time loggers—the high rigger. To watch these agile lumberjacks snake up a tree, lop off the top—and stand swaying in the breeze with the pride of a gladiator who has slain a lion—was a saga of expert skill and daring. But like the ox team and the locie, like the hand axe and saw, like the old slow donkey, the high rigger fades slowly from the scene, and yet another invention of modern engineering ingenuity strides on to the stage.

MacMillan, Bloedel and Powell River were early users of the new logging weapon and in all divisions where terrain is suitable the steel spar has been introduced.

Another great forward leap in the logging industry has been the use of the self-dumping and self-loading log barge. Pioneered in Canada by this Company in 1954, the log carrier is now in general use by other forest products companies located on British Columbia's seaboard.

The log barge replaces the former Davis or Kelley rafts used for towing logs in rough seas. Instead of the more cumbersome floating raft, with its intricate system of wire binding, calling for many days of make up and dismantling, the barge picks up the logs with its own cranes mounted on the deck and, in tow behind its tug, heads direct for the log storage ponds at the plant.

Dumping of the logs is done by opening the valves to the flooding tanks along one side so that the barge lists and the entire load of approximately one and a half million board feet is in the water ready for sorting in a matter of minutes. As a result a saving of several days is effected.

Even more important, the stout barge, its logs safely aboard, is seldom held up by storms as were the old floating rafts. Weeks of lost time are saved by the new equipment.

These are but a few of the many changes that have revolutionized and improved logging techniques on the Pacific Coast. They have, to the veteran logger, removed some of the original romance and color from the industry. But today, in the face of heavy world competition in wood products, the use of these new techniques with their own special skills has enabled our Company and our Province to maintain their place in world markets.

Rigging a stationary spar tree took several days.



# Around Our Communities

## Company Pipe Band to Play at Seattle World's Fair

### PIPE BAND BUSY

MacMillan, Bloedel and Powell River's pipe band will make several public appearances during the summer months. In July they were featured at the Chemainus Centennial ceremonies—where, in addition to parade appearances, they staged public performances.

They also appeared at the Highland Games at Nanaimo, winning major individual and piping awards.

Early in August they will compete in the Seattle Highland Games and on August 5 will play for World's Fair visitors.

The band is now led by Drum Major Moon, recently of the Scots Guards and probably one of the world's outstanding drum majors. At the age of 23, he was the youngest drum major in the history of the British Army. He was appointed drum major on the field—during the British and French landings at Suez.

He has led the Scots Guards in tours of the United States and Canada; and has appeared in almost every European capital. He has participated in numerous Troopings of the Colors at Buckingham Palace, Windsor and Balmoral.

Drum Major Moon and two admirers.



Alberni School Patrol in action.

### SCHOOL PATROL DOES FIRST-CLASS JOB

The Alberni School Boy Patrol recently held their picnic at Sprout Lake Park—an area donated to the Government of British Columbia by Mac-Millan, Bloedel and Powell River.

The patrol, sponsored by the Alberni District Rotary Clubs, is doing a first-class job—one of which its citizens are justly proud. There are approximately 180 pupils engaged in this useful and important community work in the Alberni Valley.

### POWELL RIVER NAMES BEAUTY QUEEN

Powell River residents named Miss Annabelle Ashworth as Queen for 1962. She will compete with other Queens from all parts of British Columbia in the contest for Miss P.N.E., at the Pacific National Exhibition in Vancouver in late August.

Miss Ashworth in her lifetime has moved around a bit. She went to The Barbados at the age of three, returning to Canada two years ago when she settled in Powell River. At present she is attending the University of British Columbia.



No. OF DAYS SINCE LAST LOST TIME ACCIDENT -6

ACTIVITY	PERCENTAGE	DIVISION FREQUENCY	
		PERCENTAGE	PERCENTAGE
FALLING & BUCKING	2	-85	YEAR TO DATE
YARDING & LOADING	7	-15	37
GRADE	2	10	LAST YEAR TO DATE
TRANSPORTATION	0	178	-31
BOOMING	1	88	OBJECTIVE
SHOP	0	178	20
MISCELLANEOUS	0	178	

## COMPARISON OF ACCIDENTS &amp; FREQUENCY BY AREAS

AREA	ACCIDENTS	FREQUENCY
FAL		
ALP		



School Teacher Group visited Company's Port Alberni Divisions for first hand look at operations.



## AN INTERESTING DISCUSSION

During the recent visit of the European Common Market representatives to B.C., our Alberni plywood plant came in for considerable personal attention.

One reason was the interest shown by the delegates in our skilled women employees. Above shows Dr. Bakker (left) with E. Young, Manager of our Vancouver Plywood Division, and Messrs. Scholten and Heidema, keenly interested in discussing plywood questions with Janna Ruissen of Alply division.

## A TREE GROWS IN PORT ALBERNI

Twelve years ago Penny Lou Shaw, as a grade 1 student in Gill School, Port Alberni, planted her own Douglas Fir seedling on a Sproat Lake property.

In June of this year, Penny, now 18 years of age, graduated from Alberni District High School. Shortly after graduation she went out on one of her regular visits to her one-time seedling.

In the photo below, Penny stands beside her tree which today is a sturdy straight-limbed youngster, well on its way to vigorous maturity.

## TEACHERS TOUR COMPANY OPERATIONS

For several years our Company has acted as hosts to a selected group of British Columbia school teachers, who have regularly toured the Port Alberni and other operations.

With the forest products industry accounting for half the province's economy, B.C. lumber, logging, plywood, pulp and paper operations are of natural interest to educational bodies.

And Port Alberni, where the complete integration of the industry from the logging camp to its conversion to manufactured products can be seen, has been a popular rendezvous for such groups.

This year, approximately fifteen teachers made the Port Alberni tour. They included representatives from the interior areas—Trail, Penticton, Lillooet, and from Vancouver and points on Vancouver Island.

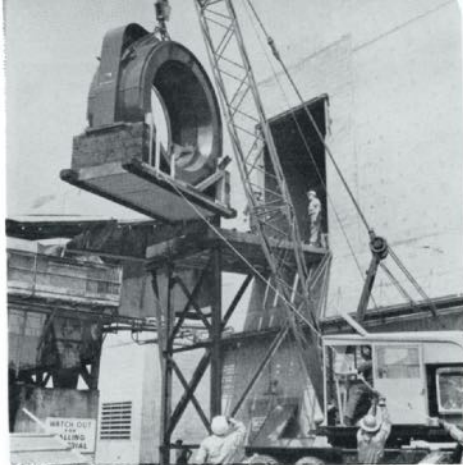
These tours have been commended both by the teacher groups and the Department of Education.

Miss Powell River—Annabelle Ashworth



Penny and her tree.





Grinder motor being hoisted into building for installation.

**S**TEADY and continuing progress on Port Alberni extension.

Busy days at Harmac as construction crews rush ahead with recently announced kraft expansion.

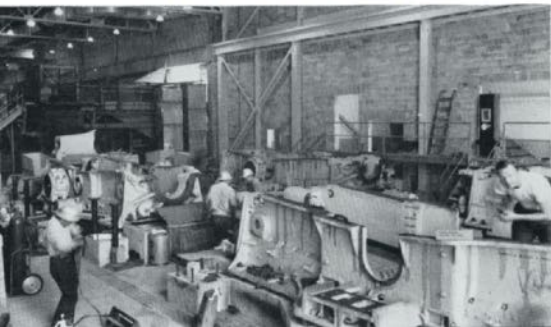
These are the progress reports coming from the main centres of heavy construction projects.

Each day brings the completion of Number 5 machine room and auxiliary equipment closer to the target date of next April. Each week and month brings noticeable changes on the building landscape as exterior work nears completion and installation of machinery and equipment gets under way.

Latest reports on the Port Alberni project show:

1. Structural work on Number 5 Machine Room building is almost complete. Only tidying up remains.
2. Installation of paper machine has started with the laying of the sole plates.
3. Sole plates for the new steam turbine have also been laid and installation of the unit will proceed shortly.
4. New groundwood machines are being set in line and Number 9 grinder will soon be in operation.

Crews busily engaged on grinder installations at Alberni.



## ALBERNI AND HARMAC EXPANSION PROGRAMS MOVE STEADILY ALONG

5. Number 3 power boiler is being insulated and is successfully passing the rigid pressure tests.
6. Transformers, heating and ventilating equipment installations are well advanced.
7. Site excavation for the new recovery boiler is under way.

In summary—on the last lap and everything moving right on schedule.

And a quick look at the Harmac area where workmen are moving rapidly ahead on construction of the new kraft pulp expansion announced early this spring by Chairman The Honourable J. V. Clyne.

1. Pulp warehouse extension is proceeding on schedule. The concrete floor is nearing completion as are the framing and walls.
2. Underwater drilling for the new wharf is progressing on schedule.
3. Excavation work for most phases is nearing completion; and start has been made on Number 3 Bleach Plant.
4. Number 3 Woodroom footings and pedestals, concrete forms and reinforcing steel are nearing completion.
5. Structures of the woodroom are taking shape. Footings for the storage buildings are nearly completed; and the excavation for the headrig building is finished.

Overall the present expansion and additions in the Harmac and Alberni areas, involve capital expenditure of over \$60 million. Both are looking to the future to ensure that the Company is in a position to meet any possible competition with modern equipment and high quality products.

Harmac mill showing site of new expansion on left.







Left to right: Paul Snider, General Manager, The Tribune, Madera, Calif.; Mrs. Snider; Allan Bean, Business Manager, The Independent, Richmond, Calif.; Mrs. Bean; Mrs. Stone; Allen W. Stone, El Cerrito, Calif.

**F**RRIENDS from many widely-spread areas have visited our operations in the past two months.

It was a pleasure to welcome Mr. Bill Lupton and Mrs. Lupton from the Nanaimo "Free Press", one of British Columbia's oldest dailies, and their guests, that outstanding British Columbia citizen Mayor Pete Maffeo of Nanaimo and Mrs. Maffeo. Mayor Maffeo has been a leading figure in the community life of Vancouver Island for many years.



Left to right: E. H. Marsella, Manager, Blake, Moffitt & Towne, Fresno, Calif.; Mrs. Marsella; Lloyd O'Connell, Vice-President, Blake, Moffitt & Towne, San Francisco, Calif.; Mrs. O'Connell; Harry Fulton, Long Beach; Mrs. Cameron; S. C. Cameron, General Manager, Independent Press-Telegram, Long Beach; John E. Carr, Long Beach, Calif.

From California we were privileged to greet officials and their wives from several well-known and long established dailies. Paul and Mrs. Snider of the "Madera Tribune"; Allan and Mrs. Bean of "The Independent", Richmond; and Allen and Mrs. Stone from El Cerrito.

Other California visitors included E. H. Marsella and Mrs. Marsella of Blake, Moffitt & Towne, Fresno; Lloyd O'Connell and Mrs. O'Connell of

## Our Visitors



Left to right: Frank Ney; Mrs. Ney; Bill Lupton, Publisher, Nanaimo Free Press; Mrs. Lupton; Mrs. Thompson; John Thompson; Mrs. Maffeo; Pete Maffeo, Mayor of Nanaimo.

Blake, Moffitt & Towne, San Francisco; S. C. Cameron and Mrs. Cameron of the Independent Press-Telegram, Long Beach; Harry Fulton and John E. Carr, Long Beach; Angus M. Tierney, Publisher, Garden Grove Daily News; Mr. and Mrs. Bob Chaplin and Mr. and Mrs. Charles Lucchesi, all of Garden Grove.

We hope you enjoyed your visit. Certainly we did.



Left to right: Bob Chaplin; Angus M. Tierney, Publisher, The News; Mrs. Chaplin; Mrs. Lucchesi; Charles Lucchesi, all of Garden Grove, California.



# This is Canada

## Part 5

### *Land Areas and Populations*

RECENT world census figures show that Canada is the world's second largest land mass with a total area of 3,851,809 square miles. The Union of Soviet Socialist Republics is the largest with 8,650,000 square miles, extending from the Atlantic to the Pacific across two continents and has more square miles than Canada and the United States combined.

In order, the other great land areas of the world are:

China (excluding Formosa and Pescadores)	3,767,738 sq. mi.
United States	3,615,213 sq. mi.
Brazil	3,287,204 sq. mi.

Population figures, due to climatic and other factors, have little relation to land areas. Canada, Number Two in land area has only 18 million people. The Soviet Union, with over twice the area of the United States has a population of 210 million, compared with 180 million for the U.S.

Population density in the three nations shows Canada with less than five people to the square mile, the Soviet Union with 24 and United States, the smallest of the three in area, with the largest per capita figure of nearly 50 people to the square mile.

Interesting comparisons are brought out in studies of the Chinese and Indian Statistics. China, with an area approximately equal to the United States shows six times the latter's population density.

India's case is even more striking. She contains less than half the area of the United States but her teeming 402 million humans shows an average of 320 to every square mile. Compare this against Canada's 4.8 per square mile!

#### **Governors-General**

There have been 19 Governors-General since the Confederation Act of 1867. Seventeen of these have been British peers, from Viscount Monck in 1867 to Earl Alexander of Tunis, 1946-1952.

The first Canadian appointed to the post was the Right Honourable Vincent Massey, in 1952. He was followed by the present incumbent, Major-General George P. Vanier.

The names of many of these men have been recorded in various facets of Canadian life. Vancouver's famous Stanley Park was opened and named by Lord Stanley (1888-1893); Willingdon Beach, in Powell River, was dedicated personally by Viscount Willingdon in 1926.

Bessborough Armories in Vancouver recall the stewardship of the Earl of Bessborough (1931-1935); Lord Byng school was named in honor of Lord Byng of Vimy (1921-1926); Tweedsmuir Park after Lord Tweedsmuir, whose fame as John Buchan, author of "Greenmantle", "The 39 Steps", and other thrillers is known to every Canadian.

At Powell River again, Alexander House, headquarters of the Canadian Legion branch was opened and named by the popular Field Marshal Earl Alexander of Tunis.

Lansdowne Race Track in Vancouver perpetuates the name of the Marquis of Lansdowne (1883-1888); Connaught Park and other centres recall Field Marshal, H.R.H. the Duke of Connaught (1911-1916).

In sport the names of two governors-general are perpetuated in two famous trophies, the Grey Cup, presented by Earl Grey (1904-1911); and the Minto Cup in Lacrosse donated by the Earl of Minto (1898-1904).



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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **May-June, 1962**

SUBJECT: **Chemainus Centennial**



The Lieutenant-Governor of British Columbia, Honourable George Pearkes, V.C., applauds the smart deployment and piping of MacMillan, Bloedel and Powell River's championship pipe band as their kilts swirl by with Drum Major Moon, all the majesty of the Scots Guards in his carriage, leading the procession.



Less than a year from now Port Alberni's No. 5 Machine, shown here under construction, will be turning out newsprint for the publishing houses of the world. Embodying the latest and most modern improvements, the machine is designed for speeds of 3,000 f.p.m.

**MACMILLAN, BLOEDEL AND  
POWELL RIVER LIMITED**

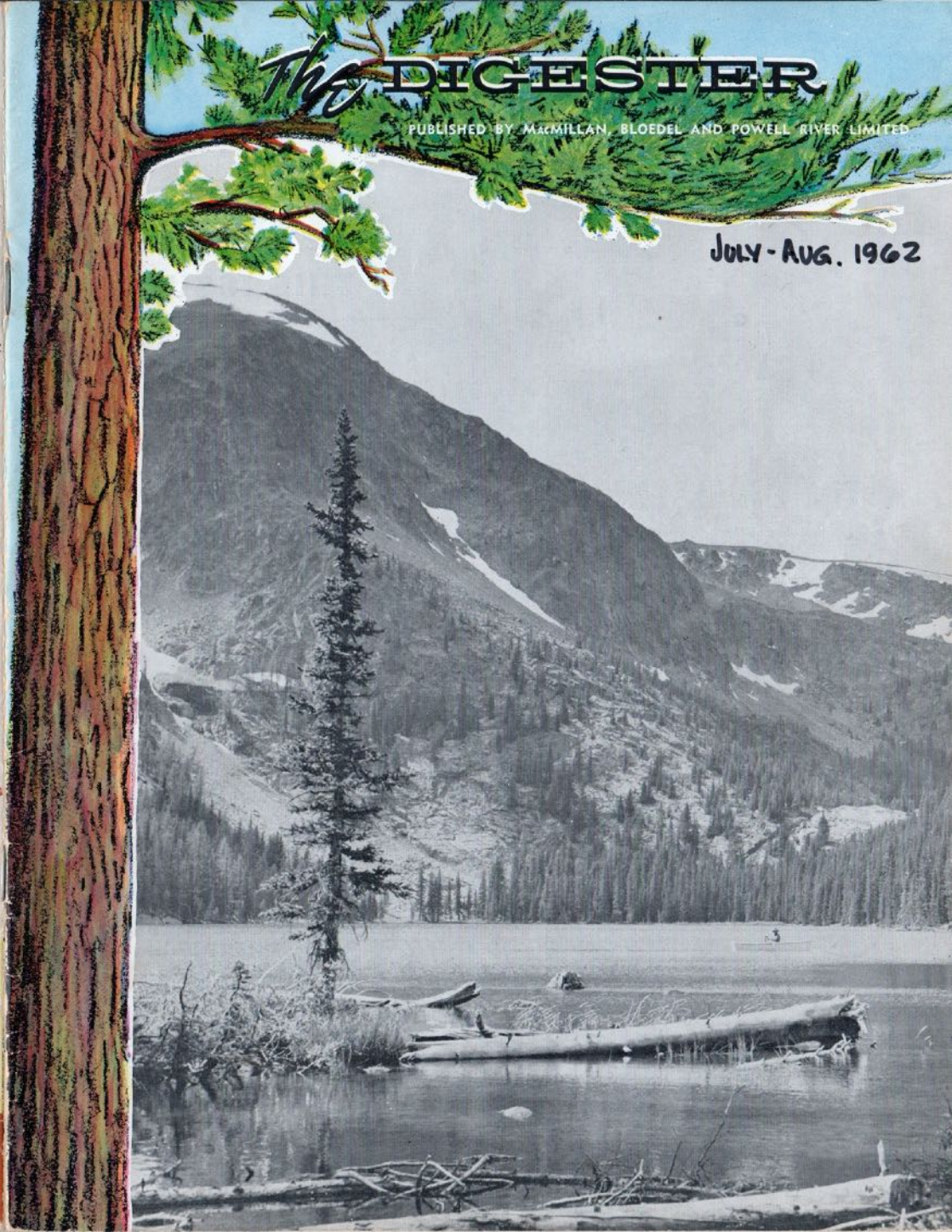
NEWSPRINT - PULP - CORRUGATED CONTAINERS - KRAFT PAPER  
BAGS - LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES  
DOORS - PRES-TO-LOGS - ROOFING - BUILDING MATERIALS  
PAPERBOARDS AND PACKAGING



# The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

JULY - AUG. 1962



Vol. 38, No. 4

July - August, 1962

## 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

### COVER

One of countless picturesque lakes in  
British Columbia is shown on our cover.  
Photo was taken in Cathedral Lake area  
near Penticton.

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Mr. H. R. MacMillan

## H. R. MacMILLAN ESTABLISHES \$2,000,000 FUND FOR EDUCATION AND WELFARE

“ONE assumes it to be a responsibility of those who have prospered and enjoyed the advantages of a community to share with other citizens, through welfare and educational work, some part of the material benefits enjoyed.”

In these words, Mr. H. R. MacMillan, director and an original founder of MacMillan, Bloedel and Powell River Limited, announced the setting up of a personal \$2,000,000 trust fund for educational and welfare purposes.

In establishing this fund, Mr. MacMillan stated—“The intention is that some of the worthy purposes to which Mrs. MacMillan and I have given support over the years will continue to be helped during the lifetime of my immediate family.”

(The trust stipulates that the full amount must be spent within 50 years but not before 30 years).

The fund will be known as the H. R. MacMillan Family Fund and will be administered by The Canada Trust Company. It will be used to help British Columbia educational institutions at the university level and provide scholarships, loans, bursaries, and prizes to worthy and needy students. Contributions will also go to the University of British Columbia Faculty of Forestry and the Institute of Fisheries.

The United Church of Canada will share in the fund to assist its churches in the B.C. communities

where MacMillan, Bloedel and Powell River Limited has operations. The money is to go to help the work of the Church generally in B.C., establishment, repair and maintenance of churches and the operation of Union Theological College.

The fund will also aid deserving students above the elementary school level coming from the Company's areas of operation, to continue their education.

Mr. MacMillan has over the years given many generous gifts to universities and welfare institutions. In 1955 and later he set up a fund of \$600,000 with the Vancouver Foundation for these purposes.

Annual grants will also be made to the Salvation Army, Vancouver Community Chest, Seamen's Mission, Canadian Red Cross, YMCA, YWCA, Naramata Boys' School, operated by the United Church, the Canadian Institute of International Affairs, and other worthy causes.

The fund has been set up irrevocably and while the deed sets forth some of the organizations to which the income should be paid, the trustee and advisors are free to make their own decisions without being accountable to any organization or institution; and no organization or institution is to acquire any vested right or legal status by virtue of the deed.

# PLYWOOD RESEARCH CENTER OPENED

*First Laboratory Constructed for Development and  
Testing of Full Scale Structural Components*

ONE of the world's newest plywood research centers; and the first of its kind designed specifically to handle development and testing of full scale structural components with spans up to 100 feet was opened on September 6 by the Federal Minister of Forestry, the Honourable Hugh John Flemming. The building is one of which the B.C. plywood industry is justly proud. It reflects the forward looking attitude of the lumbermen of British Columbia to the challenge of world competition; and their determination to maintain highest possible standards of quality and service.

The laboratory is a part of a long term program launched ten years ago by the plywood industry; and is aimed at the creation of volume markets for engineered components.

"We are competing with many products," stated John B. Armstrong, Plywood Association Manager, "... and concentrated research is required if plywood's potential is to be fully realized."

The fine new central laboratory is designed to forward this objective.

The roof system is an example of the new building techniques which will be developed further at the North Vancouver centre. It consists of 86 structural panels, ranging in area from 73 square feet to 186 square feet, in a variety of flat, triangular and trapezoidal forms. Final finish over the plywood is a coloured plastic coating, reinforced by glass fibres. All panels were fabricated off the site. Shipped from the fabricator's plant by truck, the various sections of the roof were assembled in groups on the ground and raised into place by crane.

The laboratory cost in excess of \$100,000. It includes a test floor 60'x120'.

There are two principal testing mechanisms, one by cable pulleys, the other by air bags.

The former will test plywood up to 100 feet long—beams, trusses and rigid frames. They are tested in a horizontal position resting on rollers and supported against lateral buckling by rigid beams, attached to tie-down points in the floor. The cable system is simple and easy to calibrate. It utilizes electric load cells through which applied loads and reactions can be determined to less than one per cent error.

The air bag system tests samples which cover areas or support loads. Examples are stressed skin panels, folded plates and barrel vaults. This system is most practical for the testing of flat or nearly flat specimens.

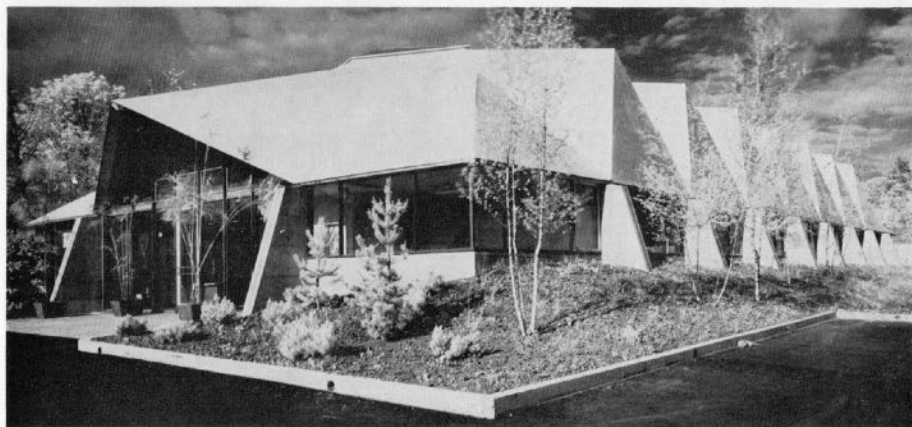
These are placed above an air bag, and are restrained by cross members. Pressure is applied by means of air pumped into the bag. This air pressure can be measured accurately, enabling the load imposed on the plywood to be determined with a very small margin of error. Measurement is by means of a manometer.

Where long-term testing is required, an area outside the building will be used for the loading of beams and other units which can remain under observation for a period of months or even years.

In opening the new laboratory, the Minister of Forestry declared: "This testing laboratory is unique, being the first research center to be operated by an organization of either the lumber or plywood industry in Canada.

"These fine, modern facilities—the first of their kind in the nation—represent some ten years of planning and determination of a calibre that augurs well for the industry and for Canada. For let no one lose sight of this for one moment—Canada needs this kind of planning, imagination, courage and determination in all fields of endeavour possibly more than she needs anything else at the present stage of her development."

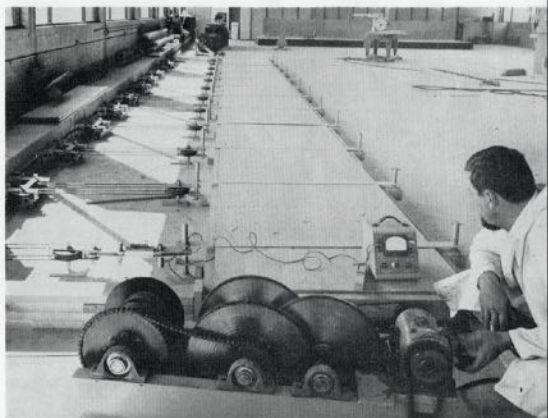




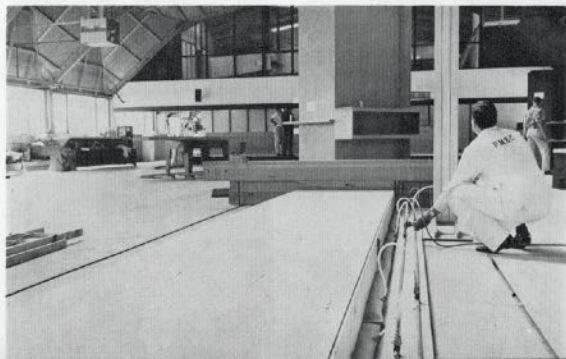
The new research center is modern in design and equipment.



Federal Forestry Minister Hon. Hugh John Fleming opened the center.



Above: Testing lateral strength by cable pulley.



Left: Air bag system tests load factor.



(Top)—Left to right: Mr. R. S. Howard, President, Casper, Wyoming, Tribune-Nerald, Naples, Fla., Mrs. Howard; Mr. W. P. Marshall, Secretary, Casper, Wyoming, Tribune-Nerald, Pocatello, Idaho, Mrs. Marshall; Mr. W. H. Mendenhall, Controller, Scripps League, Seattle, Wash., Mrs. Mendenhall; Mr. R. M. Tilton, Publisher, Hanford Sentinel, Hanford, Calif., Mrs. Tilton.

(Lower)—Monsignor John B. Cavanagh, Managing Director of Denver Register (second from left) and party including Monsignor W. Jones, Monsignor B. Cullen, Father L. Walter, Father J. Dietzen, Father J. Danagher, Mr. J. Kerr, Mr. P. McGrady and Mr. L. Reade.



## Our Visitors

IN THE spring and summer of this year, large and widely representative groups of visitors have toured all divisions of our Company operations. Delegations from British pulp and paper associations and representatives of European Common Market countries have inspected our pulp and paper plants, our logging and sawmill divisions, and our specialty product plants.

Many representatives of publishing houses in Canada and the United States have been our guests during the summer and as one editor remarked: "The weather wasn't too good but the fish were biting—and with the paper machines running, we were able to see our newsprint being made."

Some of the representatives of various United States newspapers who visited Powell River in July and August are pictured on this page.

Left to right: Mrs. W. Cole; Mrs. J. Smith; Mr. Wm. Cole, General Manager, Fresno Guide; Mr. R. Case; Mrs. H. Henry; Mr. H. Henry; Mr. J. Smith; Mrs. R. Case; Mr. R. Thatcher, and Mrs. Thatcher.



(Below, left)—Left to right: Mrs. Lucille P. Tucker, Business Manager and Mr. O. P. Tucker, Publisher, Los Altos News; Mr. W. Tucker; Mr. R. McCarthy; Mr. H. Jenkins, Los Angeles Herald-Examiner, Mrs. Jenkins; Mr. J. A. Brown, Eureka, Calif., Mrs. Brown; Mr. R. Leahy, Phillips & VanOrden, San Francisco, Mrs. Leahy; Mr. C. E. Mooney, Business Manager, Eureka Newspapers Inc., Mrs. Mooney.



Left to right: Mr. R. E. Tracey, Director, Gardena Valley News, and Mrs. Tracey; Mr. R. Anderson, Associated Publisher, Lodi News-Sentinel, and Mrs. Anderson; Mr. K. Stone and Mrs. Stone; Dr. S. Rooth, Director, Gardena Valley News, and Mrs. Rooth; Mr. W. J. Hunt, Publisher, Garden Valley News, and Mrs. Hunt.



(Below, right)—Left to right: Mr. C. Cranor, Asst. General Manager, San Mateo Time, and Mrs. Cranor; Mr. F. E. Moore, Editor, Daily Facts, Redlands, Calif., and Mrs. Moore; Mr. W. C. Pomeroy, Mesa, Ariz., and Mrs. Pomeroy; Mr. R. W. Calvert, Publisher, Mesa Tribune, and Mrs. Calvert.







An attractive design is created by using different types of Sylvaply. Here Channelply and Smooth-face are combined.

***Armour-Plated Plywood Sheathing-Siding***  
***Developed in—***

## **SYLVAPLY PERMASHIELD**

OUR readers will be interested to know that Sylvaply Plywood, manufactured by MacMillan, Bloedel and Powell River Limited, is now available in yet another form that will stand up to severe weather conditions and other hard usage.

It is being "weatherplated" with a hard, smooth, resin-impregnated facing which is actually bonded into the plywood under heat and pressure, in effect becoming part of the wood itself. The Company has named it "Sylvaply Permashield" and it does just what the name implies—provides a permanent shield against weather and hard wear.

This comparatively new product is ideal for such exterior uses as panel cladding, board and batten cladding, gable ends, accent panels, garage doors, soffits and sun-decks and even traffic signs.

Permashield's tough, velvet-smooth facing is made of phenolic resin and wood fibre and cannot be boiled, soaked or pried away from the plywood panel. It will not crack, check or craze and presents a perfect paint surface. Painting costs are reduced because it needs no sanding, patching or sealing.

The Central Mortgage and Housing Corporation has accepted the product for single skin application in buildings in place of the usual double application of sheathing and then cladding. As a result construction costs can be substantially reduced.

Permashield is available in two basic forms. Channelply, which  $\frac{5}{8}$ " coated Sylvaply, grooved in 2", 4", 6" or 8" spacings to create a planked design; or smooth-face which presents a clear surface to emphasize a panelled effect.

This specialized product is particularly adapted to the housing, industrial and agricultural building fields but no end of applications can be found in other areas where weather and hard usage are

important factors, or where smooth tile-like surfaces are required.

Sylvaply products have over the years built an excellent reputation for quality and dependability of which one of the most versatile of the Sylvaply line, is only one of the numerous forms in which this plywood is available.

Sylvaply comes in grades and sizes for every use from sheathing and sub-floor grades to decorative grooved or embossed patterns. Many interesting and eye-appealing results can be achieved in building by mixing the various styles in which the plywood is available.

Also, special sizes of the product are obtainable for special jobs in lengths up to 40 feet, widths to 5 feet and thicknesses to 1 $\frac{1}{4}$  inches.

Permashield, like many recent innovations in plywood, represents another step by the Company to meet the new and demanding requirements of today's building trends.

Applying Sylvaply Permashield is fast and easy.



## MAYOR JACK DOBSON — DUNCAN

"Duncan is my hometown, and that's where I was born and that's where I intend to stay."

Succinctly, this sums up the philosophy of Jack Dobson, native son, community worker, businessman and sportsman, who has headed Duncan's civic government since 1956.

At present he is an owner and senior partner in the real estate firm of Robinson Agencies Limited, and prominent in the business circles of Duncan.

The list of his extra-curricular activities are varied and impressive. He is a past president of at least five community and service organizations, including Rotary Club, Vancouver Island Municipal Association, Duncan Junior Chamber of Commerce and others. He retains his memberships in most of these organizations and in between times finds the odd spare hour to attach himself to the Duncan-Cowichan Chamber of Commerce, Royal Canadian Legion, Maple Bay Yacht Club, Hospital Planning Committee, etc.

These, we stress, are extra-curricular. This energetic Duncanite has a full time job as Mayor, in an important agricultural, lumber, and tourist area of Vancouver Island. The list of achievements of he and his aldermen include a new water system, an expansion of the city area by 50 per cent; establishment of one of the first free civic parking areas in B.C.; new subdivisions, abolition of the Poll Tax and an increase of 30 acres in parks.

On weekends, when his mayoralty duties permit and when his telephone stops ringing for a brief interval, he indulges in his favorite hobby—out boating on the clear waters of the Gulf of Georgia.

"Living is the most important thing I do," is his philosophy—and Jack Dobson has lived well for his beloved native city and the welfare of its people.



Jack Dobson

## CIVIC LEADERS IN

### REEVE RAY WEAVER — POWELL RIVER

Ray Weaver has headed Powell River's Municipal Council since 1955, the year Powell River townsite and surrounding villages were incorporated as a single municipality.

Civic affairs have been Ray's hobby and chief interest for the past 20 years. Since 1942, when he was first elected to the original village board, he has been in the thick of civic life.

For three years, 1953-1955 he was village representative on the Union of B.C. Municipalities; and is among the most experienced figures in B.C. municipal life.

His work on village committees was outstanding; and when the Municipality of the District of Powell River was formed in 1955, he was the logical choice for its first Reeve. The voters have shown their confidence in his administration by returning him each term.

Under Ray Weaver and his Councillors, the Powell River district has seen many improvements. The annual budget is around \$1,500,000 and approximately 25 miles of paved road have been opened in the past six years. His Council introduced the district's first road by-law, has completed an \$800,000 waterworks project, and improved and extended sewage systems. Airport improvements, additional municipal buildings, and new recreational areas are part of the continuing program undertaken or encouraged by Ray Weaver and his committee.

As an employee in MacMillan, Bloedel and Powell River's laboratory at Powell River, the Reeve is widely known in the area and has a thorough knowledge of the problems and needs of a highly industrialized area like Powell River.

Like all the mayors or Reeves mentioned in this review, he is a dedicated civic worker and believes, as they do, that his first and main job is the progress and development of the area in which he resides and where he and his family earn their livelihood.

The development of Community life and progress in the hinterland areas of our province have been largely dependent on the unselfish and dedicated efforts of hard working, enthusiastic residents who have given their time and experience to civic life in their districts.



Ray Weaver

### MAYOR FRED BISHOP — ALBERNI

With 11 years of continuous civic service as a background Mayor Fred Bishop is well qualified to head the activities of this busy city, one of the two "Albernis" whose destinations are closely linked and whose individual civic pride and rivalry are active influences in the continued progress of each.

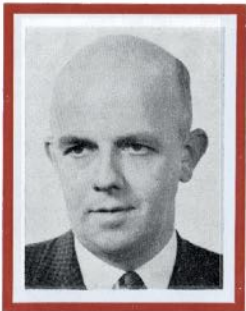
Alberni is essentially a residential city of the thousands of employees working in the highly industrialized City of Port Alberni. MacMillan, Bloedel and Powell River, whose operations are a principal mainspring in Port Alberni's industrial growth, are closely associated with and interested in the progress of the two Albernis.

Mayor Fred Bishop is a business leader in the Alberni community. He runs a coin operated dry-cleaner business and is President of Solar Glass Tint in that city.

As a sportsman and sports promoter, Mayor Bishop is widely known in British Columbia circles. Like his friend and associate Mayor Pete Maffeo, promotion of recreational and athletic development have been among his main hobbies. In 1955 Fred achieved one of his main ambitions when he managed the star-packed Alberni Athletic team that swept the Canadian basketball boards and brought the Dominion Championship to his home town.

Active in service club work, and a member of the Gyro Club, his hobbies outside of sports promotion, in which he is still active, are golf and fishing.

Like most of his companion Mayors and Reeves in B.C. communities, Fred's hometown, its people and their progress have been his main interest—and his contribution and that of his experienced Councillors have been dominant factors in the growth, stability and reputation of his city.



Fred Bishop



## MAYOR PETE MAFFEO — NANAIMO

The civic and community achievements of Mayor Pete Maffeo are written high in the annals of Nanaimo. His entire life and interest have been unselfishly dedicated to the progress of his community and the welfare of its citizens.

Born and educated in Nanaimo, "Pete" from the day he started out as a laborer in the coal mines of the area, has thrown all of his tremendous energy and vitality into the life of his native city. He built up his ice cream and cold storage business, almost as a "side line" to his community interests.

"What's good for Nanaimo is good for me," was a statement he once made before a hectic session of the British Columbia Amateur Athletic Association—and that has been his life long objective.

He has headed numerous athletic bodies, has coached and trained athletes, has been responsible for bringing provincial, national and international athletic teams to the district. He has been on the provincial executive in almost every field of sport. To the athletic community of British Columbia, Pete Maffeo has been "Mr. Nanaimo".

Mayor Maffeo has headed or has been a leading promoter of all forward looking programs initiated in the city. As a charter member of the Gyro Club, he headed the campaign for recreational areas and playgrounds. The Fish and Game Association honour him as Vice-President. The development of the City Arena, City Hall, the Health Centre, housing developments are a few among the various campaigns he has developed. For his work with the Indians he was signally honoured by being made a white chief.

A veteran of World War I, he headed the Civil Defence of Nanaimo in World War II when his outstanding work was recognized by the award of the Order of the British Empire.



Pete Maffeo

# OUR COMMUNITIES

The men on these pages and their respective Councils are such people, and MacMillan, Bloedel and Powell River is privileged to pay a tribute to their efforts on behalf of their people and communities.



Loran Jordan

## MAYOR LORAN JORDAN — PORT ALBERNI

A few weeks ago, the Union of B.C. Municipalities representing the cities, municipalities and villages in all parts of British Columbia held their Annual Meeting. Officers were elected for the year 1962-1963.

Elected to head this senior civic body was Mayor Loran Jordan, perennial mayor of Port Alberni, and an outstanding figure in the community life of British Columbia.

Loran Jordan, a native son of Cranbrook, B.C., has resided in Port Alberni for the past 31 years. He grew up in the lumber business, starting work with Alberni Pacific Lumber Company, now a division of MacMillan, Bloedel and Powell River.

In 1942, Loran was elected Alderman of Port Alberni; and in 1946 was the successful Mayoralty candidate. He is now serving his 16th consecutive year as mayor, a record almost unique in civic politics in British Columbia—perhaps on the continent. In 1948 he became a partner in a local transport company, in which he retains a personal interest.

Being Mayor has been Loran Jordan's main business and hobby. Under his direction and example, Port Alberni has expanded steadily and is today one of B.C.'s largest and busiest industrial centres. He is justifiably proud of the fact that in the last 16 years population has increased 60 per cent and the annual budget is now five times greater than in 1948. The 1962 municipal budget was just under \$2,000,000. A new hospital has been built, a modern city erected, and 27 miles of paved roads are now in operation.

Mayor Jordan in his 16 years has accomplished much for the city of Port Alberni, but is not resting on his laurels.

"Our city is now an up to date modern area. We intend to maintain it that way and provide the best possible facilities for our city and its people," is the way the Mayor summarizes the continuity of the Port Alberni development.

## REEVE DONALD MORTON — NORTH COWICHAN

Reeve Morton has the honour of directing the progress and development of the third oldest municipality in British Columbia. Incorporated in 1873, North Cowichan has been a major centre of agriculture and dairying on Vancouver Island. In and around the Cowichan area are some of our Company's major logging operations and many employees are resident in North Cowichan.

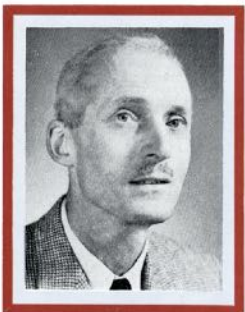
Reeve Morton, a native of Staffordshire, England, came to Canada in 1923; and his residence on Vancouver Island dates back to 1936.

He left the area in 1941 to spend four years overseas with the armed forces. Since 1945 he has been vigorously associated with the business and civic life of his district. As a dairy farmer, he has been a leader in its development and today is a director of a number of agricultural associations. In 1962 he was elected President of the B.C. Farm Writers' Association.

He was first elected to the North Cowichan Council in 1954 and made Reeve in 1962. His reputation as a civic administrator was recognized in his appointment as Vice-President of the Vancouver Island Municipalities.

The steady, orderly development of North Cowichan which has one of the lowest general mill rates in B.C., was developed by his predecessors, and has continued under his direction.

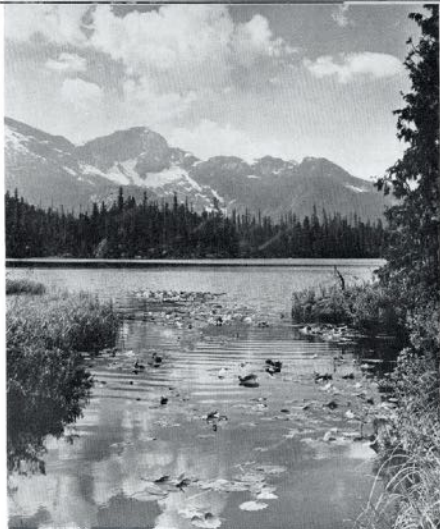
Speaking of North Cowichan, Reeve Morton says, "I have always felt that the kind of people who live in North Cowichan make it a pleasant place in which to live. During my nine years on the Council I have always felt that the relationship between the two big industrial taxpayers, the farming members of the community, the average businessman and the workers and the Council has been a happy one.



Donald Morton

# BRITISH COLUMBIA

## *A Land of*



Above:  
Water lilies bloom  
on Durant Lake  
near  
Powell River.

While this may be true, we must admit that in comparison with other Canadian provinces, our lake area is not nearly as impressive as our fishing. In cold fact our 16,000 odd lakes cover only two per cent of the province's total area of 366,255 square miles.



Williams Lake on the famous Cariboo Highway is well-known to hunters, fishermen and tourists.

**I**N BRITISH COLUMBIA, home of some of the world's finest fishing and hunting areas, the presence of innumerable lakes is taken for granted.

Yes, we have lots of lakes in British Columbia—well over 16,000 to be exact. And as natives of the province we would insist that square foot by square foot, we have the best fishing waters in Canada.

Picturesque lake in Cathedral Lake area near Penticton.



The prairie provinces of Manitoba and Saskatchewan are much more widely endowed with lakes than is B.C. (Please remember we are discussing lake **area**, and **not fishing!**). Manitoba, has 15 per cent of its surface in fresh water, and in Saskatchewan, usually linked in popular imagination with waving grain fields and widely spread grasslands, water comprises 12 per cent of the total area.

Most of the prairie lakes and the great inland waters of Quebec and Ontario are of glacial origin. B.C.'s lakes are, in large part, mountain streams dammed by past land upheavals. The Great Lakes, Superior, Michigan, Huron, Erie, Ontario, and similar bodies mark the southern melting location of the glacial age which eroded a wide swath from Hudson's Bay to the Rockies and south just beyond the international border.

In B.C. glacial action is responsible for the concentration of lakes in the Nechako basin and adjacent area; and similar ice dammed lakes are present in other areas.



# 16,000 Lakes

Again, contrary to many conceptions, there are few large lakes in British Columbia. The largest single body of inland water, the Nechako reservoir (515 square miles), is not a lake but a reservoir which joins a series of lakes in Tweedsmuir Park.

The largest lake in the province is Atlin (307 square miles), whose northern tip extends into Yukon Territory. Babine Lake (194 square miles) in the central interior, is the largest lake inside provincial boundaries.

Our lakes are of average depth, the deepest being Quesnel Lake, in the Caribou district. There are six other lakes with areas in excess of 100 square miles — Kootenay, Okanagan, Quesnel, Shuswap, Stuart and Takla. Comparing depths, Lake Baikal in Siberia is the world's deepest (5,712 feet), and Great Slave Lake in Canada's Northwest Territories (2,014 feet) is North America's deepest.

Two, at least, of B.C.'s lakes have interesting special characteristics. At Nitinat Lake, on the west coast of Vancouver Island, under certain conditions of wind and tide, salt water can flush over the shallow sill formed by the short Nitinat River. This brings jellyfish, crabs, shrimps and other marine life into the lake.

Another interesting discovery has been recently made in connection with Powell Lake, reservoir for a large share of the power used in the operation of MacMillan, Bloedel and Powell River plant at Powell River.

Researchers have discovered that the lower



A boating party pauses for lunch at Lanezi Lake.

layers of the lake are filled with old sea water, although its upper 600 feet is fresh and contains the usual assortment of fresh water plankton and trout. About 10,000 years ago, the land around the nearby Straits of Georgia was submerged by the weight of the retreating ice. Sea water entering Powell Lake Valley at that time was diluted with large quantities of fresh water from the melting glaciers. Today as a result the water at the bottom of Powell Lake contains about 17 parts per thousand salt, in contrast to the Gulf of Georgia which has 30 parts.

But this phenomenon certainly hasn't disturbed the fishing in Powell Lake. So let the other provinces boast of their large lakes, we British Columbians favour the adage that good things come in small packages—and if you are looking for the place where the speckled trout and the cut-throats abound and where the deer pad down for fresh water, the lakes of B.C. beckon.

Sky reflection on Bowron Lake, east of Quesnel in the Cariboo.



A roadside lake on the Sechelt Peninsula.





HON. J. V. CLYNE  
Chairman of the Board  
Chief Executive Officer



R. M. SHAW  
Vice-Chairman

**OPERATING GROUPS**



E. G. SHORTER  
President of the Company and  
General Manager, Wood  
Products



G. S. J. BOWELL  
Vice-President and General  
Manager, Pulp and Paper



J. O. HEMMINGSEN  
Vice-President and General  
Manager, Logging



L. G. HARRIS  
Vice-President and  
General Manager, Converting

**S**IGNIFICANT changes, designed to increase efficiency, provide the best possible service to customers, and consolidate Production and Sales activities, were recently announced by Board Chairman, the Honourable J. V. Clyne.

The key move in the reorganization was to establish four Product Groups: Wood Products, Pulp and Paper, Logging and Converting.

Each Product Group encompasses both Production and Sales, and the head of each Group reports directly to the Chairman of the Board and Chief Executive Officer, J. V. Clyne.

The officers in charge of these Groups are:

- E. G. Shorter, President of the Company and General Manager, Wood Products Group;
- G. S. J. Howell, Vice-President and General Manager, Pulp and Paper Group;
- J. O. Hemmingsen, Vice-President and General Manager, Logging Group;
- L. G. Harris, Vice-President, Pulp and Paper Production and General Manager, Converting Group.

## COMPANY REORGANIZED INTO FOUR PRODUCT GROUPS

Mr. Clyne emphasized that the appointment of the President of the Company, Mr. Shorter, to head the Wood Products Group, reflects the importance of the Company's lumber and plywood activities and the magnitude of the job to be done in this area to provide the necessary coordination between Production and Sales.

Mr. Crispin, Vice-President Wood Products Sales, reports directly to Mr. Shorter.

In his capacity as Vice-President, Pulp and Paper Production, L. G. Harris reports to G. S. J. Howell, Vice-President and General Manager, Pulp and Paper Group.





R. M. CLYNE  
Chairman of the Board and  
Executive Officer

### CORPORATE STAFF



G. D. ECCOTT  
Vice-President, Finance  
and Secretary



A. C. KENNEDY  
Vice-President,  
Industrial Relations



H. P. J. MOORHEAD  
Vice-President,  
Engineering



E. L. HARRISON  
Executive Assistant to the  
Chairman

## RE-ORGANIZED PRODUCT GROUPS

The Executive Committee of the Board, through the Chairman, will provide coordination between the four Product Groups and also between the staff functions, and will see that uniformity of corporate practices throughout the Company is observed. It will concentrate on developing long-range goals and strategy for the Company as a whole, reviewing operating plans submitted by General Managers and periodically comparing the actual performance of each Product Group with approved plans.

The new organization will enable Vice-Chairman R. M. Shaw to devote his full time to the many

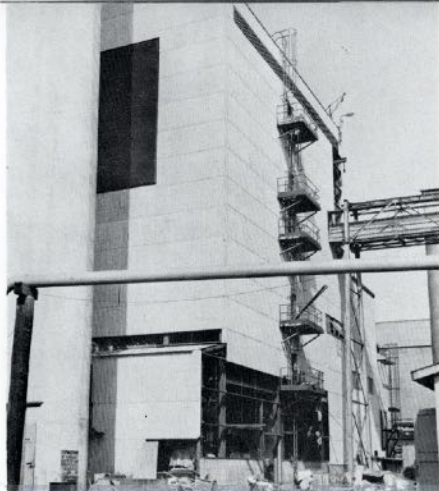
projects of overall Company interest. Mr. Shaw will report directly to the Chairman.

Also reporting directly to the Chairman will be those responsible for corporate staff functions: G. D. Eccott, Vice-President Finance and Secretary; A. C. Kennedy, Vice-President Industrial Relations; H. P. J. Moorhead, Vice-President Engineering, and E. L. Harrison, Executive Assistant to the Chairman.

E. D. Sutcliffe, Executive Director of Planning and Research, and Harold F. Jones, Vice-President and General Manager, Canadian Transport Company, will report to President, E. G. Shorter.

In making the announcement of the plan of reorganization, Mr. Clyne stated that each General Manager will have the primary responsibility for the results achieved by his Group. He will possess the authority required to exercise initiative in selling the Company's products to best advantage as well as improving service to customers and efficiency of operation in his Group.

# Construction Moves Swiftly Ahead at Port Alberni and Harmac



New Steam Plant at Port Alberni is nearing completion.

## Target Dates:

No. 5 Paper Machine at Port Alberni—April, 1963

New Pulp Extension at Harmac—January, 1964

## PORT ALBERNI

NEWS from the Company's major construction fronts continues to report "Everything on schedule, and at Harmac, ahead of original targets."

At Port Alberni, another six months will see the completion of the project announced in the early summer of 1960. In the next two months, interior changes will take place thick and fast.

In the Steam Plant, Number 3 Power Boiler will be completed and operating in approximately one month, and the installation of the 20,000 kilowatt turbo generator will be completed shortly after this.

The Grinder Room extension is proceeding rapidly. One line (2 grinders) has been installed and work on the two other lines is well under way. The entire installation will have been completed and in operation by the end of the year. The six grinders necessary for the expanded mill will bring to twenty-two the total groundwood machines at the Port Alberni operation.

Machine Room construction is also moving ahead. The electric rooms are ready for the installation of electrical components; all paper machine sole plates are in place; vacuum pumps

set up; and crews are preparing for the more spectacular job of erecting the big Dominion Engineering machine, 324" wire width designed for speeds up to 3,000 feet per minute—and capable of producing 150,000 tons of newsprint annually. Much of the equipment—dryers, presses, calendar stacks, etc., is already stored on the site.

The Woodroom extension, as announced previously, has been operating for several months—and the wharf extension area is also in operation.

## HARMAC

Harmac is a busy hive of industry—as original target dates have been moved forward and crews speeding up work in all areas.

The No. 3 Woodroom construction is on schedule and is expected to produce chips by early next year. Two Nicholson barkers—34" and 50" respectively will be installed—and the chipping equipment will include a 112" horizontal whole log chipper capable of handling logs up to 26" in diameter.

The modern chip blowing systems to be installed at the Harmac plant will provide one of the most extensive installations of its kind in Canada.

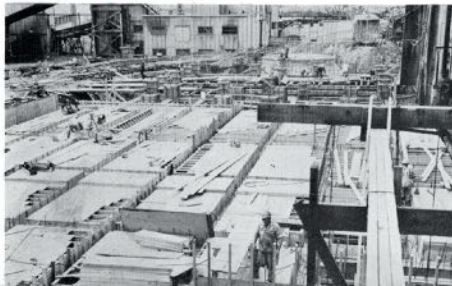
To supply the necessary fresh water for the expanded plant, an additional four pump station is being set up on the Nanaimo River. With five pumps already in operation at Harmac, a total of approximately 40,000 gallons of water will be available every minute.

Included in the Harmac project is a new recovery boiler which will be the largest of its kind in Canada. This installation is due for completion in June, 1963.

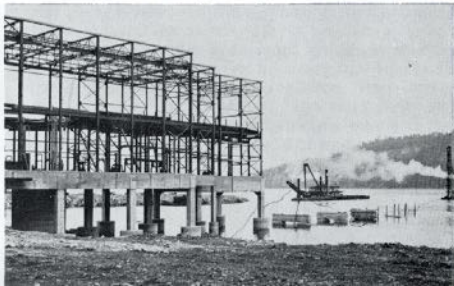
The new Pulp Machine, No. 3 at Harmac, will have a wet end of John Inglis design and manufacture, and an SF Products Airborne Flakt, Type Dryer Section. The machine width is 200" and daily capacity will be in excess of 400 tons of kraft pulp.

At both Alberni and Harmac, installations embody the latest engineering and technical developments available at this time; and Company engineers and operating personnel have also included many features based on past experience in the industry and at the respective Company operations.

Foundations for No. 6 Recovery Building at Harmac.



Steel for Barkers and Head Rig Building—No. 3 Woodroom at Harmac.







Shrubs are carefully inspected, washed and bundled for shipment.

*Ingenuity, Initiative and Hard Work  
Build a Thriving Business in*

## **"B. C. Forest Greens"**

**T**HE construction of a "better mousetrap" is still a path to success.

Three young men at Powell River, centre of MacMillan, Bloedel and Powell River's largest newsprint plant, have proved the truth of this old adage.

They have emphasized that there is still room for individual initiative, nerve and the energy to carry out an idea.

These young men, Mel Turchet and brothers Bob and Jim Sturgeon, in their mid-twenties, have created a new industry in the district. They have organized the area's newest company—B.C. Forest Greens.

Forest Greens? A confusing name, maybe, until you know what these chaps are doing. Looking around the Powell River district, they found large areas of wild logged over land, with small second growth trees and rich in fern, salal, huckleberry and similar shrubs.

Lots of other people have noticed this growth, but Forest Greens have done something about it. "Florists," they agreed, "use 'greens' profusely to decorate their displays. They don't grow the greens themselves, and they are hard to obtain in the rapidly expanding metropolitan areas."

"Have Greens! Can Supply", might be the slogan of the new Powell River industrialists.

And the supply seems to be doing well. Since the idea was first born six months ago, the company has been flooded with demands from florists across Canada. Demand is in excess of present capacity. They are now shipping 3,000 bundles weekly, and could ship an additional 2,000 if more pickers were available.

Today B.C. Forest Greens, in addition to the three working principals, employs five regular girls as well as a number of piece-work pickers to bring in the raw products.

The company has set up a bundling and working headquarters in an old building where the greens are thoroughly inspected, washed and bundled. The bundles are shipped direct to Vancouver, where they are kept in cold storage for shipment across Canada. It is a simple, comparatively inexpensive layout, and it does an efficient job.

Many high school youngsters have profited by this new venture. Jim Sturgeon states that an average picker can earn from \$11-\$12 per day, and that a dedicated picker can make close to \$30. Strangely enough there has been some difficulty in obtaining pickers and the partners are buying from anyone who cares to bring in ferns, salal or huckleberry shrubs.

The business, the three declare, is practically a year round proposition. June is the only month when picking operations are closed.

The boys are happy over the results of their gamble, and pleasantly surprised at the steady orders pouring in from many and widely extended areas across Canada.

Picking the lush greens.





Typical scenery along the new Rogers Pass Highway.

*It's All Clear from Victoria to Newfoundland As*

## **Rogers Pass Opening Completes Trans-Canada Highway**

ON MAY 28, 1881, Major Rogers, a seasoned Minnesota railway location engineer, then under contract to the Canadian Pacific Railway, stood atop a summit of a pass in the Rocky Mountains of B.C. Below he saw the waters flowing eastward to the Atlantic and westward to the Pacific.

Major Rogers, after an exhaustive survey of all possible routes through some of the most difficult terrain in the world, had found a pass through the Rockies over which Canada's first transcontinental railway could be constructed.

He had solved the problem which had vexed and dashed the hopes of previous surveyors. The pass was the answer to the successful passage of the Rockies; and when the last spike in the railroad was driven by Lord Strathcona in 1887, Major Rogers was presented with a \$5,000 cheque and an engraved watch in appreciation of his discovery of the route, named Rogers Pass in his honour.

On September 1, 1962, Rogers Pass was again in the focus of the national spotlight. On that date, the Prime Minister of Canada, in the name of the

Road opened for traffic prior to official opening. Premier Bennett of British Columbia (right) and Alberta Highways Minister Gordon Taylor in front of cairn at summit.





Canadian Government, standing on almost the identical summit where Major Rogers stood 80 years ago, officially declared the Trans-Canada Highway opened.

The last link in this broad ribbon of pavement, extending 4,800 miles from Victoria to St. Johns, had been completed.

Construction had been a long, costly and difficult operation. It involved blasting and gouging a highway from Revelstoke to Golden through exceptionally difficult terrain a distance of 96 miles. Over a twelve-year period, more than \$700 million has been spent on the transcontinental highway, with Federal and Provincial governments sharing the bill.

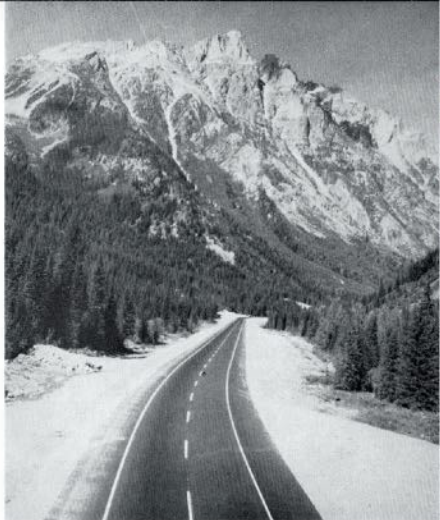
Over 3,000 people saw the Prime Minister cut the ribbon which officially opened the first all-Canadian route from the Atlantic to the Pacific. Cars lined the road for over two miles on either side of the summit as Mr. Diefenbaker unveiled the Coat of Arms representing the ten provinces of Canada and the Yukon and Northwest Territories.

At the summit of this majestic pass, a permanent cairn site greets the tourist or traveller. It is a beautiful site, surrounded by the giant sentinels of the Rockies—and opening up vistas of some of the most spectacular and awe-inspiring scenery on this continent.

The tremendous lure of the new highway is instanced in traffic statistics of the first month. Between August 1 and September 1, 172,000 motor vehicles crossed Rogers Pass, carrying 600,000 passengers. It will undoubtedly prove one of B.C.'s most heavily traversed routes in the years ahead.

The highways of British Columbia which pass through scenic grandeur unsurpassed anywhere in the world, are now on a par with the best. The opening of the Trans-Canada Highway through Rogers Pass is the first of other all-Canadian roads that will be available to the travelling public.

The southern route, traversing the picturesque orchard lands of the Okanagan, and the mining and ranching areas of the Kootenays, will be open in a few months by the completion of the 30-mile strip near the Cascades. This too, is a beautiful, awe-



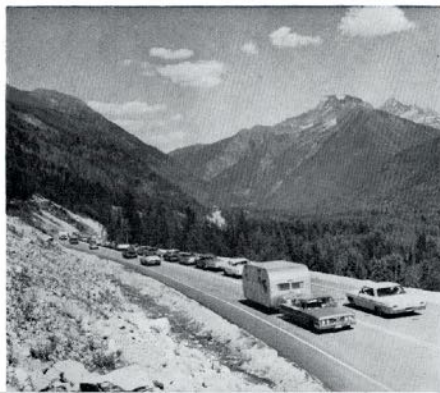
Towering mountains greet the tourist around every bend.

inspiring scenic trip—and eliminates the former practice of routing south from Grand Forks to Kettle Falls in the United States, and returning through Trail and Nelson.

To Canadians, from a sense of national pride, and to visitors wishing to explore and enjoy the Canadian scene, the Rogers Pass road, the last link in the Trans-Canada chain, will provide a new exhilaration and pleasure. Despite the height to which the road climbs and where winter snows are heavy, the route will be kept open all year round. Specially constructed snow sheds have been built throughout the pass to eliminate any possible hazard of snow slides blocking the road.

It is expected that even in the winter months thousands of tourists will cross the pass which opens up panoramas of snow-clad mountains and peaks that, for natural beauty and rugged grandeur, will compare with the famed mountains of Switzerland.

Traffic was heavy opening day and has continued.

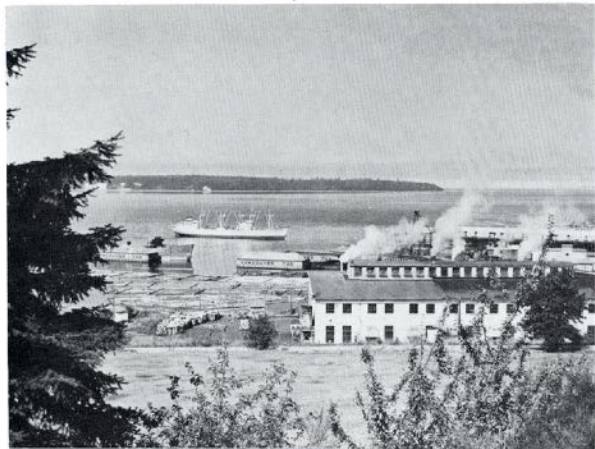


Three of the snow sheds along the route.



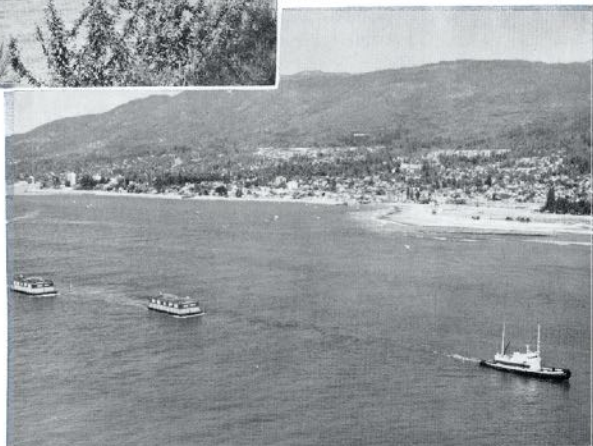
# The Newsprint Road

## From Powell River



Fast, modern newsprint carrier docks at Powell River.

*By barge or freighter hundreds of thousands of tons of newsprint sail down the waters of the Gulf of Georgia to railhead or ship side at Vancouver or direct to foreign ports.*



Covered newsprint barges entering Vancouver harbour.

THE forest products industry of Canada is the nation's largest user of transportation. Its raw materials must be transported from the woods to the manufacturing plants. And its manufactured goods travel by ship, truck, railroad, barge to all corners of this continent and across the seven seas to the markets of the world.

MacMillan, Bloedel and Powell River, as a major producer, is a large user of transportation shipping its products from Port Alberni, Powell River, Harmac, Chemainus, Vancouver, New Westminster and other areas to world centres.

These products travel in the most convenient and fastest way to the front doors of the Company's customers. On this page we show two methods of transportation used to move newsprint and pulp from its Powell River plant.

First is by fast freighter direct to destination. This includes the regular weekly trips of special newsprint carriers to Los Angeles, San Francisco and Puget Sound areas.

The second method is by barge to railhead or ship side loading at Vancouver. MacMillan, Bloedel and Powell River, through its wholly owned subsidiary Kingcome Navigation Company Limited, operates covered barges, specially built for newsprint transportation, towed by Company tugs. A normal tow consists of two barges carrying a total of nearly 1,000 tons of paper.

The above photos show a large coastal vessel carrying a shipment from Powell River to Los Angeles; and the covered barges approaching Lions Gate Bridge at the entrance to Vancouver Harbour at the end of the journey from Powell River.





In scarlet jackets astride their coal black mounts the R.C.M.P. officers put on a spectacular show in the Musical Ride.

## TATOO AND MUSICAL RIDE THRILL WORLD'S FAIR AUDIENCES —

*As Canada's Armed Services and Royal Canadian Mounted Police Put On the Show for Canada Week*

THE week of September 10th was Canada's week at the Seattle World's Fair. An outstanding attraction of the "Canadian Scene" and one which thrilled thousands of visitors from all corners of the United States was the colourful "Tattoo", staged daily.

Over 600 participants gathered for a show which in colour, variety, tradition and inspiration would compare favourably with any of the most spectacular pageants south of the border.

Present were selected groups from many of Canada's famous fighting units. With them were the pipes and drums of the crack Highland regiments—Seaforths, Camerons, Black Watch, Argyll and Sutherlands, Canadian Scottish and many others. The massed bands in swaying tartan kilts, or in their regimental colours, marched and countermarched to the tune of famous British military airs.

Present too, and occupying a large share of the publicity spotlight, were thirty-two troopers and horses of the Royal Canadian Mounted Police performing intricate and delicately balanced patterns of the corp's world celebrated "Musical Ride".

For many visitors, this was their first glimpse of this historic unit in all its panoply and brilliance. The red coated riders wearing their dress uniform and astride their coal black, superbly trained mounts—took the audience by storm. The picturesque "Shanghai Cross" drew gasps of admiration as the precision trained and lightly reined horses missed each other by inches. The stirring charge in line with lowered lances was a new experience even to audiences accustomed to the dash and vigor of the American rodeo.

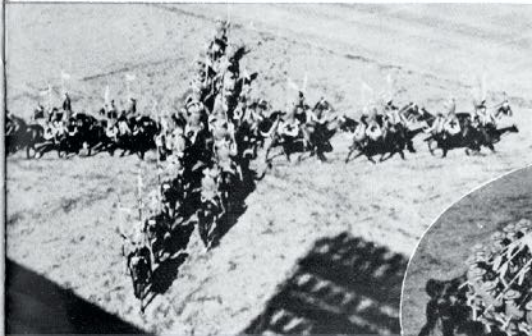
The Riding School is a regular part of recruit training in the R.C.M.P. Instructors claim the restraint, discipline and stern application of the school separates the "men from the boys".

More remarkable is the fact that these men are not specialists retained year after year to "show the R.C.M.P. flag". At the riding school the most likely prospects are noted and when vacancies occur, those men are recalled.

Each rider serves about two years away from regular police work and then is replaced—which in practice means that about half the riders are replaced each year.

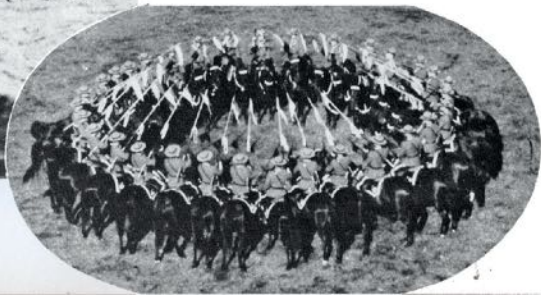
In all, the recruit gets 160 hours of training on horseback; and anyone who has ever looked in on the "bull ring" at an R.C.M.P. riding school will appreciate that after 160 hours those men can ride a horse!

The Musical Ride is supposed to have originated as a recreational drill among British cavalry officers in the 19th century and has been a feature of R.C.M.P. activity for many decades.



Above: The intricate Shanghai Cross.

Right: A perfect circle is formed by the men and horses.



## Around Our Communities

### Bill Cole Lands the Big One



Bill Cole and his "Hall of Fame" ten-pounder.

Bill Cole, General Manager of the Fresno Guide had become a bit fed up with the tales of the big trout that were supposed to lurk in Powell Lake.

For a couple of days both the fishing and the weather had been "off".

Came the day of departure. Bill had returned fishless to the lodge, his opinion of B.C. scenery high and of fish, low. To put in the time before lunch he dug up a couple of worms and tossed a line off the float.

Wham! Not a nibble—but a nice, soul satisfying tug, and Bill had a strike.

For thirty minutes on Bill's sworn testimony he and the creature at the end of the line fought a grim battle for survival.

Finally, a panting ten-pound cutthroat in the last stages of exhaustion, flopped on to the float.

It was the largest trout caught this year and puts Bill in the Powell Lake Hall of Fishing Fame, reserved for anglers who have breached the ten pound barrier.

Just proves that fish, like gold flakes, are where you find them.

#### THEY WERE BITING AT THE TYEE DERBY

The big fish publicity is beginning to pour in. The accompanying article tells of a 10-pound cutthroat caught by Bill Cole in Powell Lake. The fish derby at Port Alberni yielded some stout tyees in the 40-pound class. Best of recent reports was that of Jack Bell of Port Alberni, who, on the day following the derby, came up with a nice 53-pound spring. Over 40 tyee were recorded on the opening day of the derby; and an eight-year-old lad won the \$100 prize with a nice 48-pounder.

The Valley Tyee Club which sponsors the three-day event announced that 2,216 pounds of fish had been brought in during this period for a total of 84 tyees. The event attracted fishermen from as far south as California. The largest catch in the derby was a 51-pounder, caught by A. L. Robertson, of Wellington.

Prize for the smallest fish caught went to Mrs. Jack Bell for her 18-lb. 6-oz. tyee.

#### SCHOOL ENROLMENTS

School enrolments in B.C. communities are up from five to six per cent over last year. At Powell River 3,720 students have registered this year. Of these 431 are attending Senior High School.



## Fall Fairs Hold Spotlight in Communities

*Our Industrial Communities Take Time  
Off to Display Their Products and  
Entertain Their Citizens*

Many communities in which MacMillan, Bloedel and Powell River have major operations held successful Fall Fairs in August and September. The Company, along with other community bodies, set up booths in each fair.

At Powell River, the Company's booth took the form of a baby sitting area, where parents could leave their children while visiting the fair. Animated movies, milk, cookies, and play spaces were provided. Members of the Women's Hospital Auxiliary supervised the children. The booth was one of the busiest of the fair.

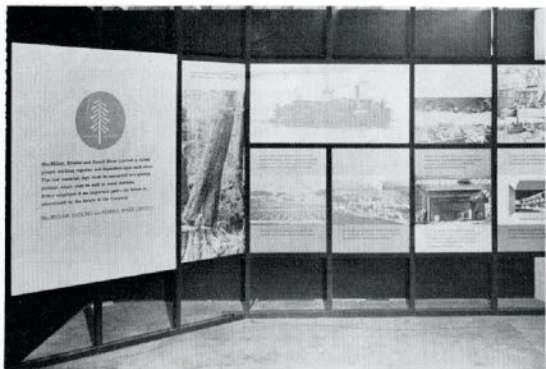


Free baby-sitting services were provided by the company at Powell River Fall Fair.

At Port Alberni and Nanaimo, Company displays emphasized the community rather than the product angle. Movies for children were also provided, and a special board display showing various phases of Company operations drew many interested spectators.

At Cowichan, centre of one of Vancouver Island's main agricultural areas, a record total of 514 livestock was registered. At Port Alberni a feature event was the horse show and Gymkhana, and livestock entries were expected to create new records.

Free movies for children and pictures of company operations featured Port Alberni and Nanaimo exhibits.





# This is Canada

Part 6

## Our Highest Mountains

THE highest mountain ranges in Canada are those in the west and north-west section of our country; and are confined to three main areas—British Columbia, Alberta and Yukon Territory.

Outside of these three divisions, the highest peak in Canada is Mount Delthore in the Northwest Territories—6,800 feet—scarcely more than a hill compared to those in the three districts mentioned above. The situation deteriorates rapidly as the geographer travels eastward across the provinces.

In the effete east ("mountaineeringly" speaking, of course) the best they can produce is Cirque Mountain in Newfoundland—a 5,500-foot hill. There are three others in the area varying in height from 1,500 feet to 4,500 feet. From there on, the situation to a western Canadian is almost deplorable. The pride of the Maritimes is the rocky hillock of Mount Carleton—a slight bump of 2,700 feet.

In Quebec the "mighty" Appalachians, famed in history, fiction and popular imagination might be expected to contribute their all to national glory and prestige. They have, and their "all" is that gentle piece of sloping rock Mount Jacques Cartier (Shickslocks) which manages to push up to 4,000 feet before calling it a day.

It's almost a shame to mention Ontario. In this great province, the home of Canada's capital and the city of Toronto, their mountaineers gaze with awe stricken reverence on that towering and majestic piece of earth they call Tip Top Hill, standing as a lone sentinel 2,100 feet in the air.

Even the mid-prairies can do better than that. Duck Mountain in Manitoba hits the 2,700-foot mark, and the Cypress Hills of Saskatchewan crawl up to 4,800 feet.

Now the worst is over. The east is behind and the western ranges are in sight. And by gad, gentlemen, they are worth looking at.

Top of the heap is Mount Logan, in Yukon Territory, looking disdainfully down on the little hills to the east, from its 19,850 feet of rugged

western grandeur. The Yukon has done a pretty fair job of raising its mountain children. The next six largest peaks in the nation are there—Mt. St. Elias (18,008'), Lucania (17,150'), King Peak (17,130'), Mt. Steele (16,440'), Mt. Wood (15,880'), Mt. Vancouver (15,700'). Mt. Vancouver and Mt. St. Elias form part of the B.C.-Alaska boundary.

And so to British Columbia where we haven't done badly.

There are, in the Rocky Mountains of British Columbia, 24 peaks of over 10,000 feet. The highest of these is Mount Robson (12,792'). The Purcells have two peaks above 10,000 feet, Mts. Delphine (11,076') and Nelson Peak (10,772'). The highest peak officially classified as a British Columbian is one well known to all lower Mainland residents—Mount Waddington in the Coast Range, with its respectable height of 13,200 feet. Mount Fairweather (15,300') is larger, but is a part of the B.C.-Alaska border.

Alberta, fringed by the Rockies is well up among the giants. Her largest peak is Mount Columbia (12,292'), followed closely by The Twins (12,085'). There are 31 other peaks over 10,000 feet in Alberta.

Where do our well known local mountaineers appear in this picture? If Vancouverites wish to brag a bit, they can say that Crown Mountain, which can be seen across the harbour from our Company office is higher than any mountain east of the Rockies save one—Crown is registered as 6,060 feet.

And what of Vancouver Island's popular favorites—Mt. Arrowsmith near Nanaimo and Alberni, and Mount Albert Edward? Well, Arrowsmith stands up well against those eastern hillocks with its 5,960 foot height; and Mount Albert Edward (6,968') can claim the distinction of being higher than any peak east of the Alberta Rockies.

Not a bad showing for our side. And the next time our friends from Toronto stand on the shores of Burrard Inlet looking north they are seeing hills three times higher than anything in the east, including Ontario.



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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **July-August, 1962**

SUBJECT: **Service to Customers Is Prime Objective**

"The best possible product at competitive prices, coupled with the best in service to customer," is the objective of all progressive Canadian firms.

This unchallengeable formula for industrial health has been long recognized by our Company and has been responsible for the accelerated expansion of our operations over the past two decades. It is the basis on which the Company's future plans are predicated.

In this issue examples of the continuing flexibility of operations to meet competition and maintain the highest possible standard of service to customers are emphasized in several articles.

At Harmac and Port Alberni, pulp and paper production is being expanded to protect customers' continuing supplies of these products into the foreseeable future. (Page 12). The equipment being installed is designed to produce high quality products with maximum efficiency.

The organizational changes outlined on pages 10 and 11 are further evidence of the Company's planning to meet the exacting sales and production requirements of specific product groups. The clear cut divisions, under unified control keep pace with expanded production and intensified demands for quality and service.

Another example of determined efforts of the forest products industry in B.C.—of which our Company is a prominent member—to provide the best possible product, is the new plywood research laboratory described on pages 2 and 3.

In addition, Company and industry research scientists and engineers are engaged in constant experiments to bring forth new products and improvements to or new uses for present products. One such product is Sylvaply Permasield outlined on page 5.

Today, in the face of increasing world competition and the formation of international trading blocs, only those companies which supply good products and services for their customers can successfully meet the challenge.

MacMillan, Bloedel and Powell River is meeting and will continue to meet this challenge.



Newsprint coming off the huge machines onto the reels is carefully checked by the backtender to ensure uniformity and maximum printing quality.

**MACMILLAN, BLOEDEL AND  
POWELL RIVER LIMITED**

NEWSPRINT - PULP - CORRUGATED CONTAINERS - KRAFT PAPER  
BAGS - LUMBER - PLYWOOD - FLAKEBOARD - SHINGLES  
DOORS - PRES-TO-LOGS - ROOFING - BUILDING MATERIALS  
PAPERBOARDS AND PACKAGING



# The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

SEPT-OCT 1962



Vol. 38, No. 5

September - October, 1962

## 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

### COVER

As shadows lengthen and the first snows of Autumn dust the mountains British Columbia's alpine parklands will pass from the campers to the skiers. Cover photo was taken in Revelstoke National Park.

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All Hallows by the Tower restored. Original stone work can be seen in the two wings and across bottom center.

LAST month, W. deM. "Monty" Marler, Manager of MacMillan, Bloedel and Powell River's pulp sales division was on a business trip to the United Kingdom and continental Europe.

During his stay in London Monty visited the famous **All Hallows by the Tower** Church originally founded in 675 A.D. He had seen the church in 1944 as an officer in the R.C.A.F. after it was practically a ruin as a result of enemy bombings.

Plans for rebuilding the church were started shortly after the war and in 1957, with Her Majesty, Queen Elizabeth present, All Hallows was rededicated by the Bishop of London.

During his tour of the old church Mr. Marler talked with the vergar and inquired about the reconstruction efforts.

"You as a Canadian, should be interested in the rebuilding of our church," the vergar told Monty. "The timbers for the new spire were donated through the generosity of a Canadian firm, H. R. MacMillan Export Company Limited.

The vergar was not aware of Mr. Marler's affiliation with the Company.

The donation was originally spurred by the interest of Mr. H. R. MacMillan who also contributed personally to the reconstruction fund.

The original abbey was founded by Eckenwald, son of Aura, seventh King of the East Saxons. When the church was bombed in 1940 there was uncovered at the west end a Saxon arch, with Roman tiles, dating from between A.D. 640 and 680. From the neighboring arcading there fell great fragments of stone which proved to be portions of two Saxon crosses.

The history of All Hallows is the history of

*Timbers for Spire donated  
by H. R. MacMillan Export  
Company as . . .*

## Famous All Hallows Church in London Is Rebuilt

England and the life and activity that pulsed in the streets of London during the darkness and bigotry of the Middle Ages and through the difficult changes of the Reformation.

The Kings and Queens of England passed and repassed before its altar. William Laud, Archbishop of Canterbury in 1645 was buried in All Hallows churchyard after being beheaded in the Tower. Four of the translations of the Authorized Version of the Bible were associated with this historic edifice.

In modern times All Hallows name is closely linked with the famous Toc H, founded at Ypres in World War I, by the Rev. P. P. "Tubby" Clayton, now Vicar of All Hallows. Today it is the Guild Church of Toc H, with its special chapel in the North aisle.

All that remained after bombings. Church was rebuilt from this shell.



*In Recognition of Community  
Responsibility and Influence*

## **COMPANY ESTABLISHES \$500 AWARD FOR WEEKLIES**

"OUR Company is establishing this Award in recognition of the contribution which the Weekly Newspaper is making to the progress and development of British Columbia."

This was the basis on which Board Chairman and Chief Executive Officer, the Honourable J. V. Clyne, announced that MacMillan, Bloedel and Powell River had established an Annual Award of \$500 open to writers of the approximately 100 weekly newspapers of British Columbia.

Mr. Clyne's announcement was read at the Annual Meeting of the B.C. Weekly Newspapers Association in Victoria on October 18th by retiring President Clive Stangoe, of Williams Lake. Widespread approval of the award was registered by editors and publishers and the President stated: "This award will do much to further stimulate and encourage weekly journalists in their efforts to present community and provincial affairs to their readers."

The latest award supplements the annual \$500 journalistic prize which MacMillan, Bloedel and Powell River Limited already offers to British Columbia dailies.

Mr. Dewar Cooke (centre) of Powell River-Alberni Sales; Mr. Clive Stangoe (left), publisher Williams Lake Tribune; and Mr. Will Dobson (right), editor Cowichan Leader, discuss Chairman J. V. Clyne's announcement of the \$500.00 award. Mr. Stangoe is retiring President of the Association and Mr. Dobson incoming President. Mr. Stangoe's sideburns are being cultivated in preparation for the Williams Lake Stampede.



The award will be made for the best editorial material on the subject of business, industry or community affairs, and will be presented at the Annual Meeting of the B.C. Weekly Newspapers Association. Entries will be reviewed by an independent panel of judges.

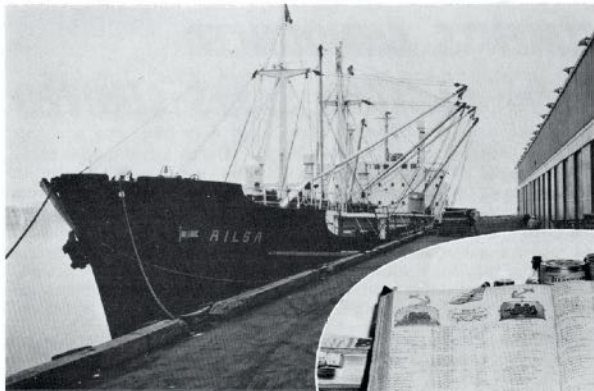
Material submitted for consideration may be feature articles, a series of articles, editorials, columns or news stories. The important factors in deciding merit will be: 1, promotion of public understanding or enlightenment on matters relating to business, industry and community affairs; 2, public service; 3, outstanding resourcefulness and initiative; and 4, quality of writing.

At the convention, this year's winner in the Annual Canadian Weekly Newspaper awards were announced. British Columbia weeklies were well represented; and it was particularly gratifying that Powell River News, Campbell River Courier and Ladysmith Chronicle were among top award winners. These papers are located in communities where MacMillan, Bloedel and Powell River have extensive operations.

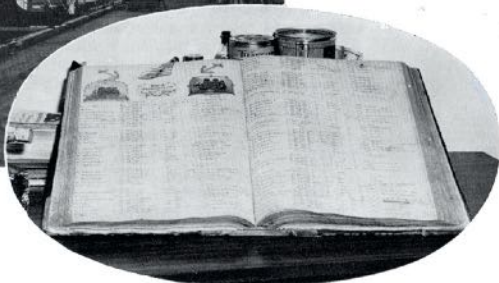
New Executive of B.C.W.N.A.—Front (left to right): Fred Cruice, Gibsons Coast News; Will Dobson, President; Clive Stangoe, retiring President; Nestor Izowsky, White Rock Sun. Back: A. B. S. Stanley, Jr., Nakusp Arrow Lakes News; Claude Hoodspeth, West Vancouver Lions Gate Times; George Coupland, Cloverdale Surrey Leader; Herbert K. Legge, Creston Review; Don Sommerville, Oliver Chronicle.







M.S. "Ailsa" loads newsprint at Powell River for U.S. port.



Typical page in Capt. Malmesein's voluminous registry.

*Capt. Malmesein's unique record of Ships of the Seven Seas has been called—*

## A Private Lloyds Registry of Ships

"A SHIP'S record which even Lloyds might envy". This judgment was recently pronounced by a captain of a deep-sea freighter who had studied Capt. Malmesein's personal record of ships of the seven seas.

The skipper's pronouncement contains more truth than poetry. For Capt. Malmesein, master of the newsprint carrying freighter "Ailsa", has compiled an unique and probably unparalleled personal record of the ships that have sailed world oceans in the past two centuries.

His gargantuan volume, illustrated by himself, and written in his own handwriting contains the life history of almost every ship, sail or steam, that has travelled the trade and passenger routes on blue water. There are famous old clippers like "Cutty Sark", "Thermopylae", "Lightening", "Leander", scores of square riggers and frigates. In his collection too are the great steamers from the "Great Eastern", through to the big Cunarders of today.

Where they were launched, the dates of their life and death are all recorded in the bulky 18" x 24" book of ships. Captain Malmesein's artistic flair is evident on each facing of the volume of over a thousand pages.

On a recent visit to Powell River on the "Ailsa" many residents had the opportunity to see and admire the Captain's magnificent compilation which is highly rated by men that go down to the sea in ships.

Until 1925, Captain Malmesein, who like many of his Norwegian countrymen went to sea at an early age, was on sailing ships. One of his last voyages in sail took him around the Horn from Chile to Scotland in a total elapsed time of six months and six days at sea.

In 1925 he deserted sail for steam—and for the past 38 years has freighted his way to all corners of the globe with all kinds of merchandise from east and west in his hold.

It was during his days in sail that he laid the background for the pastime that has been his life-time hobby. He read and studied, during his long months at sea, the history of sail and steam. He purchased books in the bargain basements of the world and talked ships with men in every port he entered. His list of ships grew—and on his graduation to steam he undertook the task of compiling and searching out the stories of the ships he had read about or seen in many ports.

(Continued on Page 5)

# APPOINTMENTS ANNOUNCED

## BY POWELL RIVER - ALBERNI SALES LIMITED

THREE key changes in organization have recently been announced by Powell River-Alberni Sales Limited. Mr. R. L. "Bob" Bonaparte leaves the Vancouver office to join the Pasadena office of Powell River-Alberni Sales Corporation where he

will work with Terry Hollern and Henry Vought.

Mr. Dewar B. Cooke has been appointed Manager of Canadian and United States Newsprint Sales, and Mr. F. G. A. "Frank" McCullough, Manager, Overseas Newsprint Sales.

### R. L. "BOB" BONAPARTE



R. L. (Bob) Bonaparte

Bob Bonaparte is no stranger to newsprint or to the publishers in the Southern California area. As Marketing Manager of Newsprint for Powell River-Alberni Sales since 1958, he had the opportunity of meeting many publishers on his frequent trips to California and during the publishers' visits to Vancouver.

His five years' experience in the Vancouver office provided a sound knowledge of newsprint operations from the sales, marketing and production standpoint. A Southern California resident before coming to the Company, he has a valuable and personal understanding of this market, a decided asset for his new position.

Prior to joining the Company in Vancouver, Bob graduated from Columbia College in New York and served in the New York office of United States Plywood Corporation as Sales Manager. He was later associated with the management consulting firm of McKinsey & Co., in San Francisco and held the position of Marketing and Organizational Planning Consultant.

While looking forward to his challenging new post, Bob admits he will miss his many friends in the north, both in and outside the Company, and his true love of the B.C. waters where he and Mrs. Bonaparte spent many happy hours sailing and fishing.

### DEWAR B. COOKE

As Manager of Canadian and U.S. Newsprint Sales, Dewar Cooke's responsibilities will include all phases of newsprint marketing in the Western Region of this Continent.

Dewar has a background of thirteen years in the pulp and paper industry. He graduated from the University of British Columbia as a chemical engineer, and joined Bloedel, Stewart & Welch's Alberni pulp mill operations for several months before going east to take his Masters degree in Business Administration at Harvard University.

Following graduation from Harvard in 1951, he joined MacMillan & Bloedel at one of their Vancouver Island operations. Early in 1953, he assisted in the planning of the newsprint development at Port Alberni which came into production in 1957. Shortly before the start-up of the newsprint operations at Port Alberni, Dewar was transferred to the sales staff in Vancouver where he was active in the marketing of newsprint from the two new machines at Port Alberni.

In 1960, he was appointed to the staff of Powell River-Alberni Sales Limited where he assisted in co-ordinating the newsprint operations of Powell River and Port Alberni. In recent years he has been handling Canadian and Overseas Sales.

Dewar's background of engineering, his part in the planning of the machines at Port Alberni, and his recent marketing experience with this Company provide valuable background for his new position.

Dewar too is an ardent follower of fishing and sailing in British Columbia waters.



Dewar B. Cooke



### F. G. A. "FRANK" McCULLOUGH

Frank McCullough, Manager, Overseas Newsprint Sales, was born in Montreal. He moved to England at an early age and received his education there. Prior to the war he attended the London School of Economics and later was employed with the Royal Bank of Canada in London, England.

At the outbreak of war in 1939, he enlisted as a rifleman in the British Army, and was discharged in 1946 as Major in the Royal Artillery. He served in special forces in the Western Desert, Greece, Yugoslavia and Italy, before moving into the European theatre of operations in 1944.

After the war, Frank returned to the Royal Bank of Canada, moving to Brazil where he managed the Foreign Exchange Department in Rio de Janeiro. He was later appointed Assistant Manager of that branch, followed by one year as Manager of the Recife Branch. Returning to Canada in 1953 he joined the Head Office of the Royal Bank of Canada until 1955 when he entered the field of newsprint with an eastern Canadian company.

He has an excellent knowledge of newsprint, having completed a training course at an eastern Canadian newsprint mill, later occupying positions of Assistant to the Manager of Overseas Newsprint Sales and Manager of the Latin American Division.

Speaking both Spanish and Portuguese fluently, he has travelled extensively in Latin America, gaining intimate knowledge of the newsprint market in all Central and South American countries.

He has been very active in the Inter-American Press Association.

Frank's family will be joining him in Vancouver early in December and we welcome them to our city.



F. G. A. (Frank) McCullough

## A PRIVATE LLOYDS REGISTRY OF SHIPS

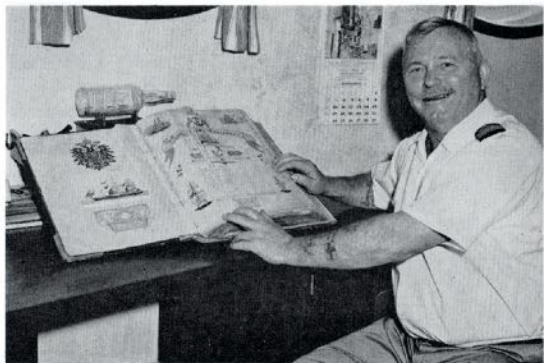
—(Continued from Page 3)

Today the work, while not complete, is probably one of the most authoritative and extensive stories of ships ever compiled in a single volume. The illustrations alone are probably far more valuable than even the modest, friendly captain realizes.

It is, as his friend remarked "a private Lloyds registry of ships".

Capt. Malmesein is retiring after over half a century at sea. In his retirement he intends to continue this work—and he hopes, add new pages to a volume which, in any ships' museum, would be an outstanding attraction.

We would doubt that there are few, if any, chronicles of ships' history as complete, authoritative and attractive anywhere in the world as this collection of Capt. Malmesein, veteran sailor and ship historian.



The skipper is proud of his own art work which decorates the book's pages.



The Honourable J. V. Clyne

It is safe to say that few leading Canadian industrial executives have had more demands on their time and energy than has the Honourable J. V. Clyne, Chairman and Chief Executive Officer of MacMillan, Bloedel and Powell River.

In addition to his responsibilities under the new executive reorganization announced in our last issue and numerous other vital matters of policy and operation, Mr. Clyne has been in demand as a special guest speaker at various national and provincial functions.

In late September, he was the principal guest speaker at the National Dairy Council of Canada Annual Meeting in Victoria; and recently spoke to the Security Analysts' Association group in Toronto.

His address to the dairymen was carried across Canada and his subject, "Canada's Trading Prospects", aroused keen interest in business and industrial circles. Some of the important passages in Mr. Clyne's address follow:

#### ON CONTROLS

I am not a believer in controls and the regulations which are involved in a planned economy. Controls of production and prices may take two forms. The one is the automatic control imposed by competition and by the free operation of economic laws in a free state. The other is the control imposed by government and administered under some form of bureaucracy. An example, at one end of the pole is the United States and at the other end of the pole is Russia, and in between there appears to be emerging a more or less planned economy in Europe.

*Chairman Addresses National Dairy Council Annual Meeting on—*

## CANADA'S TRADING PROSPECTS

Where businesses are regulated and their prices and revenues are controlled, there is a strong likelihood that sooner or later they will be taken over by the state, and we all know of many instances where this has taken place. In some instances, it may be necessary and for the public good, but the more control and regulation you are willing to accept, the closer you come to socialism.

#### ON PLANNED ECONOMY

A planned economy may be appropriate to older nations which are faced with pressures of increasing population accompanied by dwindling or insufficient natural resources, but it is not appropriate to Canada where we have a small population, which we should be striving to increase, and great stores of natural wealth awaiting development.

#### CANADA'S TRADE BALANCE

Canada, in terms of population, is a small country, but the energy of her people together with her wealth of natural resources and the necessities of a Europe which has been devastated by two wars has made her the fifth trading nation in the world. Yet, she has been running an adverse world trade balance averaging about \$170 million per year for the last ten years and her unfavourable balance of merchandise trade with the United States has averaged about \$700 million per year for the past ten years. In 1961, our adverse trade balance with the U.S. was about \$645 million.

#### COMMON MARKET

The idea of the Common Market as it has taken shape in Europe has caught the imagination of the world, and its success in Europe has been beyond the expectation of those wise statesmen who sponsored it. Certainly the British leaders who thought



that it would overcome the age-old enmities of its component nations and who turned a cold shoulder to the opportunity of entry during negotiations in the early 1950's were clearly wrong.

#### **BRITISH ENTRY INTO E.C.M.**

Britain's application to join the Common Market has caused strong differences of opinion both here and in the United Kingdom. In my view, there is only one answer—she must join if she can obtain reasonable terms of entry in her own national interest. From Britain's point of view, the advantages of the European Common Market—her natural market—the markets at her doorstep—will grow to outweigh by far those of the Commonwealth.

The fact that the United States has indicated her support for Britain's entry shows that she regards a strong Europe as a vital element in world affairs and a third force which would inevitably make a vital contribution to international peace.

#### **LONG TERM ADVANTAGE TO CANADA**

In the long term, it will be to the advantage of Canada to have Great Britain an influential and vigorous member of the Market, a prosperous country which needs our goods and with which we can trade even though we must jump a tariff wall to do so. Once within the Common Market, the United Kingdom's influence will undoubtedly be directed to the reduction of the common external tariff as this will be to her interest as well as those of other parts of the world.

It must not be denied that Britain's entry into the Common Market will be hurtful to Canada in the short term. But instead of complaining about a decision which in the last analysis the United Kingdom must make for herself in her own interests, we should be resolute in our endeavours to seek new markets and to stand on our own feet.

The search is not easy. When we look at the rest of the world, we see that it is rapidly organizing itself into regional groups.

#### **POLITICAL UNION WITH U.S.?**

There are some who suggest as alternatives, political union or a customs union with the United States. I am not prepared to say that in the long sweep of history there is no possibility of a political

union, but there is little likelihood of such an event taking place in the immediate future.

I do not believe we can extricate ourselves from our present difficulties by a political union or a customs union with the United States.

#### **FREE TRADE AREA WITH U.S. AND CANADA**

There is, however, another avenue between the two nations which might well be explored and that is a Free Trade area.\* A Free Trade area differs from a customs union in that, while it aims at close economic co-operation and the elimination of tariffs between the member countries, it allows each member to make its own arrangements with other countries in regard to external tariffs. It permits control by each member over its own economy and does not involve supra national institutions. It would avoid political union, which would appear to be almost inevitable if we entered into a customs union with the United States. It would enable an immediate examination to be made of areas where free trade in respect of specific products could be instituted to the advantage of both countries.

#### **POSSIBLE EXTENSION OF TRADING SPHERE**

The acceptance of a free trade area between our two countries would require courage on both sides, but we have seen the tremendous benefits that have resulted from the removal of tariff barriers in Europe. Canada is the best customer of the United States, and the United States is our best customer, so there is already a broad base upon which to build freer trade. Furthermore, there already exists a certain integration of the economies of the United States and Canada inasmuch as a large proportion of Canadian industry is actually owned in the United States. In the case of one industry—the oil industry—Canadian oil is classified in the U.S. as part of its domestic supply.

The concept of a free trade area between the United States and Canada would include an invitation to other nations or other trading blocs of nations to join in the same association. Certainly other segments of the Commonwealth would be interested. Japan might also seek membership. Perhaps it would not be too ambitious to think of a North American Free Trade Association, or a Free Trade Association of both North and South America.

*The One Time Scourge of B.C. Coastal Waters  
Is Being Conquered As—*

## SCIENCE AND INDUSTRY ATTACK THE TEREDO PROBLEM

**I**T IS always a fascinating sight to visit a modern press room and watch the giant rolls of newsprint start on their final journey to the reader. The smooth, white rolls fly at express speed over the inked presses, are printed, folded and dropped into waiting vans for delivery and distribution to avid readers.

Few spectators, even few pressmen realize the struggle for survival the roll of paper endured from the day it was a sapling in B.C. forests until it was delivered to the public's front door.

From sapling to maturity was in itself a never-ending battle with fire, insects, blight, winds and soil. The weaklings perished, the stronger survived to meet the fallers and buckers and start the journey down the logging roads to tidewater.

Most destructive of these was the teredo, a larva which can live only in wood immersed in salt water. A decade ago the teredo was one of the most serious problems encountered by the forest industry, particularly in long hauls from camp to manufacturing sites. Logs under these circumstances might be immersed in salt water several months before their conversion to newsprint or merchantable timber. In many instances they were rendered completely useless by the depredations of these marauding borers—and the loss in total volume of wood was high.

There were two possible sources of attack against teredo damage. The first was to cut down or eliminate the time the log was exposed to attack. The second was to discover an antidote that would kill the deadly larva.

MacMillan, Bloedel and Powell River were in the forefront of experiments and methods to rid

the industry of the teredo problem. The Company made substantial financial contributions to scientific research, which today has helped to practically remove the teredo from the "top danger" list.

The Company was also a leader in initiating processes to cut down exposure of logs to salt water with consequent reduction in wood loss.

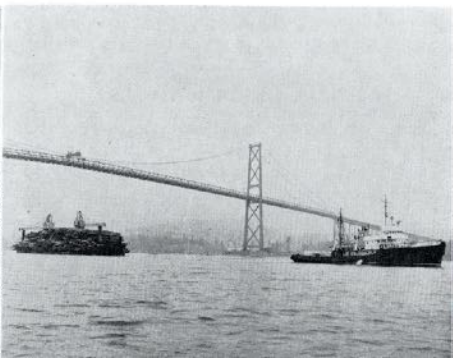
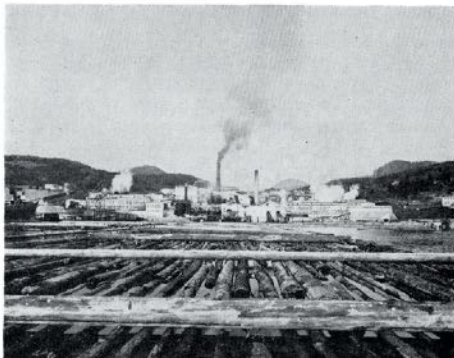
The introduction of the self-dumping log carrier by the Company in 1954 was an evolution in log transportation and an important factor in reducing teredo infestation. Loaded aboard the carrier, the logs were safe from salt water and largely impervious to storms and gales which kept the old Davis rafts and flat booms "holed up" in sheltered spots for days and weeks at a time. A trip that might take from three to four weeks could be negotiated now in three days. This and other practical methods have, in the past eight years, contributed to the growing isolation of the teredo.

In the same period the intensified scientific approach has reduced the menace to the point where it is no longer the scourge of the logging industry.

Teredo destroying experiments have been spearheaded by the B.C. Research Council, with the close support and co-operation of industry. As early as 1949 the Council developed a poison from which the teredo was unable to protect itself.

In the ensuing years methods have been developed for applying this chemical to flat and bundle rafts to kill imbedded borers. Because the chemical is highly soluble in sea water and is dissipated readily by currents it must be applied by a sprinkling method. In small treatments, one to six sections of logs are treated at a time; in

Flat booms like those below at Powell River are treated with teredo destroying chemicals. Self-dumping barges bring logs direct from camp to mills without exposure to teredo hazards.





larger operations 18 to 20. The Council staff train the personnel of licensed users of the process and advise when to treat.

In 1954 a process for chemical treatment of cribs containing between one and two million BFM was developed. By this method borers are killed in all logs from the water line to the bottom of the raft. This process has been extensively used in the treatment of cribs prior to long-distance sea haulage, particularly high-grade lumber stock.

Scientific study of the life and habits of the teredo have materially assisted logging operators to plan schedules that will avoid attacks by this wood borer.

A knowledge of breeding patterns forms the backbone of all effective treatment programs. The Council continuously maintains over two dozen test stations along the coast expressly for determining the intensity of larval attack from the surface of the water to at least 20-foot depths. Data from these stations is assembled at the end of each month and the information is sent to logging camps and mills. From past records, together with current trends, it is possible to forecast the infestation in any one area for six to eight weeks ahead. This generally gives the log operator an opportunity to avoid damage by advance planning of raft movements.

Since the breeding patterns can be quite different 30 or 40 miles apart, a large number of test stations must be maintained for effective control. The cost of these stations is borne by the companies using the information.

It is a very simple matter to determine the presence of teredos in logs when the borers are of visible size. But then it is often too late, particularly if the logs are to be used for plywood or lumber. To meet this situation the Council has developed a marine-borer protection service under which frequent inspections of log rafts for the microscopic form of the larva are made during periods of attack.

The log owner is advised that economic damage will occur in plywood stock in four weeks, in sawlogs in six weeks and in pulp logs in about eight weeks. He can then plan ahead to avoid this damage.

The marine borer *Bankia* Setacea, commonly known as the "Teredo". Some have been known to reach 48 inches in length. Boring is done with two small clamlike shells on the round head.

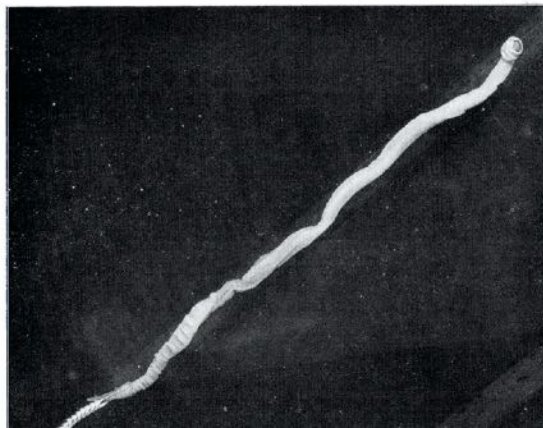


Typical section of a teredo infested log.

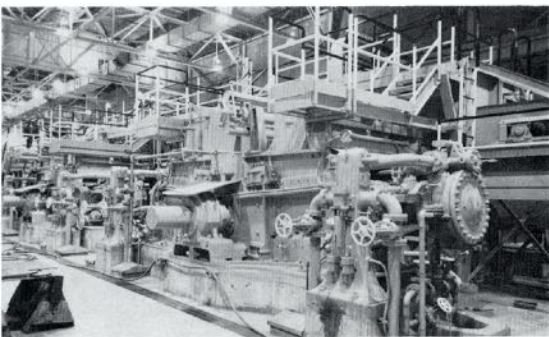
By combining the information from breeding stations with that from larval inspections, the Council biologists have been able to completely protect sea-water log inventories running as high as 20 million BFM for individual companies located in the most highly infested areas on the Pacific Coast.

The B.C. Research Council has recognized that the chemical used for killing teredos may, if improperly handled, injure the valuable food fish in coastal water. Accordingly, all chemical treatments must be technically supervised and must be approved first by the appropriate Fishery or Pollution Authority. The Council covers these aspects in all contracts with mills and logging companies.

The successful fight against teredo damage is illustrative of the co-operation and mutual exchange of information and facilities that have characterized relations between the Research Council and the industries it serves.



# Report on and H Construction

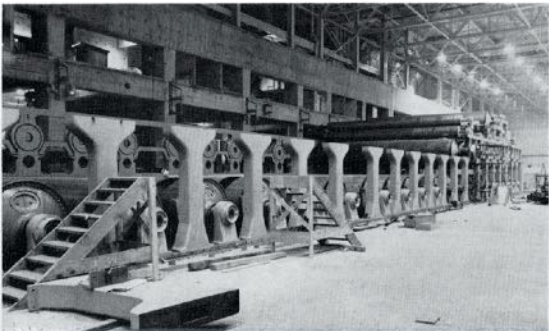


Nos. 10 and 11 Grinders complete and ready for operation.



Nos. 3 and 4 Greenwood Washers (center) complete and ready to go.

No. 5 Paper Machine begins to take shape.



**M**ACMILLAN, Bloedel and Powell River's two main expansion projects at Port Alberni and Harmac are moving swiftly on or ahead of schedule. Capital expenditures for these programs exceed \$60,000,000.

## PORT ALBERNI

At Port Alberni installation of Number 5 newsprint machine and its ancillaries is in the final stages. Production is scheduled for April, 1963. The wood room was completed a year ago and is in steady operation. Number 3 boiler has been completed and the installation of the 28,000 kilowatt turbo generator is almost complete.

The groundwood mill extension is now complete and in operation.

The final and more spectacular project, the paper machine installation is proceeding rapidly. The new machine is a Dominion Engineering product, width 324 feet, designed for speeds of 3,000 F.P.M. and an annual capacity of 140,000 tons. Other details of the new machine include:

A removable Dominion Fourdrinier. A press part which has a "double nip" first and second suction press and a straight through third press.

Two five roll calendars, with framing for eight rolls.

The reel is a Dominion control tension type to handle a maximum 87-inch diameter paper reel.

The winder is a Dominion double drum, operating at 7,200 F.P.M. with D.C. two motor drive.

Groundwood extension has six Koehring-Watrous Great Northern grinders, coupled in pairs of three 6,000 synchronous motors.

The power boiler generates 350,000 pounds of steam per hour at 625 P.S.I. and 750 degrees F., with provision to operate at 1,200 P.S.I.

An important new installation is the Chemical Recovery boiler with a capacity of 1,400,000 pounds per day of black liquid solids.



# Port Alberni Harmac Construction Projects

At Port Alberni, overall the tracks are cleared and the green light is flashing for the start up in early spring.

## HARMAC

At Harmac, construction has been intensified and in certain areas double shifts have been added. Approximately 450 men are "on the job".

All phases of construction are pushing vigorously ahead—and the original target date of June, 1964, has been moved forward to January, 1964.

At Number 2 Wharf all seven caissons have been sunk and the link joining the causeway and caissons is complete.

Erection work on Number 6 Recovery Boiler, the largest of its kind in Canada, has been started. Concrete work on the new stack has been completed.

Construction of Number 3 Machine Room which will house the new pulp machine is well in progress. Excavation is 25 per cent complete and foundation work proceeding.

Number 3 Woodroom is beginning to shape up. In the barker unit, the roof has been completed and the walls sheathed. The lumber recovery building and the cant storage structures are progressing favourably.

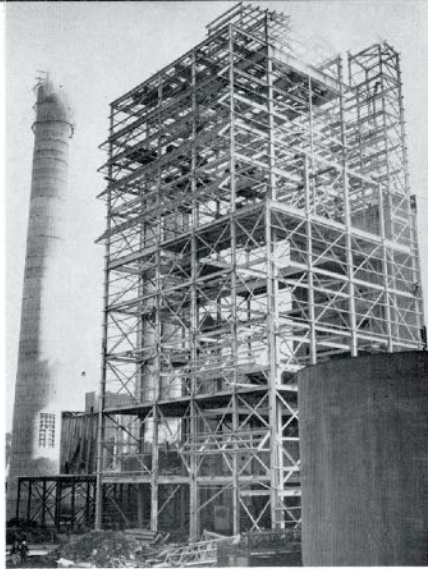
Mechanical work on Number 3 Woodroom has been started and the overhead power line to the woodroom completed.

Several units of additional ancillary equipment—Nanaimo River pump house, stock washer building, stock washers, caustic tanks, new kiln, lime storage bin, filter building, blending tank, etc.—are in hand and moving quickly and steadily towards the new target date.

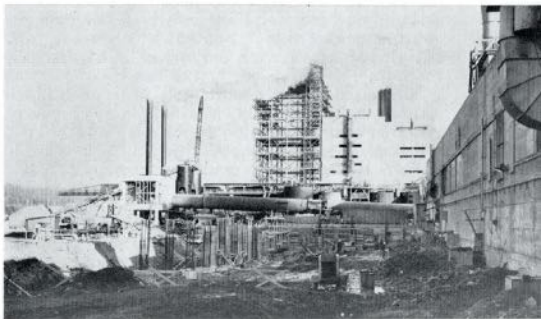
Overall . . .

Port Alberni "in the bag".

Harmac "going great guns" and ahead of original schedule.

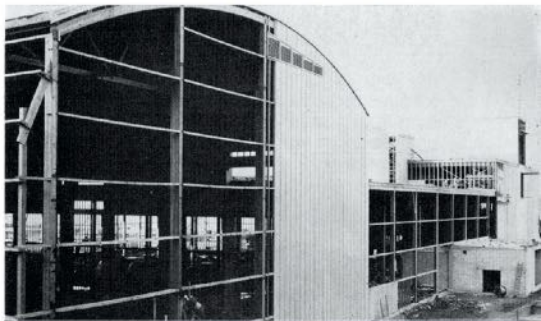


Steel work for No. 6 Recovery Boiler Building.



No. 3 Machine Room excavations and footings.

No. 3 Woodroom at Harmac—now fully sheathed.





Centreboard Sloop built with fir plywood panels sails smartly across English Bay.

**T**HE lure of the sea to a greater or lesser degree lurks in every manly soul. This is particularly true on seaboard areas like British Columbia, where sheltered inland waters provide a paradise for the small boat owner.

Today, the small boat fraternity is rivalling the automobile owners in popularity—and almost in numbers. More and more people are purchasing or building boats for their own or family use. If you are one of these potential boat owners, why not plan now to have a smart looking craft ready for spring.

If you are handy with tools you can build it yourself with Sylvaply Marine Grade Plywood. Whether your inclination is for a car-top boat, a sail boat, a speedy runabout or a luxurious cabin cruiser—there is a plan available specially designed for plywood construction. With the ample leisure time of winter under way, you can profitably enjoy your evenings in boat construction and by spring be the proud owner of that do-it-yourself boat you have long admired.

It is amazing how simple plywood construction can be. The strength and durability of this versatile product renders it ideal for the purpose. It can be bent to give those smooth flowing lines that add to the appearance of your boat and reduce drag to provide that extra knot of speed.

As part of service to customers, simple, easy to follow plans are available from Sylvaply dealers for many types of craft. Many dealers have ready-to-assemble kits which simplify the job for the amateur. And while power tools are always a help,

The 18' Day Cruiser will take an outboard motor up to 40 h.p. This plywood cruiser has a spacious cockpit and deep freeboard.



*By Using Plywood  
You Can Have*

## Your Own Boat By Spring

you can build a boat with the minimum in tools.

There is nothing more peaceful and relaxing than a sail or cruise up a quiet inlet or on a placid lake. You leave your worries behind, forget the hustle and bustle of everyday life and enjoy some of the world's finest scenic beauties. Thousands of people over the past few years have been discovering this as the hundreds of marinas that have sprung up all over the land testify.

Why not join this happy group of boatowners with one of your own? If you already have a boat, why not move up into a bigger craft embodying the new gadgets and extra equipment you have been looking at.

The economic basis is attractive. By building your own boat in your spare time, you can save 30 to 50 per cent of the cost of a professionally built boat. And the greatly increased pride of ownership in your own craft is an added incentive.

While all Sylvaply Brand plywood is made with waterproof glue, there are several grades designed for various tasks. For boat-building purposes, make sure you get Sylvaply "Marine Grade". In this grade you get smooth, sound panels of solid Douglas fir throughout; no hidden knotholes or voids in inner plies. Sylvaply Marine Grade can be ordered from your dealer in hull lengths from 4'x8' up to 5'x40' and in thicknesses from 1/4" to 3/4".

So decide what type of boat you wish and, incidentally, there seems to be no limit on size. The world's largest plywood boat, a luxury power cruiser, 67 feet in length, has recently been completed near Sidney for Mr. Paul Whittier of Los Angeles. Ask for **Boat Plan Catalogue 1962** showing plans of various types from prams to work boats to catamarans. This is obtainable through your local Sylvaply dealer or through The Plywood Manufacturers' Association of British Columbia, 550 Burrard Street, Vancouver 1, B.C.

Why not get started now? Spring is just around the corner.

This fir plywood houseboat is ideal for your favourite lake.





# Overseas Phone Cable Travels Under MacMillan Park



Famous  
Cathedral Grove  
lying within  
MacMillan Park



It is on this lap that the cable becomes something of a personal matter to our Company and a special interest to our 14,000 employees.

The route leads directly through Cathedral Grove within MacMillan Park, that now widely known tract of uncut virgin timber donated by H. R. MacMillan Export Company to the people of British Columbia. It is one of the Island's beauty spots and most popular tourist attractions.

To accommodate the cable, company personnel are removing timber for a narrow right-of-way through Company timberlands in the vicinity of the summit near Cameron River. The line will run

THE construction of one of the largest, most imaginative and perhaps, most difficult phone systems in the world is now nearing completion. This globe-girding network will scarcely ever be seen by the average citizen of our land—for it travels its entire 15,000 miles of length under seas, rivers, forests, prairies and mountains.

This massive system of the C.O.T.C. — Canadian Overseas Telecommunications Corp.—is an 80 circuit submarine phone cable in which Canada is the centre lynch pin.

The construction of this tremendous underground carrier of the human voice has, in addition to its widely extended national and international impact, also reached into the sphere of our Company operations.

The new submarine cable, crossing the Pacific on the Hawaii to B.C. leg, first breaks the surface at Port Alberni, a major centre of MacMillan, Bloedel and Powell River production.

Here, the cable must proceed underground across Vancouver Island before submerging itself in the Gulf of Georgia for its next undersea lap to Vancouver.

From Alberni, the cable proceeds underground to Cameron Lake, under the lake, thence to Qualicum on the east coast of the Island.

through mature stands, which would, in any case, have to be cut in the near future.

Removing this timber is a special job and each tree will be carefully fallen to prevent damage to trees beyond the right-of-way.

There was naturally considerable anxiety among Company foresters—and even more from the general public over the idea of cutting a path for the cable line through the adjoining park area.

Fortunately, this step has not been necessary. The C.O.T.C. were fully appreciative of the importance of this park as a perpetual forest monument. Instead of clearing a right-of-way which would mar the beauty of the park and destroy many of the tall timbers, they will continue with a lightly buried cable through this vital forested mile.

Here is a compromise in which tradition and age have admitted the unavoidable incursion of modern life and science without destroying either.

Today, running beneath the rich soil of MacMillan Park and surrounded by forest giants whose history in many instances goes back to and before the days when Drake's ships drummed the Dons up the Channel, this 20th century cable ushers in a new era of progress in the long march of civilization.



Front of new plant showing office section with service wing extending across ground level.

*The Latest in Design and Equipment As*

## **Martin Paper Products Opens New Calgary Plant**

ON SEPTEMBER 28, Martin Paper Products Ltd. corrugated container division of MacMillan, Bloedel and Powell River Limited, officially opened its new ultra-modern plant in Calgary. The Honourable A. R. Patrick, Minister of Industry and Development, for the Province of Alberta, officiated at the ribbon-cutting ceremonies. Alderman Jack Leslie spoke on behalf of the City of Calgary. Mr. H. R. MacMillan attended on behalf of the parent company, and addressed the gathering of customers and other business men prior to the ribbon-cutting.

The new plant, constructed and equipped at a cost of \$2,000,000, was built to supply the needs of Alberta's rapidly expanding secondary industry with corrugated shipping containers and corrugated voids for the construction field.

The building is a one-storey structure and its 93,500 square feet of space allow a smooth, economical flow for production lines. Highly automated with the latest word in machinery, the plant can produce 25,000,000 square feet of corrugated board and related products monthly.

The old Calgary plant of the Company had been in operation since the early thirties. With today's

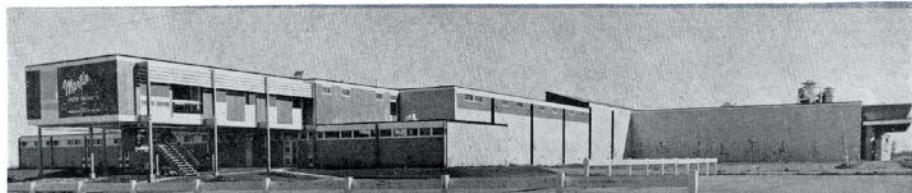
intensified demand for quality and service, Martin's had two alternatives—to expand and renovate the old plant or erect a new one.

For economic, quality and service reasons they chose the latter and the new unit, a highly modernized and equipped plant, is an attractive addition to Calgary's industrial structures. The architects worked closely with Martin personnel and the engineering staff of MacMillan, Bloedel and Powell River Limited in producing this imposing, efficient and highly functional plant.

The office front, faced with red cedar siding, is mounted on glu-laminated beams and columns to give a stilt-like appearance. Behind the office and extending the full width of the building is the Service Wing which includes control, sample making, art and die, supervisory offices, meeting room, canteen, etc.

The roof structure of the building is glu-laminated beam and girder construction supported on structural steel or laminated wooden columns. This allows column free bays, forty feet by thirty feet, throughout the manufacturing area which is laid out for U flow production and ease of material

Full view of plant from northeast showing offices, service wing, part of manufacturing area (center) and roll storage and loading dock area.







The Hon. A. R. Patrick cuts ribbon to officially open plant. Looking on are Ald. Leslie (left), Mr. H. R. MacMillan and E. C. Lowe, Plant Mgr.

handling. Machine and storage areas are located in the bays with roomy aisles ensuring easy access to all parts of the plant.

The corrugator is a Langston 78" heavy-duty machine of the most modern design with all up-to-date electronic and hydraulic controls. It is designed to operate at a top speed of 600 feet per minute.

The plant is equipped to produce any size or style of attractive, conventional containers. In addition, a specialty department is maintained to produce the intricate die cut designs demanded by today's markets.

Approximately 250 customers and other guests were invited to the plant opening. After the official ceremonies, the visitors were taken in groups of ten on conducted tours of the building.

Martin Paper Products Ltd. is the largest manufacturer of corrugated shipping containers in Western Canada, operating plants at Vancouver, Calgary, Edmonton, Regina, and Winnipeg. These plants service the area extending from the Great Lakes to the Pacific. This latest addition to their manufacturing facilities is one of which they are justly proud and fulfills a realistic outlook to the future in providing ever-expanding services to its customers.

Each visitor was given an attractive specially prepared corrugated package containing a fir seedling. Wm. Inglis, Purchasing Agent, Burns & Company, Calgary, along with charming ladies of Martin Calgary Office. Background, W. A. Buhler, Manager, Martin, Regina.



Ald. Jack Leslie of Calgary (left), L. G. Harris, Vice-Pres., Pulp and Paper Production, MacMillan, Bloedel and Powell River; The Hon. A. R. Patrick and H. V. Townsend.



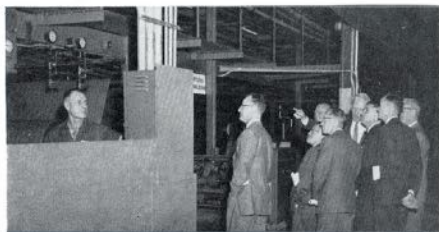
Visitors were taken on conducted tours of plant. Spencer James, Edmonton Manager, explains bundling operation procedure.



Rod Rothwell, Calgary Sales Staff, describes box closing stitching procedure.



Phil Cook, Director of Production, shows group corrugator machine operation.



Bob Lemon, New Westminster Manager, explains flute formation at hot end of corrugator.

H. V. Townsend, Martin Gen. Mgr. (left) looks over printed box blank with Ernie C. Warner, Owner and Managing Director of Growers' Wines and Vice-Pres. Willson Stationery, and R. Sheppard, Manager, Willson Stationery, Calgary.





The 1949 beginning of the Arboretum.

*With Scientific Planning and Development  
and Artistic Imagination*

## Vancouver's Arboretum Is One of B.C.'s Major Beauty Spots

**T**HIRTEEN years ago the Pulp and Paper Industry of British Columbia, in co-operation with the Vancouver Board of Park Commissioners, established Canada's first civic Arboretum on Little Mountain, since named Queen Elizabeth Park.

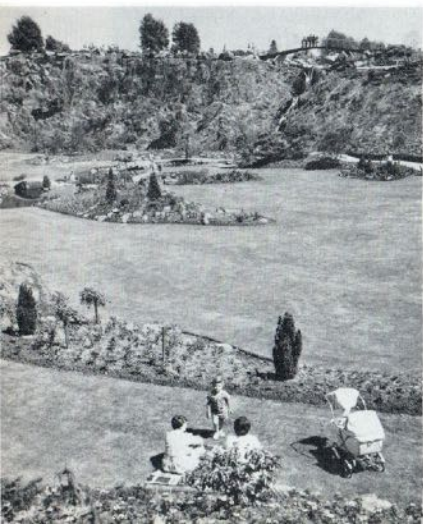
The industry contributed \$40,000.00 to the project, an indication "of our desire to have a permanent part in the development of the cultural assets of Vancouver and its citizens." An industry spokesman stated, "We also believe that the Arboretum will be a welcome addition to the scien-

tific interest of students, professional horticulturists and citizens alike."

The thirty-five acre site, which started off in modest form in 1949 is today one of Vancouver's famous beauty spots and a major tourist attraction.

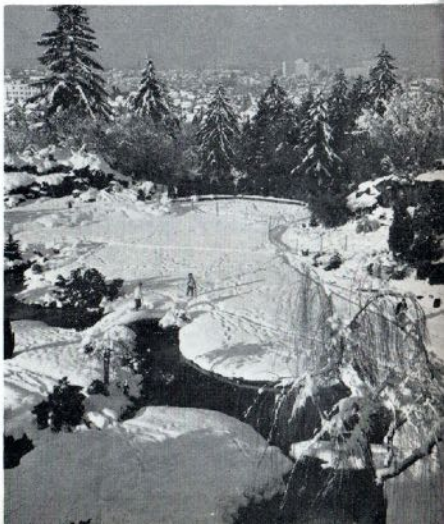
Hundreds of trees, labelled and recorded have been planted. Specimens from many and widely extended parts of the world have been added. Botanical and Alpine Clubs have co-operated in searching for new specimens. Situated at an elevation of 350 feet above sea level, the park

*The Natural Beauty of the Sunken Garden in the Arboretum is a Popular Spot for Visitors . . .*



◀ IN SUMMER—  
with its profusion  
of colourful flowers  
and shrubs . . .

. . . AND WINTER—  
during brief  
snowfalls when  
its evergreens are  
cloaked in a  
mantle of white. ➤





commands a breathtaking view of the City of Vancouver. Its pleasant pathways, colorful flowers and shrubs, harmonizing with the master landscape plan have been enjoyed by hundreds of thousands of visitors over the years.

The greats of our nation and Commonwealth have visited the famous park. Queen Elizabeth and the Queen Mother have planted shrubs; the successive Governors-General have turned sod for new seedlings.

Today, in Queen Elizabeth Park is one of the finest Arboretums in North America, one of which every citizen takes pride and one which the Pulp and Paper Industry of British Columbia believes has justified the time, energy and planning which have gone into its development.

Artistically landscaped with streams, waterfalls and small lakes spotted among the trees and shrubs the park is a favourite tourist attraction. ➤



## Company's Arboreta Supplement Industry's Public Education Program

AS PART of its research program, MacMillan, Bloedel and Powell River Forestry Division has established several arboreta on Vancouver Island.

The objective of the program is to experiment with tree species which are exotic to our conditions in British Columbia, in the hope of finding some

types which may be even better suited than our native trees for lumber and pulp and paper production. As an example, some root rot is experienced in reforesting areas with native seedlings, which eventually kills the tree. Some of the exotic species could be immune to this disease.

The areas are open to the public as part of a Company public education program. The accompanying photos show the Harmac Arboretum near Nanaimo, and the Arrowsmith Arboretum lying close to Mount Arrowsmith. These areas are taking on a more impressive appearance as additional trees are planted and more area cultivated. They are already popular stopping off places for visitors.



▲ Above—Harmac Arboretum entrance.



Right—Portion of Arrowsmith Arboretum. ➤

## Around Our Communities

### Safety Award Pins for 167 Employees

#### IT'S "SAFETY FIRST" FOR THESE EMPLOYEES

At Port Alberni, Mr. Bryce Page, Manager of MacMillan, Bloedel and Powell River's Port Alberni Sawmills, presented 167 employees with special pins in recognition of outstanding safety records. These men are employees in the Somass and Alberni Pacific sawmills and the awards were for No Accidents over a fifteen to twenty-five year period.

This is a highly significant and meritorious record for employees in an area where heavy equipment is in use and where hazards, despite modern guards and precautions, are inevitably present.

The presentation of these awards ushers in an extension of Company's safety program. The pins are bronze, silver and gold representing 15, 20 and 25 years respectively. Employees and safety

committees have developed the idea which, it is believed, will further stimulate the already vigorous safety policies in practice in all divisions of the Company.

#### HOW ARE THESE FOR SIZE?

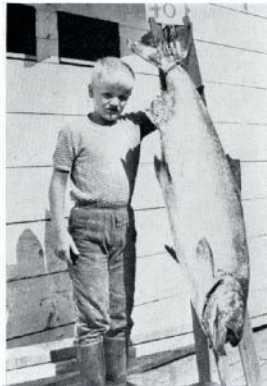
Alberni residents are justly proud of their fish and fishing areas and are quite willing at any time to compete, fish for fish and pound for pound, with the upstarts at Campbell River, Phillips Arm and other tyeed lurking grounds.

On this page reasonable evidence of what happens over a two-day period is on display. When one considers that the smallest tyeed caught during the recent Derby weighed nearly 19 pounds, the fishing is not bad—not bad at all!

Graham Maxmenko won \$100 for this 48-lb. beauty.

Jack Bell proudly displays his 53-pounder.

A few of the 84 fish entered in Labour Day Derby. Total weight of the 84 entries was 2,216 lbs.







Over 400 attended 25-Year Club banquet in Dwight Hall.



Vice-President Bowell and Mrs. Bowell (left) with Mr. and Mrs. Courtney Powell.

## Vice-President Meets Twenty-Five Year Club at Powell River

Mr. Gary S. J. Bowell, Vice-President, Pulp and Paper, was the guest speaker at the annual gathering of the Powell River Division Twenty-Five Year Club. Speaking before an audience of over 400, Mr. Bowell declared "that by virtue of its quality and service, the Company is in a strong competitive position and will continue to grow in the years ahead.

"Our Company", he emphasized, "is leaving no stone unturned to maintain the highest possible quality in its newsprint plants at Powell River and Port Alberni."

Reviewing some impressions of his recent trip

to Scandinavian countries, the Vice-President startled his audience with the statement that women are employed in certain Scandinavian mills —ON THE LOG BOOMS. A suggestion was made that on his next trip the Vice-President might do a little scouting in that area for the B.C. Lions' back field!

A pleasing part of the evening's program was the presentation of a sterling cigarette box by Mr. Bowell, on behalf of the Company, to retired employee Courtney Powell, who retired in May after completing fifty years of consecutive service with the Powell River Division.

## Remembrance

### Day

### Services

Typical of Remembrance Day observances in B.C. communities was the service at Powell River where a record crowd turned out to honour the dead of two wars. Veterans lead the big parade, which included Militia Units, Air and Sea Cadets, Scouts, Cubs, Girl Guides, Canadian Legion representatives and MacMillan, Bloedel and Powell River Pipe Band.





# This is Canada

Part 7

## *The Eskimos of Canada*

CANADA'S Eskimos are generally considered a branch of the Canadian Indian. Their total numbers are about 11,500 and the differences in their language and customs between groups in different areas across the north, suggest a complex history and an origin from several racial strains.

There are more than 20,000 Eskimos in Greenland and in excess of 15,000 in Alaska, with possibly 2,000 in Siberia, making a total population of some 48,500.

It is thought that before contact with the white man's contagious diseases, against which the Eskimo had no natural immunity, the world's Eskimo population was about 100,000. About 60 years ago one epidemic of measles killed from 25 to 75 per cent of Eskimos in parts of the western Arctic. Smallpox has also taken a large toll among the Eskimos, just as it did among the Indians. Scientists believe that the epidemics that have visited the Eskimos have killed most of those who were susceptible and that those who are left are immune. It is believed that the race is not likely to disappear by dying out, but by merging into the white population.

Most Eskimos in Canada live north of the tree line on the rim of the mainland or on the shores of islands in the Arctic Archipelago and in Hudson

Bay. Mainly they are coastal dwellers and about 75 per cent still depend almost entirely on the fish and mammals of the northern waters for food and clothing. They are generally monogamous but both polygamy and polyandry are socially acceptable and sometimes practised. They have no chiefs, soldiers, police or servants. Punishment of a social offender almost always is ostracism.

With the white man's invasion of the north the Eskimo came to depend for a livelihood on trapping the white fox, a highly unstable source of income. Today, in northern mines, on defence installations and air bases the Eskimo is showing himself, where permitted, to be highly adaptable and a skillful mechanic. Residential schools have been established in most Arctic communities and enrolment is about 1,800, half the total of school age children. In 1960 the first Eskimo was ordained a minister in the Anglican church. Co-operative fisheries and handicraft production shops produce some cash income; world-wide acclaim has been accorded Eskimo carvings and stone-cut prints.

Eskimo, and Indian, families receive such social aids as family allowances and old-age pension payments; in addition, for the year ending March 31, 1963, federal spending on Eskimo welfare will total \$2.7 million.



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

MEMORANDUM

TO: **Our Customers and Other Friends**  
FROM: **The Company**  
DATE: **September-October, 1962**  
SUBJECT: **Best Wishes**



*We realize we may be rushing the season slightly but as we will not be publishing another issue before the year end, we do not want the Holiday Season to slip by without extending Best Wishes to our many customers and other friends throughout the world.*

*It has been a privilege and a pleasure to send you "The Digester" over the months. Through its pages we have endeavoured to tell our readers something about our Company—its background, its products, its policies, aims and objectives—as well as stories about our country and province and other items which we felt would be of interest.*

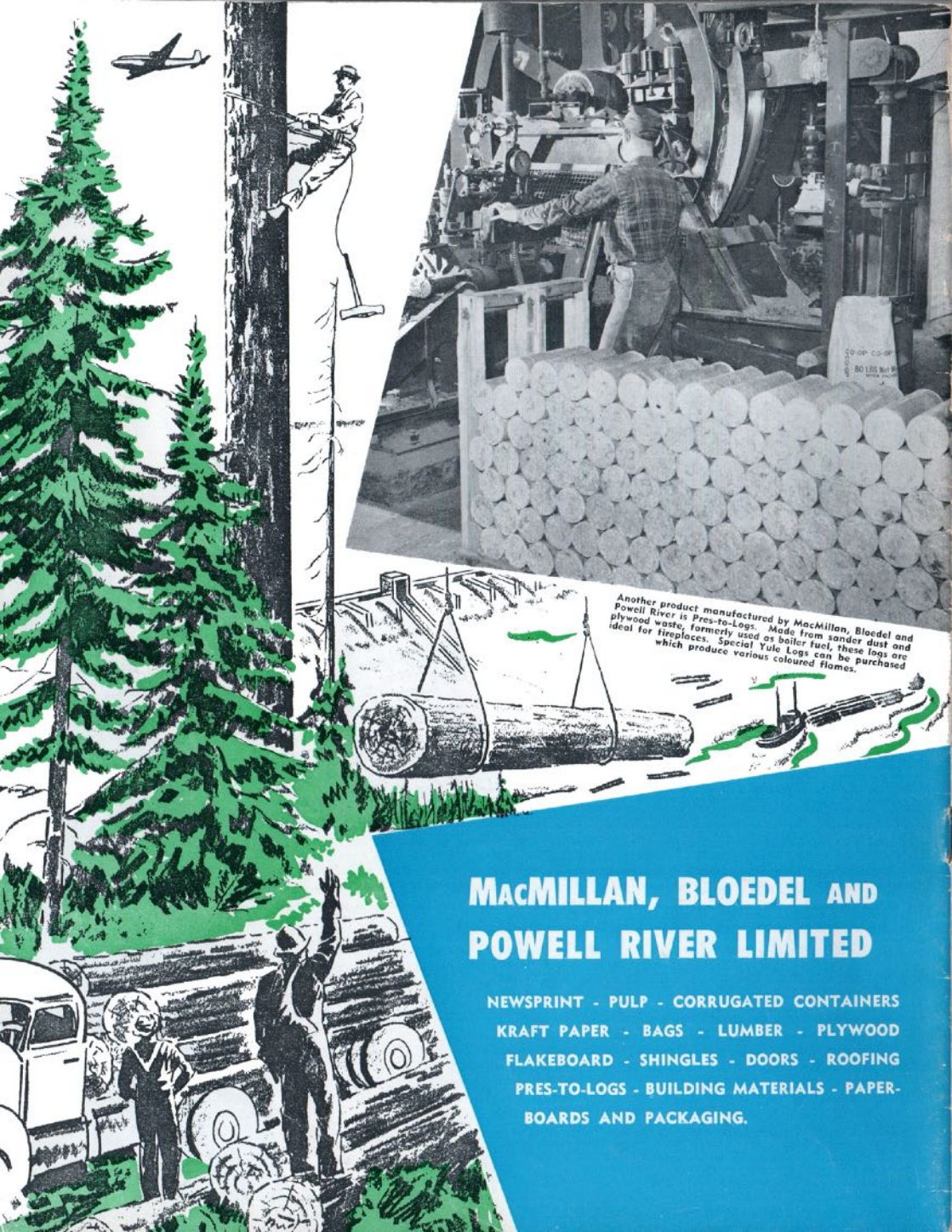
*We hope that we have in some measure accomplished our goal and that you have found interesting reading among the articles.*

*To Our Customers—it has been our pleasure to have served you over the months and years. We hope you will allow us to continue to serve you in the years ahead. May we take this opportunity of wishing you and yours the Very Best for the Holiday Season.*

*To Our Other Friends—the same Best Wishes.*

*And to All—A Happy, Healthful and Prosperous 1963.*





Another product manufactured by MacMillan, Bloedel and Powell River is Pres-to-Logs. Made from sawdust and plywood waste, formerly used as boiler fuel, these logs are ideal for fireplaces. Special Yule Logs can be purchased which produce various coloured flames.

## MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

NEWSPRINT - PULP - CORRUGATED CONTAINERS  
KRAFT PAPER - BAGS - LUMBER - PLYWOOD  
FLAKEBOARD - SHINGLES - DOORS - ROOFING  
PRES-TO-LOGS - BUILDING MATERIALS - PAPER-  
BOARDS AND PACKAGING.



# The DIGESTER

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

NOV-DEC 1962



Vol. 38, No. 6

November - December, 1962

## 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

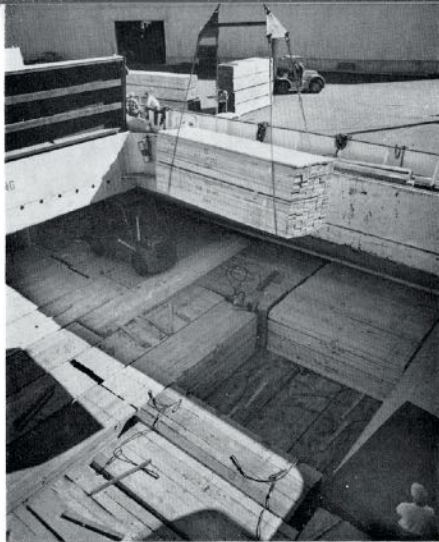
### COVER

In Mount Seymour Park one of the favourite ski hills is the Twin Tows area, where two ropes running side by side quickly return the skier to the top for another run. Pomalift is just left of this area and services a half-mile run.

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Bulk unit handling facilitates ship storage.

A FEATURE of modern transportation of goods has been the development of the "package" concept. Containerization is the most publicized application of this cargo handling method.

The package concept is now used extensively by MacMillan, Bloedel and Powell River in its lumber shipments particularly by water.

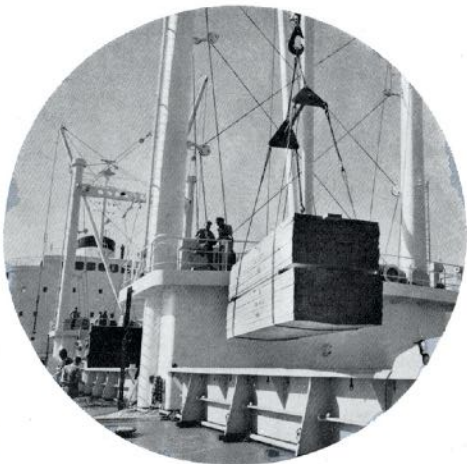
This new method of bulk unit handling has proved useful and economical to both shipper and consumer. The lumber order is "packaged" according to size with no straggling ends or overlapping pieces.

It provides easier and more economical storage at the plants or in the warehouse or yards of the receiver. It speeds up loading and can be more economically handled from ship to truck or other method of transportation to final destination.

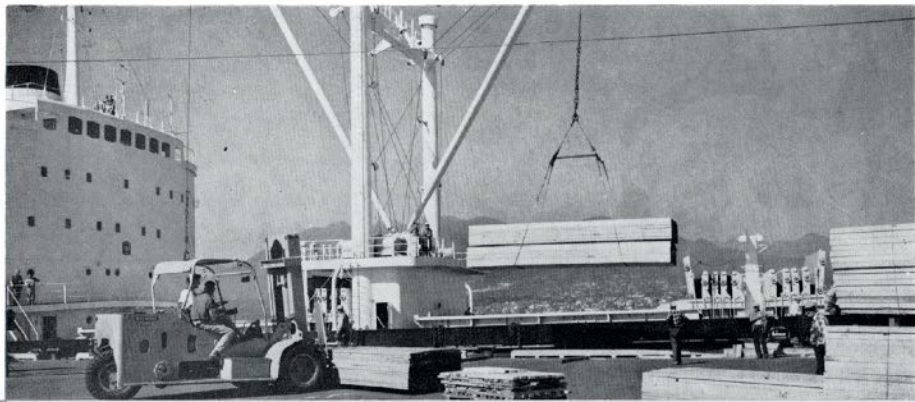
Illustrations on this page show a typical MacMillan, Bloedel and Powell River packaged shipment being loaded for overseas markets.

*Easier to Handle and Store*

## **"PACKAGED LUMBER" FACILITATES COMPANY'S WORLD-WIDE SHIPMENTS**



Neatly packaged units being slung aboard for rapid and easy placement.



# MacMILLAN, BLOEDEL AND POWELL RIVER LIMITED

## ORGANIZATION CHART OF WOOD PRODUCTS GROUP



E. G. Shorter, President  
and General Manager



J. S. Johansson  
Manager  
Association Relations



C. Crispin  
Vice-President



K. C. McIntyre  
Staff Assistant



I. S. Brand  
Manager  
Marketing



E. D. Sutcliffe  
Mgr., Adminis-  
trative Services



J. R. Forrest  
Manager  
Manufacturing



B. P. Page  
Mgr., Market &  
Product Planning



G. C. Douglas  
Mgr., Marketing  
Services

Liaison with  
British Columbia  
Forest Products  
Limited and  
S. M. Simpson Ltd.



C. T. Robertson  
Mgr., Research  
& Product  
Development



E. H. Tarrant  
Manager  
Wood Products  
Engineering



J. A. Johansson  
Manager  
Canada Sales



C. J. Dalton  
Manager  
Overseas Sales



D. R. Annan  
Manager  
U.S. Sales



P. W. Lamont  
Mgr., Traffic &  
Sales Contracts



M. A. Anthony  
Manager  
Supply Control



A. G. Pare  
Mgr., Lumber  
Production



H. D. Dagg  
Mgr., Plywood  
Production



J. F. Ravenhill  
Mgr., Shingle  
Production



## NEW WOOD PRODUCTS GROUP ORGANIZATION

THE Wood Products Group, under President and General Manager, E. G. Shorter, is one of the four main Product Groups outlined in the July-August issue of The Digester.

Under the direction of Mr. E. G. Shorter, the main features of the group organization as outlined on the chart are:

1. The Manager—Administrative Services (E. D. Sutcliffe) will assist the Group General Manager and the Department Managers in developing goals, plans, policies, procedures and budgets, and will be responsible for liaison with corporate staff departments. This activity will help to free the General Manager and Department Heads for consideration of policy matters.

2. The Manager—Marketing (I. S. Brand) is responsible for all sales, market and product planning, marketing services and supply and distribution activities.

3. The Marketing Department is organized into two staff sections, Market and Product Planning, and Marketing Services, and a Sales Operations Division. This structure permits the operating sales managers to concentrate on day-to-day selling, and places the staff services at the disposal of the Department Manager to assist him in forward planning.

4. The Market and Product Planning Section is of prime importance in the new organization. Its major responsibility is the preparation of the overall comprehensive marketing plan, which after review by line management, will form the basis for production requirements, market allocations, prices, promotional activities, inventories, as well as ideas for new products and improved service.

5. The Marketing Services Section will be responsible for services such as market research, advertising, promotion, design and technical, and sales training, and will serve Market and Product Planning, Sales Operations, as well as Manufacturing.

6. Sales Operations, the selling arm of the Marketing Department, will continue to be organized into three geographic regions—Canada sales, Overseas Sales and U.S. Sales. It will be responsible for executing the marketing plan through sale and distribution of products to customers.

7. An important new feature in Sales Operations is a Supply Control Division which will be responsible for ensuring that the marketing plan is executed, or that managers are alerted when marketing conditions require revisions of the plan. Orders will be filled from the appropriate supply point, either MacMillan, Bloedel and Powell River Limited, British Columbia Forest Products or S. M. Simpson mills, or such outside sources as may be required.

8. Also included in Sales Operations is a new division of Traffic and Sales Contracts which will be responsible for arranging freight space, delivery and documentation of orders.

9. The Manager—Manufacturing (J. R. Forrest) is responsible for all production activities such as production and shipment schedules, cost and quality levels, technical services and research, and development of new products, processes and equipment.

10. As in the Marketing Department, the Manufacturing Department is organized with two staff sections, Research and Product Development, and Wood Products Engineering, and the production operations divisions of Lumber, Plywood and Shingles. This permits the production Managers to concentrate on their day-to-day operations, and places the staff functions directly under the Department Manager to assist him in forward planning.

11. Important to the Manufacturing Department is the establishment of the sections of Research and Product Development which will combine the skills of the present Wood Products Research staff with a Product Development team. This section will work closely with the Market and Product Planning Section in the evaluation and development of new products.

12. An additional feature in the Manufacturing Department is Wood Products Engineering Section which will be responsible for plant lay-out and design, equipment development, process engineering and methods analysis. It will complement the activities of the corporate department of Engineering.

13. The Manager, Association Relations (J. S. Johansson) will be responsible for association relations for the Wood Products Group and other organizational units as required.

14. Mr. C. Crispin is presently on extended sick leave recuperating from an operation. On his return he will report in a staff Vice-President capacity to the President and General Manager, and will provide assistance in the development of policy and with respect to projects which might be considered in the future.

Until Mr. Crispin's return his duties will be performed by Mr. K. C. McIntyre, with the title of Staff Assistant to the President and General Manager.

Staffing of all key positions have been completed successively, utilizing existing Wood Products managers. The personnel for the new divisions and functions which have been added have been obtained by rearrangement of existing functions.



A century of sawmilling progress. It is a far cry from the artist's drawing of the original Chemainus sawmill of 1862 . . .

. . . to the big modern plant of today.



In the late 40's the relogging of previously cut over areas to recover small and salvage logs for pulp increased the volume of usable wood per acre.



## Many Years of Changes in Economic Conditions and Logging Techniques Have Preceded Company's Intensive Forest Policy

(Detailed on Pages 6, 7 and 8)

**T**HE recorded history of logging in British Columbia dates back to 1788 when Captain Meares, a compatriot of Captain Vancouver, shipped a cargo of spars from Nootka Sound to the Orient.

In 1846, the sawmilling industry was pioneered with the construction of B.C.'s first sawmill, at Parsons Bridge on Vancouver Island. The output was almost exclusively used for domestic consumption.

In 1860 the first lumber export mill was erected at Port Alberni by Captain Stamp, on behalf of the Anderson family of England.

In the early sixties, export lumber mills were established at Chemainus and at Moodyville and Vancouver on Burrard Inlet.

Between 1909-1917, the now vigorous pulp and paper industry saw its first hesitant beginnings; and provided a hint of expanded usage of our forests in the years ahead.

In 1914 World War I stimulated increased demand for the softwoods of British Columbia.

In tersest outline this is the background of the main story in this issue which deals with the new, intensive forestry program announced last month by MacMillan, Bloedel and Powell River.

Up to 1914, wood products in the form of sawn lumber represented the principal output of our forest lands. Pulp and paper, plywood, containers, and other diversified products were in the future. Douglas fir was king of the forests, with cedar and spruce as its principal auxiliaries.

The last decade of the 19th Century and the first decade of the present century were the roaring, devil-may-care days of logging in B.C. The vast, seemingly inexhaustible seaboard stands extended from the Yukon to the 49th Parallel. There was enough wood here to supply world demand in perpetuity! Population was increasing in an orderly and predictable manner.

With this background, scientific logging,



conservation or regeneration programs were abstractions or fantasies occasionally whispered by a few thoughtful leaders.

In 1920, the Canadian pulp and paper industry started on a period of expansion, which within a single decade, raised it to world leadership. Post war reconstruction made heavy demands on our forests—and the sawmilling and log export industries expanded to almost fantastic proportions.

Already a recognition of the necessity for more scientific cutting of our forests was evident. The British Columbia government in 1912 started its now active forest branch with the appointment of Mr. H. R. MacMillan as Chief Forester. In 1920, a department of forestry was established at the University of British Columbia.

In the past two decades with the opening of new markets, coupled with an unprecedented increase in world population, the forest products industry of B.C. has expanded at a rate unequalled in its long history.

This situation enabled companies to initiate many changes in logging operations and techniques that could not have been economically justified under previous conditions.

As a result of this improved outlook and new operating economics, conservation policies and studies directed to sustained yield forestry received new impetus. The relogging of previously cut over areas and cleaner logging of new stands enabled pulp and paper companies to increase their per acre yields of wood by the use of small and salvage logs. The introduction of the hydraulic barker was a further step towards a substantial wood saving. The use of sawmill waste for boiler fuel increased log utilization; and the introduction of chipping facilities in sawmills, allowing the use of small wood, moved further along the path of more complete wood usage per log. Mechanical spraying to eliminate or reduce insect infestation has been introduced. Experiments on sawmill waste for pulp production are under way. Teredo damage has

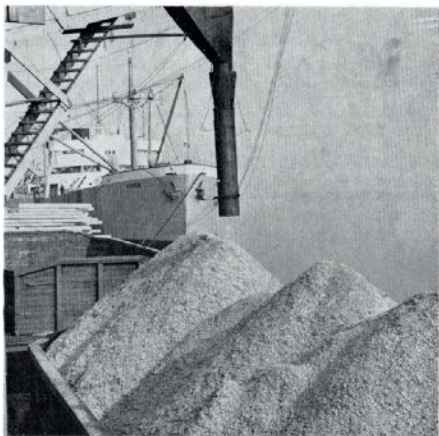
been curtailed by use of the revolutionary self-dumping barge and chemical spraying of rafts.

Until recently, the efforts of industry were largely confined to those measures which gave greater volume of usable wood without increasing the actual per acre yield of standing timber.

In the past several years studies of and plans for selective and scientifically designed programs to expand actual per acre growth and yield of second growth and mature stands have been under way; and in these MacMillan, Bloedel and Powell River has been a leader. The policy has as its objective the production of a maximum yield from every acre of the Company's forest lands.

This is the background behind the program of a vastly intensified forest policy outlined in succeeding pages of this issue—and which represents a major step in guaranteeing perpetual yield operation, and providing the maximum supply of forest products into the foreseeable future.

The injection of chipping facilities in sawmills during the 50's, allowing the use of small logs and slabs and edgings unsuitable for lumber, was an important step in wood conservation. (Below): Chips from the Company's sawmill at Chemainus are shipped direct to the Harmac pulp plant.



Below: The construction of British Columbia's first newsprint mill at Powell River in 1912 (left), foreshadowed the vast increase in the volume of usable wood per acre from our forests. It provided a profitable medium for the use of hemlock and small and salvage wood not suitable for the production of lumber. (Right). Powell River today—the world's largest individual producer of newsprint.





Typical stand of natural second growth timber. Careful nurturing of these areas will ensure a maximum volume of wood from each acre and reduce growing cycle from 90 to 80 years or less.

*Skill and Experience in Forest Techniques  
Assist and Improve Natural Regeneration*

## **Company Will Plant 40 Million New Trees As Part of Intensive Forestry Program**

Stand of younger trees has been thinned to allow healthy growth.  
Trees removed are used as pulpwood.



“OUR Company proposes to start immediately an intensified forestry program which will increase the productivity of our Company controlled forest areas by 15 per cent.”

This statement, an outstanding pronouncement in forestry practice, was made by Vice-President and General Manager of the Company's Logging Group, John O. Hemmingsen, in December. It was made before a group of British Columbia press, radio and television representatives.

Over a ten-year period the Company will be spending \$5 million on its program which will start immediately.

In broad outline, Mr. Hemmingsen emphasized some of the highlights and anticipated results of



the advanced forestry practices to be initiated by MacMillan, Bloedel and Powell River Limited.

1. Forty million new trees will be planted over the ten-year period.

2. The program will increase yield from existing stands by an overall average of 15 per cent. This extra growth is equivalent to expanding the Company's forest area by 300,000 to 350,000 acres—or 470 to 550 square miles.

3. Sixty new full time employees, plus an additional nine professional foresters will be added to the payroll. Another 60 employees will be required for part time work.

4. At the end of the tenth year the Company will have available an extra 140 million feet of wood annually—or enough to operate a 700 ton per day newsprint mill in perpetuity. The harvesting and converting of this additional volume of timber will create 500 permanent jobs.

5. The new intensified program will be over and above the already extensive planting and reforestation techniques already in practice on Company tracts—and will involve operations extending over an area of 600,000 acres of young immature forests.

How is this extensive and far reaching program to be carried out?

Mr. Hemmings listed seven distinct phases, which would be applied in various areas. "What we are actually doing," he said, "is applying our skills and experience to assist, and in some instances improve, on natural reforestation."

#### 1. Planting of Young Trees Soon After Logging

Young trees will be planted soon after the area has been logged, to the optimum number of 400 to the acre. Normally it takes five to ten years for a logged over area to start reseeded by natural processes. This makes possible an extra five to ten years of growing time. (See illustration).

#### 2. Fill in Planting

In areas where earlier plantings have failed or where natural growth is less than optimum, new planting will be carried on to bring these "depressed areas" up to a healthy optimum level.

#### 3. Juvenile Thinnings

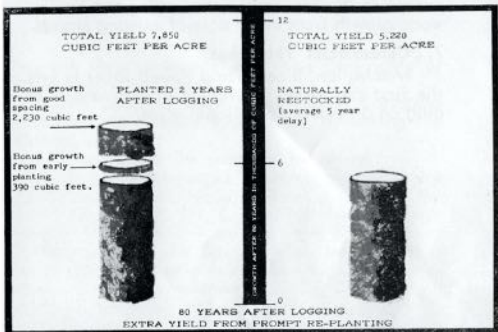
A simple analogy is the back yard gardener's thinning of his early carrots or beets to produce larger and better vegetables. Similarly the Company in areas of congested growth will reduce the number of trees per acre to the 400 level.

#### 4. Stand Rehabilitation

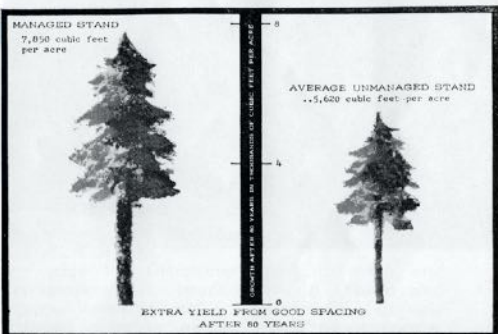
In areas where timber stands are experiencing poor growth, the Company will remove the existing trees, salvage where possible—and replant with new and vigorous young trees. Much of the salvaged timber would have died or become disease ridden if allowed to grow to maturity and through this method will be available for lumber or pulp.



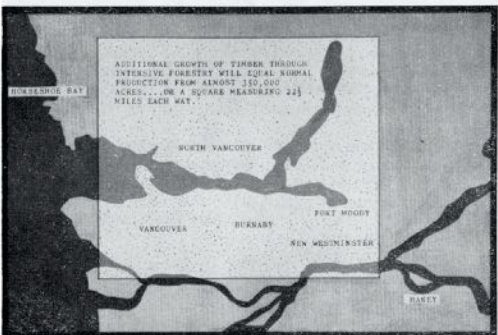
Replant after logging to establish well-spaced stand.



EXTRA YIELD FROM PROMPT RE-PLANTING



EXTRA YIELD FROM GOOD SPACING AFTER 80 YEARS



#### 5. Alder Control

In certain areas, new growths of alder have sprung up and are encroaching on the adjoining areas of good commercial timber. This alder will be removed and faster growing commercial conifers planted in the section.

#### 6. Planting of Deciduous Trees

In certain areas, on river bottoms or banks, commercial deciduous trees such as hybrid poplar and cottonwood can be grown rapidly and successfully. These woods, which can be utilized for pulp and newsprint production, will be planted in such areas. These areas occupy limited acreage—but emphasize the Company's determination to utilize every possible means of encouraging the maximum wood growth from every acre of existing stands.

#### 7. Commercial Thinnings

MacMillan, Bloedel and Powell River is one of the first companies to engage in commercial thinning on an active operational scale.

In well developed stands of timber, trees which have been suppressed by their more vigorous neighbors will be thinned out and utilized as pulp wood. These trees, ranging in age from 30 years up, would die or become stunted if allowed to continue their growth. Wood from this source represents a bonus which would not otherwise be available. The still growing healthy trees, at the end of an 80 year cycle, will produce more timber than would the original stand had it not been thinned.

In this phase of the intensive forestry program, increased yields of 50 per cent per acre are possible.

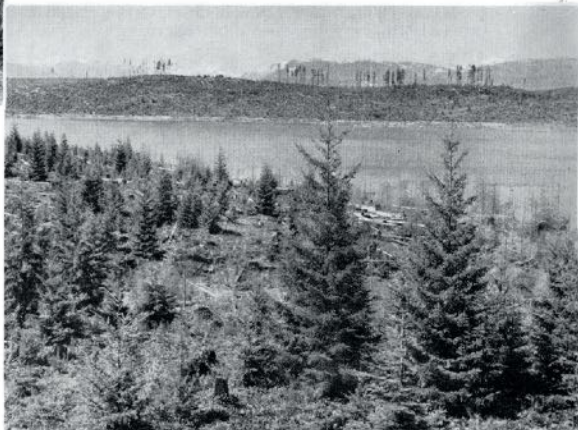
Summing up the objectives and expected results of the policy, Mr. Angus MacBean, Chief Forester for the Company stated:

"The key objective of the program is to ensure that each acre and each tree is growing a maximum volume of wood per year. This program, we sincerely believe, will benefit all British Columbians. It will assist in maintaining and expanding employment. It will provide our governments with increased tax dollars. It will reduce our growing cycle from 90 to 80 years or less and constitute a major step towards operations in perpetuity."

◆ Thick stands of natural second growth timber will be thinned to 400 trees per acre to allow optimum growth rate of remaining trees.



Fill in planting will be carried out in areas where natural growth is below healthy optimum level. ◆





## NEWCOMERS SEEK CANADIAN CITIZENSHIP

CITIZENS in Canada may be classified into two categories: (a) those who were born in Canada, and (b) those who have come to Canada and have become "naturalized". Immigrants are not compelled to become naturalized but the great majority of the newcomers are eagerly seeking status as citizens of their own accord.

The following are the steps required for those who are aliens:

1. They must have been legally admitted into Canada for permanent residence. This is known as being "landed".
2. They must have had their place of domicile in Canada for at least five years after having been landed in Canada. There are three important exceptions to the requirements of Canadian domicile.  
These are:
  - (a) Under certain circumstances, a person who has served outside of Canada in the Canadian armed forces;
  - (b) The wife of a Canadian citizen, provided she has been legally admitted to Canada for permanent residence;
  - (c) A person who had a place of domicile in Canada for twenty years immediately before the first of January, 1947, and was not under an order of deportation on that date.
3. They must have lived in Canada for at least one year immediately before the date of their application. This period would count as part of the five years referred to in (2) above.

4. They must file an Application for Citizenship with the Clerk of the Court for the county or district in which they live. In order to file such an application they must be at least 21 years of age, or be married to, and residing in Canada with, a Canadian citizen.

5. They must appear for examination before the Court. At this examination the applicants must satisfy the Court that they are of good character, that they have an adequate knowledge of English or French, and of the responsibilities and privileges of Canadian citizenship.

6. If the applicants are approved by the Court and by the Minister of Citizenship and Immigration, they will be called once more before the Court to take the Oath of Allegiance to Her Majesty the Queen. At the same time a Declaration of Renunciation of foreign nationality is made in writing.



Judge Chown addresses newly inducted citizens at impressive court ceremony.

They are then presented with their Certificate of Citizenship by the Court.

British subjects may obtain their Canadian citizenship more easily than aliens, by taking the following steps:

- 1, 2 and 3 are the same as for aliens.
4. British subjects wishing to apply for Canadian citizenship should obtain a copy of the form "Application for Citizenship by a British Subject" (Form CR 2) from the Clerk of the Court for the county or district in which the applicants live, or from the Registrar of Canadian Citizenship, Ottawa. After completing the form in full and having it notarized, the applicant should send it to the Registrar of Canadian Citizenship, Ottawa.
5. British Subjects are not required, in most cases, to appear for examination before the Court; however, they must be of good character and have an adequate knowledge of English or French.  
It should be added that when aliens become Canadian Citizens, they become at the self-same time British Subjects and citizens of the Commonwealth; when a British Subject becomes a Canadian Citizen, he continues to retain his previous status as a British Subject.

To clarify a point that is sometimes confusing, it should be noted that British Subjects in Canada have all the rights and privileges of a Canadian Citizen, including the franchise, without becoming Canadian citizens.

Today the Department of Citizenship and Immigration, with headquarters in Ottawa and regional liaison officers in each province is actively engaged in instructing and educating newcomers and emphasizing the responsibilities of citizenship to our people. Some of their activities include: assisting immigrants in learning our languages; special classes in citizenship with instruction on our history, government, resources, etc.; promotion of educational and social activities; programs to prevent racial and religious prejudices; and many others.

These programs are being carried out by the regional officers throughout the Dominion and aliens in particular have been impressed and gratified with the efforts of the Canadian people to bring them into the family fold.

# BRITISH COLUMBIA and PARADISE FO

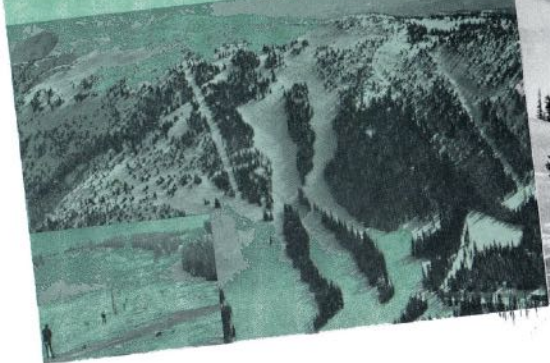


Tod Mountain at Kamloops. Enlarged facilities now include longest double chairlift in North America, new T-bar, rope tow. Weekly package rates include meals, accommodation, instruction and lifts. 8½ sq. mi. of Alpine areas with runs one to five miles.



Silver Star at Vernon. 2400 ft. Pomalift to 6300 ft. level, rope tows. Ample good accommodation in Vernon, 14 miles. Season mid-November to mid-May with winter powder, spring corn and sunshine. Ski weeks include meals, accommodation, instruction and lifts.

Apex at Penticton. World's longest Pomalift to 7,000 ft. level. Excellent skiing, powder snow. Ample good accommodation in Penticton.



AS LATE as two decades ago, skiing activities in the Pacific Northwest were confined largely to the hardy enthusiast with the soul of a mountain goat and the physical stamina of a marathon runner.

Today, entire families are taking to the hills at every opportunity. In the winter months, the ski resorts of the Pacific Northwest swarm with ever growing numbers of enthusiasts. Ski shops supplying the ever widening demand of this modern social and recreative activity have sprung up like mushrooms in every large city. Fine ski schools are being conducted for children. On Saturdays and Sundays roads are choked with cars, skis strapped on top, heading for the family's favourite "run".

The almost overnight injection of the ski influence in the social and recreative life of the continent received its most propelling impulse from alert promotional campaigns and the installation of convenient and comfortable facilities which have taken the hard, tiring work out of the uphill pull. The chair lift, pomalift, T-bars and other conveyances are making the skiers' life easier and more enjoyable.

The sport is now almost as much a

Skiing is year-round on Mount Baker, Wash. Inner Glacier to right of peak center is good in August, September and October. May be training area for U.S. 1964 Winter Olympic squad. "Heather Giant Slalom" held each July 4 starts left of peak. Summer Alpine racing school held June-July. Double chairlift, several rope tows, meals and accommodation.





# PACIFIC NORTHWEST FOR SKIERS

social function as a recreative activity. It has become fashionable. Among the younger set it is the thing to do; and the shops of the nation have ably aided and abetted the cause. The new and ornately designed sweaters, colourful jackets, stretch pants and apré ski apparel are musts whether or not you do much in the way of active skiing.

Today, the easily reached ski trails in British Columbia are taking on all the colour, glamour and romance of the Swiss Chalet and the Bavarian Alpine resorts. Mothers and fathers, youngsters from two to twenty, pack the car to overflowing and head for the hills each weekend—more and more people are sacrificing summer holidays for the adventure of a fashionable ski resort.

The Pacific Northwest is becoming one of the ski paradises of the continent. In British Columbia, more and more areas are being opened up. In the interior, Tod Mountain near Kamloops, Silver Star at Vernon, Apex at Penticton, are supplementing the older established resorts like Banff, Lake Louise, Revelstoke, Rossland, Kimberley, etc. A mortar shot from the heart of Vancouver are the well tested and

Mt. Garibaldi, presently under planning for development by B.C. Government in near future. Will provide excellent skiing. 1½ hours from Vancouver. Some towns and accommodation now in area.

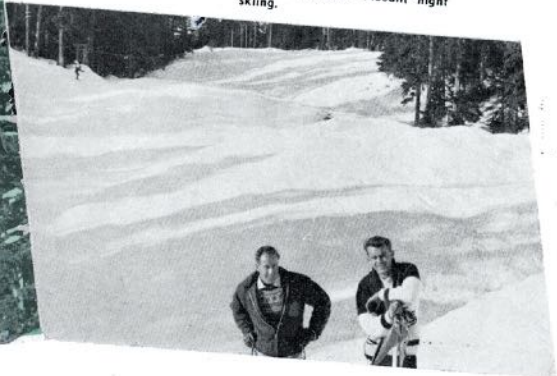


Twin Tows hill, Mount Seymour. 35 minutes by car from heart of Vancouver. Double chairlift to 4200-ft. level. Pomalift, rope tows. Skiing early November to mid-May. Floodlit night skiing.



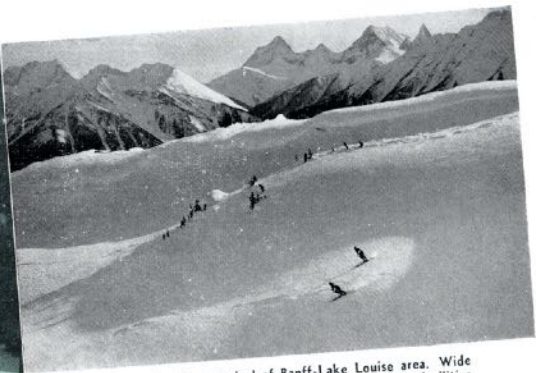
Vancouver by night from Grouse Mountain. Under 1 hour from city center by car and double chairlift. Facilities include double chair, T-bar, rope tows, meals and some overnight accommodation. Floodlit night skiing.

Hollyburn Ridge, under 1 hour from Vancouver center by car and chair lift. Facilities include chair and several rope tows. Two areas—Hollyburn Lake and Westlake. Floodlit night skiing.





Mt. Norquay at Banff. Looking down "Rockgarden" Schuss. Double chairlift, 2 Poma lifts, 2,000 and 1,500 ft., rope tow, wide runs. Good accommodation at Banff—right background. Canada's bid for 1968 Winter Olympics is centered on Banff-Lake Louise.



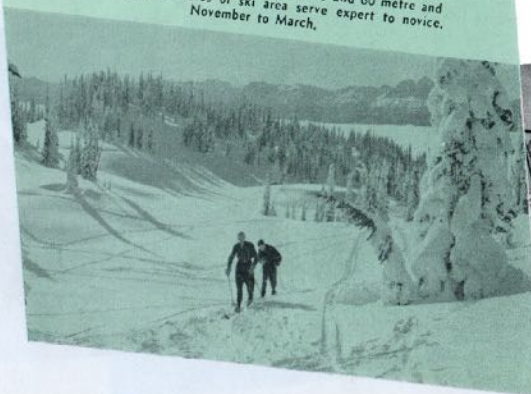
Skiing at Sunshine, typical of Banff-Lake Louise area. Wide open slopes of powder and lots of sun. Lake Louise facilities include 2 mi. sedan lift on Mt. Whitehorn and Poma on Mt. Eagle joining to make long circuit. Good accommodation at Banff, 35 minutes.

popular Mount Seymour, Hollyburn, and Grouse Mountain slopes—all within an hour's easy motoring—and equipped with convenient facilities. The Banff-Lake Louise area is being considered as a possible site for the 1968 Olympics.

Most areas in British Columbia provide a good six months' skiing season from mid-November through into May. In the Banff-Lake Louise district and at Mount Baker "just over the border", skiing continues on the glaciers throughout summer.

The ski trails are expanding—the ski wear is becoming more attractive every day—and there seems no question—the sport is here to stay.

Spring Powder-Revelstoke. Area 5 minutes from town. 1,600 Poma, rope tows. Floodlit night skiing. 80 and 60 metre and junior jumps. 40 acres of ski area serve expert to novice. November to March.

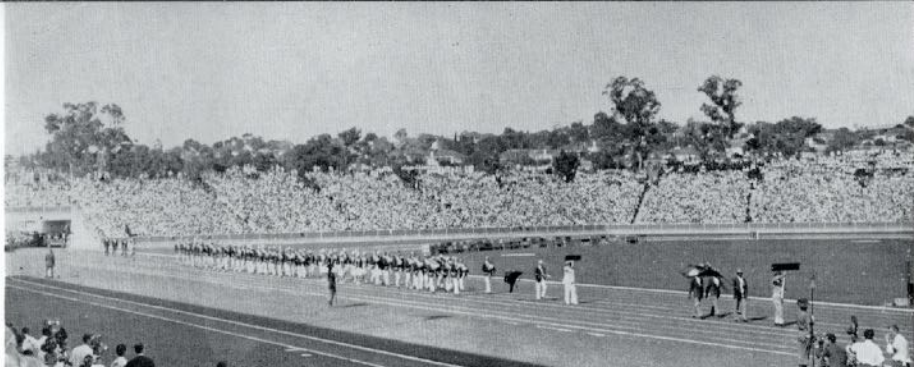


Red Mountain in the Rossland-Trail area boasts the highest chair lift in Canada with excellent snow conditions. Also Poma lift and rope tow. Good accommodations at lodge or nearby Rossland and Trail.

Top of the 6000-ft. T-Bar on North Star at Kimberley (world's longest), where blue skies and powder snow abound. Several well-groomed slopes from novice to expert. Jumps to 250 feet. Good accommodation in Kimberley—2 miles.







## CANADA AT THE BRITISH EMPIRE GAMES



Canada's team salutes Prince Philip as they enter Perry Lakes Stadium in opening ceremonies of recent British Empire Games at Perth, Australia. Over 40,000 spectators crowded the stadium in 90° weather. Australia won top honours with 38 gold first place medals, England won 29, New Zealand 10, Pakistan 8, Scotland 4 and Canada 4.

Canada's gold medals were won by Vancouver's 16-year-old Mary Stewart in the women's 110 yard butterfly; Howard Mann of Prince George, B.C., in the middleweight boxing; Dick Pound of Montreal for the 110 metre free style swim; and Bruce Kidd of Hamilton in the six mile run. Vancouver's Harry Jerome, favourite to take the 100 and 200 yard events suffered a leg injury in the 100 yard sprint and didn't run in the 220. Canada's swimmers were her best all round performers winning two gold, five silver (second) and six bronze (third) medals.



Mr. Howard Pyle, President of National Safety Council, in front of Powell River Plant Safety Board.

LAST summer Mr. Howard Pyle, President of the National Safety Council and a former governor of Arizona, visited Powell River as a guest of Mr. and Mrs. Frank Connolly of the Tempe Daily News, Arizona.

Mr. Pyle, naturally interested in safety practices

### *Powell River Plant Establishes Third Record As*

## The Final Figure Exceeded One Million Man Hours Of Safe Operation

in the plant, was photographed beside the big Safety Board at the mill entrance.

At that time, the board showed the plant had passed its 22nd accident-free day and had chalked up a total of 244,000 man hours without an accident.

Possibly inspired by the Safety Council President's personal interest, the board eventually recorded well over one million man hours and over 100 accident-free days before the record was marred by a minor accident.

It was the third time in the past four years that the Powell River plant passed the one million man hour mark. In a mill containing much heavy equipment and fast machinery, along with 2000 employees in many and varied occupations, this is an outstanding record.



Typical of the scenery along the Cassiar-Stewart Highway is view across Good Hope Lake.

IT'S a lonely road, and a dusty one, but the Cassiar-Stewart Highway, which heads south from the Alaska Highway to the sea, may become in the not too distant future, one of the most important arteries of commerce in British Columbia.

Scheduled for completion in the fall of 1966 it will tap resources which are staggering in their immensity, assets which include asbestos, hydro power potentials, gold, coal, molybdenum and other valuable minerals.

A hundred years ago, men swarmed over this country in search of placer gold and furs, and then, almost as quickly as they arrived they disappeared, leaving the Cassiar district to itself. Today the shells of the towns they built lie rotting in the primeval forest, scarcely ever visited and never really thoroughly explored.

Typical of these ghosts of the Cassiar, is the one-time "capital", Laketon, situated on Dease Lake, opposite the Cassiar-Stewart Highway.

Placer gold had been discovered on the lower Stikine River in 1862 by Buck Choquette, but it was not until 1873 that two miners, named McCulloch and Thibert struck it rich on present-day Thibert's Creek, and, with the discovery of gold on Dease Creek, shortly afterwards, a mad stampede for wealth ensued. On Dease River,

At Watson Lake, Yukon, hundreds of signs have been placed by tourists showing mileage back to their home town or city.



## Awakening Activity Uncovers Ghost

which drains Dease Lake, a party of coloured miners, led by Henry McDame, found gold, and these three areas were enough to show people on the "outside" that the north was a land of gold.

From this rush grew the town of Laketon. Precious little is known about the life in the gold camps of the Cassiar. The newspapers of the day were more concerned about telling of the richness of the claims and the conditions of the trail than they were of society notes. But from these accounts we know that there were two or three hotels, each with a saloon, three or four other saloons, about 75 houses or shacks, a court house and several stores.

The most important of these buildings still standing is the court house, built of shakes and logs which were put in place in 1878 following a fire which destroyed the earlier one. Despite the passing of time and neglect, it shows few signs of decay, and in fact, two years ago, a great tree fell on the roof, causing more damage to the monarch of the forest than to the building.

Soon after the camp opened up, the famous Judge Begbie, often known as the Hanging Judge, although this is unfair, arrived in town to hold court, but as the Victoria newspaper noted "the Grand Jury could find little for his Lordship to do."

This past summer, the writer visited Laketon while on a tour of the ghost towns of northern B.C. and stood before the deserted court house which had been removed to contain all the old records. The glass was still in the windows, and the door

Road through the lonely area is well graded and offers an ever changing panorama of spectacular scenery.





# in B.C.'s North

## Towns of the '70's

By BRUCE RAMSEY

hung on one hinge, the iron bars in the cells still looked as though they were in business, and the floor, or what was left of it, was littered with government and legal documents which unfortunately had been chewed to bits by successive generations of pack rats.

Next door to the court house were the Cassiar's "trees of mystery", a double row of stately evergreens, planted years ago in a straight line. There is no hint in any newspaper account as to the reason for this columnade, but at the base of several trees could be seen the remains of what appears to have been seats, like in a public park. If that conclusion as to their *raison d'être* is correct, then we can assume that on warm summer evenings it was the gathering place to exchange shop talk and gossip, included in which were probably tales of that famous celestial Sam Sing, who shot up the town during one of his frequent nights along alcoholic row and who was interred in his coffin pronounced as dead. His real trouble was a gigantic hangover; from which he awoke as his reverent Oriental friends were administering the last sad rites over his departed soul.

From then on his friends refused to speak to him—insisting he was still dead and the devil had taken over his body. Not long after, Sam joined his ancestors when his cabin burned to the ground.

Along with Laketon, there are other ghosts beside, or close to, the Cassiar-Stewart Highway. Within a few feet of the road stands the sole remaining building of Centreville, once a roaring place, but now lifeless. And there is McDame Post, several miles off the highway, and up-lake from Laketon, the former Hudson's Bay Company post at Porter Landing. Their epitaph could well be "Gone and almost forgotten".

Within the past decade mining has returned to the Cassiar, with the development of the great Cassiar Asbestos Corporation mine at Cassiar, in the shadow of McDame Mountain. With the completion of the Cassiar-Stewart Highway in 1966 the ghosts of the Cassiar will share this beautiful country with modern industrial development, and with tourists who will find it a new wonderland.



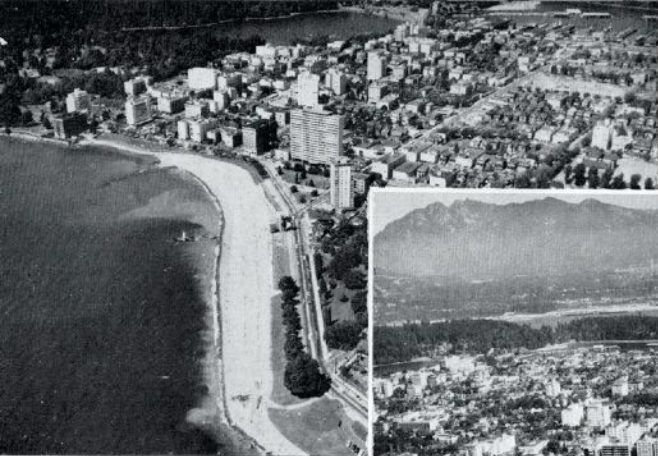
Old court house at Laketon on Dease Lake still stands, its timbers in a good state of preservation after 84 years.



Former Hudson's Bay warehouse at Laketon is now used as a summer camp. Inset, owner on front porch of building.

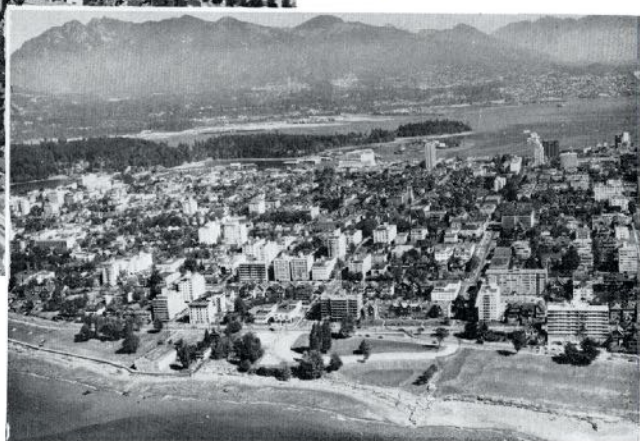
Centreville, another town-of-the-past lies rotting near highway. Note framework of old home made rocking chair, left centre.





▲ New and modern apartments facing English Bay. Background center—apartments overlook Lost Lagoon and Stanley Park.

Below—area landscaped between Beach Avenue and water. Apartments all have view across English Bay.



### *A Changing Skyline Along English Bay As*

## **VANCOUVER'S RIVIERA GROWS**

IN THE early days of the present century, the West End of Vancouver was the foundation of social life. Here, stretching along the winding shoreline from Stanley Park, through English Bay and east to the main thoroughfare of Granville Street, stood the stately, dignified, two and three storey mansions adorning this choice residential area.

The West End was Vancouver's Nob Hill. The sturdy, majestic residences with their solid, massive pillars, bevelled and coloured glass doors and windows, exuded all the pomp and status of a comfortable and prosperous citizenry.

As the city grew—as the automobile and the motor bus shortened the distance between areas—and the demand of handy industrial sites became more pressing—the grandeur of the old West End declined. Industry moved in, the mansions were turned into rooming houses, largely for the convenience of single men and women working in city.

The West End suffered the fate of all large growing cities as the boundaries swelled and population increased.

In the past fifteen years a new and revived West End has sprung into existence. The old rooming houses are being pulled down and modern high-rise apartments are filling the skyline. Today, the area bordering the beach line from world

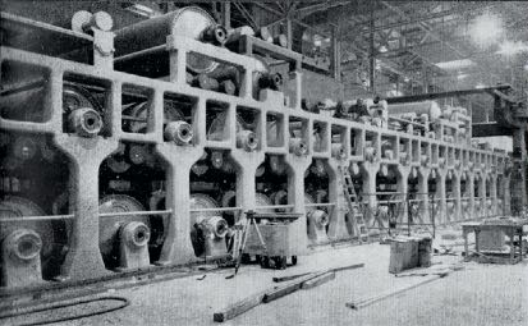
famous Stanley Park eastward to the Burrard Bridge is rapidly becoming Western Canada's Riviera. Every few weeks new and imposing apartments stretch to the skyline in picturesque array, overlooking an unsurpassed panorama of mountains and sea. Many of these new apartments are the self-owned type.

The City Fathers, planning wisely for the future have, over the past decade or two, gradually expropriated land over an approximate half mile stretch of waterfront between Beach Avenue and the water. This whole area has been planted in grass and landscaped, and across the road the apartments, stretching about a mile from Burrard bridge to the entrance to Stanley Park, have an unobstructed and magnificent view of the yacht dotted waters of English Bay.

On the north side of the West End, the apartments border Stanley Park overlooking Lost Lagoon and Burrard Inlet, a breath taking view in summer or winter.

And so the once proud section of the city, which, except for a few areas had become a district of rooming houses, is once again evolving into the fashionable apartment area of Vancouver. With its attractive weather and proximity to the centre of the city, Vancouver's West End can be justly termed the growing Riviera of Western Canada.





Dryer Section of No. 5 Paper Machine well on way to completion.

**T**HIS year, 1963, will be an active one in all phases of Company operations. This is particularly true in our two major construction areas, Port Alberni and Harmac. In a few months, the three-year construction program at Port Alberni, centering around the installation of Number 5 newsprint machine will have been completed. By the year's end, the accelerated construction at Harmac will place our new pulp producing facilities well ahead of original schedules.

The Harmac project has been pushed forward with a minimum of interruptions. In December a field force of over 800 men was working on the numerous installations and of these, over 360 were accommodated in a construction camp on the site.

At the beginning of the New Year, excavation for Number 3 Machine Room at Harmac had been practically completed, and footings and foundation walls well beyond the half-way point. Construction of the new booming ground for Number 3 wood-room has been finished.

The first Batch Digester arrived early in January and placement of this equipment is under way. No. 2 Wharf construction is nearing completion and the new pump house exterior is ready for final painting, and interior equipment installation is proceeding rapidly. Bricklaying of the new kiln was completed before the end of the year—and in almost every area crews are working toward completing the entire project early in 1964.

Some conception of what construction of a new plant involves is gleaned from the weekly reports of the engineering division. Over fifty separate operations are proceeding simultaneously as the work crew operates with its peak of well over 800 employees. These include everything from installation of sewers and service pipes to the erection of the massive steel and timber frames for new buildings.

A brief glimpse at the almost staggering list of items under construction at the beginning of 1963, shows 25 men on electric power distribution installation, 38 on steam and air services, 40 on wharf construction, 34 on boiler erection, 16 on the bleach plant building, 90 on the machine room building, 176 on equipment installation, 47 on chip storage and blowing systems, 23 on building

## ALBERNI and HARMAC EXPANSIONS BOTH HUMMING ALONG

### OUR FEET SLIPPED

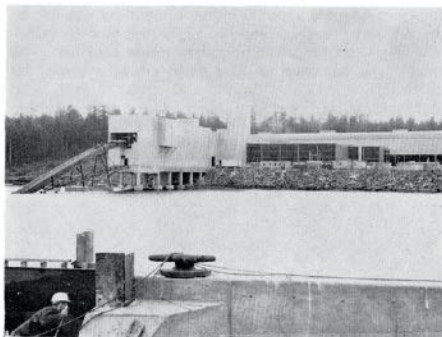
In our last issue we erroneously showed the width of our new No. 5 Machine at Port Alberni to be 324 feet. Obviously this should have been 324 inches and we apologize for any confusion.

miscellaneous steel tanks. And so it goes over a wide range of specific jobs, all essential in turning out additional tons of high grade Kraft pulp.

Port Alberni construction is in its final stages. Crews have rounded the last corner and are entering the home stretch drive. Number 5 Machine installation is on the last lap—buildings have all been erected and most of the ancillary equipment—steam and power generators, grinders, wood preparation areas, major pumps and piping—have been installed. The target date of April is still on schedule—and three months hence the latest word in modern newsprint machines, the 324 inch wide machine with an annual output of 140,000 tons will be in production.

On completion, the three-year construction programs at Harmac and Alberni will have injected in excess of 66 million new dollars into the forest products industry of British Columbia.

Harmac construction showing log haul entering building which houses cut-off saws, two barkers, chipper and ancillary break-down equipment. Photo taken from No. 2 deep sea wharf.



## Around Our Communities

### FURTHER EDUCATIONAL AND WELFARE GRANT BY H. R. MacMILLAN



Mr. H. R. MacMillan

Announcement was made on December 5 by The Vancouver Foundation that Mr. H. R. MacMillan had given another \$1 million for education and welfare work in British Columbia, to be administered by The Foundation.

It was just a few months ago that Mr. MacMillan donated \$2 million for similar purposes through a fund known as the H. R.

MacMillan Family Fund which is being administered by The Canada Trust Company under the direction of an Advisory Committee and which is outlined in our July-August issue.

This present trust will be known as the H. R. MacMillan Family Fund No. 2, but is not to duplicate the work of other bequests made by him. The fund is to be used in the field of education for scholarships at any level and any school with particular attention to students from areas in which MacMillan, Bloedel and Powell River is operating.

Assistance will go to religious and cultural work with emphasis on improving the amenities of life in isolated areas where the company operates such as Port Clement, Queen Charlotte Islands, Port Hardy, Kelsey Bay, Franklin River, Kennedy Lake and other similar communities.

Ninety per cent of the fund is to be distributed in Canada and 80 per cent in British Columbia with not less than 90 per cent of the income to be distributed each year.

#### SCOUT TREE FARM PROMOTED BY COMPANY

At Port Alberni, Boy Scout troops, in cooperation with MacMillan, Bloedel and Powell River are operating a profitable and perhaps unique Christmas tree farm.

A few years ago, the Company set aside an area of several acres for the Scouts to develop into a Christmas tree growing area. The boys are entirely responsible for the maintenance and planting of the area—a responsibility which serves the dual purpose of a useful commercial venture and an increasing conception of what proper forest management involves.

The group works closely with David Handley, Divisional Forester at the Sproat Lake Division, who serves as guide, friend and counsellor.

All proceeds from the sale of trees are used for the development and operation of the Scout and Cub movements in the area.

Last year the Scouts collected \$1,700 from their sale of trees and have done even better this year.

Mayor Loran Jordan of Port Alberni purchases first Christmas tree from Scouts.





## KENNY PLOEN—INDUSTRIAL ENGINEER



Kenny Ploen

When Winnipeg Blue Bombers won the coveted Grey Cup against the favored Hamilton Tigers this year, an outstanding name in the headlines was that of Quarterback Kenny Ploen. For years he has been one of Canada's top football stars.

On this page we show Kenny in a different role—that of a budding young industrial engineer. The football star is an employee of MacMillan, Bloedel and Powell River subsidiary Martin Paper Products. Kenny is in the Winnipeg office and recently he was in Vancouver attending a Supervisory Training Course for technical personnel.

"My football has taught me one fundamental," he declared. "If you want to be good you have to train hard."

## NEW COMMUNITY CONSTRUCTION AT PORT ALBERNI UNITED CHURCH

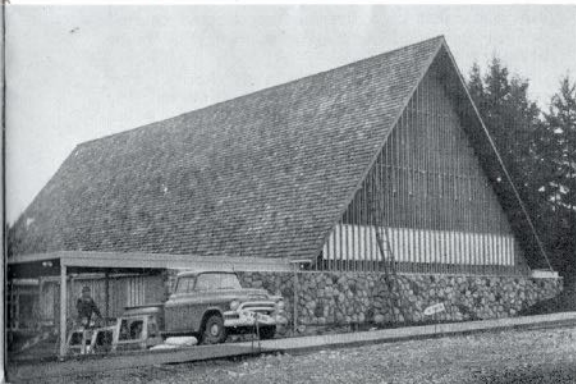
Two extensive community projects have been launched during the year in Port Alberni. The first, the new United Church was formally dedicated on December 9.

Befitting its location in one of B.C.'s great forested areas, the new structure features wood construction. It has laminated arches, cedar deck roof with split shakes on the outside.

The church is part of a larger program which includes recreation hall, with badminton courts, basketball floor, stage and concert facilities.

Total cost of the program will be \$150,000.

Attractive new United Church at Port Alberni.



## TO THE LADIES

Powell River statisticians looking into vital statistics since 1938 have come up with the interesting (and perhaps ominous) fact that in the past 25 years girls have predominated over boys in the "First Baby of the Year" event which has been a feature news item of community life every January.

To date, 14 girls have held First-Baby honours as against 12 boys. One pessimist described this situation as an inevitable portent of future female dominance of the human race!

Most of us think we were already in that position!

## POWELL RIVER - COMOX FERRY

Powell River residents are pressing hard for a ferry link across Georgia Straits to Comox, on Vancouver Island. This route, it is hoped, will form part of the circular island and water scenic trip which would carry the traveller from Vancouver up the picturesque Sunshine Coast to Powell River, across the island studded waters of the gulf to Vancouver Island—and thence north to Campbell River or south to the scenic beauty of Victoria and southern island points. From here they could ferry back to the mainland by way of Anacortes or Port Angeles in Washington, or Tsawwassen for return to Vancouver. The trip would provide an unsurpassed panorama of natural colour and beauty.

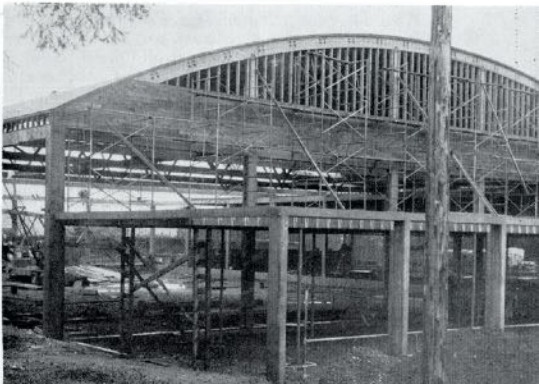
## ICE AND CURLING ARENA

Port Alberni residents are infected with the same fever that has infiltrated almost every sizeable community in B.C.—the demand for curling and skating facilities.

Shown under construction in this picture is the new Ice Arena and Curling Rink, scheduled for completion early in 1963. The building will house five sheets of curling ice and a regulation size hockey rink.

The Port Alberni addition will be welcomed in hockey and curling centres. With rinks already installed at Nanaimo and Powell River, the possibility of athletic competition between Company community areas is expanded.

Construction of Arena well under way.





# This is Canada

## Part 8

### Canada's Territories

CANADA'S Territories, The Yukon and the Northwest Territories, extend from the Atlantic coast to the Alaska boundary, and from the 60th parallel of latitude to the North Pole. The combined area occupies 39 per cent of the surface of Canada, about equal to the total area of British Columbia, Alberta, Saskatchewan, Manitoba and Ontario.

The Yukon covers an elevated plateau with more than 20 mountains towering above 10,000 feet, including Mount Logan, Canada's highest peak at 19,850 feet.

Capital of the Yukon is Whitehorse with a population of some 6,000, which was incorporated in 1952. The city which had its beginnings in gold rush days, it situated on the Yukon River near Whitehorse Rapids, from which it takes its name, at Mile 918 of the Alaska Highway (measured from Dawson Creek, B.C.).

Whitehorse has been a distribution and communications center for the Yukon since the 110 mile, narrow gauge White Pass & Yukon Railway was completed to the Pacific Coast port of Skagway, Alaska, in 1900. It is serviced by commercial airline and is District Headquarters for the Royal Canadian Mounted Police.

Fur traders made the Yukon's early history; the first Hudson's Bay post being established there in 1842. Prospectors followed the fur traders and on August 17, 1896, George W. Carmack and two Indian companions made the famous gold strike on Bonanza Creek that started the Klondike gold rush and the historical "Trail of '98". In two years Dawson became a city of 25,000 gold fevered citizens. Production of gold reached its maximum in 1900, valued at \$22,000,000. To this day The Yukon celebrates August 17 as a public holiday named "Discovery Day".

The Northwest Territories extend more than 2,000 miles from east to west and from north to south. They include the largest all-Canadian lake, Great Bear, and the longest river, the Mackenzie. Much of the area is lowlands, pretty much a barren region scarred by glaciers. There are no high mountains within their boundaries but in the north the continental structure rises to over 7,000 feet.

They originally included the prairie provinces as well as northern sections of Ontario and Quebec, the present boundaries being set in 1912.

Largest settlement in the Northwest Territories is Yellowknife with a population of about 3,500. It

was established in 1935 as a gold mining town and is situated on the north shore of Great Slave Lake. In 1960 road connection was completed to Hay River, on the Mackenzie Highway some 385 miles from Grimshaw, Alberta; and rail connection runs to Edmonton. Yellowknife has all the modern urban facilities and a residential high school serves students of all races from the Yukon and Northwest Territories.

Mining, trapping and fishing are the Territories major industries. Fur production sustains almost the whole native population, having an annual output of some \$2,000,000. To maintain the fur crop on a sustained yield basis, almost one million square miles are reserved entirely for native trappers.

Great Slave Lake was opened to commercial fishing in 1945 and has the continent's largest production of lake trout and whitefish. Agriculture is limited but the long hours of summer sunshine compensate for the short growing season.

Outstanding in development of these northern areas has been the rapid expansion of mining. From 1946 mineral output increased from \$2,700,000 to a record of \$43,000,000 in 1954. Gold accounted for approximately 46% of the 1960 production with silver 17%, uranium 14%, nickel 10% and zinc 4%.

The present installed electrical power generated by hydro development is 33,000 h.p. serving mining communities. This figure is less than 5% of the known hydro-electric potential of the Territories.

Government of the Northwest Territories consists of an appointed Commissioner, five appointed and four elected councillors, with the seat of government being in Ottawa. Government of the Yukon consists of a five-member elected council and an appointed Commissioner, with Whitehorse being the seat.

At present these northern territories have representative but not responsible government, the law-making power of the elected councils being considerably less than that of a provincial government. The Federal Government retains control of natural resources and of bills passed by the councils. Provincial status for these areas seems dependent on expanded population and economic development adequate to provide tax revenues sufficient to pay for regular provincial services.



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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **November-December, 1962**

SUBJECT: **Company's Forestry Program Protects the Future**

British Columbia today is one of the western world's great timber areas. Its vast stands of softwood forests—Douglas fir, spruce, hemlock, cedar, balsam, pine—are among the most extensive on this continent.

In the years ahead British Columbia's forest industry will be an even more vital factor in a continental economy facing the expanded demands of a swelling population.

Politically and economically the strategically located and accessible forest resources of British Columbia will inevitably be one of the main bastions of continental supply in future years.

Both the government and industry of British Columbia are alert to this fact; and today while still in the age of comparative plenty, are preparing for the demanding years ahead by sound, long range policies directed to conservation and protection of our province's rich heritage.

The provincial government, through its Tree Farm Licence system has laid the foundations for the protection and maintenance of our forested areas.

And in this issue, the significant contributions of our Company, as a major producer of forest products, in developing scientific programs directed to maximum productivity of forest resources are reviewed.

This program of Intensive Forestry is one of the most advanced in the industry. It provides assurance that the Company is acting as a responsible custodian of the nation's forest resources, and is initiating and developing plans to protect our customer requirements in perpetuity.





High quality shingles and shakes are produced by MacMillan, Bloedel and Powell River Limited and marketed under the famous "Red Band" trademark. Manufactured from Western Red Cedar these products are durable and present an attractive appearance.

**MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED**

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