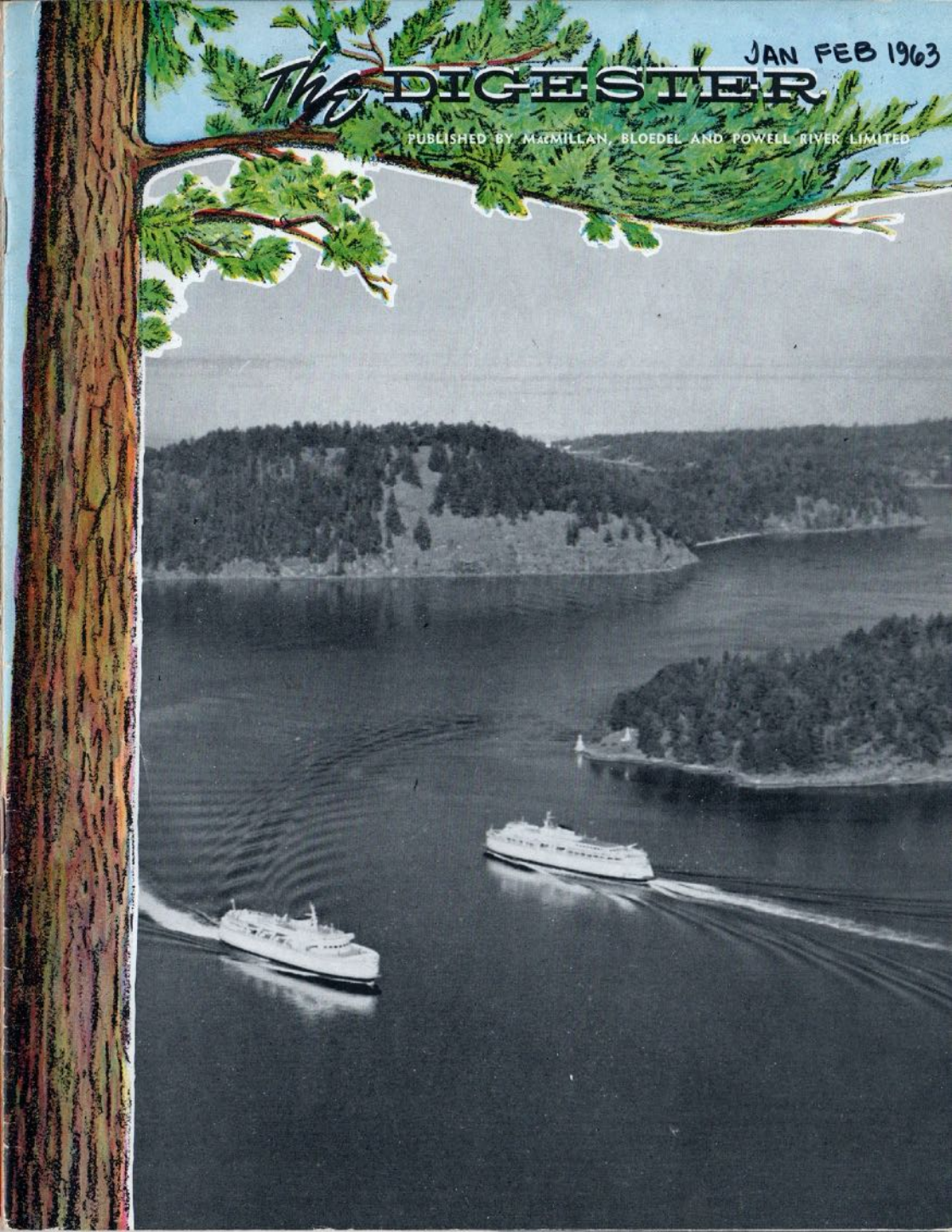


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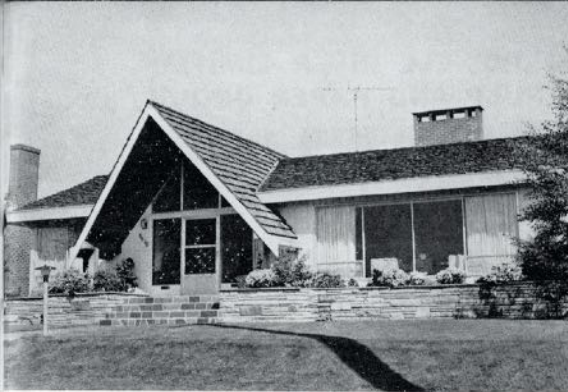
J. A. Lundie, Editor

COVER

Two "Queens" of B.C. Highway and Toll Authority meet in Active Pass on the 1¾ hour trip between the Vancouver and Victoria areas.

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The natural beauty, warmth and durability of a cedar shingle or shake roof cannot be matched.

WOOD AGAIN MEETS THE CHALLENGE

Typhoon Frieda Didn't Shake Our Shingles

LAST October, Typhoon Frieda occupied the headlines of West Coast papers. Frieda had a lot to answer for. The effects of her devastating foray are still felt in many and varied aspects of our social and industrial life. One of the most frequent questions posed by the average householder to his friends was

"HOW ARE YOUR SHINGLES?"

All insurance reports and information from house owners in the most heavily hit areas prove conclusively that "Cedar shingles and shakes were noticeably unaffected by the high velocity winds that Frieda brought along.

In the Vancouver area, where Frieda also cut a rough swath, shingle substitutes and metal roofs took a drastic beating. But the cedar shingled roof, some with over thirty years exposure, scarcely suffered a ripple of discomfort.

To Forest product manufacturers this was heartening confirmation of their oft expressed belief that "wood could meet the challenge" of any substitute when the pressure was on.

Mr. R. M. Shaw, Vice Chairman of MacMillan, Bloedel and Powell River in a recent address to the Truck Loggers' convention in Vancouver, stressed the quickened demand for cedar and cedar shakes in recent months.

Some of this sharpened tempo in cedar stemmed directly from the lessons learned from Typhoon Frieda. A post-Frieda survey in the city of Vancouver alone, showed that more than three hundred storm-damaged homes which had been roofed with shingle substitutes all replaced their former roofs with cedar shingles.

Something of the pressure resisting qualities of the cedar shingled roof have been dramatically demonstrated by recent research at the University of Wichita, Kansas.

Researchers carried out wind tunnel tests to determine the intensity of wind required to blow cedar shingles off a typically constructed roof. In one sense these tests were a failure, because the shingles successfully resisted the highest wind velocity the tunnel could generate—136 miles per hour! Other tests have shown that a pull of 85 pounds is required to lift a wood shingle 8 inches wide from a roof fully covered with No. 1, 16-inch shingles laid to standard specifications with 5-inch weather exposure. This is a force so much greater than a hurricane can exert that it can be conservatively stated that properly laid cedar shingles simply cannot be blown from a roof!

These tests are naturally of interest to MacMillan, Bloedel and Powell River Limited who, for many years, have been major producers of high quality cedar shingles and shakes which are marketed under the well-known "Red-Band" Trademark.

WOOD HAS AGAIN MET THE CHALLENGE

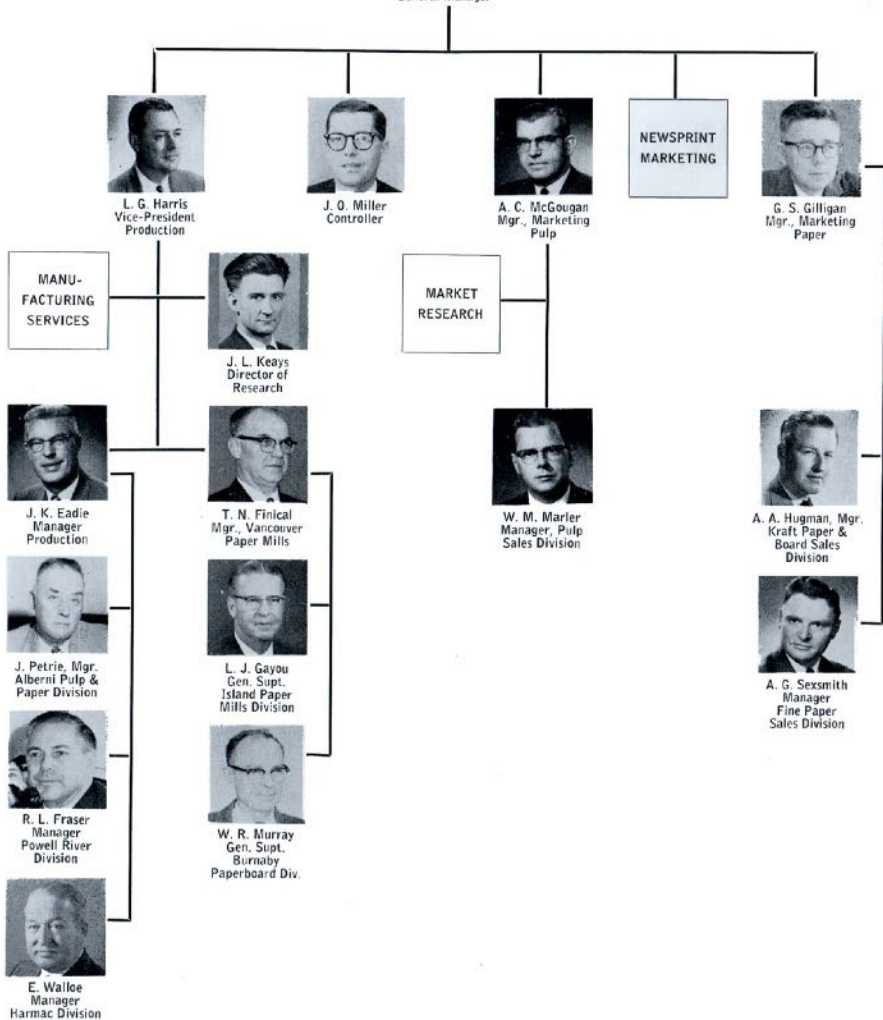
A typical scene around Vancouver after Typhoon Frieda. More than 300 homes replaced shingle substitutes with cedar shingles or shakes.



MacMILLAN, BLOEDEL AND POWELL RIVER LIMITED ORGANIZATION CHART OF PULP AND PAPER GROUP



G. S. J. Bowell
Vice-President and
General Manager



NEW PULP AND PAPER GROUP ORGANIZATION

In our last issue, we carried a write-up and an organization chart of the Wood Products Group, one of the four major product groups of the Company formed last July to allow closer integration of marketing and production of our products.

In recent weeks the organizational changes in the Pulp and Paper Group have been announced by Mr. G. S. J. (Gary) Bowell, Vice-President and General Manager of that Group.

The key positions in the new organization under Mr. Bowell's direction as outlined on the chart on the opposite page are:

1. The Vice-President L. G. (Larry) Harris, has responsibility for all Pulp and Paper Group production activities including annual mill production schedules, cost and productivity improvements, planning for new facilities or major expansions, development of quality standards, manufacturing services, product research and process development.
2. The Production Department under direction of L. G. Harris is organized into five operating divisions. Manager Production, J. K. (Keith) Eadie, is responsible for three divisions: Alpulp with Mill Manager, J. (Jim) Petrie; Powell River with Mill Manager, R. L. (Bob) Fraser; Harmac with Mill Manager, E. (Einar) Walloe. Manager Vancouver Paper Mills, T. N. (Tom) Finical, is responsible for two divisions: Island Paper Mills with General Superintendent, L. J. (Leo) Gayou; and Burnaby Paperboard with General Superintendent, W. R. (Bill) Murray.
3. Another important area in the Production Department is direction of the Research Division with separate sections for Newsprint, Pulp and Paper, under Director of Research, Dr. J. L. (John) Keays. The Research Division will work closely with Production and Marketing in the development of new products and high quality standards for our products.
4. A Manufacturing Services Section is currently being established. It will be responsible to the Vice-President Production for equipment development, process engineering, plant lay-out and design, and methods analyses.
5. The Controller, J. O. (John) Miller, has recently joined the Company. He assists the General Manager and the Production and Marketing Departments in developing plans, budgets, and goals. In addition, he is responsible for general Group administration, the implementation of Corporate and Group policies and procedures, and for liaison with Corporate Staff Departments.
6. The Marketing activities of the Pulp and Paper Group are handled through three separate channels marketing Newsprint, Pulp, and Paper. The latter two are separate departments headed up by a Manager Marketing while newsprint is all handled through Powell River-Alberni Sales Limited.
7. The Manager Marketing Pulp, A. C. (Archie) McGougan, is responsible for all pulp marketing activities, including development of annual and long term sales goals and marketing plans for pulp in all markets; providing quality products; customer service; and efficient distribution of our product. In addition, he directs the current sales activities of the Pulp Sales Division which is under Manager, W. M. (Monte) Marler.
8. The Manager Marketing Paper, G. S. (Gerry) Gilligan, has recently joined the Company. He is responsible for all Paper and Paperboard marketing activities, including development of annual and long term sales goals and marketing plans for Paper and Paperboard in all our markets, providing quality products, customer service, and efficient distribution to the customer. He directs the current sales activities of the Kraft Paper and Board Sales Division which is under Manager, A. A. (Tim) Hugman, and the Fine Paper Sales Division, under Manager A. G. (Albert) Sexsmith.
9. Also included in the Marketing operations is a newly established Market Research Section. This section assists the three Marketing Departments in carrying out market research and economic studies to develop long term marketing goals and plans.



The Honourable J. V. Clyne

ANNUAL REPORT TO SHAREHOLDERS

*Production of All Products Increased
Gross Income and Net Earnings Up*

IN HIS report to the Shareholders of the Company on behalf of the Directors, The Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer of MacMillan, Bloedel and Powell River Limited, stated that several basic factors had contributed to continuation of the Company's favourable earnings trend in 1962.

These include our long established and continuing investment both in wood resources and in manufacturing facilities which has enabled the Company to capitalize on a world-wide growth in demand for primary forest products; our continuing emphasis on efficiency in our operations; and the discount on the Canadian dollar.

The report shows gross income for the year ended December 31 of \$330,669,043, an increase from \$315,323,217 for the previous year. Net earnings were \$36,081,809, or \$1.73 per share, as compared to \$27,395,968, or \$1.32 per share in 1961.

Graphically illustrated in chart form are the company's capital expenditures over the period 1952 to 1962 which total \$294,000,000. Commenting on these expenditures, Mr. Clyne stated "A requisite to sustaining our pattern of growth is the need to continue our policy of reinvesting a substantial proportion of our earnings in improving and expanding facilities. For this reason we have been able to maintain our earnings to date in the face of generally rising costs, and expect to do so in the future."

Other highlights of the report show that:

The discount on the Canadian dollar resulted in an addition of \$4.2 million to the net earnings.

The Company paid to its employees during the year \$77,526,441 in wages, salaries and benefits, an increase from \$74,865,659 in 1961.

The Federal, Provincial and Municipal Governments received \$39,990,393 in taxes from the Company in 1962, the equivalent of \$1.92 a share. This compares with total taxes of \$35,284,028, or \$1.69 a share in the previous year.

The shareholders of MacMillan, Bloedel and Powell River Limited received in dividends during the year \$15,619,691, or 75 cents per share. The dividend rate was increased in January this year from 75 cents to \$1 per year, beginning with the March 15 dividend.

Capital expenditures during the year totalled \$37,608,336, and capital expenditures planned for 1963 total \$49,000,000.

Working capital at the year end was \$84,105,940.

Dealing with sales and markets, Mr. Clyne reported:

Lumber:

Over-all demand remained relatively constant but prices were higher. Canadian sales were down slightly; the United States demand continued to grow. Shipments overseas were lower than in 1961.

Plywood:

In the Canadian market shipments were greater and prices firmer. Overseas markets were moderately active and prices relatively stable.

Newsprint:

The market regained the momentum which it lost in 1961. Prices remained steady.

Pulp:

Shipments exceeded the previous year by more than eight per cent.

ANNUAL REPORT — Continued . . .

Shingles:

Demand has been rising over the past few years. They were in strong demand last year at firm prices.

Kraft Liner Board:

Shipments were up ten per cent; a favourable growth pattern has continued in Canada and the United Kingdom.

Fine Paper:

The Company has doubled its sales; the mill is now operating on a seven-day week.

Paperboard:

Growth in demand continued.

Corrugated Board:

Sales were the highest in the Company's history despite intense competition.

Company research, said Mr. Clyne, has been divided into three sections—newsprint, wood products and pulp and paper. In newsprint, through the combined efforts of the research, technical and production staffs, a major improvement has been achieved in the running quality of the newsprint, as well as strength and uniformity.

Pulp and paper research has given particular attention to packaging and specialty papers, and the wood products group has directed its efforts toward prefinished products, interior and exterior, together with new lines.

Mr. Clyne said the company's newsprint sales program based on increased service and improved quality secured the continued support of customers, and the program to meet future growth in newsprint sales is progressing satisfactorily.

Installation of a third newsprint machine at Port Alberni is ahead of schedule and it will be in operation in May of this year, with a rated capacity of 143,000 tons per year of standard newsprint. The new machine incorporates the latest improvements in design, and will be one of the most advanced newsprint machines in the world.

Although two of the older machines at Powell River are being closed down temporarily or diverted to other products, on balance there will be a substantial overall increase in the Company's newsprint capacity.

Over the last two years the Company has spent over \$5 million on modernization and improvements to several paper machines at Powell River.

In 1962 said the Chairman, the Company

completed a major program for the manufacture of newsprint of uniform kraft furnish of the highest quality both at Powell River and Port Alberni.

The expansion of facilities at Harmac, scheduled for completion in early 1964, will increase pulp capacity by 150,000 tons annually, and will provide a greater variety of kraft pulps.

The Chairman said that about 200 miles of logging roads were built during the year, and this year the Company is embarking upon "a major reforestation program" to increase wood yield by 15 per cent over the next ten years which will benefit both the Company and the Province. The project will require the employment of over 100 men for the planting of trees alone and will cost about \$5 million.

As a result of efforts to maintain an even-flow production in all logging divisions, the Company has been able to increase the effective days of logging in a year from a low several years ago of 140-150, in its various camps, to 230-240 days in 1962, assisted by favourable fire weather and an open winter.

"This change has meant," Mr. Clyne said, "that we have been able to increase the utilization of our equipment, maintain a well-trained work force, and substantially improve our employees' economic conditions by affording a steady work pattern."

"In logging," continued the Chairman, "we have made an endeavour to increase our use of the services of independent loggers."

"The Company recognizes the importance of the independent logger in the industry, and is encouraging him wherever possible."

Mr. Clyne said that blocking of the United Kingdom's application to enter the Common Market may in the short term have some beneficial effect upon the Company's revenues in that its exports to the U.K. will not be subject to the exterior tariff of the European Community. However, the prosperity of Great Britain lies in membership within the Common Market and a prosperous Britain will buy more of the Company's products.

"It is to be hoped," said Mr. Clyne, "that the isolationist influences in Europe which prevented Great Britain's entry will disappear in due course and that her application will be reconsidered in the near future."

The report concludes with an expression of appreciation to all employees on behalf of the Directors, at the end of a successful year.



Lynn Thorstenson feeding Little Tuk at three months—some fun.

A GUNSHOT from the heart of Vancouver is the 1,000 acres of unparalleled scenic beauty comprehending the city's world famous Stanley Park. It is undoubtedly Vancouver's finest tourist attraction and for well over half a century it has been the favourite playground of local children and their parents.

Stanley Park has not depended on an elaborate zoo or other artificial attractions to entice the public. The park itself with its age old trees, its cool tree shaded trails, its children's zoo and its unrivalled location on the waters of Burrard Inlet and the Gulf of Georgia is sufficient unto itself.

STANLEY PARK'S POLAR BEARS ARE VANCOUVER'S BIGGEST CROWD PLEASERS

*Six cubs with nothing to do but play
are attracting capacity crowds*

But it does have some attractive imported attractions to add to the zest and enjoyment of the visitors. It has a unique collection of penguins—and today houses the only penguin born in captivity.

The big attraction, in addition to the beauties of the park itself, is undoubtedly the six one-year-old polar bears, recently added to the exhibits. There are comparatively few zoos across the continent that have a larger collection of polar bears.

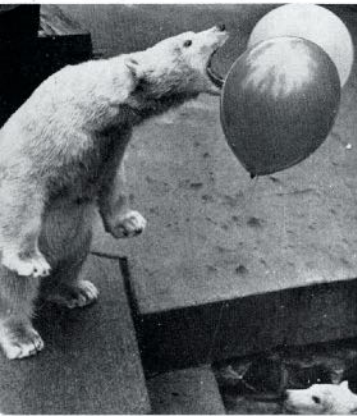
The six bears were captured as three-month-old cubs a year ago on Southampton Island in the Northwest Territories by hunting Eskimos. They were acquired by Hudson's Bay Company, who generously donated them as a gift to the Vancouver Parks Board.

The tiny cubs were flown in special crates, designed by the Parks Board, to Churchill on Hudson's Bay, and shipped Canadian National Express to Vancouver.

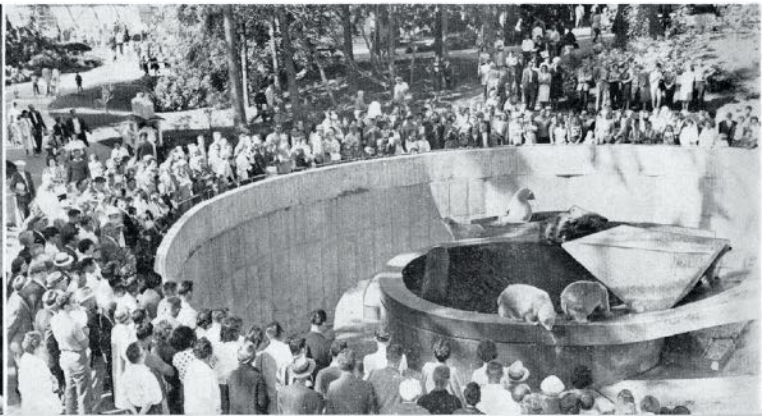
The average polar bear weighs one pound at birth—and at full growth may have a weight of around 1200 pounds. The very active and playful Vancouver bears are named Prince and Princess Rupert—after Prince Rupert, an original founder of Hudson's Bay Company in 1671, Little Tuk, a name which like Topsy, just grew, Nootka, after Nootka Sound on Vancouver Island and Jubilee II—carrying on the name of the first grizzly Jubilee born during the Silver Jubilee of the late King George V. One cub is still unnamed.

Certainly the acquisition of these half dozen polar bears has been a major attraction in Stanley Park. They are personal pals of half the children in the city, beloved by parents—and a source of interest and pleasure to visitors.

Breaking balloons is favourite pastime.



Crowd enjoys antics of five of the bears.





Tug "Master" (centre) being towed to berth in False Creek for renovation.

"S.S. Master" will sail again as

MEMORIES OF STEAM AGE ARE PRESERVED BY DEDICATED CITIZENS

In the very near future a new-old sound will be heard on Vancouver's waterfront. The sound is the whistle of a Steam Tug—a cadence that once dominated the ports of the world, but which, with the ravaging incursions of the diesel-fueled ship, is now rarely heard.

The steam tug in question is the 85-foot "Master", built in Vancouver in 1922. During her lifetime on the coast she had towed every type of commodity until she was laid up in 1959.

A year ago the "Master" was offered for sale—and it is here that the World Ship Society of Western Canada entered the picture.

In 1954 a handful of Vancouver residents dedicated to the preservation of sea records and encouragement of interest in the story of blue water founded the World Ship Society. Membership is now around the 100 mark and is open to any interested individuals. Members' activities include photography, painting, sketching, model making, history and research.

Anxious to preserve one of the past memories of a steam age, the Society sent a delegation to Mary Hill, Coquitlam, where the retired veteran was moored. Their intent was first to purchase and secondly to undertake the project of refurbishing and renovation, after which the Old "Master" would again sail under steam.

By cajolery, persistence and personal appeal, the necessary funds were raised from members, and in August last year, the ship became the property of the Society. She was towed to False Creek, where the National Harbours Board provided temporary quarters.

Since that time a dedicated array of members have turned out on weekends armed with every tool they could beg, borrow or steal. These work parties are a miscellaneous group—

lawyers, building engineers, salesmen, designers, etc. They have one thing in common—their dedication to the sea and the ships that sail it.

These volunteers worked through the summer evenings and on every possible weekend. It was carried on, despite rain and cold during the winter. After an inspection on a marine slip, the "Master" was towed back to her present anchorage below Cambie Street Bridge and the members, with paint brushes, turpentine and lumber are getting on with the job of making her seaworthy again.

The Society has had co-operation from many quarters. A paint company donated sizeable quantities of paint; a wire company provided rigging; oils and grease came from oil companies, oddments of equipment from tow companies. Members too, each week find bits of equipment around home, or from friends, and the job goes ahead. Society officials hope she will be ready for her first trial run in April.

It has been a straight labour of love with these men of the Ship Society and they are looking forward with hope and pride to the day when their new "Master," spic and span, blows her steam whistle for her first post retirement run down False Creek to the open sea.

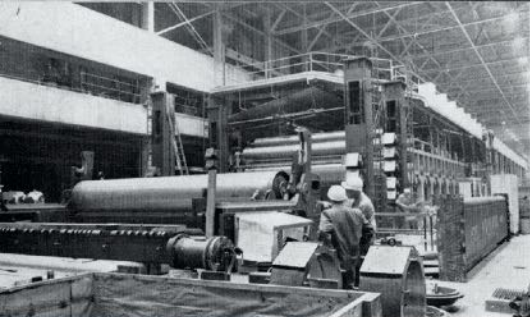
Painting and general refurbishing have provided society members with many happy hours of relaxation.



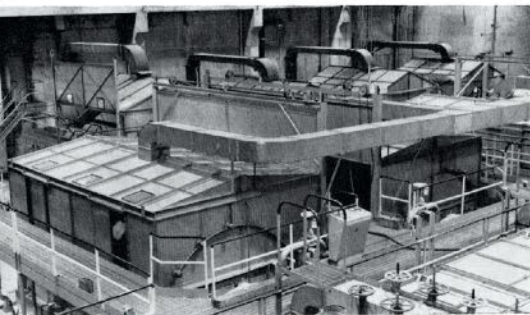
Port Alberni Project Nears Completion

Harmac Ahead of Schedule

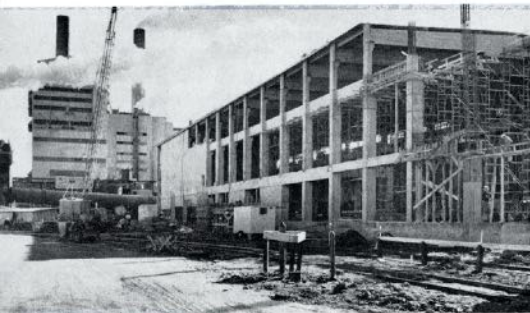
No. 5 Paper Machine Reel and Calendar Section being assembled.



No. 5 Paper Machine Reel and Calendar Section being assembled.

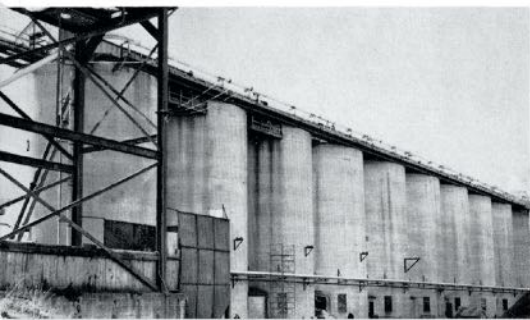


Nos. 3 and 4 Washers in Bleach Plant at Port Alberni.



No. 3 Pulp Machine Building at Harmac.

Harmac Chip and Hog Blowing Systems along top of silos almost complete.



WITH a mild winter behind and the first buds of an early spring sprouting on our trees and shrubs, construction progress at Port Alberni and Harmac has continued without interruption.

Quickened attention is being focussed on Port Alberni where Number 5 Newsprint Machine and auxiliary equipment will soon be ready for the official opening around the first of June.

Work is now largely concentrated on the big 324-inch paper machine, which with a daily production of 400 tons and running at speeds up to 3,000 feet per minute will be the most modern and best equipped machine in the industry.

Changes have been made during construction to improve quality and efficiency. The technical knowledge of engineers has combined with the practical experience of on the job operators to balance theory and practice and to offer consumers the best possible guarantee of quality, runnability and printing excellence.

Practically all major equipment has been installed or nearing complete installation. The dryers are in place, the head box completed—and the finishing touches are being put on the presses, calendar stacks and winders. The other main auxiliaries are in the "polishing up stage." It is expected that the dryer section will be turned on by the end of March.

Additions to the wood preparation department, groundwood mill and steam plant are all complete and in operation. A new 27,000 KW turbo generator is also on the line. Work on the project started in November, 1960—and has proceeded steadily and on schedule during the two and one-half year period.

At Harmac, which is expected to be completed early next year, construction crews are working at top speed. A total of approximately 800 men are on the job.

Number 2 wharf and the second pump house, as well as the chip storing and handling facilities have been completed. The recausticizing plant will be in operation in the near future and the wood preparation equipment is in the final stage of installation. The bleach plant, washer building and digester house are well under way and proceeding on schedule. No. 3 pulp machine building is rapidly being closed in. (See picture).

The extension at Harmac will raise kraft production at this centre to 400,000 tons annually.

E. G. Shorter, President and General Manager, Wood Products Group, Visits European Agents and Customers

Prospects for Wood Products Bright in European Market

LAST Fall President and General Manager of the Wood Products Group, Mr. E. G. Shorter, visited Europe to study at first hand the problems of our Company's agents and customers in Europe.

Mr. Shorter's trip was evidence of the Company's continuing effort to advance its sales in overseas markets and to provide the best possible service to consumers of our products.

The President was accorded a fine reception in all centres he visited. He was looking for the answers to "What are we doing to serve the European Market" and "What more can we do." By wide-spread interviews and frank discussions with dealers in the United Kingdom, Belgium, Holland, Germany, Italy and in Scandinavia, he got some of the answers and returned with extensive information.

Mr. Shorter is optimistic on the future prospects of cedar which is in strong demand in Europe. He feels there is a large potential market for plywood when its uses and advantages are better understood. There is wide-spread interest in packaged lumber from Sweden and Russia which is finding favour along the wharves and docks of the United Kingdom.

In general, Mr. Shorter found that Europeans are working hard, have in many instances installed machinery and equipment equal to the best on this continent. They have adopted up-to-date forestry practices and in Scandinavia in particular, maximum usage is obtained from their logs and maximum yield from their forests.

In almost every European country he visited, Mr. Shorter stated "There appeared to be a shortage of labour in industry." Swedish labour costs he estimated were about 70% of those in British Columbia. The Swedish product is of high quality, probably the best in the European market.

While in Sweden automation is coming in, some companies still use a number of horses in their operations. One company has a horse breeding farm to insure availability of logging horses. These horses are specially bred and cost around \$900 apiece.

In the United Kingdom, Mr. Shorter had the opportunity of visiting the Baltic Exchange in Lloyd's of London. "I was most interested in seeing the Baltic Exchange in operation—men standing around in 3's and 4's discussing, settling and fixing ships' cargo rates. Apparently, these individual discussions may go on for days before one transaction is final.



Mr. and Mrs. Shorter on top of Leaning Tower of Pisa on recent trip to Europe.

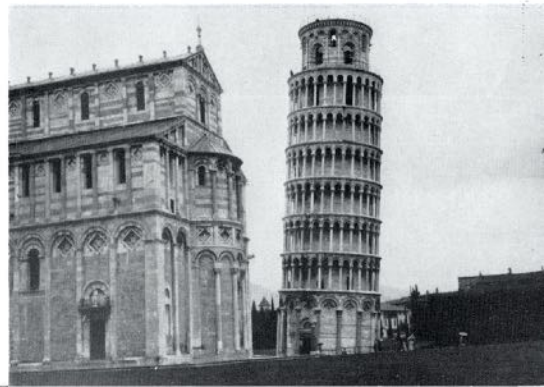
"MacMillan, Bloedel and Powell River products have an excellent reputation in the United Kingdom," Mr. Shorter said, "And I found all the lumber and shipping representatives that I met most courteous and co-operative. At the Surrey Commercial Docks in London, I saw one of our Company charter ships S.S. Haldor Virik discharging lumber. Our Canadian Transport Company is rated as one of the most reliable shipping companies in the area. There appears little doubt that we could successfully discharge packaged lumber on the Surrey Docks and perhaps at other wharves in the vicinity of Liverpool."

On the social side, Mr. and Mrs. Shorter had the opportunity of visiting a few of the European capitals. They were highly impressed with Rotterdam as one of the most energetic and aggressive cities on the continent.

In Italy (this was during the Cuban crisis) Mr. and Mrs. Shorter ran into the middle of a Communist demonstration—but after a mild bit of unpleasantness, were able to effect a strategic withdrawal—more, it must be added, through Mr. Shorter's, rather than Mrs. Shorter's inspiration. Mrs. Shorter was quite prepared to remonstrate with the mob for disturbing her peaceful shopping trip—but was finally and reluctantly convinced that a dignified retreat might be the best course.

Mr. Shorter had made similar trips across Canada and through the United States—and brings back with him a wealth of valuable knowledge on what to base future plans for export of our wood products to world markets.

And just to prove that the tower really does lean Mr. Shorter took this fine shot.



2 YEARS OF SERVICE



Total of 230 members and other guests . . .

84 NEW MEMBERS

ON FRIDAY, February 22, 84 more employees officially became members of the Company's 25-Year Club. They were the honoured guests at a dinner and ceremony held at the Bayshore Inn in Vancouver when The Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer, presented each with an engraved gold watch.

The 84 new members brings the active membership of the club to some 870, all of whom are employed throughout the Company's widespread operations. A total of 1,045 including retired employees have received 25-Year Club watches since the inauguration of the club.

The new members inducted at this year's ceremony represented 22 divisions of the Company. They came from logging camps, pulp and paper

President E. G. Shorter and some of Chemainus Division Group (left to right): Tom Young, Bill Brown, Harry Bennetts, George Pedersen, Bob Greer, President Shorter, Tommy Cochrane.

Chairman Hon. J. V. Clyne and Vice-President Weldon Reid. Left to right: Weldon Reid, Winnie Cameron, Ewen Fraser, New York; Des



Honourable J. V. Clyne presents watch to Miss Neva Cameron.



Vice-President J. O. Hemmingsen and some of Logging Group. Left to right: Bob Daines, Ken Boyd, Bob Chisholm, Murl Ellis, Arvo Virta, J. O. Hemmingsen, Bill Loukes.



5 ARS F VICE



and their wives attended banquet in Vancouver.

JOIN 25 YEAR CLUB

mills, sawmills and New York and Winnipeg sales offices and were accompanied by their wives.

Mr. A. C. Kennedy, Vice-President of Industrial Relations was Chairman of the gathering and Mr. Clyne gave a very appropriate and informal talk in which he reminisced on events and progress during the 25 years since the group joined the Company.

Miss Neva Cameron from the Canadian White Pine division was the only lady member. Mr. Ewen Fraser, Manager of the New York sales office came the greatest distance to join the club. He was closely followed by Dennis Sutton and Weldon Reid from the Winnipeg Sales Office.

The Digester extends congratulations to these newest members.

Mr. and Mrs. Ike Barber (left) of Shawnigan Division chat with Vice-President G. S. J. Bowell and Mrs. Bowell (centre) and Tom Coates, Chemainus Logging Division. ➤

ident A. C. Kennedy with members from
Winnipeg; Chairman J. V. Clyne, Miss Neva
Dennis Sutton, Winnipeg; A. C. Kennedy.



President E. G. Shorter and Brothers Sandy Cochrane, Canadian White Pine Division (left) and Tommy Cochrane, Chemainus Division (right). Both Sandy and Tommy became members of the Club. ➤



Powell River Group (left to right): Al Stradiotto, Gino Bortolussi, Slim Bertolin, Ned Frissinotti, Frank Alsgard, Mgr. Bob Fraser, Ken Mathesen, Earle Courte, Pete Pitton.





One of B.C. Government "Queens" in Active Pass on the Vancouver-Victoria crossing.

FAST FERRIES BRIDGE GULF OF GEORGIA

Luxurious 18-Knot, 120-Car Vessels Provide Deluxe Service

SINCE the turn of the century, ferry transportation in the west has been a principal and vital medium in the movement of people and supplies. The people of San Francisco recall, many with nostalgia, the days when the old Southern Pacific ferries were the only link between opposite shores of the Golden Gate. In Vancouver, Seattle, Portland—along the coastal highways—across the harbors and inlets of British Columbia's fjord gashed coast and over the rivers and lakes of our hinterland, the ferry was queen of the waterways.

Today the situation has changed. The ferries, with all their romance and relaxed atmosphere are slowly yielding to the encroachment of the elaborately designed four and eight lane bridges.

The Southern Pacific ferries have been replaced by the Golden Gate and Bay bridges. The numerous ferry links along Route 101 have yielded to the modern, spacious bridges. In Vancouver, the North and West Vancouver ferries no longer ply the three mile stretch across Burrard Inlet. In the interior of the province new bridges span lakes and rivers and the famous old river boats lie rotting along the banks, or gain another lease on life by commission to floating restaurants, museums or night clubs.

But in British Columbia with its numerous wide sounds and inlets, the ferry system is still in successful and essential operation. This is particularly true of the area between the Mainland and Vancouver Island, where distances of up to forty miles separate the two areas: and where bridges are impossible and ferries can still compete with the aeroplane.

Today two competitive ferry systems, one privately owned, the other government operated, carry the heavy business and tourist traffic over the waters of the Gulf of Georgia.

The larger system is that of the British Columbia Toll Authority whose "Queen" ships operate directly between the Vancouver area and Vancouver Island, in the Gulf Islands and across the inland waters of Jervis Inlet and Howe Sound.

The second system is the privately owned Canadian Pacific steamships, whose famous Princess Ships have run daily schedules between Vancouver and Nanaimo for several decades.

The vessels of the two fleets are beautiful, modern ferries with capacities ranging from 60 to 120 motor vehicles, and practically unlimited accommodation for passengers. They are fast, comfortable with luxurious appointments, and compare with the finest car ferry ships in the world. They travel through the picturesque islands of the Gulf and present the passenger with an unmatched vista of scenic beauty.

The British Columbia Toll Authority has in its system, a total of 16 vessels in operation, with two others on the drawing boards.

Four of these modern ships—M.V.'s Queen of Victoria, Queen of Vancouver, Queen of Saanich and Queen of Esquimalt—operate between Tsawwassen, outside of Vancouver, and Schwartz Bay, a few miles out of Victoria.

This service has enjoyed a tremendous boom since it was first installed in 1958. It makes possible a three and one quarter hour trip from the heart of Vancouver to the centre of Victoria. Buses are operated in connection with the ferry and the three and one quarter hours time includes both bus and ferry transportation. A regular hourly service is maintained daily except for a short period during the winter when service is every two hours.

The Toll Authority started out with two vessels and the fleet has been doubled in four years.

Between Horseshoe Bay (half an hour from

Vancouver) the government ferries run a two-hour trip direct to Departure Bay, outside of Nanaimo. Three vessels are now on this route—M.V.'s Queen of Tsawwassen, Queen of Sidney and the Sechelt Queen.

This run was taken over by the Toll Authority system in November, 1961, when the British Columbia government purchased the assets, properties and facilities of the Black Ball Line which had operated between Horseshoe Bay and Nanaimo. In the past eighteen months two additional car ferries have supplemented the original Black Ball fleet. Car carrying capacity has been increased from 80 to 120 cars.

The Gulf Island Ferry Service was also taken over by the Toll Authority in September 1961; and today four vessels—Cy Peck, George S. Pearson, Pender Queen, and Salt Spring Queen—maintain regular daily service to the snug coves and harbors of these beauty studded islands.

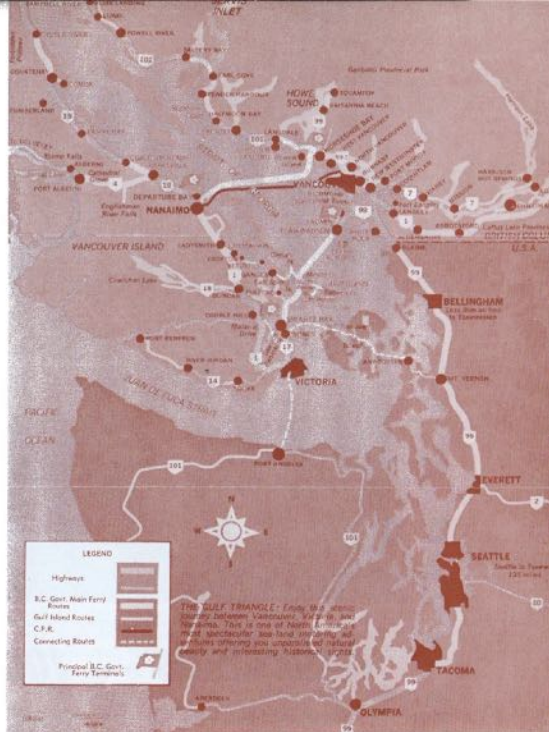
Along the Sunshine Coast, carrying the visitors from Vancouver to Powell River, via the Sechelt Peninsula, the Toll Authority has the Langdale Queen, SS Smokwa and SS Bainbridge, and the Jervis Queen.

The modern vessels of the Toll Authority have speeds of 18 knots, accommodation for 1,000 people, and 120 cars and are equipped with the latest and most efficient fire prevention and life saving equipment.

The Canadian Pacific Steamships, who in the first half of the century ruled almost undisputed on the Vancouver-Vancouver Island sea lanes has, in the past ten years, curtailed its ferry services.

In the first half of the present century, many famous ferries have come and gone—but their names are still legend with the older generations. The Princess Fleet, younger sister to the great Empresses who ruled supreme on the Canadian Coast even before World War I, included the old Princess "Vic"—for many years the pride of the fleet; the dashing Princess "Pat" who broke all known speed records in her day. Other famous representatives of the big pre-war CPR fleet were the Charmer, Princess Mary, Princesses Maquinna, Adelaide, Beatrice—once household names to every citizen of the lower mainland.

Canadian Pacific have re-oriented their western and Pacific transportation services. Their great Empresses of the sea have been replaced by their Empresses of the air; the once world famous tri-

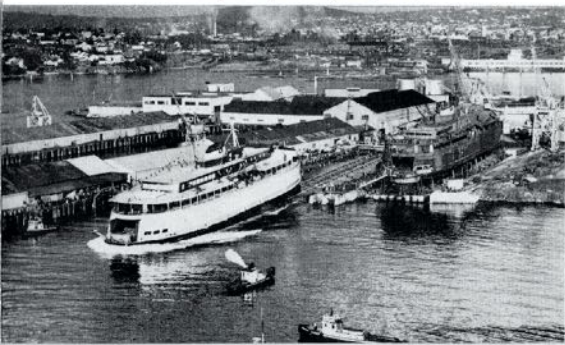


angle route—Vancouver, Victoria, Seattle—has been discontinued.

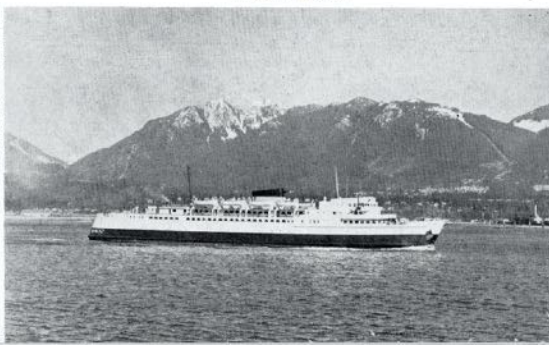
However, they still supply fast, modern and luxurious service on the two and one-half hour trip to Nanaimo, carrying the business man or tourist direct, from the heart of Vancouver to the business centre of Nanaimo.

Certainly, by whichever route the passenger decides to travel, he can be assured that nowhere on this continent, will he find better accommodation or service, or enjoy a more comfortable or scenic trip than from the mainland of British Columbia through the island strewn waters of the Gulf of Georgia to Vancouver Island.

Recent launching of another "Queen" for the B.C. Government with a sister ship on ways nearing completion.



Canadian Pacific Steamships luxurious Princess of Vancouver entering Vancouver Harbour.





Modern Chemainus—one of B.C.'s major lumber producers.

CHEMAINUS — 100 Years of Sawmilling

*Sail, Steam and Diesel Powered Ships Have Carried Its Lumber
To World Markets in Two Centuries*

ONE hundred years ago, the Chemainus district saw the first log sawn in that territory on Horseshoe Bay. Since that date, sawmilling at Chemainus has been an almost continuous operation. There are few if any areas, on this continent that can claim as consistent a record of operation in one district and almost on one site!

Around the Chemainus sawmill, which today is still one of MacMillan, Bloedel and Powell River's major sawmilling centres, much of the history and development of the lumbering business in British Columbia has originated.

In the sixties, Chemainus was one of the Big Three in British Columbia sawmilling—Chemainus, the Anderson Mill at Port Alberni and the Hastings Mill in Vancouver.

The original Chemainus mill was built on Horseshoe Bay by Thomas Askew in 1862—and

since that time the base of the district's progress and prosperity has been its sawmills. The original Askew mill was waterpowered and produced around 2,000 feet of lumber daily. The Askew mill was operated until 1885, when Mrs. Askew, who had carried on the business after her husband's death in 1880, sold out to the firm of CROFT and SEVERNE.

CROFT AND ANGUS—1885-1889

The new firm, which shortly became Croft & Angus, ushered in the first major change by converting the sawmill from waterpower to steam, using a threshing machine engine as their first power unit. In 1887 the Esquimalt and Nanaimo Railway operated their first trains through the district, but this new method of transportation did not benefit the mill immediately—most of the lumber moved by sailing ship to export markets.

Sailing ships being loaded by hand in 1899.



Mill, office and wharf in 1899.



THE VICTORIA LUMBER & MANUFACTURING COMPANY—1889-1945

In 1889 the mill was taken over by The Victoria Lumber and Manufacturing Company Limited, with J. A. Humbird, Sr., as one of the principal owners.

At the time of purchase the mill was capable of producing 60,000 board feet per shift, which was a large production for that period; however the Company decided to build a new mill which was commenced in 1890. But shortly after there was a serious business depression and the new mill was not completed until 1896. When the mill opened it soon brought production up to 107,000 board feet per shift, and for the first time the night shift operated under electric lights in place of lanterns.

It was at Chemainus that Mr. H. R. MacMillan gained his first sawmilling experience. In September, 1916, he resigned as Chief Forester for British Columbia to become Assistant General Manager of The Victoria Lumber and Manufacturing Company Limited. However, Mr. MacMillan left this position a year later for wartime duties with the Imperial Munitions Board.

There was little change in the operations until November 1923, when the mill burned to the ground—a major disaster for the whole community. But plans were soon made to build a new and larger mill which was completed in 1925. The community began to expand, and, except for a lull following the 1929 business depression, the expansion has continued to this day.

H. R. MacMILLAN EXPORT COMPANY LIMITED—1946-1951

In 1946 H. R. MacMillan Export Company Limited purchased the properties and assets of The Victoria Lumber and Manufacturing Company Limited and operated the plant under the name of The Victoria Lumber Company Limited until 1950 when it became a division of the parent Company.

MacMILLAN & BLOEDEL LIMITED—1951-1960

When H. R. MacMillan Export Company Limited and Bloedel, Stewart & Welsh Limited merged their interests in 1951, the Chemainus plant continued as a division under the new company, being one of its main sawmilling units turning out high quality lumber for world markets.

Today the Chemainus Division is among the larger and probably the most famous of all sawmills in British Columbia.

The main equipment of the plant consists of an hydraulic barker, three double-cut head-rig saws, three edgers, one gang saw, three trimmers, ten

tracks of dry kilns and seven planing machines. Two wharves permit fast dispatch of deep sea cargoes. The loader shed equipped with two bridge cranes can store eight million feet of lumber with still ample room to load box cars.

The Chemainus plant has kept abreast of modern improvements, designed to eliminate waste and expand operating efficiency. Heavy capital expenditures have been made in the past decade. An hydraulic barker has enabled the recovery of waste for chips. The installation of chipping machinery has introduced a profitable by-product. Slabs, edgings, trim ends, and other small wood can be advantageously utilized for pulp chips.

Every day at least a scow load of chips is produced and shipped to MacMillan, Bloedel and Powell River's Harmac pulp plant near Nanaimo, only a few miles away.

Bark, sawdust and other waste material is converted into hog fuel for the mill—and any surplus produced at Chemainus is trucked to the Harmac operation for use in its boilers.

The plant is ideally located at tidewater on the protected East Coast of Vancouver Island. Its log supplies are close at hand and can be brought by rail or truck direct to Chemainus Bay. Deep-sea ships can berth at its wharves and its lumber products can travel direct to any port in the world. They may be carried by scow in a few hours across to Vancouver for overseas loading; or south, by rail, truck or scow to Victoria.

An average of 10 ships call into Chemainus each month to pick up dimension lumber for world ports; dozens of box cars are barged over the Gulf of Georgia for U.S. and Canadian rail shipments.

Today the Chemainus mill, with an annual output of 150,000,000 board feet annually, has close to 700 employees and its products are shipped to every continent. It has an annual payroll of over \$2,000,000.

Few sawmills possess a more experienced backlog of skilled and trained employees. Many have served a quarter of a century or more and have lived most of their lives around lumber and logs. They have a proud tradition, a long record of successful operations. They live in a mild and stimulating climate, with the famous Malahat Drive at their back door and the inviting waters of Georgia's Gulf at their front steps.

The community and district of Chemainus has developed around products of the forests, and the men and women who reside there have grown up in a forest tradition.

The great fire of 1923 destroyed the mill . . . the morning after.





Mr. R. M. Shaw

*Wood Products Industry of B.C. Developing
New Uses for Wood and New Markets
For Products to Meet*

THE CHALLENGE OF CHANGING WORLD CONDITIONS

IN HIS address to the Truck Loggers Convention in Vancouver in January, Vice-Chairman Ralph M. Shaw outlined some of the steps being taken by the Forest Products Industry in British Columbia to meet the competition of wood substitutes.

In his introduction Mr. Shaw frankly emphasized that many of the problems faced by the wood producing industries were self induced; that we had taken in many instances a casual approach to modern production and sales; that we had not until recently used our technical skills to the best advantage; and had not worked hard enough to tell the story of wood to the world. We had at times tended to rest on the laurels won in another and different generation.

"How," Mr. Shaw asked his audience, "do we meet the competition from wood substitutes and keep in front of the parade in the fast moving selective demand conditions of today. While there is much to be done, the industry and companies have already adopted active and vigorous measures to promote the use of wood in world markets."

Briefly, in sequence, here are some of the steps undertaken and some of the factors to be considered in our immediate and future plans.

1. Information Services

1. Through the Canadian Wood Development Council and co-operation with the National Lumber Manufacturers Association in the United States, we are promoting the use of wood, and feeding information to specifiers, not only to the engineers, architects, and builders, but to home owners and housewives, farmers, church groups, school trustees.

2. Field Service representatives, the missionaries of the industry are a highly qualified corps of professional engineers and technicians. These men are **not** salesmen. They work on the farm, in the consumer field, in close co-operation with municipal government. They assist the farmer and the contractor in his building problems—and in numerous cases have done much to modify or prevent building code changes affecting wood. MacMillan, Bloedel and Powell River employ 20 field engineers in their operations across Canada.

3. The wood products industry of British Columbia will spend upwards of \$2½ million on trade extension and market development in 1963. Corresponding expenditure in the United States will be near \$10 million.

2. Some Results of Our Recent Efforts

1. In U.K. considerable success has been achieved in promoting the advantage of timber frames in housing construction. This is an important break-through in a country long steeped in brick and stone construction.

2. Recent developments in the United Kingdom hold out distinct possibilities for increased use of wood in house construction. The London County Council are planning to use wood in one of their large housing projects. British Columbia manufacturers are in close contact with L.C.C. and hope to have an opportunity to put hemlock into one specific project. If their efforts are successful, a tremendous field for future entry of British Columbia lumber into house construction in the London area may be opened up.

In Sheffield, the construction of "5M" houses, which we understand have about three times the normal lumber content, open up further possibilities for expanded sales in the United Kingdom.

3. Our promotion of cedar for cladding, interior finish, and joinery, etc., in house construction has created a greatly improved and potentially expanding market for cedar, both on this continent and in world markets.

3. Future Steps to Meet Competition

1. Better per acreage recovery — the all important cost factor is a fundamental in the sale of any product, including our own. One major step must be a better recovery from each acre of forest harvested. (In this area, MacMillan, Bloedel and Powell River has initiated a \$5 million program of intensive forestry, outlined in November-December issue of the *Digester*).

2. Maximum selection of logs for converting plants, i.e. shingle logs to shingle mills, pulp logs to pulp mills, saw logs to sawmills, etc. This requires organization and special skills but the end result would be a tremendous measure in operating efficiency, a better all-round product and substantial cost saving.

3. Continued and intensified research is fundamental.

4. Example: Willingness to invest capital in new machines, and equipment to provide the workman with the best possible tools.

5. Education and training of the employee to

President's Safety Trophy Won By Burnaby Paperboard Division

EIGHT divisions of MacMillan, Bloedel and Powell River Limited operated throughout 1962 without recording a single lost-time accident.

All divisions of the company compete each year for the President's Safety Award, and the winner for 1962 was Burnaby Paperboard Division, with 468,239 accident-free man hours. This division's accident frequency rate of "zero" compares with the National Safety Council's group average of 5.79 for this type of operation.

Other accident-free divisions, in order of standing, were Copper Canyon Logging Division, southwest of Nanaimo, the Martin Paper Products plant in Calgary, the Martin Paper Products plant in Winnipeg, Somass Shingle Division at Port Alberni, the Paper Converting Division in Burnaby, and Vancouver Paper Box Division in Vancouver.

The eighth accident-free division, Northwest Cedar-Pole Division, was one of five other divisions which did not record the required 75,000 man-hours of work to be eligible in the annual contest.

Between them, the seven competing divisions compiled a total of 1,441,134 man hours of work without an accident in 1962. Burnaby Paperboard Division was declared the winner on the basis that it had the most accident-free hours of work.

President E. G. Shorter of MacMillan, Bloedel and Powell River Limited presented the President's



Mr. T. N. Finical congratulates Mr. Alex Walker and Mr. Harvey Leavitt (center). President E. G. Shorter (right) previously presented the trophy to Mr. Finical. Vice-President L. G. Harris on left.

Safety Trophy to Mr. T. N. Finical, Manager of Burnaby Paperboard Division, at a recent ceremony, and Mr. Finical presented the trophy to Mr. Alex Walker, the union representative, and Mr. Harvey Leavitt, the division's Safety Man.

Thirty-four operating divisions of the company competed in the annual safety contest, and 19 of the 34 recorded accident frequency rates below those of the National Safety Council group average for similar types of operations.

THE CHALLENGE OF CHANGING WORLD CONDITIONS . . .

(Continued from Page 16)

acquire the skills and specialized knowledge to make the best use of the best tools.

6. The development of special techniques in lumber production and sales, e.g.—

(1) The important development of structural components—laminated beams to support wide spans, laminated arches used commonly in churches, curling rinks, gymnasiums, etc.—trusses for support of roof loads over wide spans.

These are already finding wide favour and with expanded information and sales techniques, their use can be greatly increased.

7. Characteristics of Structural Components:

(1) A scientific design to utilize fully the strength of wood.

(2) They can be assembled in factories or on other off-job sites.

(3) Erection is quick and efficient.

(4) Engineering and cost factors enable them to displace prestressed concrete or other frames in many areas.

"The development of structural wood components is a vital, new area of use for wood. Because of the immense amount of research and engineering design necessary to its successful construction—it has been a high cost project—but one that will pay off. This further points up that boldness and willingness to invest capital in new research must be recognized."

Mr. Shaw touched on many other avenues of approach including modern packaging and handling, more sizing and cutting at sawmills instead of on building sites, priming of wood siding for paint, use of end and edge gluing to increase sizes, maximum integration of all dimensions—lumber, pulp and paper, etc., the necessity for and the problems of automation.

Summing up Mr. Shaw predicted: "I am confident that we can—and in fact are largely doing so now—meet the competition which we face in this changing world. We expect to be in the market place, in the face of all competition, for a long time."

Around Our Communities

IT MIGHT BE A RICH FIND

Alex Farris, Powell River amateur collector of rare coins and similar mementos, has come up with a 1954 Canadian dollar, which might be another treasure to add to his already valuable collection. The bill has a white watermark through the Queen's hair—and local bank officials state it is the first bill of its kind they have ever seen.

Among Mr. Farris' coin collection are several British copper pieces, which by mistake had gold dust mixed up in them.

Meantime he is hanging on to his 1954 Queen!

ALBERNI VALLEY 25-YEAR EMPLOYEES CHARTER SPECIAL BUS TO VANCOUVER

When MacMillan, Bloedel and Powell River brought 84 employees and their wives to Vancouver for the Annual 25-Year Club presentation, employees from the Alberni Valley chartered a special bus which carried them over to Vancouver via ferry from Nanaimo.

They arrived in Vancouver in good shape right to the doors of the Bayshore Inn and were picked up at the same spot for the return journey.

It was a nice party all the way, including the trip both ways.

Alberni group about to board bus for Vancouver.



CHEMAINUS PORT ACTIVE

The Chemainus area, a principal centre of our Company's sawmilling and logging activities recorded a heavy shipping month in January. Twenty-six deep-sea ships cleared from Chemainus ports carrying a total of nearly 14 million board feet of lumber. Destination points included United States, United Kingdom, the Orient, Belgium, South Africa and Puerto Rico.

CANADIAN PRESIDENT INSTALLS NANAIMO CHAMBER OF COMMERCE OFFICERS

Victor Oland, President of the Canadian Chamber of Commerce, was chief installation officer at the Nanaimo Chamber's annual ceremony. Mr. D. E. Jones was the new President-elect succeeding Mr. Harold Hine. Other well known guests included D. M. Cunliffe, President of the Associated Chamber of Commerce, Vancouver Island; and popular Mayor of the City, Pete Maffeo. The Nanaimo club is one of the most active on the Island and a vigorous force in promoting the interests of Nanaimo, the "Hub of Vancouver Island."

Left to right: D. E. Jones, President-Elect; Victor Oland, President, Canadian Chamber of Commerce; D. M. Cunliffe, President, Associated Chambers of Commerce of Vancouver Island; Pete Maffeo, Mayor, City of Nanaimo; Harold Hine, Retiring President, Nanaimo Chamber of Commerce.



POWELL RIVER DANCER EARNS STUDY TRIP

The Canada Council has recently offered Norman Thompson, world-known ballet dancer and choreographer, a grant for special studies of ballet in Russia.

Norman was brought up and educated in Powell River, where he studied ballet under Mrs. Norman Shaw.

He has been a star with Sadler Wells and has danced in every world capital. He taught ballet in the Rome National Academy—and last August began preparations for a TV film on the life of Johann Strauss.

Norman is one of several pupils of Mrs. Shaw of Powell River, who have gained international reputations on the stage. Ona White for many years was an international ballet star, and made world appearances. She did the choreography for *Gypsies and Dolls* and other major theatre hits.

MERRY WIDOW A HIT WITH DUNCAN AUDIENCES

On Vancouver Island the Duncan Musical Society recently staged their production of the *Merry Widow*. The show proved such a smash hit that an extra performance had to be scheduled. Opening night ceremonies were attended by Lieutenant-Governor and Mrs. Pearkes.

The local production played to capacity audiences throughout. All scenery was designed and assembled locally, and was under the direction of Mrs. Ruth Merrill.

Duncan Group on stage in *The Merry Widow*.



Norman Thompson*

ALBERNI FLYING CLUB ACTIVE

On Sunday, March 31, the Alberni Flying Club held a field day to promote their 1963 flying school.

Eight planes owned by members of the organization were on display for visitors. The flying classes are conducted with the co-operation of the Aero Club of B.C. which supplies instructors and two dual-control aircraft.

BILL LANDS ONE

Bill Ryan of the Company's Public Relations staff at head office headed off recently on a fishing trip with Fred Auger, publisher of the Vancouver Province and two other friends.

The cherubic smile on Bill's dimpled cheeks, along with his reported catch, is evidence that at least a few fish are still biting around the country.

The Province publisher had a good outing, coming up with three nice 10-pound fighting steelheads.



Bill Ryan proudly displays his 10-pound steelhead.



This is Canada

Part 9

Canada's Pulp and Paper Industry

THE pulp and paper industry is Canada's largest single creator of wealth. It employs more people than any other industry, has the biggest capital investment, pays the most wages, purchases more goods and has the greatest value of production and exports.

At least one dollar in seven of the income of every Canadian is generated by this huge industry on which the standard of living of the country as a whole largely depends.

There are 128 mills in operation in the industry which are located from coast to coast. Its products are divided into four groups—newsprint, pulp for sale, paperboard, and a wide variety of other papers and boards.

Newsprint is the leading product both in volume and value of production. Canada's output of this commodity is close to seven million tons annually. Only seven per cent is used in Canada, the remainder being exported chiefly to the United States. Almost one-half of the free world's production comes from Canadian mills.

Most of the sales pulp is also exported to the United States for conversion to paper and paperboard. Some of the highly refined chemical wood-pulps is used in the production of rayon, photofilm, cellophane, plastics, explosives and artificial sponges and leathers.

Paperboard ranks next to newsprint in volume of output. As containerboard, this product goes into heavy cases for shipping various commodities. As boxboard, it is used in the packing of nearly every consumer product. It is a surprising fact that more paper and paperboard is used in the manufacture of containers than tin, steel, glass, plastic and all other packaging materials combined.

More than 500 different kinds of fine paper are produced by Canadian mills as well as wrapping papers, made chiefly from kraft pulp. Other special products manufactured by the industry include tissues, building boards of many kinds, including wallboard, ceiling tiles and hardboard.

The industry had its beginning in 1805 when a mill was established at St. Andrew's near Lachute, Quebec. Rags were the raw material and were converted to paper by hand. A mill built near Toronto in 1826 was the first in Canada to install a paper making machine. In 1864 the first mill in Canada to make paper from wood was established at Windsor Mills in Quebec where pulp was made by cooking wood chips in chemicals.

1869 saw the first mill to produce groundwood pulp built at Valleyfield, Quebec. By 1900, more than fifty pulp and paper mills were operating in Canada and with the removal by the United States of its tariff on newsprint in 1913 the large U.S. newsprint market opened to Canadian manufacturers. The result was the rapid expansion of Canada's newsprint industry which today supplies 70 per cent of the United States' needs.

Canadian operators are well aware of their place in the country's economy and as a dependable supplier to world markets. A continuous program of research is carried on by the industry in improving manufacturing methods, quality and variety of products, in management of their forest resources and many other areas.

This research has benefited the industry and Canada as a whole and is graphic evidence of the determination of Canadian pulp and paper manufacturers to keep this vital industry in the forefront of progress to supply increasing world demands in the years ahead.

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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **January-February, 1963**

SUBJECT: **Safety Can Become a Habit**

Safety can become a habit if we practice it day after day. It is up to each one of us individually to follow safe practices and make it a habit.

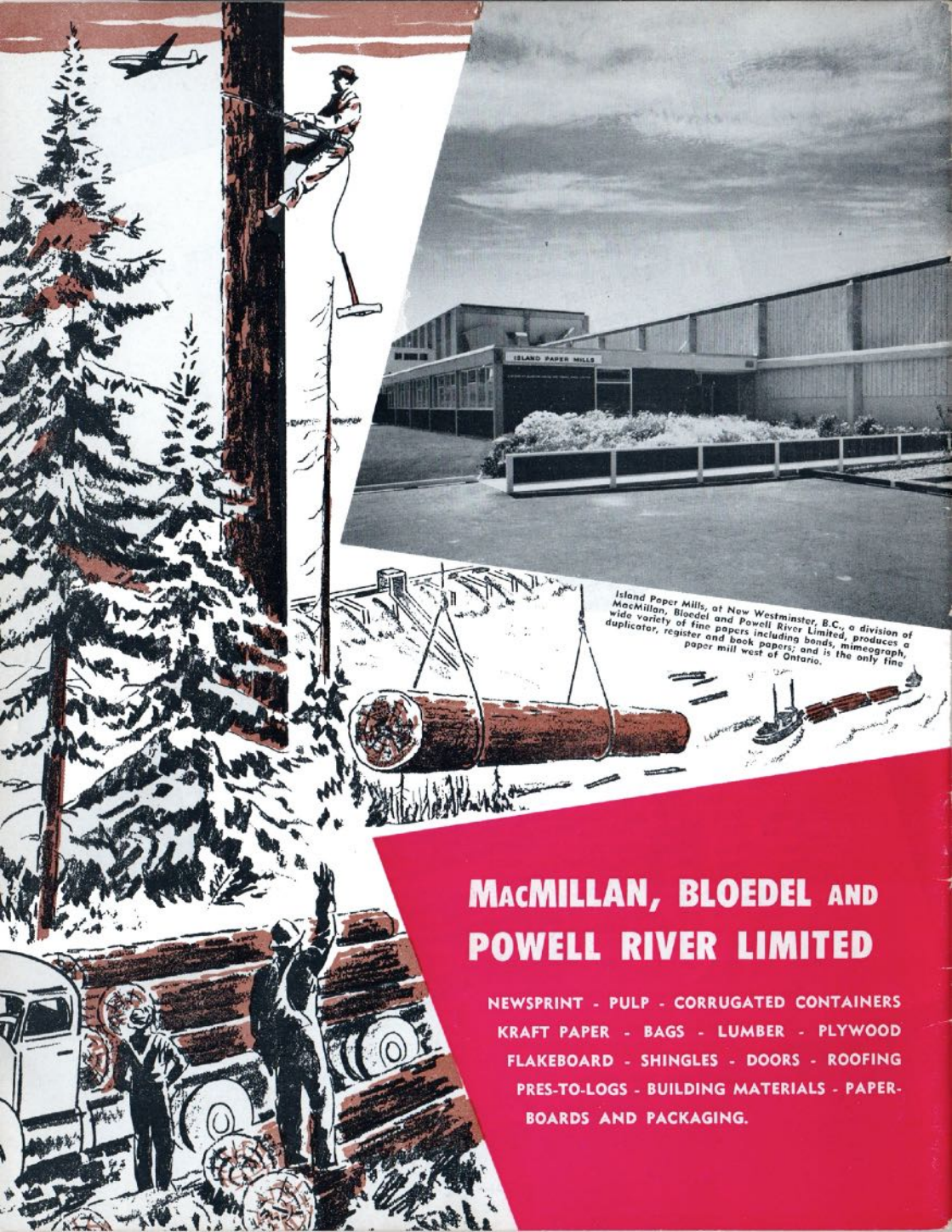
Industry spends a great deal of time and effort developing accident prevention programs to keep the practice of working safely prominent in the minds of employees. But accidents still happen—the vast majority of which are caused by a mental lapse of just a split second—a moment of thoughtlessness. We can concoct a multitude of safety slogans, provide good tools, guard machinery, introduce the most practical and comprehensive of safety programs, but without the co-operation of the employees on the job the entire effort is wasted. It is essential that they be safety conscious at all times and not adopt the "it can't happen to me" attitude.

We are proud of the outstanding safety record set by our employees in 1962. Out of 34 divisions, 19 recorded accident frequency rates below National Safety Council group averages for similar types of operations. And eight of the 19 had a perfect record for the year with no accidents.

While the record is a notable one, we can not afford to rest on past achievements. The Company spends thousands of dollars each year on safety and will continue to do so. Our aim is high—a perfect record in all divisions. It will take a great deal of hard work, but the objective is well worth the effort.

Industry is not the only place where accidents happen however. Statistics show that the majority of them take place on the highway, in the home, at play—and a moment of thoughtlessness can cause a serious accident resulting in injury or death.

These accidents can be prevented if we are constantly aware that "it can happen to us" **unless** we "MAKE SAFETY A HABIT".



Island Paper Mills, at New Westminster, B.C., a division of MacMillan, Bloedel and Powell River Limited, produces a wide variety of fine papers including bonds, mimeograph, duplicator, register and book papers; and is the only fine paper mill west of Ontario.

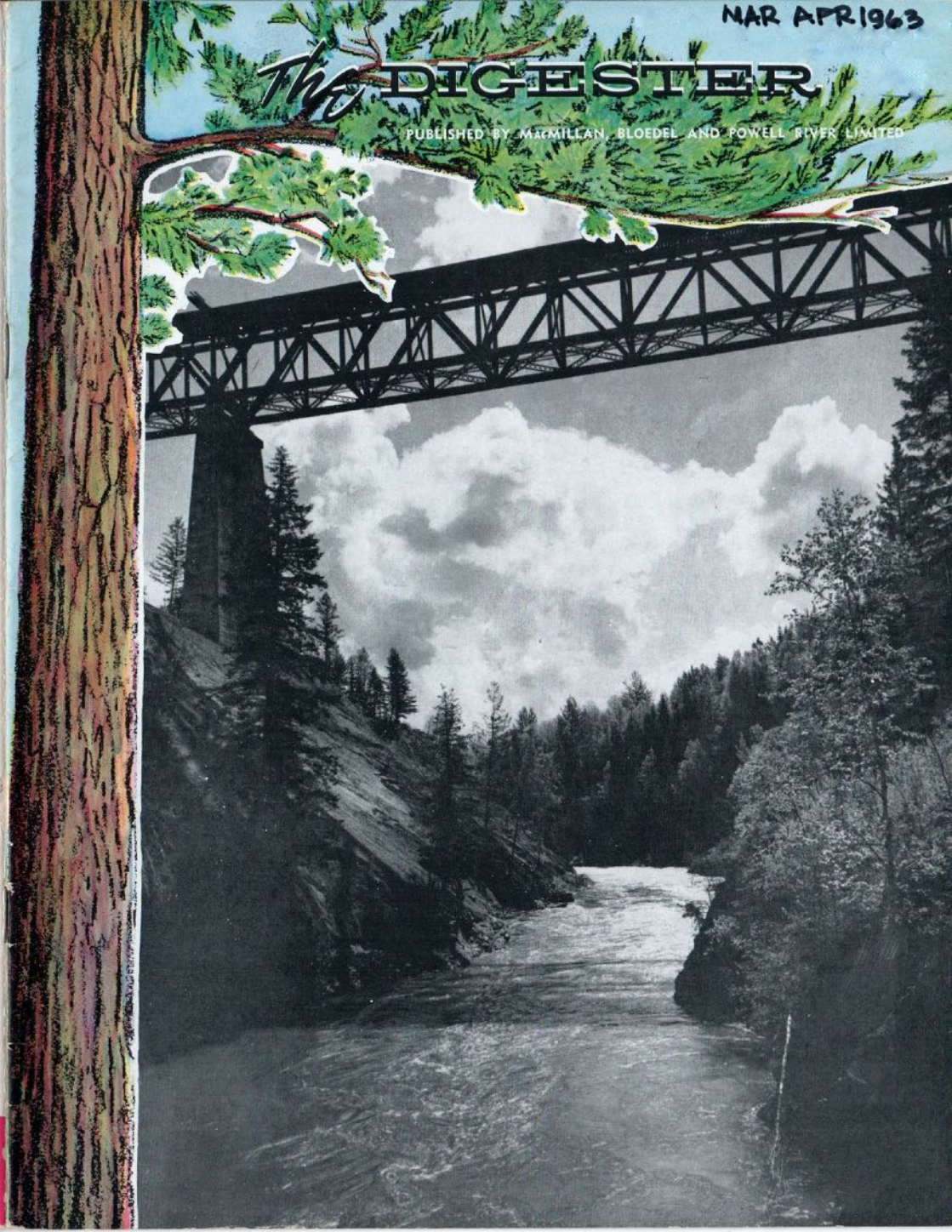
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

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

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J. A. Lundie, Editor

COVER

The picturesque high level bridge across Cottonwood Canyon on the Pacific Great Eastern Railway 25 miles north of Quesnel is among the many scenic attractions along this hinterland railroad which runs from Vancouver to the Peace River country.

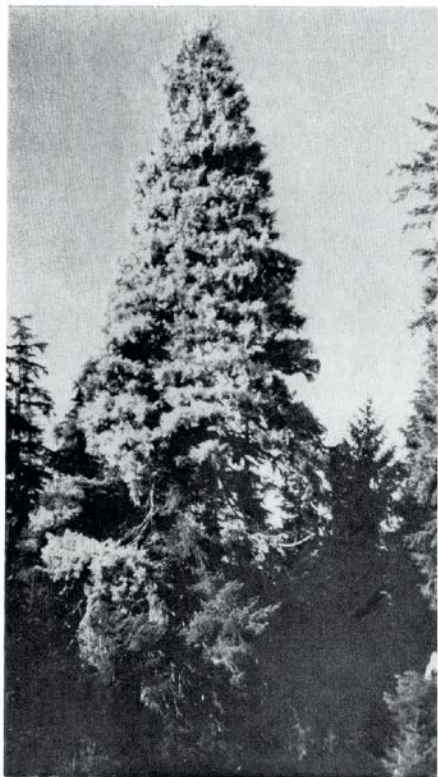
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The Golden Spruce

♪ It's the Only Place You'll Find It
No Matter Where You Go ♪

This unique specimen of the Golden Spruce stands in solitary splendor in the Queen Charlotte Island properties of MacMillan, Bloedel and Powell River.



IT STANDS in all its pristine glory, on the banks of a Queen Charlotte-Island stream in the heart of a stand of British Columbia's world famous Sitka Spruce.

It is, as Miss Pat Carney, Vancouver Province columnist once described it "a tree so beautiful, so unbelievable that it brings a touch of wonder to the heart of the beholder."

For here in this great forested northern island, stands the 200' high Golden Spruce, a specimen which as far as forest authorities can determine, is the sole representative of its race anywhere on the landed surface of the globe.

From the tip of its shaggy limbs to its star shaped top, the spruce as it shines under a mid-summer sun, is bathed in a golden sheen—a spectacle to awe and delight the visitor, and invite the curiosity and amazement of the forester.

There appears to be no scientific explanation for the presence of this lone giant in the timbered tracts of the Charlottes. Perhaps in the dimmer past, long before the first coherent narratives of the country were recorded other golden spruce grew on the islands. Perhaps this sturdy scion of a noble race resisted the encroachments of winds, weather and changing environment to survive when its brothers perished. For whatever reason, the Golden Spruce has survived.

No gold tints are visible on the surrounding trees which appears to rule out the possibility of any mineral deficiency in the soil. "An albino" as Miss Carney describes it, "a solitary phenomenon in the middle of the green spruce forest."

The Golden Spruce has become part and parcel of the heritage of the Queen Charlotte Islanders. It is the pride of the native Haidas and loggers alike. And the forester, absorbing the mystical aura of this unexplainable tree, accepts its divine origin; and even if he could, would be very loath to provide an earthy reason for this modern tree god.

Meantime, jealously guarded by Company loggers and foresters, this still growing, healthy giant carries on as the Haida god of the Spruce tribe—aloof in apparent default of earthly laws—enigmatical, unexplainable — and "unbelievably beautiful."

CLIFFORD CRISPIN RETIRES AFTER 37 YEARS SERVICE



Clifford Crispin

IN MAY, the retirement of Vice-President Mr. Clifford Crispin, was announced by Board Chairman, the Honourable J. V. Clyne.

In announcing Mr. Crispin's retirement, Mr. Clyne paid tribute to his long and valuable service with MacMillan, Bloedel and Powell River.

"We are all pleased," he went on to say, "that Mr. Crispin has made such an excellent recovery from his recent illness, and hope he will enjoy many years of happy and rewarding retirement."

Clifford Crispin first joined the Company in 1926, and over the past 37 years he has gained a wide circle of friends throughout the world.

A native of Grenfell, Saskatchewan, he represented the Company in a number of areas in North and South America for 12 years. He has held several senior posts in the organization, including those of Vice-President, Pulp and Paper, and Vice-President, Sales. His wide knowledge of the lumber

industry was recognized by the Canadian Government in World War II, when Mr. Crispin served as Assistant Timber Controller.

The Digester joins his many friends in wishing "Crippy" and Mrs. Crispin all good health and fortune in the years ahead.

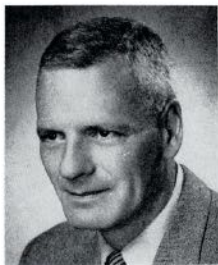
CHARLES CHAMBERS APPOINTED TREASURER

ON MAY 24, Mr. Clyne announced the appointment of Mr. Charles G. Chambers, formerly Chief Accountant, as Treasurer for MacMillan, Bloedel and Powell River Limited.

Mr. Chambers joined the Company as Internal Auditor in 1941, after spending seven years with the Federal Income Tax Division.

As Chief Accountant he has been closely identified with the financial policies of the organization.

Born in Winnipeg, Manitoba, Charles Chambers received his major academic education in the

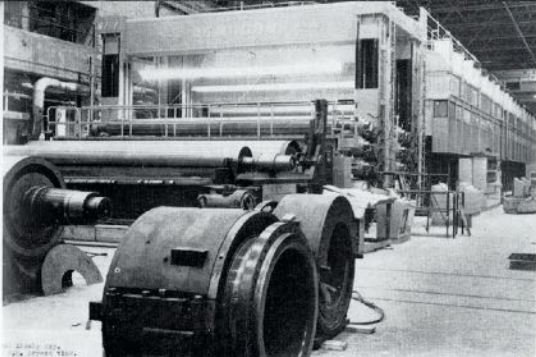


Charles G. Chambers

prep and public schools of England. He returned to Canada in the late 20's to article with a firm of chartered accountants in Vancouver. His services to the chartered accountant profession have been recognized by his admission as a Fellow of the

Chartered Accountants Institute of British Columbia.

Boat building is his special hobby, and he spends his spare time (if any) cruising around the bays, inlets and islands of the Gulf of Georgia.



Number 5 machine at Port Alberni largely completed, will be ready for trial runs in June.

D-DAY for the start up of Number 5 paper machine at Port Alberni is at hand. The finishing touches are nearing completion and the big 324 inch, 3000 feet a minute newsprint giant is ready to roll.

The water supply is one hundred per cent complete. Number 3 steam plant is in operation. Number 3 Recovery boiler is structurally complete. Electrical and mechanical installations are in place, and the elaborate piping system will be ready on schedule.

Trial runs for the new paper machine are scheduled for the early part of June, with Number 3 Recovery boiler on line in July.

Since ground was first broken in October, 1960, construction of buildings and installation of equipment has run steadily on schedule. There have been no hold ups due to weather, and deliveries generally have caused no delays.

Number 5 machine embodies the latest in engineering skill and practical operating experience. Efficiency and economy of operation with highest possible quality production have been the objectives set by Company engineers.

The decision to build Number 5 machine was not dictated by existing or even near future demand. It was installed in the belief that it would guarantee uninterrupted service to customers for many years and so avoid the peaks and valleys which had often characterized newsprint manufacturing in the past three decades.

The strength and printing qualities of McCMillan, Bloedel and Powell River newsprint are recognized among world publishers. Number 5,

"Seconds Out" for the Main Bout at Alberni

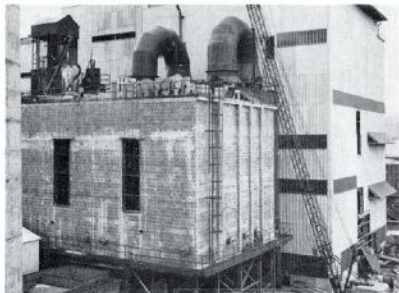
Nearing the Semi-Finals at Harmac

with its 140,000 tons of annual production is further insurance that customers' requirements will be protected against any foreseeable emergency or demand for many years ahead.

HARMAC

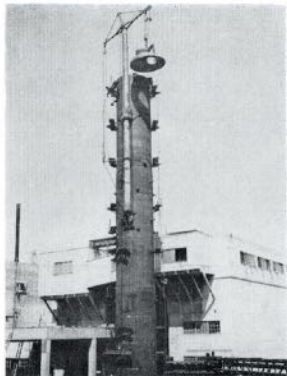
The large work force of over 1,000 men is working far ahead of the original schedule of April, 1964 start up date. The air borne Flakt Dryer is nearly 50 per cent completed, the Baling Press is being installed, and the chip blowing systems and re-causticizing plants are completed and in operation.

The plant is expected to be operational by the end of the current year. Total output at Harmac, with the close of present construction will be 400,000 tons annually. The plant will produce bleached, semi-bleached and unbleached sulphate pulp.

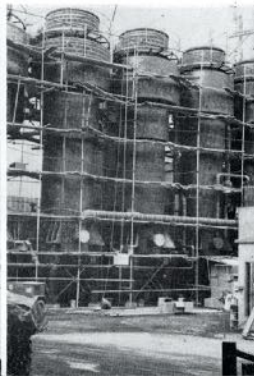


Precipitators for recovery system at Harmac are now complete and being tested.

Capping highly modern continuous digester at Harmac.



Evaporators for recovery system since completed.



*Bigger Pay Checks, Increased Production
Better Family Life With Advent of*

YEAR ROUND



High level logging of the stands at the back of this picture would be done in summer when clear of snow.

TEN—even as late as five years ago—the British Columbia logger was classed as a seasonal worker.

The normal logging pattern of that period was "eight months in the woods, four months in the bright lights".

The logging fraternity usually "packed it up" early in November, headed for the big cities for three to four months to spend their summer income or to look around for temporary winter jobs. The return trek to the camps began in mid-March or early April.

This was not all. The loggers' calculation of annual income was further modified by three to

Well graded wide logging roads to upper levels made possible with modern road building equipment have assisted in logging of higher areas.



four week shut downs in late July or early August, when fire hazard was high. It is a safe assumption that the average logger faced four months of enforced idleness each year.

In the past five years—there has been a vast and welcome improvement in the logging picture.

To carry the story forward for a moment—one of MacMillan, Bloedel and Powell River's logging camps was shut down for a total of only eight days during 1962.

Today, as a result of scientific planning, MacMillan, Bloedel and Powell River has initiated a system of year round logging, which has expanded annual production for the Company—and annual income for the logger.

Company logging officials and technicians tackled the problem from two angles—the winter shut down because of snow, and the summer because of high fire hazard conditions.

Previously, timbered areas had been cut on the basis of what was possible during the eight months of "spring, summer and fall weather". In most cases the higher levels which experienced the earliest snowfalls could not be logged after November or early December.

The answer to the problem, in broadest outline was high and low level logging. Log the higher areas in summer when they are snow free, and the lower, more level tracts in winter.

On this basis Company foresters and loggers surveyed all available timbered areas, and set aside an approximate 25 per cent inventory for winter logging. They selected and reserved areas in low elevations, where snowfall was comparatively light, where steep grades were largely absent, and where roads could be kept open.

In the summer months, the higher areas, snow bound in winter, difficult of access and steeply graded are being logged with comparatively little inconvenience—particularly with the more powerful and mobile equipment of today.

Another interesting feature of this carefully planned program is the movement of crews between winter and summer operations. In certain camps

LOGGING OPERATIONS

where all the logging is being conducted at high levels, the entire equipment and crews are moved to new locations where low areas are available for winter logging.

A vital factor of these changed conditions has been the establishment of year round logging communities at or near the site of operations. Loggers, in many instances, have moved their wives and families to operating areas where educational and recreational facilities have been made available. Year round logging has brought a new stability and security to the logger and his family.

This planned program has largely eliminated the seasonal aspect of western logging, and provided fairly steady all year round employment for woods workers.

"The net result of the program," states Vice-President John Hemmingsen, "has meant increased utilization of our equipment, the maintenance of a well trained work force, and a substantial improvement in our employees' economic conditions by affording a steady work pattern."

With the expansion of winter logging activities, Company planners attacked the problem of forest closures in summer months. Admittedly, this was governed to a large extent by weather conditions. The hazard of a burning hot summer with little or no rainfall would inevitably force a forest closure during the period of high hazard.

But even here, "the margin of error" has been cut down substantially. The use of modern mobile equipment has resulted in earlier detection of fires and permitted quicker access to fire areas.

At the same time special "emergency areas" have been set aside for logging during periods of "high hazard". These areas, located on shaded slopes, adjacent to ample water supply can be logged when other areas would be faced with closure.

In addition, protective equipment maintained by MacMillan, Bloedel and Powell River, is considerably more than the requirements set by the Provincial Forestry Department.

As further protective measures the fire hazard has been reduced by leaving strips of standing



7,000 gallons of water in one drop! Modern fire prevention in the woods has had a big assist from the Flying Tanker operated by a group of B.C. forest industry companies, of which MacMillan, Bloedel and Powell River is a major participant.

timber between slash areas. This reduces the likelihood of catastrophic outbreaks.

The thorough training of experienced fire fighting personnel has further reduced the spread of fire; and the acceptance of fire protective measures by both employees and the general public has aided in the fire prevention program.

The use of aeroplanes in quickly spotting fires, the inclusion of air borne water bombers, and cleaner logging, have all helped to reduce fire closures in summer.

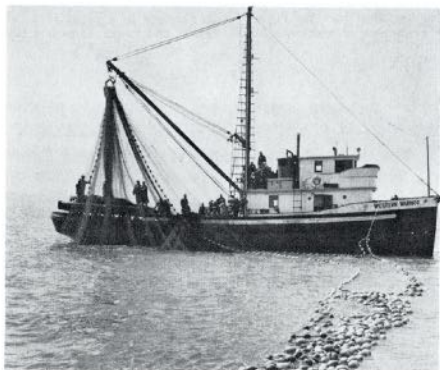
These and many other well planned programs and installations have dovetailed into the overall objective of Company logging officials—to maintain steady logging operations through a twelve month period.

Power saws have simplified high level side hill logging.



SALMON has always been the stand-by and the pride of the B.C. fishing industry. In the early years of the nineteenth century, salmon was salted at Fort Langley on the Fraser River by Hudson's Bay Co. employees, packed in barrels, and shipped to the Hawaiian Islands. Salmon was second only to furs as B.C.'s primary export. In 1835 the Hudson's Bay Co. shipped as many as 4,000 barrels of salted salmon overseas.

The canned salmon industry on the Fraser River started in 1870. The first cannery was built at Annieville, opposite New Westminster. Original canning methods were primitive, but with the advent of efficient machinery for cooking, packing and canning, a multitude of canneries were built on the Fraser, and the great salmon boom got underway.



Large seiner on favorite fishing ground.

In those days, only Sockeye were canned. The other species were practically ignored, except for salting and smoking. The great market for B.C. canned salmon was the British Isles, where a tin of salmon became the staple treat for Sunday tea in millions of homes.

The salmon boom lasted until 1913. In that year the Fraser River produced almost 2½ million cases of canned Sockeye, a catch of at least 25 million fish. But in 1913 a serious set back occurred. During the construction of the Canadian Northern Railway through the Fraser Canyon there was a huge rock slide at Hell's Gate which almost completely blocked the river to fish migrating upstream to spawn. Some of the early runs of that year were completely destroyed while others were barely maintained by small numbers of fish that somehow managed to pass the block. For a generation following the Fraser River stocks of salmon survived only as a shadow of their former greatness.

The problem of restoring the Fraser Sockeye resources was an international one, since the

The Red Sockeye —

Americans catch at least 50 per cent of the fish passing through Puget Sound on their way to the mouth of the Fraser. The International Pacific Salmon Fisheries Commission, which was established in 1937 brought Americans and Canadians together in their mutual interests to restore and preserve the resources of the Fraser.

The chief problem to be tackled by the commission was the removal of the obstruction at Hell's Gate. This was accomplished by the construction of fishways at a cost of more than \$1,000,000.

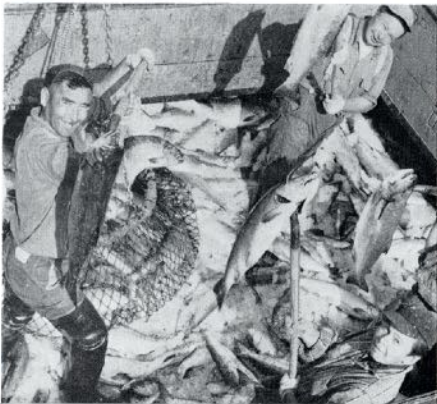
This was a sound and imaginative investment. Since 1946 the major Fraser River Sockeye runs, such as the Adams River, Horsefly River, Chilco River and Stuart Lake, have regained much of their former greatness. In 1958 the Sockeye catch exceeded 16 million. The year 1962, which should have been a bonanza for Sockeye, was unfortunately a poor one, due to mid-ocean survival conditions beyond the scope of the commission.

However, the spawners have been conserved, and there is every reason to suppose that in a very few years the average annual catches will once again rival the great years before the first world war.

The life cycle of the Sockeye salmon is one of the great, unsolved mysteries of nature. The eggs are laid in the gravel of the spawning grounds in the early fall where they lie all winter. It is a basic necessity that the beds be near a large lake, for after the eggs hatch in the spring the tiny fish must spend a full year's residence in a lake, which provides the food for their growing needs.

The farthest of the races from the sea are those to interior lakes as far as 700 miles upstream from the mouth of the Fraser. After a year in their freshwater lake, the fingerlings descend their parent river to the sea, where they proceed out to the mid-Pacific to grow and mature. On the fourth year of their cycle inexorable instinct brings them

Happy B.C. fishermen unloading their catch at a west coast port.



Pride of British Columbia's Fishing Industry

By **NORMAN HACKING**
Marine Editor, Vancouver Province

back to fresh water, to the stream where they were born. Some, known as "Jacks" return in three years, some take five years, but the great majority of Sockeye maintain the four year cycle from birth to death.

They travel about 30 miles a day against the current, climbing more than 2,000 feet in altitude to lakes like the Horsefly, where they arrive about 16 days after entering the river. From the time they enter Hell's Gate they begin to change their color from silver to crimson. This turns the spawning grounds into a teeming maelstrom of color. The males grow vicious teeth, the better to fight off rivals in the battle for female affection.

Once they arrive at their spawning grounds, the mature Sockeye, now blood red in color, pair off male and female. After a preliminary period of courtship, the female makes a nest with her tail in the gravel to deposit her eggs. Her male then fertilizes them, and their life cycle is over. In a few days both the fish are dead and their carcasses lie rotting on the river bank. The waste from these decayed bodies helps provide the food to nourish the offspring that will appear the following spring.

During spawning the rivers are almost a solid mass of spawning fish, churning up the gravel to prepare nests for their eggs, fighting among themselves for the favors of the females, using up their last vestiges of energy to propagate their species.

The nuptial courtship may take several days until the female lays her precious nest of about 4,000 eggs. Once they are laid she and her spouse carefully cover them with a layer of gravel. It is their dying gesture. Their flaming red color



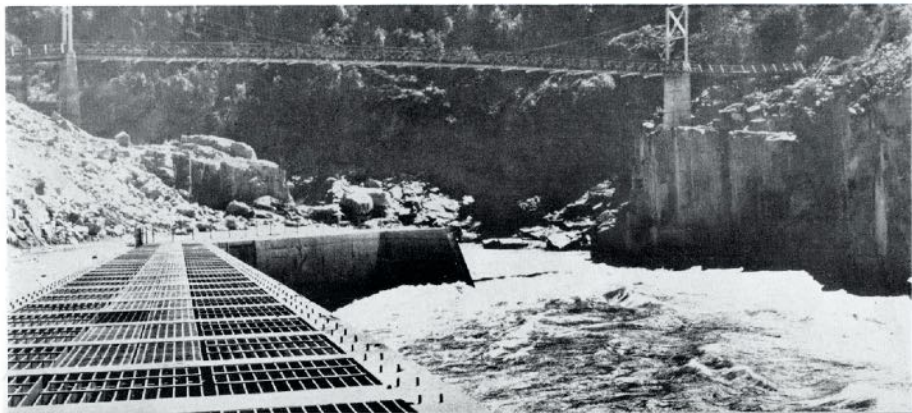
Typical sight on B.C. rivers during a Sockeye run. The fish head upstream in a teeming mass, "fin to fin" as they fight their way to the spawning grounds.

fades out. They no longer have the energy to swim against the current. Their shattered bodies drift down the river to die.

As soon as Sockeye eggs are fertilized and covered with gravel, they start developing, and in four to six weeks the embryos reach the stage where large eyes can easily be seen through the outer covering. They hatch out in the gravel where they live for some time on material from their attached yolk sacs.

By the time the water begins to warm up in the spring the stored food has been used up, and the inch-long fry wriggle up to the surface of the gravel and emerge under cover of darkness. They are swept downstream to a lake, and when quiet water is reached they begin travelling in schools. Here the fry feed heavily on tiny water animals and grow quickly, remaining at least one winter. The following spring, sometimes before the ice has left the lake, they respond to another of the inexorable pulls of nature, and as three-inch smolts they start their long migration to the sea, reversing the route taken by their parents from the Pacific Ocean. The life cycle has begun again.

The famous "fishways" on Hell's Gate in the Fraser River Canyon which carry fish safely through on their journey to spawning grounds. Hell's Gate is a major tourist mecca in the summer months.



THE WHITE EMPRESSES OF THE PACIFIC HAVE GONE

*Lone Figurehead in Stanley Park Only Visible Remnant
of One Time Rulers of the Pacific Sea Lanes*



The first and last of the great White Empresses of the Pacific. Left is the original Empress of India in the 90's. Right, the post World War I Empress of Japan, once the 28,000 ton pride of the Canadian Pacific fleet on the Pacific.

IN VANCOUVER'S world famous Stanley Park, adjacent to the Lumberman's Arch, the figurehead of the old Canadian Pacific Liner, Empress of Japan, looks over the waters of Burrard Inlet.

It is not the original figurehead of this beautiful ship, one of the historic trio of Empresses which sailed the Orient run out of Vancouver from the latter decade of the 19th Century up to the outbreak of World War I in 1914.

The original figure, carved in teak by oriental

craftsmen in 1891, succumbed to the ravages of time and weather and was replaced by the present replica a few years ago.

The memory of the original Empresses, Queens of the Pacific, are still vivid in the minds of Vancouver's older shipping fraternity.

The three Empresses of Japan, India and China occupied a place in the hearts of Vancouver never again equalled by succeeding generations.

The clipper age was then nearing its close, and

the Empresses displayed clearly the clipper influence. Clippers bowed, with rakish funnels and masts, the ships with white bodies and red plimsol line sailed in and out of Vancouver for over two decades. They broke all trans-Pacific speed records against foreign ships and up and down from Kobe to Hong Kong.

Thousands of people crowded the beaches of English Bay and the shores of Stanley Park to watch these giant iron clippers enter Burrard Inlet and pass through the Narrows.

In appearance they were almost steam replicas of Cutty Sark, Thermopylae, Taiping, and much of their story in these earlier days resembled the story of the clippers.

The Cutty Sark and her rival sisters raced out of Sidney, Australia, with the first wool cargoes for the London market. The Empresses rushed out of Shanghai, Hong Kong or Kobe with the first silk cargo of the season for the North American market.

Older residents of Vancouver will remember the silk trains, that champed impatiently as the Empresses docked at the Canadian Pacific wharf. The silk was rushed off, almost on docking—and like the first cargo of the Cutty Sark—brought high prices on the New York and Montreal markets.

The West Coast will never see their like again. By 1914, the rush of new equipment, new methods, new demands, had relegated the queens to the sidelines. The Empress of China, the hard luck member of the trio was wrecked, appropriately enough, off the China Coast. The Empress of India, at the beginning of World War I, was sold to the Gaekwar of Baroda as a hospital ship for Indian soldiers. The Empress of Japan, last of the originals, was laid up in Vancouver harbor, where she was at anchor for years before finally facing the scrap dealer's hammer.

Between World Wars I and II, the new Empresses returned to the Pacific. There was the Empress of Australia, originally the German liner Tirpitz, captured during the war—and the Empress of Canada—torpedoed in World War II, the Empress of Asia and the Empress of Japan.

All disappeared into the holocaust of World War II as troop carriers on the seven seas of the world. After the war, the Empress service was never renewed—and the name Empress disappeared from the shipping lines of the Pacific.

New and modern liners come and go—stately vessels, built on functional lines, massive, dignified, impressive. But to anyone who ever saw the old Empress of Japan sail through the Narrows, her bowsprit pointing the way, her beautiful clipper designed lines silhouetted against the trees and mountains of the North Shore, the modern counterparts are just necessary, useful and efficient carriers.

The Empresses of the sea have disappeared from the Pacific—but a tenuous link with the past has been retained by Canadian Pacific Air Lines. Today the Empresses of the Air, recognizable only by name, carry passengers to the same ports as those of their sea comrades of three quarters of a century ago.



The replica of the famous "Dragon" figurehead of the original Empress of Japan (1892) is mounted in Stanley Park overlooking the entrance to Vancouver Harbour.

While the historic "Empresses" have gone from the Pacific sea routes, the name "Empress" is retained by Canadian Pacific Air Lines operating flights from Vancouver to the Orient, South America, Australia and Europe. Today, the ruffled feelings of Vancouver's populace are soothed when the great air birds glide into Vancouver Airport carrying the names of "Empress of Tokyo", "Empress of Hong Kong", "Empress of Lima" and others.



Shipments of lumber produced by the Company on arrival at London's docks travel to agents' yards by lorry . . .



. . . along the rivers and canals by lighter . . .

. . . or by train.



Shipload of MacMillan, Bloedel and Powell River Lumber



SERV

"SERVING the World with Forest Products" has been the privilege and responsibility of MacMillan, Bloedel and Powell River Limited for over half a century.

The products from our plants are shipped to every continent and across the seven seas of the world. They are discharged at ports and delivered to centres, whose civilization was old when the first Romans landed in Britain. They find their way up the great rivers of the world—the Rhine, the Thames, the Hoogli, the Seine, the Mersey. They find their way to the frozen tundras of the Arctic Circle and to the steaming jungles of the

Packaged lumber at dockside





ber passes under Australia's world famous Sydney Bridge.

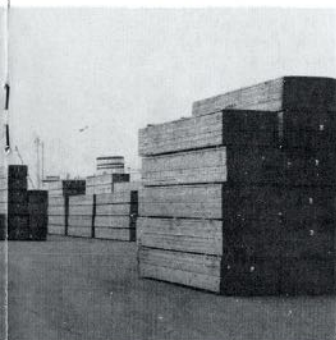
IVING THE WORLD WITH FOREST PRODUCTS

tropics. They cross the equator and watch the Southern Cross hang high in the tropic night. They have seen Fujiyama in all its snow crowned glory, and seen the crater of Etna spill hot lava down its defenceless slopes.

The products of British Columbia's forests, its lumber, plywood and pulp and paper products have been and are today in the forefront of civilization's march. As waves of freedom and enlightenment reach into the darkness of older lands, the demand for these products will grow and broaden.

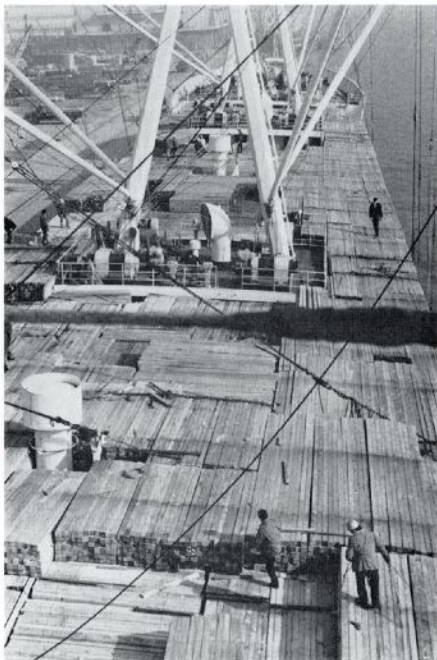
Pictures accompanying this article show our lumber in widely separated parts of the world.

in Vancouver awaiting loading.



The illustrations on this page show packaged lumber produced by the Company on the docks of Vancouver—and its arrival on three continents—Europe, Asia and Australia.

The pictures in the left hand column show how some of our lumber is handled in the United Kingdom by lorry, lighter and train.



The Orient has become an increasingly important purchaser of lumber. Above is a large shipment being unloaded in Tokyo.

THE FORESTS OF BRITISH COLUMBIA

One of the World's Great Softwood Storehouses

THE prosperity and progress of British Columbia has been built, developed and expanded on wood. Our province today is one of the world's great softwood storehouses—the wood that has supplied many and widely extended portions of the world with its building and construction timber; the wood that produces one-half of the world's supply of newsprint—the wood that in the form of pulp, specialty paper and paper boards, shipping containers of all kinds, numerous and varied fabrics, has enriched the economy of our nation and marched in the van of world progress.

"The Big Four" in the B.C. softwood family are Douglas Fir, Hemlock, Spruce and Cedar.

DOUGLAS FIR

This tree is probably the best known of British Columbia softwoods. Its fame has spread around the world—and it is recognized as the finest house construction lumber in Europe. In the past two decades Douglas Fir plywood—represented in the MacMillan, Bloedel and Powell River organization by the famous SYLVAPLY label—has won a world reputation.

Douglas fir trees grow as high as 200 feet with diameters ranging from four to six feet. In the larger trees the thick bark, sometimes almost 12" in depth, makes it easily recognizable.

WESTERN HEMLOCK

Forty years ago Western Hemlock was almost a drug on the market. There were few pulp and paper mills in the province—and hemlock was hidden in the shadow of the king of the forest—Douglas Fir.

Two main factors have brought hemlock to the fore, till today it equals Douglas fir in demand and popularity. First was the great expansion in pulp and paper manufacturing in this province. Hemlock, with its absence of resin and pitch produces an excellent fibre for pulp and newsprint. Secondly, through research studies and experimentation, hemlock is now widely and successfully used in the high grade lumber market.

SPRUCE

Sitka Spruce and Englemann Spruce are the two branches of this species most valuable to the forest products industry—although white and black spruce are found in British Columbia.

The spruce is a tall, stately tree and very light, both in weight and colour. For this reason it was one of the main sources of aeroplane lumber in World War I and was almost entirely used in the Mosquito Bombers of World War II. It is a beautiful, almost white wood, straight grained and in strong demand for special projects where strength and lightness are required.

WESTERN RED CEDAR

Cedars have varied in popularity since Hiram rafted his Lebanon Cedars to Tyre. For interior finish it is probably one of the most beautiful woods in existence. Its value for shakes and shingles has been confirmed throughout the centuries.

Cedars grow to great heights, from 150'-200', with diameters of from 6' to 10' or more not uncommon.

Cedar is very light in weight, with straight and even grain. There is seldom a trace of resin in the wood, though it possesses a natural oil which acts as a preservative. It has a distinct and pleasing aromatic odour.

Other well known, but in the "second division" behind the Big Four, are Western White Pine, Yellow Cedar or Cypress, Western Larch, Western Yellow Pine (Ponderosa) Lodgepole Pine.



Giant Douglas Fir, King of Lumber Species.



Hon. Vincent Massey examines huge Spruce.

Western Red Cedar makes siding, shingles and shakes.





Daisy Graf, "Miss Newsprint of 1963".

THE Edmonton Journal's "Diamond J" Club, a newly-formed employees social club has hit upon a novel way to generate staff interest in the club's Inaugural Ball.

A queen contest was held with each department entering a candidate for the title of "Miss Newsprint of 1963", one stipulation being that their dress was to be made from newsprint. Nine girls competed and the resulting promotional campaigns of the sponsoring departments proved a natural publicity medium for the ball. Interest reached such a peak that 170 couples turned out for dinner, a dance and the glamor contest.

A panel of judges awarded points to each girl on the basis of the promotional campaign, glamor and poise, and ingenuity in designing a dress made entirely of newsprint, which was to be worn during the contest.

The dresses proved a sensation and the tricks that the girls were able to turn with such an unlikely dress material as newsprint amazed the audience. Costumes ranged from Spanish and Gay Nineties motif complete with newsprint parasol to a brief cigarette-girl outfit. Most showed imagination and amazing ingenuity and competition was keen.

"Miss Newsprint" Contest Held at Edmonton Journal

*Journal's "Diamond J" Club
Ran Contest to Promote
Their Inaugural Ball*

The Composing Room candidate, Miss Daisy Graf was the winner, largely on the strength of the composers' whirlwind campaign that wound up with three refugees from Dogpatch threatening each couple entering the dance at point of gun. The Press Room crew decorated newsprint rolls stored in the press-room and ran solid color posters that cropped up throughout the Journal building. They held a kangaroo court between press runs one day when one of their crew was discovered to have expressed support for another department's candidate. The unfortunate fellow wound up in "jail" at the dance, and the jail was—what else—an empty wrapper from a full-size roll of MB and PR paper.

The Diamond J. Club will continue to sponsor a Miss Newsprint contest annually and many departments of The Journal are already planning promotional campaigns for 1964.

The Edmonton Journal, a unit in the Southam newspaper chain, has a circulation of 117,000—one of the largest in Western Canada.

The present Journal is the result of the merger several years ago between the Journal and the Bulletin. The City of Edmonton, strategically located as a jumping off spot for the North and close to the vast oil and mineral deposits of Alberta and British Columbia, is one of Canada's fastest growing cities; and the Journal is keeping pace with this expansion.

President of the Journal is St. Clair Balfour and publisher is Basil Dean.



"Older campers tidy up the chapel for Sunday Service."

56 Years of Youth Training
Behind Development of

Camp Elphinstone

THE development of physical fitness and healthy outdoor recreation, are features of the many and widely extended youth organizations that are in operation across the continent.

Standing on the top rung of the numerous groups that have entered the field of youth training is that tried and true pioneer, the YMCA which for over half a century has been the friend of British Columbia youth.

The "Y" with the traditions and respect of many decades of solid and constructive building has never slackened in its youth "crusade". Today the world famous Camp Elphinstone, a few miles north of Vancouver, is modern testimony to the duration and efficiency of the "Y" effort.

Camp Elphinstone is the leading camp of its kind in Western Canada. It has a magnificent location, looking over the island dotted waters of Howe Sound with the clear image of towering mountain ranges reflected in its blue depths.

Elphinstone was founded in 1907, and its list of "honor students" comprise hundreds of the leading

personages in the business, social, recreational and cultural life of British Columbia.

Under professional management, the wide range of activities, the safety precautions and the sound discipline based on 56 years of youth training experience have earned it an international reputation. Parents from widely diversified areas of the continent and nation send their children here for summer holidays.

All the opportunities for varied and interesting activities are at hand—bountiful areas of clean,

warm water, beaches, boating and winding picturesque trails for hikes through woods teeming with the flora and fauna of the forest.

The "Y" jealously safeguards its reputation for good citizenship and the healthy normal development of an interest in the outdoors life. Camp Elphinstone, a pioneer of the supervised outdoor camp upholds this tradition. The people of British Columbia over many years have looked with pride and gratitude to the men and women who founded and have maintained and expanded the "Y's" work with the youth of our province.

"What a setting!"



"Last guys in have to get firewood!"





Builder Stephen George and his sons examine cedar log on arrival at North Vancouver.

BIG CEDAR TREE FROM COMPANY'S Q.C.I. LIMITS MAKES INDIAN WAR CANOE

Races Feature of Indian Potlachs

THE famous Squamish Indian tribe of North Vancouver is confident its braves will sweep its rivals off the water at the next Indian war canoe regatta.

Clifford Paul's warriors who have already carved an outstanding niche for themselves in other branches of sport — lacrosse, baseball, soccer—will enter the competition with a brand new war canoe, shaped from a carefully selected Red Cedar log cut on MacMillan, Bloedel and Powell River limits in the Queen Charlotte Islands and donated to the Squamish tribe by the Company.

Company loggers at Juskatla camp, after a careful survey, selected two tall straight grained Cedars to meet the exacting requirements of the tribe. The logs were carried from the Queen Charlottes by log barge a distance of 500 miles to Vancouver. The specimen selected by Stephen George, the tribe's canoe maker, measured 70 feet in length and contained over 3,000 feet of lumber. It was taken to the North Vancouver reserve and delivered April 1.

Canoe builder Stephen George and his two sons are now at work carving the canoe which he hopes and believes will defeat all comers at the

next big Indian Potlach. The races are one of the major attractions for Indian tribes on the coast. The Haida braves, proud of the great tradition of their tribe will be on hand, along with tribes from Vancouver Island and the Mainland coast as far north as Prince Rupert.

Conversion of the Cedar log will take, Mr. George estimates, around 200 hours of labor. And there is little doubt that, with the waves of tribal rivalry running high, the big Red Cedar from Juskatla will have an opportunity to prove itself.

Indian war canoes race for tribe championships.



WE HOLD THE KEY!

Key to British Columbia's First Paper Mill Preserved in Company Archives

SEVENTY years ago, on the banks of the Somass River at Alberni, British Columbia experienced its first adventure in paper making.

The first adventure is used advisedly. For an



Original digesters installed in B.C.'s first paper mill at Port Alberni.

Original keys and samples of first paper produced in 1894 are in Company archives.



adventure it was. The principals—the British Columbia Paper Manufacturing Company—had not been initiated into the ways of the west. In fairness there was not much procedure to emulate. Until 1894 not a single scrap of paper had been produced within the province—or even in western Canada.

The machinery, carried to the west coast on the steamer *Mascot* was old and second hand even by 19th Century standards. Rag, not wood, was the stock basis. When the rag supply ran out, hemp and manilla rope and even sails bought from the nearby naval base at Esquimalt were pressed into service. Ferns were frequently substituted.

But the lads of that period did make some paper—although it was hard going. And in 1896 the directors shook hands, accepted their losses as gracefully as possible—and shut the plant down permanently.

Today the Alberni venture is a key milestone in the story of pulp and paper in British Columbia, and some remnants of the original mill are still preserved. Others, which would now be historic museum pieces, have disappeared.

MacMillan, Bloedel and Powell River have obtained or preserved a few interesting relics. The key to the first paper mill rests in the Company archives. So too do samples of the first sheet made on its machines. A considerable number of grindstones survived weather and the incursions of the junk dealer. Some of the latter are the basis of the stone monument erected outside our modern newsprint mill at Port Alberni.

Unfortunately, much of the other equipment has faded into the limbo of the lost, strayed or stolen. The picture on this page shows two of the original digesters. As far as we are aware, this is the only record available of this equipment, which was probably first used almost a century ago.

The above picture was taken by the editor in 1930—and shows the late Charles Cox, Indian agent for the area and an authority on Vancouver Island history. His son Edward is still a resident of Port Alberni and follows his father's interest in Island history.

The digesters were left to rusticate in the alders and second growth along the Somass. They probably came under the despoiling hammer of the junk dealer or were hauled away and disposed of by uninterested construction workers at a later date.

The fate of this machinery has all too many parallels on this continent. Many of our early mills have disappeared and with them equipment and records that would interest and instruct technicians and historians alike.

Many valuable records—many valuable relics still exist in our Company properties and in the factories or plants of other companies in all corners of the continent.

A future generation will be grateful if the present generation will take time out to save the still available records of the past.



One of the most popular features of Home Show in Toronto was the "Emperor" Home.

B. C. HANDSPLIT CEDAR SHAKES SENSATION OF NATIONAL HOME SHOW

THE most talked about feature of the 1963 National Home Show, held in the Coliseum, Toronto, was the handsplit shake roof of the "Emperor" Model home. The house was designed by Toronto architect Harry B. Kohl and built for the Metropolitan Toronto Home Builders Association by custom house builder Walter Little.

The architect, in selecting the Japanese motif for the house, was expressing the need for a traditional architectural style which looks beyond the Cape Cod or old English for inspiration. The "Emperor" House is basically a 1,700 square foot house with four bedrooms and two bathrooms on a cruciform floor plan. The oriental theme is carried out in the wide overhangs and sweeping lines of the roof and in the wooden deck which completely surrounds the house. All the principal rooms in the house have access to the deck through sliding double pane glass doors. The construction is post and beam, with infill panels of overlaid B.C. fir plywood finished with textured gypsum plaster. British Columbia western red cedar was used extensively in the exterior deck.

The roofing selected by the architect was 24 inch handsplit and resawn cedar shakes from B.C. applied at a ten inch weather exposure. The entire house was erected in the show building in eight days and many short cuts were taken to speed up the construction including the use of air driven staples to fasten the shakes to the roof deck. The attractive appearance of these durable British Columbia shakes on this spectacular house at the Home Show has brought numerous enquiries from both the public and builders of quality homes.

The emphasis on the utility of cedar as a roofing material has been marked in the past year. Its resistance to winds and weather has been underscored by recent heavy hurricanes that swept the country; and the modern house owner looking for something distinctive, warm and attractive is turning to cedar.

Shingle shakes are now being definitely specified for many forms of architecture. Churches in particular have favored the cedar shake roof, and many new dwellings, large and small, are following the growing trend.

Around Our Communities

JAPANESE RUGGERS TOUR OUR OPERATIONS

An interesting — and interested — group of recent visitors to our operations was the touring Japanese rugby team, which made a strong showing against University of British Columbia and All-Star fifteens.

Like the Nipponese hockey team that played in B.C. last year, many of the rugby lads were employed by Japanese sawmilling companies. Their first request on reaching B.C. was to visit a typical western logging and sawmilling operation. The visitors toured the Copper Canyon Division and saw our latest logging equipment in action.

◀ Japanese
rugger players
were keenly
interested in
viewing
Company logging
operations.



MAYOR JORDAN OPENS ALBERNI CURLING RINK

The fantastic popularity of curling in particular and ice sports in general has caught up with the people of Alberni. The new Port Alberni Curling Rink has been opened and His Worship Mayor Loren K. Jordan started things up by hurling the first rock.

The Port Alberni arena has six sheets of curling ice and a free skating area which will be opened up. Sports minded employees in the Nanaimo and Powell River divisions are casting avid eyes in the direction of Alberni, and already they are visualizing potential hockey competition this winter.



▲
Port Alberni's
modern curling rink
was opened by
Mayor Loren Jordan ▶





Vancouver Soccer Official, Ted Miles (left) and Alex Kemp (third from left), President of the Vancouver and District Soccer League, made a special trip to Powell River to present the youthful Indian Soccer Star, Harry Louie, with the "Golden Boy" Trophy. George Lewis, Manager of Powell River Division Five team, sponsored by the Royal Canadian Legion, holds the trophy won by his club as the "Best Team" in the entire tournament. Reeve Ray Weaver (right standing) represents the Municipal Council. Captain Quinn (center) was selected as the best centre half in the Annual Tournament of Champions. Bob Lye, President of the Legion Branch is seated at the extreme right.

POWELL RIVER SWEEPS PROVINCIAL SOCCER AWARDS

Powell River 5th Division soccer eleven, after fighting through the quarter and semi finals battles were finalists in the "Tournament of Champions" held annually in Vancouver by the Provincial Junior and Juvenile Soccer Association. The Vancouver Sun assisted in sponsoring this tournament.

The Powell River team carried the tournament's two major trophies back up the Gulf of Georgia. Their squad, sponsored by the Canadian Legion branch in Powell River won the Cromie Cup, awarded to the best team in all divisions. This meant competing against thirteen other teams.

The Legion team also captured the most dramatic award. Its inside left, Harry Louie, a member of the Sliammon Indian tribe, was picked as "Golden Boy"—the best player in the entire tournament, embracing over 170 individuals. It was a sparkling performance by the 14-year-old boy who was cheered repeatedly by the 8,000 spectators.

TRAVEL ENQUIRIES AT NEW HIGH

Enquiries to the B.C. Government Travel Bureau in April reached a history making total of 16,000. There has been a tremendous upsurge in enquiries from all parts of the continent for information on British Columbia.

The natural attractions of the Province which are now mostly accessible by first class highways are luring visitors from all parts of the world. This, coupled with alert and vigorous publicity is making B.C. "Canada's Leading Holiday Land". Many of

these scenic attractions are in areas on Vancouver Island and the mainland, where MacMillan, Bloedel and Powell River have major operations.

TENDERS CALLED FOR POWELL RIVER-COMOX FERRY

The long desired ferry link between Powell River and Comox promises to become a reality before long. Tenders for the contract have been called and both areas are full of enthusiasm for the project. Plans call for a 40-car ferry, running on regular daily schedules.

The ferry opening will make it possible for Nanaimo, Alberni and even Chemainus athletic, social and cultural groups to travel to Powell River and return on the same day—a program impossible without the ferry.

PAVING FOR TOFINO-UCLUELET ROAD

Many readers, who will be travelling to British Columbia this year or in the future, will be interested in a Government announcement that the recently opened Tofino-Ucluelet Highway will be paved this summer.

The road recently opened provides visitors with an opportunity to travel along the west coast of Vancouver Island—an area hitherto largely unknown and inaccessible by road.

The long stretches of beautiful sandy beaches, miles of unexplored rugged countryside facing the rollers of the Pacific will provide the jaded tourist with a new zest for travel. From Tofino the road leads down to Port Alberni to provide access to all parts of Vancouver Island and the mainland.



This is Canada

Part 10

Retirement Pensions

IN RECENT months we have received many inquiries touching on the terms and qualifications of the Federal Government's Old Age Security Act.

A focal point of interest to retired Canadians in receipt of superannuation pensions is whether or not the pension will be available if the recipient chooses to reside outside of Canada.

Residence Qualifications:

Until 1960, the Act allowed pensioners only six months outside of the country. A longer absence would disqualify the recipient.

The 1960 amendment to the Act allows a Canadian pensioner to reside outside of the country for any length of time provided **"he had resided in Canada for at least 25 years after attaining the age of 21."**

Otherwise the pension will only be continued for six successive months, exclusive of the month of departure from Canada.

Qualifying Conditions:

To qualify for the Federal Pension, a resident must be 70 years of age (proof of birth must be confirmed) and have resided in Canada for ten years immediately preceding the date on which he attains age 70. If absent for any time during this ten year period, he must have been previously resident in Canada for double the period of absence; and at least one year before reaching pension age.

The present monthly retirement stipend is \$65 per month for any person attaining the age of 70 and meeting the required qualifications. Husbands

and wives are both eligible when each has reached the age of 70.

Certain provinces make supplementary allowances to recipients of old age pensions, who however, must qualify under a means and residence test for this allowance. In British Columbia, for example, a supplementary allowance of up to \$24 per month is paid.

The Old Age Security fund is financed by a 3 per cent tax on corporation income and sales tax, and a 3 per cent tax on taxable personal income, the latter amount to a maximum of \$90. The fund to date has had to draw periodically on the nation's Consolidated Revenue fund to make up an annual deficit. In 1960 this amount was approximately \$28 million.

Recently, many industrial companies have adopted the "integration" feature in connection with their regular pension plan. Under this privilege an employee, on retirement, can tie in his company pension plan with the government retirement plan, which is normally paid at age 70.

As an example, under the integrated plan, an employee retiring at age 65 with a pension of \$200 monthly, could choose to receive approximately \$235 monthly from the company up to age 70, at which time his pension would be reduced to approximately \$170. However, he then receives the Old Age pension of \$65, this brings his monthly income back to the original \$235.

The employee thus gets more than he otherwise would during his first five years of retirement and maintains a level income throughout retirement.

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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **March-April, 1963**

SUBJECT: **Blossoms Along the Wayside**

Several years ago, the Powell River News printed an editorial entitled "So Shall Ye Reap". In the complex industrial and social world of today, when new strains are developing and racial differences threaten social disruption, this timely editorial will bear repetition.

"SO SHALL YE REAP" . . . Blossoms along the
wayside

A few days ago we noticed a young lady climbing a clay bank along the side of the road. When asked what she was doing she replied: "I'm planting seeds." She pointed out that each year there is an over-abundance of nasturtium, larkspur, columbine and other seeds in her garden, and she was planting them to try to beautify the "cut" along the road.

"My Dad always used to carry a pocketful of seeds and strew them along the wayside," she said.

It occurred to us that so often we go about planting seeds of hatred, planting little innuendoes about neighbours, planting petty problems, planting fears, misgivings and dislikes, when we probably could put in a little time to plant seeds that will blossom into flowers along the wayside.

Not many of us, when we pass away, will have left paintings like Rembrandt, or symphonies like Sibelius, or poetry like Kipling. We can, however, leave greater things than these—blossoms along the wayside.



Over 340,000 tons of sales pulp were produced by MacMillan, Bloedel and Powell River in 1962. Present expansion at Harmac plant will raise Company's total capacity to some 500,000 tons annually. Above shows pulp being cut into sheets prior to baling for shipment.

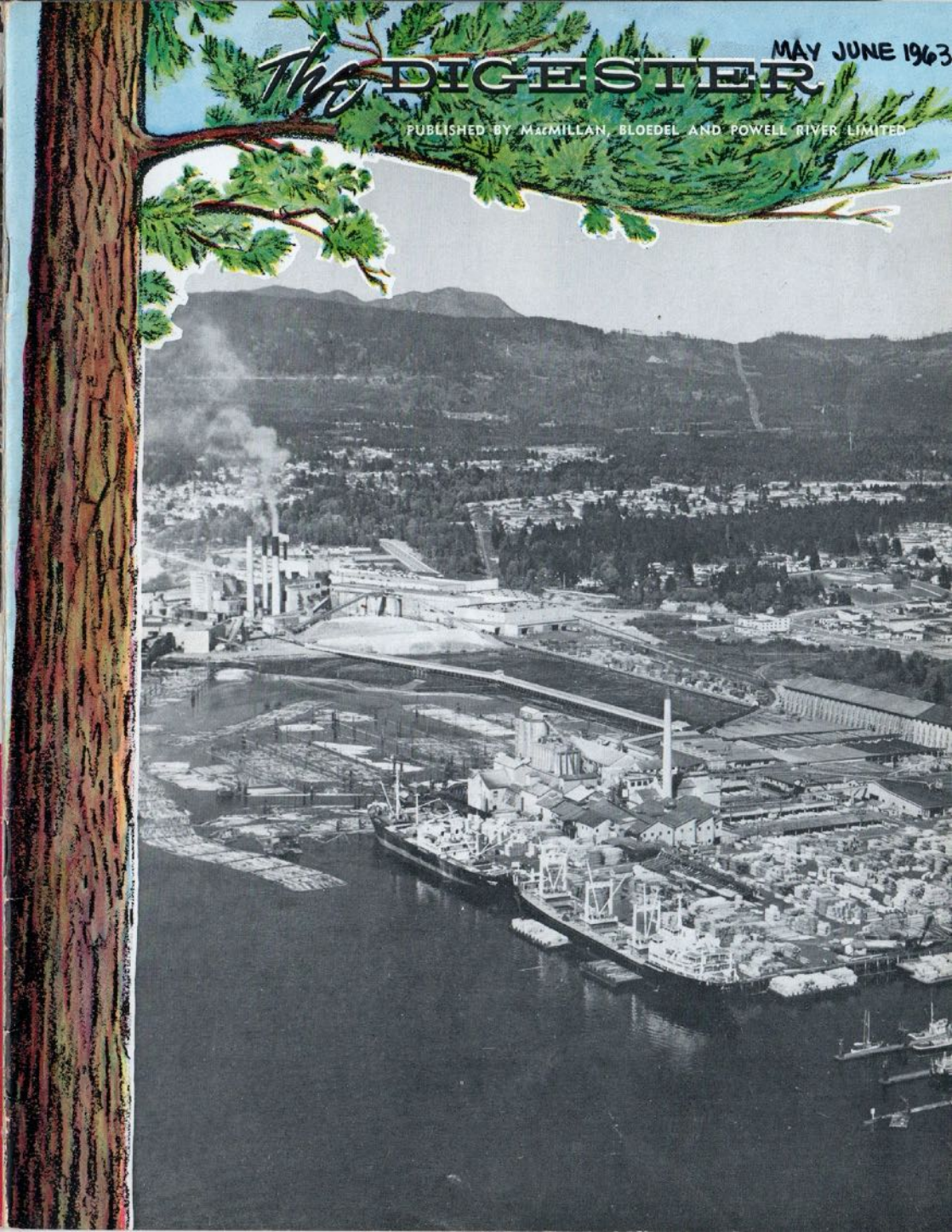
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - FINE PAPERS - KRAFT PAPERS
- PAPER BAGS - PAPERBOARDS - CORRUGATED CONTAINERS
- FOLDING AND RIGID PAPER BOXES
- LUMBER - PLYWOOD - SHINGLES - DOORS - PRES-TO-LOGS

The DIGESTER

MAY JUNE 1963

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THE DIGESTER

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J. A. Lundie, Editor

COVER

Portion of the busy harbour at Port Alberni with two ships loading at Somass Division sawmill and Alberni Pulp and Paper Division in background. Part of the City of Alberni is seen beyond the top of the smokestacks in the left of the picture. A small section of Port Alberni is in the upper right.

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▲ Smokey Bear stocks up his larder with purchases from Super-Valu and Safeway Stores packed in bags carrying the "Keep B.C. Green" slogan. ➤

Industry, Forestry Groups and Retail Merchants team up in an imaginative appeal to the public



"KEEP B.C. GREEN"

IN BRITISH COLUMBIA where the produce of the forests is a major factor in the economy, preservation of our timbered areas is a principle that is burned deeply into the thoughts and minds of every segment of the public.

Youth groups—Junior Foresters, Boy Scouts and others—spread by example this gospel among youth and parents. The government of our province through its alert Forestry Branch, is promoting forest preservation by example, by lectures, by films and other media. The forest products companies, in conjunction with government and forestry agencies are co-operating in the campaign. Campers, picnickers, hunters and fishermen, through their Fish and Game Clubs are co-operating on the individual level.

"Keep B.C. Green" is the basic slogan on which the progress and economic health of our people and province depend.

Campaign Message Carried On Shopping Bags

An interesting example of one promotion plan is the "Keep B.C. Green" campaign sparked by President E. G. Shorter of MacMillan, Bloedel and Powell River Limited, in co-operation with Safeway and Super Valu stores throughout British Columbia and with Crown Zellerbach, Canada Ltd.

Arrangements were made to have "Keep B.C. Green" printed on the millions of checkstand paper bags produced by the two forest firms, which are used by Safeway and Super Valu stores in all areas of the province. It is anticipated that the message will be carried on over three million shopping bags during the months of June, July and August when fire hazards are highest. The message will be prominently displayed on the bags and will be carried into thousands of homes by shoppers.

CITY OF ALBERNI CELEBRATES 50th ANNIVERSARY

Loggers' Sports Feature Big July 1st Celebrations

FIFTY years ago, on January 1, 1913, the City of Alberni was incorporated! On July 1, 1963, in conjunction with the July 1st celebrations, the city went all out to record a half-century of growing and prosperous existence.

Being located in the heart of Vancouver Island's logging, lumbering and pulp and paper activities, the big event of the day was the Loggers' Sports, at which many of British Columbia's leading experts in log rolling, log sawing and tree topping, displayed their skill and deftness.

An additional note of local historical significance at this celebration was the presence of Mayor Fred Bishop, whose grandfather, C. F. Bishop, was the first Mayor of the incorporated city in 1913.

Alberni was the site of British Columbia's first

export sawmill in 1861—and was first named in 1791 in honour of the Spanish explorer Don Pedro Alberni.

Today, the City of Alberni, in addition to its strategic location in the heart of the forest products industry, has an extensive agricultural business,



Tree chopping contest caught popular imagination . . .

. . . so did the tough log sawing contest.

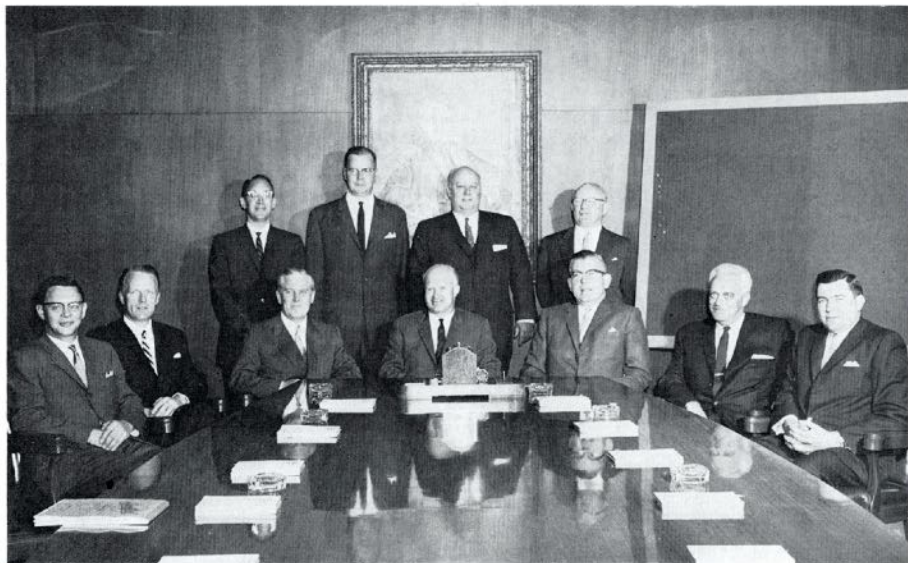


Tree chopping champion Allan Woodrow.

with many small dairy farms and mixed farming areas. It is one of British Columbia's finest sports fishing locations and the fame of its tyees has spread across oceans and continents. The nimrods still find choice hunting in the backwoods of the Alberni Valley.

Adjoining the City of Alberni is Port Alberni, which was incorporated on March 12, 1912, eight months before Alberni.

To many outsiders there is some confusion over the two names, Port Alberni and Alberni. However, it should be made crystal clear that no such confusion exists in the minds or hearts of citizens of the "Twin Cities". Their rivalry and public consciousness of their respective destinies remains firm and unshaken. Residents of other twin-cities will find something of a parallel in their own areas, and will understand the pride which each citizen evinces in his own particular "Alberni".



Standing (left to right): D. Balkema, Monte Marler, D. Pitot, M. Costin. Seated (left to right): W. Wood, D. McLaughlin, MBPR Pulp Sales; Anthony Benn; MBPR Vice-President G. S. J. Bowell; A. C. McGougan, Marketing Manager Pulp, MBPR; E. G. Kirby, and M. W. Dennis, Asst. Manager Pulp Sales, MBPR.

PULP REPRESENTATIVES CONFER IN VANCOUVER

*Company Agents From United Kingdom, United States,
Canada Discuss Sales Policies*

MAINTENANCE of close and regular contact with sales agents and representatives is an established policy of MacMillan, Bloedel and Powell River Pulp Sales Division.

In keeping with this policy, the Pulp Sales Division, with Manager "Monte" Marler as Chairman, met with representatives of Price & Pierce Limited, the Company's representatives for the sale and marketing of wood pulp.

Held in Vancouver in late June, the meeting proved highly successful. The basic purpose was to review plans for next year's pulp sales, which would include marketing of various grades of production available from the extension at Harmac; and from other divisions of the Company.

To maintain the chain from producer to seller the group visited major pulp producing operations of the Company at Port Alberni, Powell River,

Harmac and our Island Paper Mills and Burnaby Paperboard Divisions. Discussion with plant managers and their staffs were particularly valuable. First hand knowledge of the products and operations help in marketing; and a knowledge of customer requirements and standards is valuable background knowledge for the operators.

Heading the visitors was Anthony Benn, Chairman and Managing Director of Price & Pierce, London, England. Other representatives were Mr. Maurice Costin, a Director of Price & Pierce, London, England—and E. G. Kirby, Manager of their Montreal Office, D. Pitot, Manager at New York and D. Balkema, Technical Representative, New York.

The visit of the pulp sales representatives was a "working" trip. Continuous sessions were held throughout the entire period of June 24-28.

The Peace River Area

Is in the World's Spotlight

RECENT issues of Vancouver newspapers carried two significant news items.

1. *Proven gas reserves in the Peace River area of British Columbia exceed 8 trillion cubic feet with many new discoveries or prospects in immediate sight.*

2. *The British Columbia Government announced that the Pacific Great Eastern Railway would be extended from its present terminus at Fort St. John.*

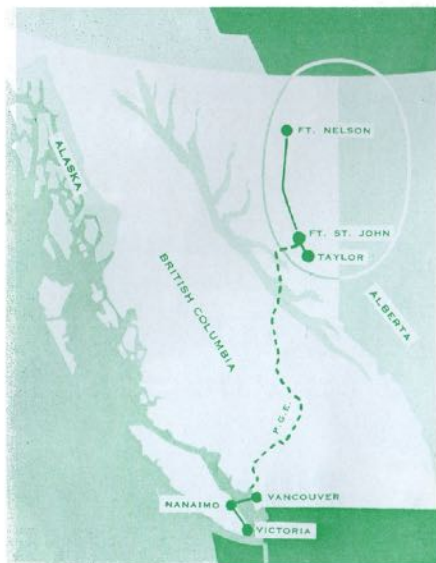
These two statements form the background for the steady and accelerating industrial growth in the Peace River area of British Columbia.

Until a little more than a decade ago, the Peace River area—that inverted triangle of land area in northeast British Columbia—was largely isolated though not entirely unknown to the world.

The fame of its wheat and grain had been broadcast to international capitals by the wheat growing exploits of that controversial farmer, Herman Trelle. For four consecutive years he was crowned World's Wheat Champion and in his lifetime won over 135 international awards for wheat, oats, flax and timothy.

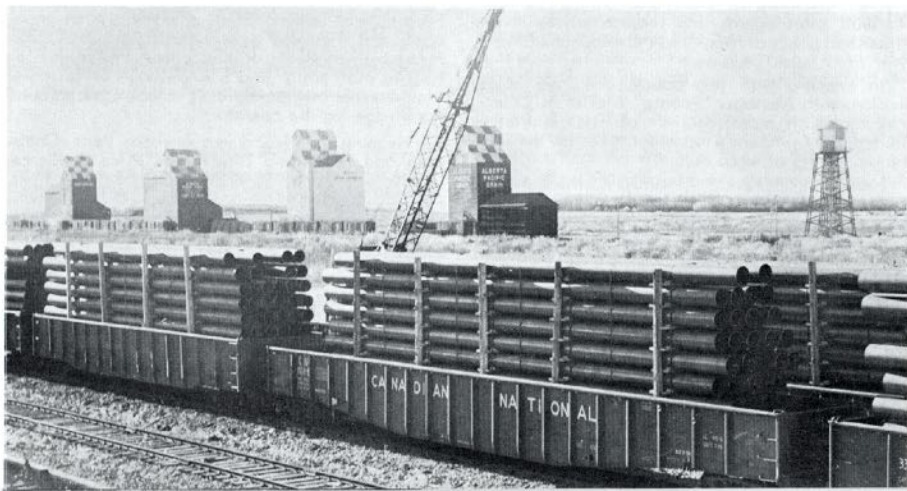
But the great and still untapped resources of this isolated triangle, east of the Rockies, were largely undeveloped or unreamed of.

Today the Peace River area of British Columbia is a growing force in the industrial life of the



Peace River Area in oval—rich in resources.

Symbolic of the march of progress in the Peace River area is this scene at Fort St. John. In the foreground flatcars of pipe for the oil and gas industry are being offloaded from the P.G.E., while in the background new grain elevators are filled and awaiting shipments out of the area. Discovery of oil and gas was mainly responsible for generating the traffic that made construction of the P.G.E. possible, and the rail line in turn provides an outlet for the rich grain crops of the district.





Overall view of Peace River Power Project under development by the B.C. Government. Dam will extend across cleared areas in bottom part of picture.

Province. Pipe and oil lines costing many millions to build run from the newly discovered gas and oil wells to many populous areas of Canada and the United States; vast power reserves are being harnessed. The Pacific Great Eastern Railway was recently extended to Fort St. John—and further spur routes are planned; new logging camps are springing up; over 300,000 acres of agricultural land are under cultivation; surveys of potential copper, gold, lead and zinc prospects are under way in areas adjacent to the Peace.

The reason behind these new developments in the "Peace"?

The construction in 1943 of the Alaska Highway—followed by a whiff of gas.

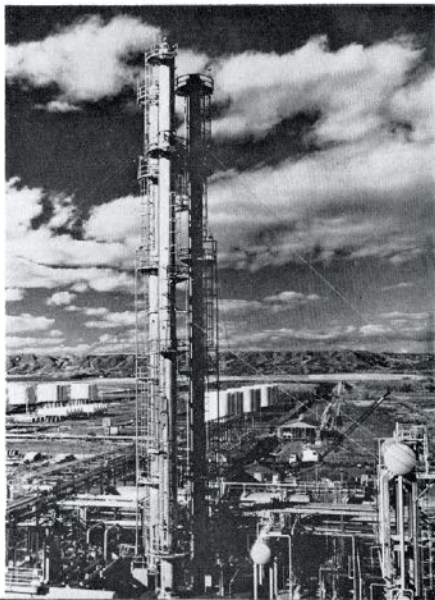
The highway, built by United States engineers as a war emergency route opened up access to the oil, gas, mineral and forest wealth of the Peace; and brought in thousands of additional farmers and settlers.

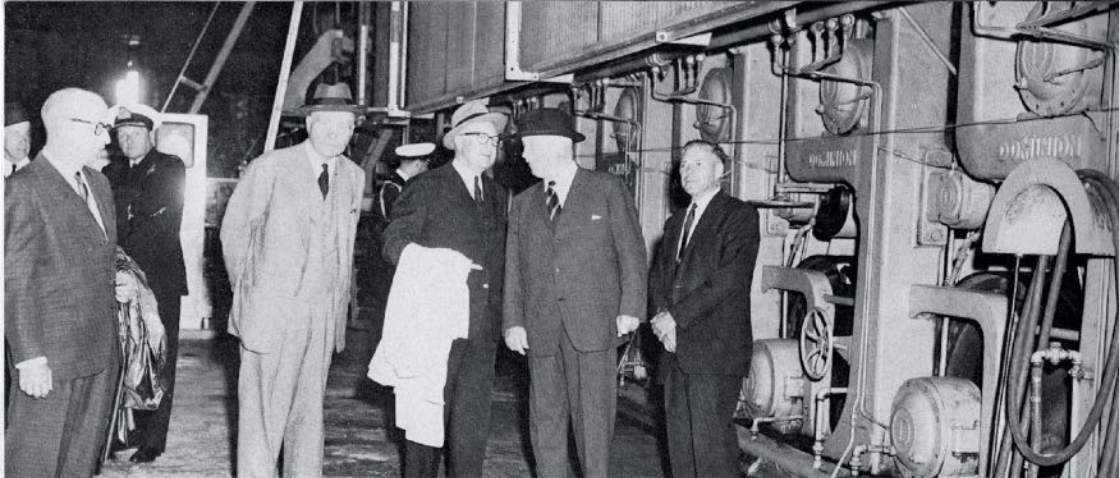
We do not pretend to tell the modern and fast moving saga of British Columbia, east of the Rockies, in the confined space of these pages. But a quick review of what's happened in the Peace, where industry is moving northward and where new frontiers are appearing on the horizon, reveals something of the amazing growth of recent years.

The traditional reputation of the Peace was

(Continued on Page 20)

McMahon plant at Taylor, B.C. This \$35 million industrial complex is the north's largest industry. It processes the rich, wet B.C. natural gas into dry pipeline gas, and recovers propane, butane natural gasoline and other liquid hydrocarbons. Other integral parts of the operation are a refinery which produces a full range of gasoline and oils, and a sulphur recovery plant which produces elemental sulphur which is used in pulp and paper mills in British Columbia.





Lieut.-Governor Pearkes (second from right) inspected No. 9 Paper Machine with (left to right) Reeve Ray Weaver, Mr. H. R. MacMillan, Hon J. V. Clyne and Powell River Division Manager R. L. Fraser.

POWELL RIVER WELCOMES OUR LIEUTENANT-GOVERNOR

ON THE DOT of 9 a.m. Friday, June 21, Her Majesty's Ship "MacKenzie", one of the nation's latest additions to its highly modern destroyer fleet, docked at Powell River.

Aboard, making his first official visit to the Powell River area was His Honour, the Lieutenant-Governor of British Columbia, Major General, The Honourable George Randolph Pearkes, V.C., D.S.O., M.C.

The Powell River trip was included in His Honour's tour of various areas on Vancouver Island and the Mainland, where he also met with many Indian tribes along the Coast from Vancouver to Prince Rupert.

The Lieutenant-Governor was formally welcomed at ship side by His Worship Reeve Ray Weaver of the Municipality of the District of Powell River, The Honourable J. V. Clyne, Chairman of the Board, MacMillan, Bloedel and Powell River, and Mr. H. R. MacMillan, C.B.E.

The highlight of the day for a large percentage of Powell River's younger citizens was His Honour's address before nearly 1,000 students, parents and visitors in the school auditorium, which concluded with: "As the representative of Her Majesty in British Columbia, I am pleased on her behalf to mark this visit by declaring a holiday for the school children of the district." At Brooks Junior High School, he inspected the smart naval and air force Guard of Honour and reviewed a representative group of Boy Scouts, Cubs and Girl Guides.

Following the school visit the Lieutenant-Governor officially opened the new Municipal Hall in the Westview area. He emphasized that the new building reflected the prestige which the Powell River area enjoyed, and that it was in line with the continued progress of a major industrial area of British Columbia.

At the opening, His Honour's name was the first to be recorded in the Visitors' Book. He was followed by The Honourable J. V. Clyne and Mr. MacMillan. A pleasing and informal feature of the opening was the Lieutenant-Governor's inspection of a Canadian Legion Guard of Honour, composed of World War I veterans, some of whom had served with him in France.

Here too, Mr. Pearkes met Don MacGregor, local business man, son of the late Lieut.-Col. John MacGregor, V.C., an old friend and fellow officer in the Canadian Mounted Rifles. Both were awarded the Victoria Cross for valor in the field.

A visit to the Company's Powell River Division's operations was another highlight of the Lieutenant-Governor's trip. With Mr. Clyne and Mill Manager Robert Fraser as hosts, the party inspected Number 9 newsprint machine and ancillary equipment.

At luncheon, the Lieutenant-Governor and party were guests of Mr. Clyne, who is also an old friend of many years standing. Lieut.-Commander Germain, in charge of H.M.C.S. MacKenzie, Reeve Weaver, R. L. Fraser, Mill Manager at Powell River, Mr. H. R. MacMillan, Lieut.-Commander J. Bruce

His Honour, the Lieutenant-Governor of British Columbia, Major-General The Honourable George Randolph Pearkes, V.C., D.S.O., M.C., is one of Canada's most distinguished citizens.

He served his country with honour and distinction in two World Wars and holds the Commonwealth's highest honour, the Victoria Cross. He enlisted in the Canadian Army as a private, and was successively promoted to commissioned rank in the field.

He is a former Minister of the Crown, serving as Minister of National Defence for Canada from 1957-1961. In his youth he was a member of the famous North West Mounted Police—today the Royal Canadian Mounted Police.

As the representative of Her Majesty in British Columbia he has participated in all phases of community life in British Columbia. He has been particularly interested in the activities and problems of our Indian population, and on his present trip he visited and talked with members of several tribes in the coastal and Vancouver Island areas.

His easy manner, charm, simplicity and dedication have won the hearts of British Columbians and our Company was privileged to be allowed to assist in welcoming him to Powell River.



Hon. J. V. Clyne, Lieut.-Governor Pearkes and Reeve Ray Weaver at new Municipal Hall.



His Honour inspects naval and air force Guard of Honour . . .



. . . Cuts ribbon to open new Municipal Hall . . .

. . . and greets Chief Leslie Adams at Sliammon Indian Reserve.



Smith, Lieut.-Commander Dixon, and Capt. Hayes, were among the luncheon guests.

After lunch the party drove to the nearby Sliammon Indian reserve where Chief Leslie Adams, his Council and members of the tribe were assembled. In commemoration of his first visit to the tribe the Chief presented Mr. Pearkes with an engraved totem pole and extended a warm welcome to all members of the party. He felt that the visit of the Lieutenant-Governor was indicative of the interest of Her Majesty and the Federal Government in the welfare of Canada's native Indian population.

The Lieutenant-Governor emphasized the progress which was being made in adjustment of our Indian citizens to modern changes of life and living.

"I am particularly pleased to note that the younger men of the community are taking a lead in your activities," His Honour said. "Your people are sharing in the development of our nation. Many of your younger men are now working in the mills and factories of our province, and are a credit to your people."

Canadian Legion Veterans are greeted by the Lieut.-Governor.





This is Canada

Part II

Canada's Diplomatic Representation Abroad

SINCE the Imperial Conference of 1926, which defined Canada as "an autonomous community within the British Empire, equal in status—and in no way subordinate one to another" there has been a tremendous growth in Canada's international status.

Today our independent nation has widespread diplomatic representation among the nations of the world. Canada has 38 Ambassadors and 10 High Commissioners in residence abroad; and maintains consulates in Brazil, the Congo, Germany, Phillippines and the United States.

In non-Commonwealth nations, Canadian representatives are Ambassadors; in Commonwealth countries they are called High Commissioners. In the latter category with the original date of their establishment are: Ceylon (1953), Ghana (1957), India (1947), Malaya (1958), New Zealand (1940), Nigeria (1960), Pakistan (1950), Union of South Africa (1940), United Kingdom (1880).

In the Soviet satellites including Hungary, Rumania, Bulgaria, Albania, Lithuania, Latvia, Canada has no diplomatic representatives. In Czechoslovakia she is represented by a Minister, and in Poland and Jugoslavia by Ambassadors.

Canada also maintains an Ambassador in the United Arab Republic, Iran, Lebanon and Finland but has no diplomatic representation in either the Chinese Republic or in Nationalist China.

The emergence of Canada as an important figure in world affairs has largely been a development of the past 20 years. Eighteen of the present Ambassadorships have been established in the past 12 years. Twenty were established during the 1940's.

Prior to 1940, Canada had established representation in only seven countries. The office of High Commissioner was first established in London in 1880—early recognition of Canada's independent role. An Ambassador to the United States was installed in 1927, to France in 1928, Japan in 1929, Australia, Belgium and the Netherlands in 1939.

There were no Canadian consulates in operation before 1943. Our first Consul General was appointed in that year, with headquarters in New York.

In brief, Canada today exists as an independent nation, has membership in the United Nations, makes its own treaties, formulates its own laws and maintains its own naval, military and airforce.

This fact, strangely enough, it still not understood by many people outside our borders, including a surprisingly large number of United States residents, who still consider Canada is subject to the edicts of Westminster.

Powell River Hospital Opens New Wing

Government, Company and B.C. Hospital Officials Attend Impressive Ceremony

ON JULY 5, 1963, the new \$600,000 wing of the Powell River General Hospital was officially opened. Government, Municipal and Company officials were in attendance as an audience of 600 residents viewed the ceremonies. Representing the Provincial Government was the Honourable Eric Martin, Minister of Health and Welfare; Anthony Gargrave, M.L.A. for the MacKenzie Electoral District; Honourable J. V. Clyne representing MacMillan, Bloedel and Powell River; Reeve Ray Weaver of the Municipality and Mr. J. Hughes, President of the B.C. Hospital Association, were among the principal guests.

The new hospital wing embodies the latest equipment and appointments. The Powell River Hospital has 115 beds and serves an area from Jervis Inlet, north to Stuart Island. This includes Texada and Lasqueti Islands in the Gulf of Georgia.

The Honourable J. V. Clyne, Chairman, MacMillan, Bloedel and Powell River, presented Hospital Association President, C. R. (Bob) Hogan with a cheque, representing part of the Company's donation to this community project. MacMillan, Bloedel and Powell River, along with the Provincial and Federal Governments and the Municipality of the District of Powell River, were large contributors to the extension.

In addition, residents of the district, fraternal and service groups, contributed a total of \$100,000 to the project. This helped make possible the purchase of highly modern technical equipment, including X-ray machines and first class laboratory appointments.

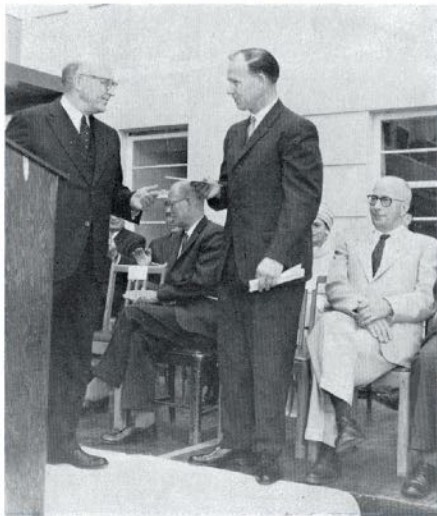
The Honourable Eric Martin, in his address, complimented the Hospital Association on its initiative and commented especially on the co-operative efforts of the Company and the residents of the community.

"The present hospital, with its modern equipped and first class facilities will serve the requirements of the area for the next ten years," he declared.

The hospital has a staff of around 116 permanent employees, including nurses and administrative staff. A medical clinic, with a staff of general practitioners and specialists is available. In addition, the hospital uses the counselling services of a qualified pathologist and other specialists when required.

The status of the hospital is evidenced in the fact that its Administrator, Harry Slade, was elected for two consecutive years as President of the British Columbia Hospital Association.

The Honourable J. V. Clyne presents Company cheque to C. R. Hogan, President of Powell River Hospital Association.



Impressive new wing of Powell River General Hospital—left.



PRESS - RADIO See Intensive Forestry



Proper spacing of trees for maximum growth is shown by forester.

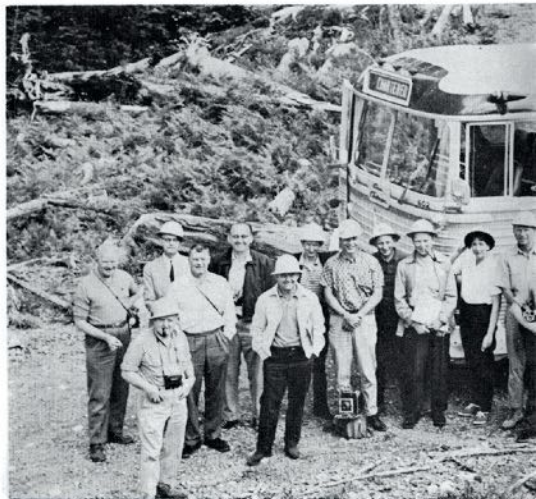
SEVERAL months ago, Vice-President John Hemmingsen announced a new policy of intensified forestry practice which was being initiated by MacMillan, Bloedel and Powell River.

It visualized the planting of 40 million new trees in a ten-year period, increasing present per-acre production by 15% to add a total of 140,000,000 feet of timber annually from existing acreages.

The plan, involving an expenditure of \$5 million, aroused a wide interest in press, radio and television circles across Canada, and many inquiries were received for additional and detailed information on the project.

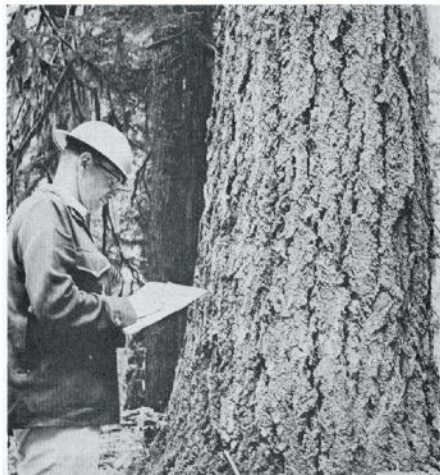
This resulted in the arrangement by the Company of a special two-day invitational tour of our operations for press, television and radio representatives of Vancouver Island and Lower Mainland.

Representatives were present from major dailies and weeklies on Vancouver Island and the Lower Mainland—and from radio and television stations



Members of press, radio and television

Foresters record growth in mature stands to determine what yield can be expected from areas of properly spaced trees.



in these areas. A representative of Time-Life-Fortune also joined the tour.

The actual press tour was conducted in the Sproat Lake Logging Division, near Port Alberni, where the company has pulp and paper, plywood and sawmill operations, an almost classical example of industrial integration in operation. The forestry program was launched this year, and is swiftly being expanded.

They were shown newly-planted stands of seedling trees, some of the 40,000,000 the Company will plant over the next ten years. They watched while forestry crews moved through stands of juvenile trees, cutting out selected trees to provide optimum spacing for maximum growth. (Nature generally overseeds or overstocks, with the result that many trees are crowded out and die while others are retarded in growth.)

The newsmen were shown a plantation of "exotic" trees—trees not native to British Columbia but which are being planted experimentally to determine their adaptability and economic potential to this province.

One of these exotic species is the Red Pine, imported from Ontario. Others include Tasmanian Eucalyptus, European and Japanese Larch, Pine from Oregon, Spain and Corsica, Spruce from the

O - TELEVISION y Program in Operation



tour operations by special chartered bus.

Balkans, and a number of hardwoods from Eastern Canada.

The pressmen saw "commercial thinning" in practice. By thinning out advanced stands of timber the foresters gather a harvest of pulp wood now and—because the remaining trees are better spaced—a greater wood yield for future harvesting.

H. R. "Bob" Chisholm, Acting General Manager of Logging for MB and PR, told the press representatives that the program would extend the forest resource and create hundreds of new jobs in company mills in future years.

The group was transported by chartered bus over many miles of company-built roads to reach the "intensive forestry" sites. These roads are major engineering jobs—and in the last year alone MacMillan, Bloedel and Powell River has constructed over 200 miles of logging roads.

The press tour received wide coverage, and excerpts from some of the copy written about the tour included:

Erith Smith, Victoria Colonist—"Keeping B.C. green—and productive—is the objective of an intensified forestry program now being carried out by MacMillan, Bloedel and Powell River Limited on its Vancouver Island holdings."

Miss Pat Carney, Vancouver Province—"The



Overstocked areas will be thinned to allow greater growth for future harvesting.

view from a ridge overlooking the Ash River valley gives a stunning picture of where, why and how MacMillan, Bloedel and Powell River Limited plans to invest \$5 million in its intensive forest program over the next ten years."

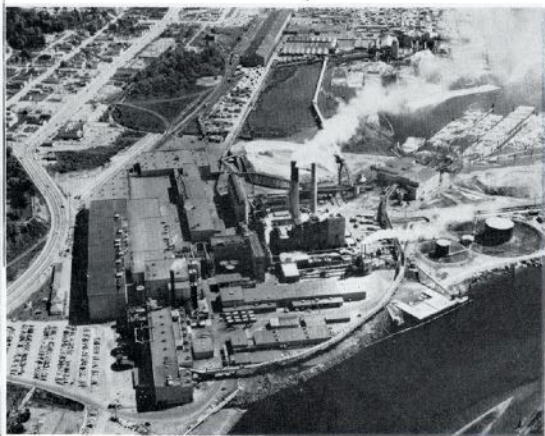
Frank Walden, Vancouver Sun: "The Province's largest integrated forest company, MacMillan, Bloedel and Powell River, is working to get more trees out of each acre . . . the result is expected to be a 15 per cent increase in wood production off the same land, the equivalent to expanding the forest area from 300,000 to 350,000 acres."

Dick Batey, commentator, CJVI—"We saw, in a phrase, how efforts are being made to improve on nature in getting our forests to grow better trees, faster—and keep on growing them better, and faster, for British Columbians yet to come. Intensive forestry—literally, if you wish, babying and boosting our forest land to almost the intensity of a dedicated, back-lot, hobby-gardener. This is a modern-day manifestation of good forest management."

Poplars and other fast growing hardwoods will be planted in low areas suitable to their species. Tree below is being tagged for identification.



RECOVERY BOILER IN OPERATION AS HARMAC CONSTRUCTION MOVES AHEAD



Latest view of Pulp and Paper Division at Port Alberni.

WITH the main and ancillary installations at Port Alberni in the closing stages, construction interest now centres on the Harmac pulp project.

At present an average of 1,000 men are employed on construction of the new buildings and equipment. The principal buildings are all nearing completion and machinery installation is well under way.

The latest progress report at the bustling centre of construction activity shows:

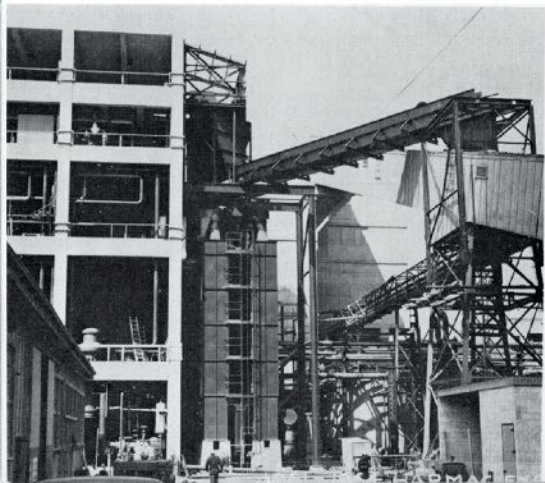
1. Machine Room Building construction completed.
2. Washer Building—94 per cent complete.
3. Bleach Plant—90 per cent complete.
4. Digester Building—88 per cent complete.
5. Continuous Digester Building—90 per cent complete.
6. No. 1 Woodroom Log Haul Structure—85 per cent complete.
7. Screen Room—81 per cent complete.

Now in operation is the big Recovery Boiler which at the start of installation was the largest of its kind in the world. Housed in an eight-storey building, the boiler went smoothly into operation for an almost perfect start-up. This important segment of the \$40 million expansion project at Harmac burns waste liquor and recovers chemicals for re-use. The boiler can handle 2,400,000 lbs. of black liquor solids daily. The function of the unit is to burn waste liquor from which two by-products, chemical smelt and steam are produced. The smelt is re-used in the manufacture of pulp, and the steam is used for the various pulp making processes including drying of the pulp.

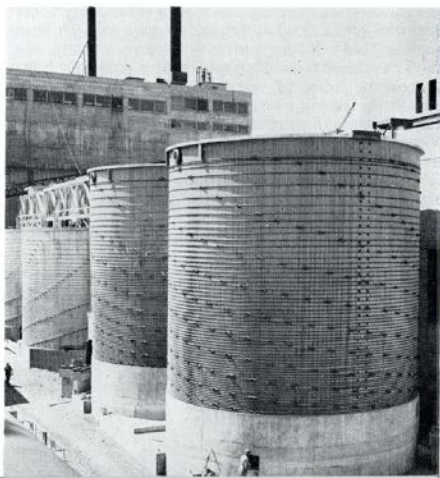
The 30,000 kilowatt turbine, another key installation is scheduled to go on the line in October.

Overall—Crews steadily at work and schedules being maintained.

Batch Digester Building and Chip Conveyors nearing completion.



Blending Tanks at No. 3 Machine Room.





Mr. and Mrs. Ernest Loebner, Mechanical Superintendent, Humboldt Standard and Times, Eureka, California; Mr. and Mrs. H. Sutherland, Advertising Manager, Daily Olympian, Olympia, Washington; Mr. and Mrs. W. L. Brigman, Business Manager, Longview Daily News; Mr. and Mrs. Jack McCulloch and Mr. and Mrs. A. Edmund, Longview.



Norris E. Adams, Advertising Director, Bellingham Herald; Mrs. Adams; Ben H. Sefrit, General Manager; Mrs. Sefrit; Mr. and Mrs. E. Baxter; Mr. E. S. Planta, General Manager, Perkins Press, Tacoma; Mrs. Planta.

Visitors Enjoy Our Plants and Scenery

With the early summer months of May and June, we welcomed visitors from many parts of Canada and the United States.

Several groups, including B.C. teachers, press representatives and business groups visited our operations in the Port Alberni and other Vancouver Island areas.

Other groups, representing several Pacific region publishing houses on both sides of the border visited Powell River and took in a few days of relaxation and fishing at Rainbow Lodge.



Mr. and Mrs. H. G. Currie, Edmonton; Mr. and Mrs. R. H. Drinnan; Mr. and Mrs. P. J. Harrison, Calgary; Mr. and Mrs. W. A. Baird, Edmonton; Mr. and Mrs. E. W. Johnson, Phoenix News; Mr. and Mrs. G. A. Donovan, Calgary Albertan.

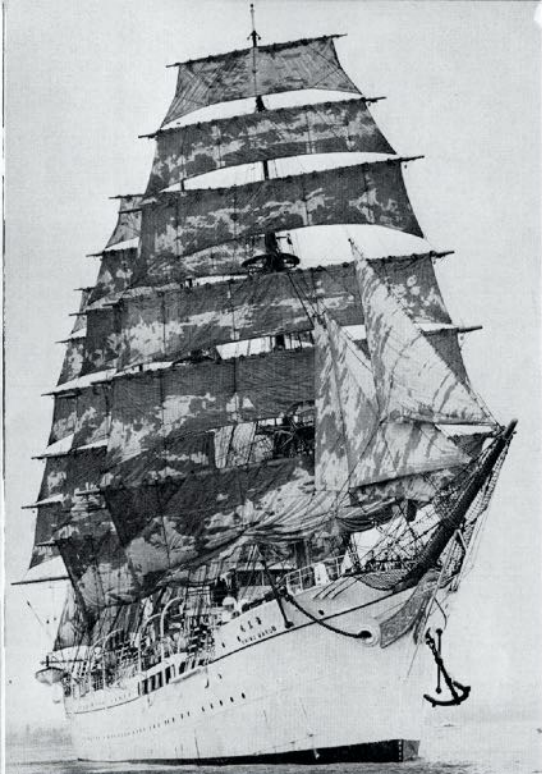


Mr. and Mrs. Glen Lee, Tri-City Herald and daughters Vicki and Penny; Mr. and Mrs. Carl Jonson, Seattle; Mr. and Mrs. Tom Harmon, Seattle; Mr. and Mrs. K. Tully, Kennewick, Washington.

Mr. and Mrs. Bill Lupton, Publisher, Nanaimo Free Press; Mr. and Mrs. Ian McLeod; Mr. and Mrs. Don Kilner; Mr. and Mrs. Floyd Warner, all of Nanaimo.



Mr. Byron Warnock, Business Manager, California Gibson Publications; Mrs. Warnock; Mr. and Mrs. T. Gibbons; Mr. and Mrs. Benne; Mr. and Mrs. Conger—all from Vallejo, California.



The "Kaiwo Maru" unfurled her sails for the benefit of camera fans and spectators although it was raining. Light patches show sails still dry from being furled.

Four Masted Barque

"KAIWO MARU" VISITS VANCOUVER

Japanese Cadets Enjoy Trip to Company Plants

ONE of the highlights of the week-end of June 28-July 2 was the visit to Vancouver of the Japanese Training Ship Kaiwo Maru. This four-masted training barque was in the city for four days and thousands of spectators visited Centennial Pier to see her dock or to take advantage of the Open House hours for public inspection.

The Japanese sailors made a very favourable impression on the public. The agile cadets staged an exhibition of rigging a ship from bare mast to full sail—a spectacle seldom seen in Vancouver over the past forty years. Vancouver audiences were particularly fascinated by the exhibition of Judo and Karati wrestling arranged as a public demonstration by crew members.

While in port they expressed a desire to see some major lumber mill operations in the area. About forty cadets took advantage of the opportunity to visit MacMillan, Bloedel and Powell River's lumbering and plywood operations at Canadian White Pine and Vancouver Plywood Divisions. They were accompanied by a representative from the Japanese Consulate.

The Japanese crew many of whom were brought up in the great seaports of Japan—Tokyo, Osaka, Yokohama and Kobe, had seen "lumber" shipments from our mills in Japan; and were specially interested in the lumber industry.

"These were the largest plants we had ever seen, their spokesman declared—and we were impressed with the volume of lumber produced and the modern equipment in your plants."



← Group of Japanese sailors at our Vancouver Plywood Division. They visited both our plywood and lumbering operations and plant supervisors commented on the unusually keen interest the cadets showed in the various operational processes.

THREE DIVISIONS WIN SAFETY AWARDS

IN THE first six months of the year several divisions of MacMillan, Bloedel and Powell River have established outstanding records of safe workmanship.

The Copper Canyon Division was the first award winner of the Company's inter-divisional logging Safety Award.

The large, hand carved plaque, designed by Bill Roscow, of Northwest Bay Division, was presented to Tom McAdam, acting chairman of the camp safety committee by Acting General Manager of Logging, Bob Chisholm.

The Copper Canyon Division, operating under the unavoidable hazards of western logging, went through the entire year, 1962, without a lost-time accident.

A total of "five" other Safety Awards were presented to employees of the Alberni Pacific Division and the Somass Shingle Division.

Alberni Pacific received the following awards:

1. National Safety Council Award of Merit for Noteworthy Safety Performance—"Best Improvement in Frequency Rating over a Three-Year Period."
2. National Safety Council Award for—"Lowest Frequency Class A Sawmills in 1962".
3. Forest Products Safety Conference Award for—"Lowest Frequency in Sawmills Working Over 750,000 Man Hours in 1962".

Somass Awards:

1. National Safety Council for—"Lowest Frequency in 1962—Woods Division".
2. National Safety Council Certificate of Commendation for—"Operating More Than a Quarter-Million Accident-Free Man Hours in 1962".

The presentations made by President E. G. Shorter represent safety achievements and records which place these plants among the safest in the entire industry on the North American continent. They were records made under conditions of heavy industry where hazards are always present. They represent highly conscientious safety thinking and application by the entire staff—managers, superintendents, safety committees and all employees.



Tom McAdam, flanked by Acting General Manager of Logging Bob Chisholm (right) and Ed McLean, Divisional Manager, proudly displays safety award won by Copper Canyon Division.



President E. G. Shorter presents Alberni Pacific award to Dick Van Appelin (above) . . .

. . . and Somass award to Bill Anderson (below).





MacMillan, Bloedel and Powell River Championship Pipe Band taken during their featured appearance at the Seattle World's Fair.

Company Pipe Band Held In High Esteem

*Considered by Authorities as North America's
Top Ranking Pipe Band*

"YOUR Pipe Band was the outstanding feature of our celebration. They lived up to their

Leading the Pipe Band is Drum Major Moon late of Her Majesty's Scots Guards.



reputation as the finest band on the continent. The citizens of Bellingham appreciate the co-operation of your Company in bringing this fine band to our city."

The above, from the Mayor of Bellingham, Washington, is typical of the scores of tributes received by MacMillan, Bloedel and Powell River on the calibre of the Company's Championship Pipe Band.

Requests for appearances have been received from numerous Canadian and American cities for the band to play at state, provincial or city celebrations. Its status as one of the outstanding bands in North America has been firmly established in the numerous competitions in which it has won major awards; and its appearance at any event is widely publicized.

The MacMillan, Bloedel and Powell River Pipe Band is unique among Canadian organizations. It is one of the very few high ranking civilian bands in the country. It has won competitions over the most famous military regiments of Canada. At the recent Vancouver Tattoo, the MacMillan, Bloedel and Powell River band was the only civilian band invited to participate. In a pipe band contest following the Tattoo, it took top honours in competition with such famous Canadian Highland regiments as the 48th Highlanders of Toronto, the Argyle and Sutherlands of Hamilton, the Camerons of Winnipeg, Seaforth's of Vancouver and the Black Watch from the Maritimes. It has defeated all competition in the Pacific Northwest and holds top honours in band piping, drumming and individual piping.

(Continued Next Page)

COMPANY PIPE BAND—(Cont'd)

Every member of the band is a regular employee of MacMillan, Bloedel and Powell River. All practices are held in their own time. In addition to outside appearances, the band participates in all public celebrations in Powell River and supplies on request, individual pipers or drummers for local events as a public service.

The Band, under the leadership of Drum Major Moon, late of the Royal Scots Guards, is a polished, confident, and well knit organization. Two members of the Drum Corps, Sgt. George Pride and T. Hetherington, have played in World Championship bands. Several of its individual pipers are on a par with the best in the world.

Over the years the band has made public appearances in major cities like San Francisco, Los Angeles, Portland, Seattle, Vancouver and other

centres. It has been a popular attraction at the Calgary Stampede, the Kelowna Regatta, and in major cities on the Mainland and Vancouver Island areas of British Columbia.

The MacMillan, Bloedel and Powell River Band is a working band. In Drum Major Moon's words, "Our job comes first—and our outside appearances are limited by our responsibilities to ourselves and family."

The prestige which the band enjoys in world piping circles is due to the dedicated interest of its members in their hobby and to the Company's assistance in their participation in special outside celebrations.

Today, as a result, it enjoys a top reputation among world piping authorities—and has received favourable publicity in leading Scottish newspapers.

THE WORKHORSES OF OUR LOG AND STORAGE PONDS

An interesting, and to the visitor fascinating, feature of our Company log and storage ponds is the sight of the little boom scooters bustling and pushing their way through masses of logs. Their skilled operators can turn these highly manoeuvrable craft on a dime. They push and pull the largest of logs around with astonishing ease. Commonly called "bathtubs" they are virtually unsinkable, being constructed as a sealed metal hull with a well through the centre in which is mounted a powerful outboard type motor.

Though small of stature and not too glamorous in appearance, they are truly the workhorses of our log ponds.



Around Our Communities

Thirteen-Year-Old Indian Soccer Star Honoured by Lieutenant-Governor Pearkes



Lieut.-Governor Pearkes looks over Soccer Trophies with Chief Leslie Adams (left), 1963 Golden Boy Larry Louie and Reeve Ray Weaver (right).

The past few weeks have been active ones around and about our communities. Visitors and groups inspecting our operations were on hand at various locations; Dominion Day celebrations were held in our Mainland and Island centres.

In the forefront of the June parade was the visit to Powell River of His Honour, Lieutenant-Governor Pearkes; and press, radio and television representatives of Vancouver Island and Mainland centres looked over our intensive forestry program in the field.

LIEUTENANT-GOVERNOR GREETSS SOCCER GOLDEN BOYS

A gracious and informal feature of Lieutenant-Governor Pearkes' trip to Powell River was his meeting with two of British Columbia's soccer Golden Boys from the Sliammon Indian Reserve.

Twenty-six-year-old Leslie Adams, Chief of the tribe (see pages 6 and 7), who welcomed His Honour was acclaimed British Columbia Golden Boy in 1955, and little 13-year-old Larry Louie was this year's recipient.

Following the ceremony, the Lieutenant-Governor invited Larry to accompany him in his official car to meet the Captain of H.M.C.S. MacKenzie and sign his name on the ship's guest book. It was a momentous day for the bright eyed little Indian star. With a scarlet coated Mountie in the driver's seat, he drove through the streets to the ship between the Lieutenant-Governor and Reeve Ray Weaver of Powell River municipality. His Honour's thoughtful and informal action was highly appreciated by members of the tribe. He had first met Larry in Vancouver when the boy was honoured by the B.C. Soccer Commission in kicking off the ball in the international match between Bangu of Brazil and Wolverhampton Wanderers of England.

MILLWRIGHT WINS BOLTON AWARD

Millwright Charles Pember, of the Company's Powell River Division was one of the major award winners in this year's Bolton Award competition. This internationally recognized industrial essay contest, sponsored jointly by John W. Bolton & Sons, Inc. of Lawrence, Mass., and the American Pulp and Paper Superintendents' Association, is held annually and ten awards were made in Canada.

Pember's essay dealt with industrial profits and their influence on steady employment and the national economy.

PRESS VIEW LOGGING OPERATIONS AT SPROAT LAKE

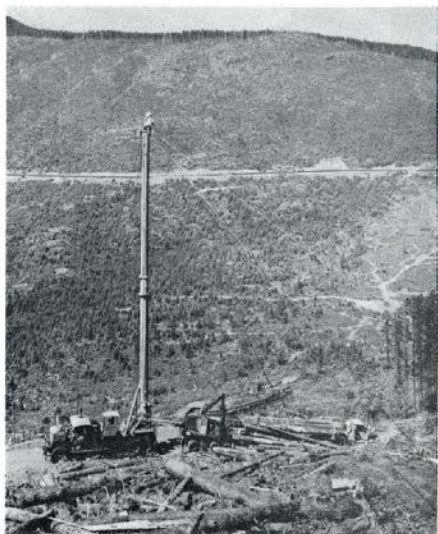
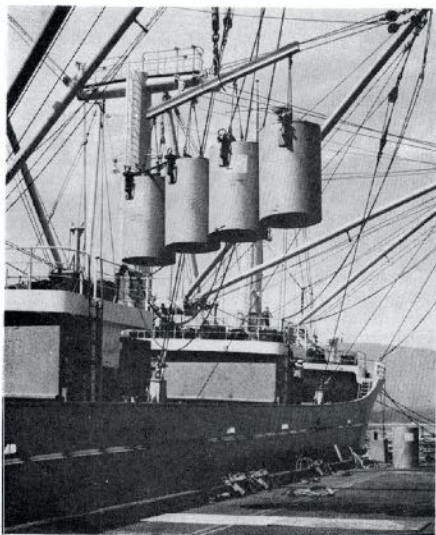
During their tour to see the Company's Intensive Forestry program in operation in the Sproat Lake area, the press, radio and television representatives took time out to see our logging crews in action. They were particularly impressed in seeing—many of them for the first time—the mobile portable steel spar in operation.

The steel spar is used extensively in the Company operations—and a total of 64 are now engaged in our various divisions. Picture on the page shows the spar in action.

MODERN NEWSPRINT LOADING

Keeping abreast with modern efficiency, newsprint loading at Port Alberni shows one of the most recent changes in putting rolls aboard ships. The former method of sling loading (still extensively practiced) has been replaced, in this case, by a four roll head clamp device which carries four large rolls on one swing.

Head Clamp Device in use at Port Alberni is last word in roll loading—four on one lift.



Portable Steel Spar in operation.

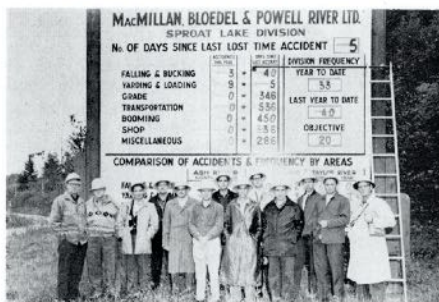
B.C. TEACHERS' GROUP VISITS PORT ALBERNI

In late June the annual Teachers' Tour of our Company's Alberni plants was repeated. This visit has proved very popular and the group includes teachers from widely spread high schools of the Province. Representatives were present from Lower Mainland areas and from the Interior of British Columbia.

The party spent three days visiting our Sproat Lake Logging Division and our Plywood, Lumber and Pulp and Paper Divisions at Port Alberni.

In addition to the normal tour program, lectures and films were arranged.

B.C. Teachers' Group taken during visit to Port Alberni operations.





First P.G.E. Trains arrive at Fort St. John.

THE PEACE RIVER AREA . . .

(Continued from Page 5)

founded on agriculture. Today the expanding farming areas of the district are sending new products to world markets. A new family of grass crops, fescue, has found a place in world markets. Lawns and baseball parks in many and widely extended areas are built with Peace River fescue seed. The infield of Yankee Stadium contains a strong percentage of this tough seed. Meantime, the wheat, oats, barley and alfalfa of the "triangle" continue to hold their place in the marts of the globe.

But oil and natural gas are the foundation on which the continued progress of the Peace will be founded. Today a gas processing plant is in operation in the Taylor area and new areas are being steadily opened up as new discoveries are made. The gigantic West Coast Transmission Pipe Line, feeding both Canada and United States consumers from Peace River power adds a new economical potential to B.C. industry. Most of the major oil companies are participating in the development of the Peace.

Towns like Fort St. John and Dawson Creek have trebled their populations in the past few years. The healthy creak of derricks and oil drills is heard in the Fort St. John and Fort Nelson districts. Logging camps are being opened up, and an expanded future for wood products is anticipated.

To feed the present and anticipated demand of Canadian and American industry, one of the world's greatest power projects, the Peace River Dam, is under construction. The first stage will be completed in late 1968 and the overall power potential, which will be developed as the need arises, will reach 2,950,000 k.w.

Important mineral surveys are under way. The huge, still quiescent, but proven coal fields of Hudsons Hope are on the immediate waiting list for action and development.



Peace River Dam site. Diversion tunnels through which the water will pass during construction, are seen lower centre.

Meantime, the tourist and the sportsman can revel in unexcelled scenery, thousands of miles of open spaces and game-a-plenty.

Through the Peace River country passes that mighty ribbon of progress, the Alaska highway, which, each year is being improved and which provides the nimrod with unrivalled vistas, through which roam the moose and deer, and over which fly the less exploited game birds of the north. The fur-bearing animals—bear, mink, badger and beaver are still plentiful.

The shell of Peace River's isolation has been pierced and is rapidly being forced wide open. This vibrant land, with new frontiers and undeveloped opportunity, is flexing its muscles and looking ahead with confidence to a future industrial Empire of the North.

The brightest chapter in its modern story, scarcely more than a decade old, is, Peace residents believe, still to be written.

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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **May-June, 1963**

SUBJECT: **The Weekly Press**

In British Columbia today there are over 100 registered Weekly newspapers. Some are printed in the more populous areas of the Lower Mainland and Vancouver Island; others in the wider expanded communities of the province's hinterland; still others in the newly open frontiers of the north.

Wherever a few people gather, someone starts up a Weekly paper or a news sheet. Many exist on shoe strings—with equipment operating on a prayer and a good supply of baling wire.

But somehow the Weekly, be it a newspaper or a mimeographed bulletin goes out to the compact industrial area or to the news starved communities of the new frontiers.

Some of them make money. A lot of them do not. It doesn't seem to matter too much to these dedicated souls who fulfil a need which the more impersonal and worldly daily cannot supply.

But they serve their communities, give them the homely and friendly word about their neighbors, their problems, their successes and failures. They are part of their communities. They chastise or sympathize as community interest dictates. They defend their community with vigor and aggressiveness; and fight to the death for its welfare and progress.

There are few more dedicated individuals in the world than the Weekly Editors of our province, and the Digester which has enjoyed the privilege of their friendship and support—and on occasions their criticism—is privileged to acknowledge their outstanding contribution to our province and its people.



Newsprint reels coming off the Company's big machines are inspected constantly to ensure uniformity of high quality newsprint.

MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

NEWSPRINT - PULP - FINE PAPERS - KRAFT PAPERS
PAPER BAGS - PAPERBOARDS - CORRUGATED
CONTAINERS - FOLDING AND RIGID PAPER
BOXES - LUMBER - PLYWOOD - SHINGLES
DOORS - PRES-TO-LOGS

The **DIGESTER**

JULY AUG. 1963

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED



Vol. 39, No. 4
July - August, 1963

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

Dramatic shot of the huge Mars water bomber (81 tons loaded) skimming the water to fill her tanks with 6,000 gallons for another fire drop. (See story page 15).

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E. G. Shorter



C. A. Specht

E. G. SHORTER APPOINTED VICE-CHAIRMAN CHARLES A. SPECHT NAMED PRESIDENT

ON September 5th The Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer of MacMillan, Bloedel and Powell River Limited, announced that Mr. E. G. Shorter had been appointed a Vice-Chairman of the Company and that Mr. Charles A. Specht had been appointed President to succeed Mr. Shorter. Both executives will report direct to Mr. Clyne.

In his new capacity as Vice-Chairman, Mr. Shorter will have reporting to him Central Engineering, Transportation, Industrial Relations, Central Purchasing and the Public Relations Departments.

Mr. Specht has been President and Chief Executive Officer of Mineral & Chemicals Philipp Corporation of New York since 1957. He assumed his new duties with MacMillan, Bloedel and Powell River Limited on October 1st.

Prior to joining Minerals & Chemicals Philipp

Corporation in 1956, Mr. Specht was associated with the investment banking firm, Lazard Freres & Company, and previously was President of Pfizer International Inc., and a Director of Chas. Pfizer & Co. Inc., of New York. While with Minerals & Chemicals Philipp Corporation he was also President and Director of Chemstone Corporation, Porocel Corporation, Cuyahoga Lime Company, subsidiaries, and a Director and member of the Executive Committee of Compania Minera Santa Fe, an affiliated Company operating iron ore mines in Chile. He recently joined the Board of International Pipe & Ceramics Corporation.

A graduate of Rutgers University, Mr. Specht attended the Graduate School of Business of New York University. For several years he was a member of the faculty of Rutgers University, lecturing in the fields of economics, accounting and finance.



Vernon News offices and plant with publisher Frank R. Harris (inset).

VERNON NEWS AGAIN WINS TOP AWARD FOR CANADIAN WEEKLIES

*Enterprising Okanagan Journal
Among First in Canada to
Use Offset Press*

THE Mason Trophy carrying with it recognition of "The Best All Round Weekly in Canada" again adorns the trophy room of a British Columbia newspaper.

The newspaper is Frank Harris' "Vernon News", which has won this award on nine different occasions over the years. This famous hinterland journal has been a dominant force in the life and progress of the Okanagan Valley since its inception 72 years ago. Its initial issue was published on May 14, 1891—when the first transcontinental railway entered the area.

Many well-known newspapermen have been identified with this pioneer Okanagan paper during its long and vigorous lifetime. Two prominent figures whose imprint on the early tradition and development of the News was outstanding are the late J. A. McKelvie, who assumed the editorship in 1893—and who for the next 30 years directed its policies and progress; and Louis J. Ball, another great pioneer, who became manager in 1901 and continued with the paper for 24 years.

Since 1924 the active direction and the character of the News have been shaped by two generations of the Harris family. The late W. S. Harris became Editor and Manager in 1925—and his driving force and crusading spirit became by-words in the weekly newspaper field of British Columbia. He introduced new and modern equipment into the plant, started the publication "Cream Collector" and later acquired "Country Life in British Columbia." In a predominantly fruit farming area these papers are widely circulated and considered as authorities on the agricultural and community life of British Columbia's Interior.

On his death in 1943 Mr. Harris was succeeded by his son, Frank R. Harris, present publisher, who has spent his lifetime in the newspaper business and is today one of the best known publishers in the Province. Frank continued his father's vigorous campaign of progress and modernization.

New premises were occupied in 1948; additions have been added, new machinery introduced. A new milestone in the paper's history occurred in 1952, when it started publication on a semi-weekly basis, from its early beginnings as an 8-page weekly paper in 1891, the Vernon News.

A further bold forward step was initiated in May, 1962, when the Vernon News pioneered the intro-

VERNON NEWS—

duction of offset newspaper printing in the Okanagan, operating at regular speeds of 15,000 impressions per hour. This change was not easy. It involved a complete re-emphasis of skills and traditional training on heavy newsprint presses.

The new Goss Suburban offset press involved an expenditure of \$70,000; and was the second of its kind installed in British Columbia and the first in a non-metropolitan area in Canada.

Publisher Frank Harris is particularly pleased with the performance of his new press. "We expect even better results," he declared. "We started out with an 85-line screen. We hope soon to be using 100 and ultimately move up to 130-line."

Circulation figures of the Vernon News, 5,239 net paid, is the highest in its history. In the past eighteen

years payrolls have increased by over 400 per cent. The thirty-seven employees now earn approximately \$160,000 per year. The paper employs five full-time reporters and editors in addition to numerous correspondents, four salesmen, four regular office staff—and the remainder in the printing and mechanical departments. In addition to its regular issues of the News, Frank Harris and his staff print the Okanagan Telephone Directory, 30,000 copies; the Country Life Limited with a circulation of 20,000 monthly; and the exclusive Cream Collector, with 3,000 copies monthly; and supply high-quality printing to a large number of firms in the Okanagan Valley.

It is a privilege for the Digester to congratulate our old friend, Frank Harris, and through him all members of his organization on again winning the Mason Trophy, and to wish them continued growth and influence in the great and vital agricultural area which they have continued to serve for 72 years.

Two Days to the Golden Gate by Fast Newsprint Carriers

The picture on this page of San Francisco harbour with the Bay Bridge in the background and two ships unloading at Pier 22 will be of special interest to Northern California publishers.

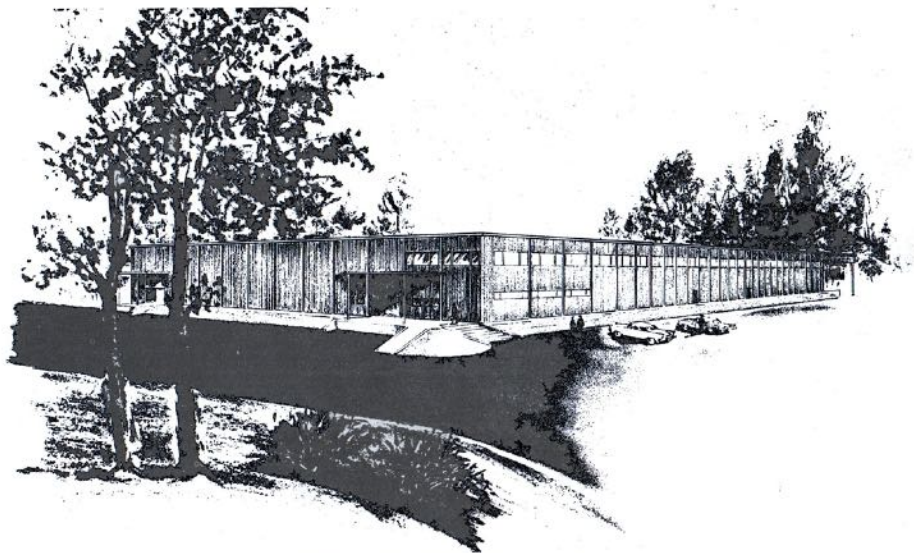
Taken on June 13 last, it shows the newsprint-carrying ships, the Frances Salman and David Salman, discharging newsprint produced by MacMillan, Bloedel and Powell River Limited. The Frances Salman docked with a full load from Port Alberni—and the David Salman with a shipment from Powell River.

These fast and specially constructed newsprint-carrying vessels are engaged solely in transporting newsprint from Port Alberni

and Powell River direct to California ports. They load in sheltered waters, open all year round with quick access to the open seas. They are chartered from Canadian Gulf Lines by Powell River-Alberni Sales, whose organization and personnel are described on pages 8 and 9 of this issue.

The ships of the Canadian Gulf Lines were built with special emphasis on newsprint storage facilities. They have speeds of 16-17 knots and make the trip from our B.C. mills to San Francisco in two days. The complete turn-around time, loading and unloading and travelling both ways averages 14 days.





Artist's drawing of new National Paper Box Division plant.

NEW PLANT FOR NATIONAL PAPER BOX DIVISION

—Will Allow Further Diversification of Products

THE Company's new \$1,300,000 paper box factory for our National Paper Box Division, presently under construction, is well underway and the building is expected to be completed by the end of October of this year.

Machinery installations are expected to be finalized and the new facilities in operation by January, 1964.

The project was first announced by The Honourable J. V. Clyne, Chairman and Chief Executive Officer of MacMillan, Bloedel and Powell River Limited at the Annual Meeting of the Company last April.

The building will have 115,000 square feet of floor area which will allow spacious machine areas for economical flow of production and ample room for future expansion. It will be equipped with the latest in machinery and will produce a complete line of folding and rigid boxes, cartons, and other packaging devices of the most modern design.

National Paper Box Division is part of the recently created Packaging Group of MacMillan, Bloedel and Powell River Limited under the General Manager, Packaging Group, Harold V. Townsend. The Packaging Group includes Martin Paper Products Ltd., the Company's corrugated container division; the bag plant, which manufactures kraft bags and kraft wrapping papers; and National Paper Box Ltd.

National Paper Box has been serving customers in Western Canada with a varied line of paper boxes for the past 50 years. The new facilities will allow a further diversification of products and will provide a design department to assist customers in creating new and attractive packages.

The new plant is being constructed adjacent to our Burnaby Paperboard mill which supplies board stock to both National Paper Box and Martin Paper Products.

REGINALD G. MILLER APPOINTED TO EXECUTIVE COMMITTEE



Reginald G. Miller

Early in August The Honourable J. V. Clyne announced the appointment of Mr. Reginald G. Miller to the Executive Committee of the Board of Directors of MacMillan, Bloedel and Powell River Limited.

The Executive Committee is responsible to the Board of Directors for the supervision of the business and affairs of the Company and the initiation and approving of major policies and decisions. Other members of the Committee are: The Honourable J. V. Clyne (Chairman), Prentice Bloedel, F. H. Brown, H. R. MacMillan, R. M. Shaw, E. G. Shorter and W. J. VanDusen. *

Mr. Miller has just recently retired from the position of Assistant General Manager, Pacific Coast Region of the Canadian Imperial Bank of Commerce. He was appointed a Director of MacMillan, Bloedel and Powell River Limited in April this year and brings to the Executive Committee a wide experience in financial and business affairs after 44 years of banking in various cities throughout Canada and the United States.

He has been prominent in the business and community life of British Columbia. He is President of Fidelity Life Assurance Co. and a Director of the Pacific Coast Fire Insurance Co. and the Yorkshire Corporation Limited. He is a Past President of the Vancouver Board of Trade and is currently Vice-President of the B.C. Chamber of Commerce.

Another announcement made by Mr. J. V. Clyne early in August was the appointment of Mr. Angus J. Gardner to the newly created corporate position of Vice-President, Development.

MacMillan, Bloedel and Powell River is presently the largest forest industry company in Canada. It is one of the largest producers of newsprint and pulp in the world and ranks high in the manufacture of lumber, plywood and shingles. Mr. Gardner will be responsible for advising on further development for the Company.

He has been Vice-President, Development, for the Chemical Division of the Olin Mathieson Chemical Corporation, and has had some thirty years' experience in the pulp and paper field. He has served as Vice-President of Marketing for the Packaging Division of Olin Mathieson and prior to that was Vice-President, Sales, with Rice Barton, a major paper machine manufacturer. His early career was in marketing with Great Northern Paper Company and International Paper Company.

Mr. Gardner is a graduate of Northwestern University and did graduate engineering work at the University of Maine. Mr. and Mrs. Gardner have a fine family of five children and moved to Vancouver from Westport, Connecticut, late in August.

ANGUS J. GARDNER JOINS COMPANY AS VICE-PRESIDENT, DEVELOPMENT



Angus J. Gardner



"Trees for Tomorrow" is the objective of Company foresters in the scientific reseedling and replanting of logged over areas.

IN THE past decade the term Tree Farm License has been a subject of widespread interest and discussion in British Columbia. It has occupied the attention and study of two Royal Commissions. It has been prominently mentioned in the press. It has been a target of political and sectional praise or criticism.

Yet there is probably no single issue which is less clearly understood and which has been the target of more misinterpretation than the Tree Farm License Act. It is not exaggeration to say that large numbers of average citizens, few of whom have the time or inclination to study the terms or conditions set out in the Act, have only the vaguest conception of the responsibilities imposed on companies who have been granted a Tree Farm License. Many believe that the Government of British Columbia is surrendering control of its greatest natural resource, our forests, to private companies. The belief persists in many quarters that the licence represents a give-away which cannot be regained; that unbridled cutting by private enterprise in the interests of the present has jeopardized the future of an industry on which the security of employment and the continued economic development of our province is largely based.

These misunderstandings have too often clouded the attitude of the public—and confused friends and visitors from other provinces and other countries.

In this article we are attempting to clarify, in broad outline, something of what a Tree Farm License entails, what controls are imposed by the Government, the responsibilities of the licensee and the provisions for a policy of sustained yield from forest lands.

Strict Regulations Face License Holders

TREE FARM

A Partnership of

The first question that will naturally be asked is, "What is a Tree Farm License?"

In general terms a Tree Farm License may be defined as a license granted by the people of British Columbia, through its elected Government, to companies for the management of its own timberland and the Crown timberland immediately adjacent to it. This license is granted to a company under stipulated conditions with the following objectives:

1. To ensure maximum growth of timber from the land and protect it against fire, insects, disease, etc.
2. To provide long range assurance of an economical and continuing wood supply for British Columbia's major industry.
3. Provide continuity of employment in areas dependent on wood supplies.

BACKGROUND OF THE TREE FARM LICENSE

A knowledge of the background and the progressive development of the Tree Farm License as a basic factor in the operation of the forest lands of British Columbia may help to a clearer understanding of the principles on which these licenses are issued.

The present Tree Farm License had its origin in the days immediately preceding and during World War II. The expanded demand for forest products in general and for the accelerating growth of the pulp and paper industry in particular, pointed up the need for a long range program to sustain and protect this vital industry in the interests of the people of British Columbia.

The vital fact was recognized and appreciated by both government and industry—and the present Tree Farm License has evolved from the efforts of these groups working together in their mutual interests. The experience of industry, the co-operation of the Forest Service and the responsibility of the government as custodian of our forest resources were combined to fashion an Act which would be practicable, workable, and ensure the continued progress and expansion of the industry into the foreseeable future.

LICENSES

Government and Industry

In 1945, a Royal Commission headed by Chief Justice Gordon Sloan, after an exhaustive study of briefs submitted by widely spread representatives of the industry, produced the original Forest Management Act which governed the issuance of forest licenses to applying companies. In his report the Chief Justice recommended that the Act be reviewed every 10 years in the light of practical operating experience.

In 1955, a second Royal Commission, again headed by Chief Justice Sloan, with the co-operation of private companies, representatives of independent loggers and the Forestry Service reviewed and made numerous amendments to the initial Act. These culminated in the present Tree Farm Licenses, the basis on which the allotment of major areas of forest lands is now largely determined.

Basically, however, the Tree Farm License Act is a sincere effort by owners and users of our forest resources to introduce a planned program of future development that will protect our forest in perpetuity, guarantee steady employment over the years and ensure the most advantageous and scientific method of harvesting the vast timbered areas of British Columbia.



Powell River, where the Company has been in steady operation since 1912, is a typical example of stable communities built on assured sources of wood supply.

This brings us back to our earlier statement that Tree Farm Licenses are granted to responsible private companies under *stipulated* conditions. A brief review of the strict obligation of the private operator under a Tree Farm License grant will quickly dispel any illusion that these are give-aways by a kindly government to the unchecked exploitation of "Big Business".

First and perhaps most important is to emphasize that the Tree Farm License is a lease not a "grant". Any Crown timber included in the license is only leased, under strictest regulations to the licensee, who must pay the going rate for the timber as established by the Crown. The land is retained by the Crown and can be reclaimed when cutting has been completed, or revoked at any time during the contract if the licensee has not observed the conditions of the license. The Crown (the government of B.C.) further reserves the right at any time to remove any land for "higher purpose use".

(Continued on Page 20)

Typical forested area operated by MacMillan, Bloedel and Powell River. Logged-over areas must be reseeded or replanted in accordance with Government regulations.



POWELL RIVER - ALBERNI SALES

All newsprint produced by MacMillan, Bloedel and Powell River is marketed by Powell River-Alberni Sales Limited. The Company has agents or representatives on all continents in which our newsprint is marketed. In the largest area of consumption, the United States, is Powell River-Alberni Sales Corporation, a subsidiary of Powell River-Alberni Sales Limited.

VANCOUVER OFFICE

Headquarters of Powell River-Alberni Sales are in Vancouver, British Columbia. President of the Company is R. G. (Dick) McHugh, who has been with the sales organization since 1937; and has wide and close association with newspapers and publishers in the Western Region.

Manager of Canadian and United States newsprint sales is Dewar Cooke. His responsibilities embrace all phases of newsprint marketing in the Western Region of this continent. A graduate of the University of British Columbia, Dewar has had nearly fifteen years operating, technical and sales experience in the pulp and paper industry.

Frank McCullough, Manager of Overseas Newsprint Sales, has a wide background of sales and international banking. He was resident in South America several years and speaks Spanish and Portuguese. The past eight years he has devoted to development of newsprint sales in overseas markets.

R. (Ron) McDowall, Printing Paper Sales Manager, has over 30 years' experience in Sales, Production, Technical Services and Research and Development. He is well known as an expert on paper quality and printability and has travelled extensively in Europe, Australia and the Western Region of this continent visiting mills, publishers and press rooms. His responsibilities include development and marketing of specialty products, and providing technical service.

Sales Service Manager for Powell River-Alberni Sales is Harry Chambers, who joined the organization in 1942. Following service with the Air Force he attended the University of British Columbia, rejoining the Company on graduation in 1949. He is responsible for co-ordination of sales and service in the Vancouver office; and continues in his original role as Secretary of the Company.



R. G. McHugh



D. B. Cooke



F. G. A. McCullough



R. McDowall



H. Chambers

POWELL RIVER-ALBERNI SALES CORPORATION

President of the subsidiary company, Powell River-Alberni Sales Corporation, is Anson Brooks, whose family has been associated with the lumber and pulp and paper industries for the past 80 years. Anson was the first President when the Corporation was launched in 1947. His headquarters are in Seattle. The company also has offices in San Francisco and Pasadena.

SEATTLE OFFICE

Working with Anson Brooks in Seattle is Peter Powell, who joined the staff in 1958 after several years' prior experience in operating practices at Powell River mill. A recent addition to the Seattle office is Mr. Bob Campbell, who was previously with the Advertising Staff of the San Jose Mercury News, San Jose, Calif.

SAN FRANCISCO OFFICE

Heading the San Francisco office is Don Jeffries, with a life-time of newsprint and paper sales experience. He was appointed Vice-President of Powell River-Alberni Sales Corporation in 1947.

With Don at San Francisco is G. R. (Dick) Jones, a graduate of Berkeley, who joined the company in 1959. He has a broad background in printing and allied trades in the San Francisco and Northern California territory.

A third member of the San Francisco office is P. L. (Phil) Thomas, who joined Powell River-Alberni Sales on January 1, 1963. A graduate of the University of Southern California, he was previously employed by the Hearst Corporation.

PASADENA OFFICE

Offices of the Powell River-Alberni Sales Corporation in Southern California are at Pasadena. Vice-President and Manager is Terry Hollern, who joined the California staff in 1953. Terry spent a year and a half working in the Powell River plant and before moving to California was representative of the Sales Corporation in Chicago, where he serviced pulp customers in the mid-western States.

In the Pasadena office with Terry Hollern is Henry Vought. Henry is a Vice-President of the Corporation and joined the staff in 1955 after a quarter-century background in the newsprint sales field in California.

The third member of the office is Bob Bonaparte, former manager of Powell River-Alberni Sales in Vancouver. Bob moved to the Pasadena office last year, where his wide experience in marketing will be invaluable in this important market.



Anson Brooks



P. Powell



R. Campbell



G. R. Jones



P. L. Thomas



D. L. Jeffries



H. Vought



T. L. Hollern



R. L. Bonaparte



Partial view of Exhibition Grounds where all-time attendance records were established this year.

FAVORED by kindly weather gods, Vancouver's Pacific National Exhibition surpassed, for the first time in history, the one million attendance mark, and citizens of that fast-growing metropole were agreeably surprised to learn that their Exhibition is now ranked fourth among National Exhibitions on the entire North American continent.

This year's fair was the most elaborate in recent years. The annual parade, while not yet equal to, is approaching Rose Bowl parade proportions. Entries and exhibits from the neighboring States across the border were larger than ever and drew well-earned applause from the thousands who lined the march.

Among the many special and permanent attractions this year were the new Agrodome Building and the

Interior view of Agrodome showing horse-judging contest in progress.



PACIFIC NATIONAL BREAKS ALL ATTEN

The Agrodome stands out among the architectural designs of the Exhibition Grounds.



giant relief map of British Columbia. The Government of British Columbia's colorful and highly informative story of provincial industry and development was an outstanding display.

With a population of half a million and with an immediate hinterland of approximately 1½ million people, the attendance record this year is a remarkable achievement, and a tribute to the high quality and variety of exhibits and entries.

A new, well-appointed Agrodome building is undoubtedly one of the finest in Canada, and reflects

AL EXHIBITION DANCE RECORDS

Now 4th Largest on the Continent

the tremendous and increasing interest in horse and livestock breeding in British Columbia. The large arena with a grandstand capacity of 3,300 attracted bumper crowds during the exhibition, and will stimulate year-round interest in livestock exhibits and horse judging contests. It is one of the show places of the P.N.E.—and a valuable acquisition of the Lower Mainland of British Columbia. The younger members of the 4-F groups have found in the new Agrodome a definite stimulus to their development.

The new building was completed on August 17 just in time for the Exhibition opening. There were performances and judging competitions every night—and these were extremely popular with spectators. The judging ring is 225x100 feet, which allows ample space for six-horse teams to manoeuvre.

The dome rises 80 feet above the ring level and has a total weight of 175 tons of steel, spaced on 36 beams. It is 225 feet in diameter. The roof is constructed with a special synthetic rubber base. The accommodation provided by the Agrodome will ensure the presence of many international shows in the



Hundreds of decorated floats, bands and organizations took part in the most elaborate parade to date.

years ahead. The first of these will be the appearance of the famed Moscow Circus, which will perform for two weeks in late December and early January.

As usual, the Shrine Circus was a popular feature of this year's Exhibition, and hundreds of physically handicapped children have benefited from the large crowds that attended each performance.

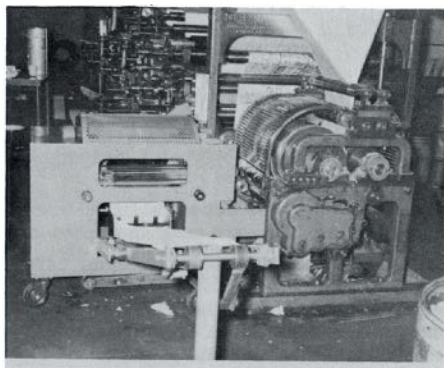
The Pacific National Exhibition has grown up and takes its place as a center of entertainment, educational and cultural attractions.

With every national fair a beauty contest is a must. Here are the charming candidates for Miss P.N.E. of 1963.



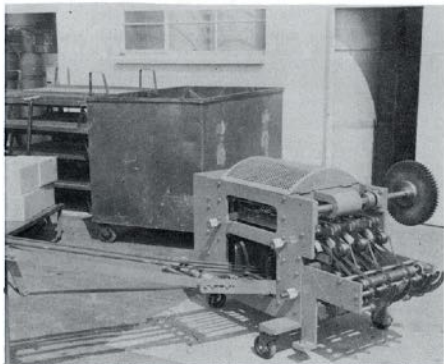
MIDWAY PRESS DESIGNS OWN QUARTER FOLDER

*Mechanical Superintendent
George Buur Designs and Builds
Ingenious Device*



Quarter folder in operation . . .

Can be detached when not required.



IN the modern printing field new and mammoth equipment is replacing the older and less modern machinery of other days. Automatic push buttons have replaced the more laborious and difficult operations. Speeds have been increased. Color presses have been added. In the printing field, as in industry generally, the manufacturer and designer have been responsible for many innovations.

But the man-on-the-job — the alert operator responsible for production and maintenance of these machines — still fulfils an important and vital role in maintaining smooth and efficient operations.

An example of on-the-job ingenuity is the special Quarter Folder designed and built by Mr. George M. Buur, partner and Mechanical Superintendent of the Midway Press, located in Santa Fe Springs, California.

"The demand for quarter folding of our products had steadily increased," Mr. Buur stated. "We were unable to find a folder, new or used, that we felt would fill our needs, so we decided to build one to fit our Duplex Tubular Press.

"First, it had to be built on wheels so it could be moved out of the working area when not in use. It also had to have a simple method of attaching and detaching from the press. Secondly, it required a complete range of adjustment to handle 30-inch to 34-inch webs. It had to be designed to fold off center about three-eighths of an inch for bindery work. Also, important to us was maintaining, if possible, our 25,000 per hour operating speed.

"The folder is the double tuckerblade type and was designed with the use of Boston stock gears of flame-hardened steel and Boston sealed ball bearings. The side frames are made of one-inch steel, flame cut, Blanchard ground, and were made after the folder had been assembled, using one-inch plywood side frames for a mockup to check clearances.

"It took a year of spare time to design and build in our machine shop where all the work was done except for some milling, grinding and flame cutting. We have been using it now for six months and are very well pleased with the fold and getting the 25,000 speed we require."



New Winnipeg Plant for Martin Paper will be similar in design to Calgary plant (above) opened last year.

New Corrugating Plant in Winnipeg For Martin Paper Products Ltd.

A NEW corrugated container manufacturing plant is being built in Winnipeg for our Container Division, Martin Paper Products Ltd.

The new plant will replace the present St. Boniface operation which is limited in size and cannot be economically expanded on its present site.

Martin Paper Products is the largest manufacturer of corrugated paper products in Western Canada. They have been leading producers since 1929 when they commenced business in the St. Boniface plant.

Today, the Company has five fully integrated plants located in Winnipeg (St. Boniface), Regina, Calgary, Edmonton and New Westminster, along with a warehouse operation in Kelowna, B.C., and a sales office in Toronto, Ont. These operations serve customers from the head of the Great Lakes to the Pacific Coast.

The new building, covering an area of 93,200 square feet, will be located in Winnipeg's latest industrial development area, Inkster Park, and will

be similar in design to the present Calgary plant, pictured above. Construction has already begun and the total project, plant and new equipment, will cost approximately \$1,200,000. It is expected to be completed and in operation by February, 1964.

This latest addition to Martin's plants will have the most modern equipment available in keeping with the Company's policy of ensuring up-to-date facilities to provide the best in quality and service to their many customers.

Martin Paper Products Ltd. is part of the recently formed Packaging Group of MacMillan, Bloedel and Powell River Limited. Mr. Harold V. Townsend is General Manager, Packaging Group and Mr. Sidney J. Cooper, manager of the present St. Boniface plant, will manage the new plant with Mr. J. G. Jamieson as Sales Manager.

A new plant for National Paper Box Division, another unit of the Packaging Group, is also being built and is covered on page 4 of this issue.



Recent view of Port Alberni with Alberni Pulp and Paper Division, lower right, where additional facilities will be installed to increase pulp production.

\$15 MILLION FOR NEW PULP EXPANSION AT PORT ALBERNI

A \$15,000,000 expansion of our pulp facilities at Port Alberni was announced by the Company on July 26.

The engineering has already been done and construction of the initial installations — underground services, fire mains, etc., is under way and all major equipment on order.

In making the announcement Mr. Clyne, Chairman of the Board and Chief Executive officer, said the expansion would increase the Company's production capacity by 70,000 tons of unbleached sulphate pulp per year. Present market pulp capacity is 300,000 tons per year, and the \$40,000,000 expansion currently in progress at Harmac Pulp Division, will increase this by some 150,000 tons in January, 1964. At the conclusion of these expansions the total pulp capacity of the Company will be 520,000 tons a year.

The new expansion at Port Alberni will create about 55 permanent new jobs in the pulp mill and more than 100 additional jobs in related logging and woods operations, said Mr. Clyne. In addition, the project will provide employment for 250 construction workers.

The new installations will include a continuous digester, lime kilns, modifications to the present pulp dryer to increase capacity, and a black liquor oxidation unit and precipitator.

"The Company is in a unique position to expand pulp capacity at Port Alberni with maximum eco-

nomy," Mr. Clyne stated, "because the required pulp drying facilities are already in existence. We can expand productive capacity in a substantial way at low capital cost by modernizing certain basic units in the present mill, and by adding one new line of pulping production."

As a result of the expansion, the Company will be able to produce new grades of unbleached pulps and plans for these are underway. Similar new bleached pulp grades are already being produced at Harmac.

The expansion of unbleached pulp facilities raises to \$85,000,000 the investment the Company is currently making in new plants and equipment in British Columbia. These include the \$40,000,000 Harmac Pulp Division expansion, the \$23,000,000 expansion of newsprint facilities at Alberni Pulp and Paper Division and a \$7,000,000 modernization program at Powell River Division.

This latest \$15,000,000 investment announced by the Chairman brings the Company's additional capital investment in B.C. since 1951 to well over \$350,000,000.

At Harmac, construction is moving ahead to the target date of January, 1964. The new digesters are in operation; and the pulp machine installation will be completed in November.

At Port Alberni, Number 5 paper machine has been undergoing final adjustments before starting production in September.

A SUCCESSFUL SEASON FOR THE MARS FLYING TANKER

*Prompt Action by Big Water Bomber Responsible for
Controlling Several Dangerous Outbreaks*



Mars Water Bomber in actual operation unloads its full 6,000 gallons to quickly curb forest fire.

“WE are delighted with the results achieved in fire prevention by the Mars Flying Tanker during the past summer.”

This was the opinion expressed by a spokesman for Forest Industries Flying Tankers Limited, the firm which operates the big 6,000-gallon water bomber on behalf of four British Columbia forest products firms — MacMillan, Bloedel and Powell River Limited, B.C. Forest Products, Tahsis Ltd., and Western Forest Industries.

This year on several different occasions the converted bomber has been flown to outbreaks which, if not quickly curbed, could have resulted in serious fire losses. On every occasion the prompt appearance of the Tanker prevented further spreading—with a minimum of damage.

Today, it is felt this craft can operate under any test—and the past summer has confirmed this belief.

In periods of high hazard when the woods are in an “explosive condition” the flying tanker is the only real answer to the fire prevention problem.

In such circumstances the flying tanker can skim over a lake or sea and in a matter of seconds pick up its full load of 6,000 gallons. When land crews might take hours or even days the tanker can be on the scene with a minimum of delay. When the woods are explosive the tanker, fully fueled and water tanks loaded, is kept ready to move the instant a warning is flashed.

On Vancouver Island the main center of the participating companies’ timber reserves, the presence of many lakes is ideal background for tanker operations. The narrow width of the Island also enables the tanker to pick up its water load from open water close to hazard areas.



IN recent years, there has been a growing measure of awareness by the federal government and by the public generally of the welfare of our native Indian population.

Increased opportunities for advanced education are becoming available. Younger Indians are being encouraged to participate in our normal community activities. Increasing numbers are forsaking the supine security of the reserve for the more challenging and rewarding opportunities of a wider life in the larger Canadian community.

Out of a population of 19 million, the Indians of Canada now number 210,000. They are organized into 562 bands which vary in size from fewer than ten members to more than 7,000. They have access to 2,217 reserves. At present three out of four live on reserves, but each year, as suggested, more and more young Indians are seeking employment and lives away from their restricted home communities.

An accelerated education program is the answer to the Indian's rightful place in Canadian life and progress. By the end of 1961 there were 45,000 Indian children in school—double the number of ten years ago. Of these, one in every four is now attending a non-Indian school. The "joint school agreement" between the Indian Affairs Branch and local school boards, under which Indian children from nearby reserves are admitted into local schools has been very helpful. (In communities like Chemainus,

Duncan, Comox and Powell River this movement is distinctly noticeable.)

Extra classrooms have been added, for which the federal government pays the costs as well as a tuition grant for each Indian pupil.

In 1961, nearly 3,000 Indian boys and girls were in grades 9 - 12 in non-Indian schools—while almost 100 were in grade 13 and University courses. There are 112 teachers of Indian blood now teaching in Indian schools.

The federal government has supplemented these measures by the appointment of 14 job specialists stationed across the nation. Special "on the job" and technical training courses are provided.

Young Indians are at last being schooled to compete on equal terms with other Canadian students after completing their education. Many have already demonstrated that, given the opportunity, they can develop into first-class citizens.

This changing of traditional living and environment is not easy. This recognition of our oldest inhabitants, should perhaps have been pressed more vigorously in previous decades. But the movement is under way—and many of us, who have lived close to reserve areas, have already seen the results.

In the years ahead our native Indians, trained in the arts, sciences and industry, will be among our leading citizens.

**Stork in a hurry
BABY AIR-BORN**

CAMPBELL, B.C. (UPI)—The first daughter was born in a recent flight from Seattle, British Columbia, to Vancouver, B.C., on the Pacific Northwest Airlines flight 100, which left Seattle at 10:30 p.m. and arrived in Vancouver at 1:30 a.m. The baby, a six-pound, five-ounce girl, was born in the airplane's lavatory. She was named Jennifer Lynn Campbell. Her mother, Mrs. J. W. Campbell, is a nurse at the Vancouver General Hospital. The father, Mr. J. W. Campbell, is a pilot for the airline.

Real strives to lure MPs back to fold

OTTAWA (UPI)—New chapter in a struggle between Robert Thompson and Paul Compton for the leadership of Canada's Social Credit members of Parliament may have been written today. Compton has asked all 35 MPs in a startling move to resign from the party and rejoin the Social Credit Party in Canada. Thompson, the party's current leader, has refused to do so. The move is seen as a major test of Thompson's leadership.

Bennett's

Ferry strike ends

SEATTLE (UPI)—A Seattle ferry strike ended today after a 10-day walkout. The Seattle Ferry Association announced that the strike would end at 11 p.m. today. The strike had caused significant disruption in the city's transportation system.

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**\$5,000 North Van loot
Bandit sets fire
divert eyes
from bank job**

VANCOUVER (UPI)—A \$5,000 loot from a North Vancouver bank robbery was set on fire by a bandit to divert attention from the robbery. The bandit, who was seen fleeing the scene, set the loot on fire in a public area. The robbery occurred at the North Vancouver branch of the Bank of Montreal.

VANCOUVER (UPI)—A \$5,000 loot from a North Vancouver bank robbery was set on fire by a bandit to divert attention from the robbery. The bandit, who was seen fleeing the scene, set the loot on fire in a public area.



MR. ALBERT BENSON ... and for money ... MR. JEFF STARR ... offer support ...

Canadian trade surplus expected to hit 10-year high

PADDY SHERMAN WINS COMPANY JOURNALISTIC AWARD

THE winner of the Annual Journalistic Award sponsored by MacMillan, Bloedel and Powell River for writers in B.C. daily newspapers, was announced last month.

Mr. Paddy Sherman, of the Vancouver Province, is the 1963 winner of the \$500 award which is presented annually for an outstanding article, column, news story or editorial on business and industry appearing in a British Columbia daily.

Paddy Sherman is the head of The Province's Victoria Bureau and its chief Provincial Legislature staff writer. A native of Newport, England, he started newspaper work on the Argus Newport, and subsequently worked for the Yorkshire Observer and the Yorkshire Post.

He came to Canada in 1952, and has been on the staff of The Province since then. Paddy Sherman is a well-known mountaineering enthusiast and a member of the Alpine Club of Canada.

The panel of judges who selected Mr. Sherman's entry were Mr. George Vale, Professor Ralph Loffmark of the University of B.C. Faculty of Commerce and Business Administration, and Professor Stanley Read, of UBC's Department of English. The winning entry was a special feature report on the Columbia River power development.

Presentation of the award was made under auspices of the Newsmen's Club of B.C. at the club quarters on Aug. 24.

This is the sixth annual award made to B.C. dailies by MacMillan, Bloedel and Powell River Limited. This year it is inaugurating a similar \$500 award for competition among B.C. weekly newspapers, and the first winner will be announced at the Annual Meeting of B.C. Weekly Newspapers Association in Vancouver, October 24-26.

Fall Fairs Hold Community Spotlight

Around Our Communities

—Photo courtesy of "Twin Cities Times"



His Honour Lieutenant-Governor G. R. Pearkes officially opened the Alberni Fall Fair.

In the rural areas of British Columbia, the Annual Fall Fair is a big focus of community interest. Far more than in the professional atmosphere of the metropolitan regions, the Community Fair is a citizens' event, in which the whole district participates. The home-made cakes, the carefully nurtured local floral displays, the produce of this special area, are all proudly displayed in a friendly atmosphere.

The recent Fall Fairs in Port Alberni and Powell River are typical of such exhibitions. Both communities reported increased attendance and wider variety

of local displays. The Port Alberni Exhibition was opened by His Honour, Major-General Pearkes, V.C., Lieutenant-Governor of British Columbia. Every inch of available booth space was filled as His Honour praised the affair as "a truly gigantic community effort."

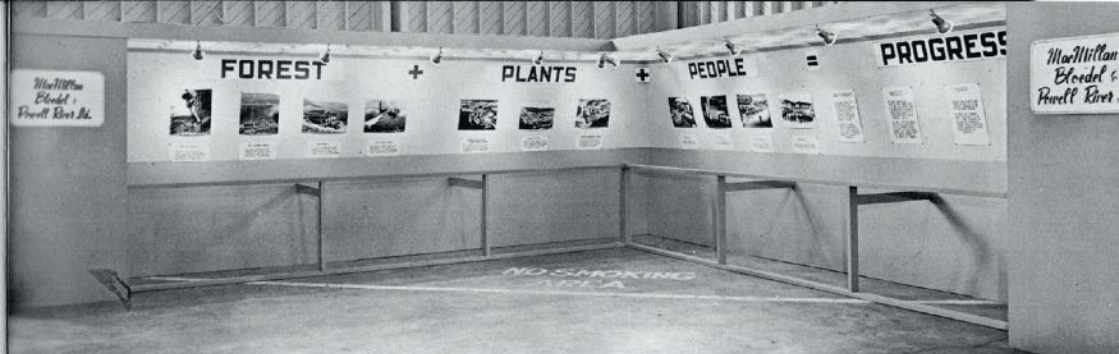
The Powell River Fair enjoyed similar success. Exhibits by manufacturers and business firms were particularly attractive, with record entries by local vegetable and flower growers.

MacMillan, Bloedel and Powell River booths were part of the community efforts. At Port Alberni an impressive exhibit detailing the growth of the district in word and picture linked with the Company's contribution to this development was a popular feature.

At Powell River the Company installed a baby-sitting booth staffed by a competent nurse to take care of youngsters while parents visited the Exhibition. Animated movies and other eye-appealing adjuncts were included.

Arena manager Chuck Taylor does the hula twist with entertainer from "The Enchanters Hawaiian Revue" at Powell River Fair.





MacMillan, Bloedel and Powell River booth at Alberni's Fall Fair reviewed in word and picture the development of the area over past several decades.



At Powell River the Company again sponsored the popular baby-sitting booth for local children.

FERRY LINK IN PROSPECT

Tenders for a ferry service between Powell River and Comox have been called for, and residents of these two communities, facing each other across Malaspina Straits, expect the water link to be completed before next year's tourist rush opens.

The service will enhance the popularity of the "Sunshine Coast" trip from Vancouver to Powell River. With the ferry in operation, the thousands of visitors from all parts of Canada and the United States will discover new vistas of scenic beauty in this unique round trip by land and water. The ferry will bring a more intimate association between Powell River and the area of Vancouver Island—Nanaimo, Comox, Port Alberni and Campbell River.

JULY - AUGUST, 1963

12-YEAR-OLD YOUNGSTER NETS 42-POUND TYEE

The Port Alberni area continues to maintain its reputation as a sportsman's paradise. In the recent Alberni Tyee Club junior derby, Peter Boerson, aged 12, won first honors by landing a 42-pound Tyee. Second prize, a nice 32½-pounder, was hooked by 10-year-old Roberta Green, with 9-year-old Arthur Cumming landing a 32¼-pounder.

The kids learn early in Alberni.

This year the Alberni Canal area has been a real paradise for nimrods after the "big ones". The Tyee catch this year has been one of the best on record and 40-pounders or more have been common. The Tyee Derby saw fishermen from all parts of the Lower Mainland as well as from across the border competing.

Left to right, Arthur Cumming, Peter Boerson and Roberta Green proudly display their prize-winning catches.

—Photo courtesy of "Twin Cities Times".



TREE FARM LICENSES . . . (Continued from Page 7)

The Tree Farm License is not a one way street. It is not generally known that an operator applying for a Tree Farm License must contribute substantial areas of his own timber to the Tree Farm License and that these areas are subject to the same regulations imposed by the government for their own lands.

MacMillan, Bloedel and Powell River, who are holders of Tree Farm Licenses, have contributed from 33 to 55 per cent of its mature timber to the Licenses under its control, more than any company in British Columbia. In effect, the private operators with a Tree Farm License over which he formerly exercised complete control surrenders this privilege and must operate in accordance with the stringent regulations of the Tree Farm License. It should be noted incidentally that nearly 90% of the forested areas of British Columbia are government owned.

The government in effect has said,

"We, as representatives of the people, are custodians of our forests. It is our responsibility to ensure that these resources are used to the best advantage of our people now and in the future. You, as private operators or independent loggers, have the will, equipment and facilities to develop and use them. We are proposing through our Tree Farm Licenses a partnership under which you will operate and administer these areas subject to our approval and protective regulations. This will entail compromise, understanding and good faith on both sides. Here are the principal conditions under which we as guardians are willing to issue Licenses for the operation of these lands by private companies."

1. *The land must be classified as to forest cover, productivity and sustained yield capacity.*
2. *A complete inventory of mature timber must be submitted (these costs can run in some areas up to \$2.00 per acre).*
3. *The holder assumes all responsibilities for the entire area, including areas which the company has contributed—insect control, fire protection and suppression, regardless of cause.*
4. *Replanting, thinning, silvicultural expenses, etc., must be assumed by the licensee.*
5. *The holder must harvest the entire yield within 10% of the Annual Allowable Cut, averaged over 5 years. This regardless of market fluctuations.*

6. *Logging must be carried on within maximum or minimum limits. Failure to do so is subject to stiff penalties, or even possible cancellation of the license.*
7. *All new developments in connection with logging slash disposal or reforestation must be approved by the British Columbia Forest Service.*

These are basic conditions which the holder of a license must meet. Considering the terms and conditions over the harvesting period, the Tree Farm License is not "a concession"—but a sound business arrangement based on the long term use and protection of the forest reserves of our province.

The holder must invest large capital sums for installations and developments which may not be returned for many years. He must pay rentals on leases and water rights over this period.

While the operator faces rigid regulations and must pay the going rate for Crown timber, he benefits by the assurance that if he lives up to the terms of his contract he will have a continuous supply of raw material for his operations. It produces a reasonable guarantee of a favorable investment climate which in turn is a stabilizing factor in the steady employment and planned growth of settled communities like Port Alberni, Powell River, Chemainus, Nanaimo, etc.

In addition, the operator in return for his responsibilities under the Tree Farm License Act receives certain tax concessions to enable him to reforest or replant trees today that will not mature until 80 years ahead—but which provide further guarantees for sustained yield and forest conservation.

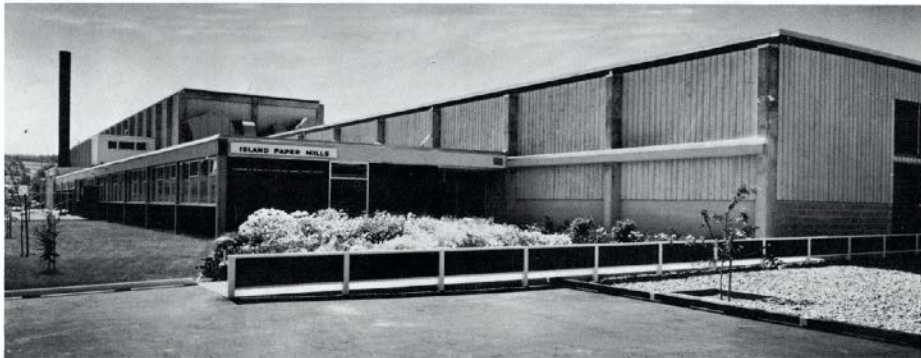
In summary the Tree Farm License represents a partnership between government and industry in the administration and use of our forest lands.

The Licenses have been in effect for fifteen years with the amendments and revisions mentioned above. Admittedly there are still areas in which further improvement may be desirable, but on the whole they have proved a workable solution to the responsible management of our forested lands.

The people of British Columbia are protected against exploitation or wasteful cutting, now and in the future.

The forest operator has the security of tenure essential for future planning, investment and growth.

The Tree Farm License Act is a reasonable, flexible and working basis for the steady development and security of the forest resources of British Columbia.



Island Paper Mills modern plant near Vancouver, which produces a wide variety of fine papers.

DIGESTER NOW PRINTED ON OUR OWN PAPER

As Island Paper Mills Division Supplies Offset Stock

THE DIGESTER in this issue breaks a long established printing precedent by using for the first time the offset process. For many years our publication has been printed by letterpress with zinc or copper engravings furnished either by the printer or an associated firm.

Until recently MacMillan, Bloedel and Powell River were not in the fine paper business but the Company now manufactures a wide variety of fine papers through our Island Paper Mills Division on Annacis Island near Vancouver. Among these is Island Hi-Lite Offset paper which has earned a high reputation in the trade for its quality and printability and on which this issue of The Digester is printed.

The use of this high-grade product from our own plant is a natural development in The Digester's progress and continued improvement. It further illustrates something of the diversity of products and the close integration of production facilities of MacMillan, Bloedel and Powell River.

We feel assured that the general appearance and quality of The Digester will not only be maintained but improved with the use of Island Hi-Lite Offset.



Cargo of packaged lumber from Company's plants being loaded aboard ship under charter to Canadian Transport Company Limited, a subsidiary of MacMillan, Bloedel and Powell River Limited.

**MACMILLAN, BLOEDEL AND
POWELL RIVER LIMITED**

NEWSPRINT - PULP - FINE PAPERS - KRAFT PAPERS
 PAPER BAGS - PAPERBOARDS - CORRUGATED CONTAINERS
 FOLDING AND RIGID PAPER BOXES
 LUMBER - PLYWOOD - SHINGLES - DOORS - PRES-TO-LOGS

The DIGESTER

SEPT OCT 1963

PUBLISHED BY MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED



Vol. 39, No. 5

September-October, 1963

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

Main business section of Vancouver. Center left shows portion of world famous Stanley Park and background the mountains of the North Shore. Center right the "Princess of Vancouver" can be seen leaving for Nanaimo on Vancouver Island—a favourite tourist route.

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Mr. H. R. MacMillan

THE energetic Chemainus Historical Society is sponsoring publication of Harry Olsen's recently completed book, "Water Over The Wheel"—which recounts in detail the story of Chemainus, its civic, social and industrial development from earliest days to the present.

The book, written and researched by Harry Olsen, a member of MacMillan, Bloedel and Powell River's Chemainus Division, will be published in November and from advance reports will prove a valuable addition to the history of British Columbia and Vancouver Island.

Lending the authority of a wide personal knowledge of the Chemainus area, Mr. H. R. MacMillan, senior Director of MacMillan, Bloedel and Powell River, and a founder of H. R. MacMillan Export Company in 1919, has contributed a chapter, outlining details and events of the growth of the lumber industry in that area.

Few men are more qualified to write such a chapter. In addition to the intimate and personal contact with the lumber industry since 1912, Mr. MacMillan is a student of B.C. history in general and of the lumbering industry in particular.

His acquaintance with and knowledge of the Chemainus area has been almost continuous since he came to British Columbia as the province's first Chief Forester in 1912. Between 1916-1917 he was assistant manager of Victoria Lumber and Shingle Manufacturing Company; and the company was acquired by H. R. MacMillan Export Company in

SEPTEMBER-OCTOBER, 1963

MR. H. R. MacMILLAN WRITES CHAPTER FOR CHEMAINUS HISTORY

*Wide Knowledge of Industrial
Background Enriches New
Publication*

1946. Today it is known as the Chemainus Division of MacMillan, Bloedel and Powell River Limited.

Over the years Mr. MacMillan has maintained close touch with and a personal interest in the Chemainus operations. The author of "Water Over The Wheel", Harry Olsen, observed that "Mr. MacMillan's chapter brings an unquestionable note of authority to the historical development of the lumbering business in the Chemainus area and is being looked forward to with anticipation, particularly by the long time residents of the district."

Front of pamphlet published on the book.



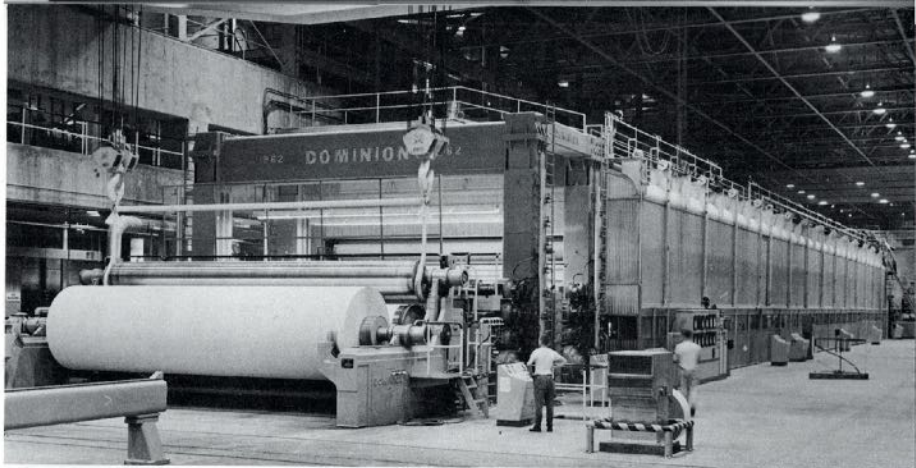
The Chemainus Valley
Historical Society

announces

"WATER OVER THE WHEEL"

by

W. H. OLSEN



No. 5 Machine at Port Alberni viewed from dry end along dryers to wet end.

No. 5 MACHINE IN OPERATION

A Fine Start-up and a Continuing Good Performance

THE above is the key word from Port Alberni, where No. 5 Newsprint Machine is in successful operation under the experienced guidance of mill Manager, Jim Petrie.

The new unit embodying the latest in newsprint machine design has been purring along steadily since its start-up in September.

Number 5 machine and its ancillary equipment have been under construction since the early summer of 1960: designed for speeds up to 3,000' per minute the machine is 324" wide, with an annual production of some 140,000 tons of newsprint.

Ancillary installations included an extension to existing wharf facilities, wood preparation plant, a steam plant, a new recovery boiler, and additional groundwood capacity.

In announcing the start of Number 5 machine, the Chairman and Chief Executive Officer, the Honourable J. V. Clyne emphasized that the machine was not being installed to meet present demand—but to ensure consumers of a continuing source of high quality newsprint supply in the foreseeable future.

The peaks and valley which have characterized newsprint supply in the past will largely be eliminated by the completion of this machine—and customers can look ahead to uninterrupted future deliveries.

Special features designed to improve quality, bulk and printability include the installation of two calender stacks and a breaker stack.

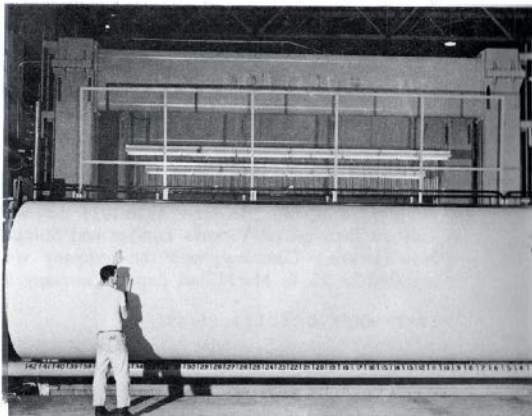
The machine is largely hydraulic controlled and in this respect represents the largest hydraulic installation on any machine in Canada.

Another important feature of the machine is the I.B.M. Card Index system for recording roll weights, numbers, etc. This is the first of its kind installed in Canada.

Automatic roll handling and roll wrapping have been expanded considerably. Automatic roll crimping is an interesting and impressive addition to paper production techniques.

Overall, Number 5 and its ancillaries represent the latest in operating skills and scientific know-how in paper mill construction—with quality and printability as the principal objectives.

Huge reel of paper coming off No. 5 is carefully checked for uniformity.



Harmac Project Nears Completion

Alpulp Expansion Under Way

WITH Port Alberni's No. 5 newsprint machine in operation and off to a fine start, the spotlight of construction interest is now concentrated on the addition of pulp producing facilities at Harmac and Port Alberni.

The Harmac \$38 million extension project, started in the spring of 1962, is expected to be in full operation in January. The new pulp machine which will add approximately 450 tons per day to present output has been installed and is already in operation. At present, only unbleached kraft is being produced.

Work on the bleach plant and No. 1 Wood Recovery Room is nearing the completion stage. The supporting Continuous Digester, Recovery Boiler and Screen Rooms, are in operation.

Engineers are aiming at early December for their final target date at which time all grades of kraft-bleached, semi-bleached and unbleached can be produced to meet demand.

☆ ☆ ☆

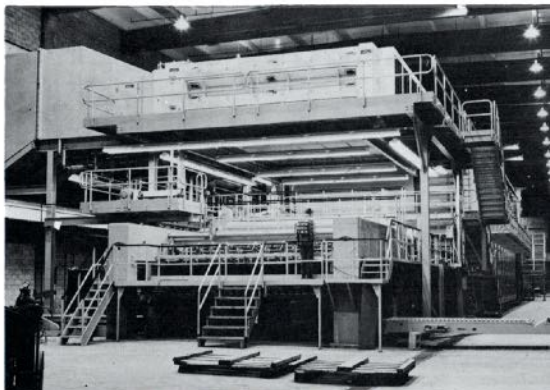
The \$15 million extension of Kraft pulping equipment at Port Alberni is under way. Work on the underground services, fire lines, water mains is moving ahead—and excavation and pile driving for the foundation has started.

Nearly 90% of the major equipment is on order. This includes the Continuous Digester, Lime Kiln, Oxidization equipment and brown Stock Washers.

Coincidentally, No. 1 Kraft machine is being speeded up to handle the increased tonnage—about 85,000 tons a year—resulting from the new installations.

Work will be pressed vigorously on this project as it was at Harmac, which will be completed several months ahead of the original schedule.

With the completion of these two projects, MacMillan, Bloedel and Powell River will produce some 520,000 tons of Kraft annually.

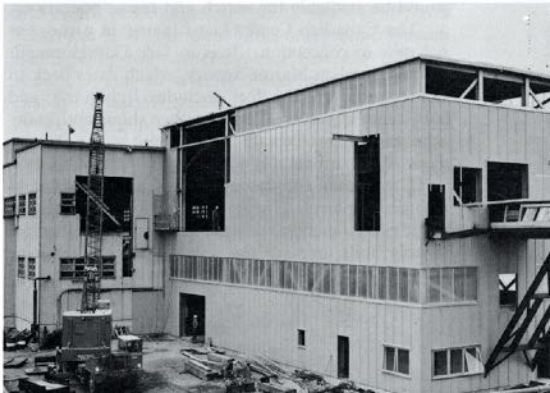


No. 3 Pulp Dryer is completed and in operation.



Chip handling system. Chip piles in background with storage silos - left

Extension to No. 1 Wood Room at Harmac where whole logs are chipped for pulp production.



"Ready" and "Racer" Added to B.C.'s Coast Guard Fleet

Fast, Sleek Craft Available for Any Emergency

By NORMAN HACKING
Vancouver Province Marine Editor



The "Racer" with the bit in her teeth shows her speed.

THE first of the new Coast Guard vessels recently commissioned for service on the B.C. coast is appropriately called the "Ready", for ready she is to meet any emergency in her vicinity. Her sister is the "Racer", always on the alert to race to the aid of those in distress on the sea.

For many years there was a demand by marine interests on both Canadian coasts for a Coast Guard service similar to that of the United States, which would be available for search and rescue operations.

The Canadian Coast Guard is new in name, but not new in conception. It is in fact a development of the Canadian Marine Service, which dates back to Confederation. Its fleet includes lighthouse and buoy tenders, ice breakers, weather ships, and many other miscellaneous craft administered by the Department of Transport.

The search and rescue cutters are, however, a new development. They were designed especially to work in conjunction with the Air-Sea Rescue Service so ably built up since the war in co-operation with

the RCAF and private coastwise operators, particularly the towboat industry.

The initial government program called for five cutters of the Ready type, two for the east coast, one for the Great Lakes, and two for the Pacific coast. Three smaller 65 foot vessels were built for the Great Lakes. The fisheries patrol vessel "Hunter Point", built for west coast service, is also of the Ready design.

The new cutters of the Ready type are 95 feet long and have a top speed of 20 knots. Their basic design was copied from a successful U.S. Coast Guard cutter. With their sleek bright red hulls and white upperworks, they make a striking appearance, and are kept "ship shape and Bristol fashion" in naval style. Their duties include help for ships in distress, rescue of survivors, fire-fighting and underwater emergency work. Each ship can accommodate a crew of 14, but normally carries four officers and eight men.

The Ready, which was built by Burrard Dry Dock

Ellescope Farm,
West Boldon,
Co. Durham,
England.
30th Sept. 1963.

Dear Sir,

I have just noticed your address on the inside of one of your boxes. My children have kept their toys in it for 2 years, and it has been daily tipped up, jumped on and sat in. It is only now beginning to redisplay. Thank you for a serviceable product which originally contained apples I believe!

Yours sincerely,
J. E. Redhead.
(M.D.)

Mrs. J. E. Redhead's letter sent to Martin Paper.

"Thank You for a Serviceable Product"

A Nice Tribute To Martin's Cartons

QUALITY production and customer service is the basic objective of all responsible manufacturing firms; and it is particularly gratifying when these factors are recognized and appreciated.

Such recognition is even more gratifying when it comes simply and unsolicited as the accompanying hand written note from Mrs. J. E. Redhead of Durham, England, did.

The brief note, from Ellescope Farm, came out of the blue and was naturally very pleasing to Harold Townsend, General Manager, Packaging, and his staff.

It is a simple pleasing—and effective tribute to the quality of the corrugated boxes produced by Martin Paper Products—a subsidiary of MacMillan, Bloedel and Powell River Limited.

"READY" AND "RACER"—

at Vancouver is commanded by Capt. J. A. Strand, who was formerly chief officer of the government ice-breaker "Camsell", employed in the western Arctic. The Racer is commanded by Capt. W. A. Arthur, former commander of the weather ship "Stonetown". The Racer was built by Yarrows Ltd. at Victoria and the Hunter Point by Victoria Machinery Depot.

The Ready has her home base at the RCAF marine station in False Creek and her sphere of operations is the lower end of the Gulf of Georgia, where 45 per cent of the marine accidents on the B.C. coast occur. The Racer operates in the stormy waters off the west coast of Vancouver Island, Strait of Juan de Fuca, and Alert Bay area. Both vessels will interchange their patrols when necessary. The Hunter Point operates on fisheries patrol off the west

coast, but is equipped for availability when needed for rescue operations.

Chief co-ordinator of Air-Sea Rescue operations on the B.C. coast is Capt. J. C. Barbour, who is also chief examiner of masters and mates.

"With the latest and most advanced navigational and electronics equipment," Capt. Barbour declares, "with our fire-fighting monitors and pumping equipment, and with our emergency first aid gear, we should be able to save lives and keep vessels afloat that are in distress, and that is our principal aim."

He is enthusiastic about the crews of the cutters. "We've got the finest seamen on the coast," he says. "Most of them were trained in the lighthouse service. They can turn their hands to salvage, fire fighting or first aid. There are still many bugs to be ironed out, but soon we'll have a coast guard service of which Canada can be proud."

SCIENTIFIC RESEARCH, OPERATING EXPERIENCE, MODERN EQUIPMENT HAVE REDUCED WASTE TO A MINIMUM

RECENTLY MacMillan, Bloedel and Powell River Limited announced a far reaching program of intensified forestry practice. The net result of this new and intensified application of scientific cutting and planting and replanting will mean an increase of 140 million feet (B.C. Log Scale) of wood annually from the Company's existing forest lands.

This imaginative program is the latest in a long series of improvements designed to increase operational efficiency, eliminate waste and conserve the province's forest resources. In these improvements and installations MacMillan, Bloedel and Powell River has been among the leaders.

Now put the clock back forty years to 1920. At this time the pulp and paper industry in British Columbia was in its infancy—and its wood usage compared to lumber was comparatively insignificant. With the close of World War I there was a tremendous demand for lumber and lumber products. The Post War economic growth on this continent and in the shattered areas of war stricken Europe placed lumber on the preferred list.

Under today's logging methods smallwood previously wasted is picked up and used for pulp production leaving the areas clean for reseeded or replanting.



This situation provided the impulse for large rail and sea shipments, principally Douglas Fir, Cedar and Spruce. But on the domestic front—in the logging camps and potential logging areas—there was one major problem.

There were in every B.C. forested area substantial tracts of hemlock, and hemlock was the ugly duckling of our woods at this period. True, there were one or two pulp and paper mills who used the "stuff"—but their production was limited and there was more hemlock than the logger knew what to do with. As a result it was either left standing or, if felled (to get at the "good" timber) was allowed to remain wasted and unused on the ground—to obstruct free natural reseeded and create a potential fire hazard.

Today hemlock rivals Douglas Fir as king of the forests. The vast expansion of pulp and paper development in B.C. has made hemlock a prince of the forest land of B.C. In recent years, further study has established it as a highly desirable wood for flooring and other uses.

The injection of hemlock into the forest family has been a prime factor in eliminating many of the wasteful practices of logging of the 20's and early 30's. It allowed "cleaner cutting", encouraged more careful logging and helped reduce loss by fire outbreak.

Today hemlock wears the robes of Crown Prince of the forest—the heir to the Douglas Fir throne.

In the late 20's, experiments in the use of sawmill waste as boiler fuel were pioneered by the pulp and paper industry. The huge piles of sawdust, a common spectacle in all coast sawmills, was a waste product and an ever potential fire hazard; and costly burners and equipment had to be maintained for its disposal. The success of the sawmill waste experiments opened the way for a new industry based entirely on a waste product. The pulp and paper plants guaranteed a steady and permanent use for the product; and leading sawmills on the Coast installed "hogs" to provide a regular supply of "hog

fuel" from the unusable "left-overs"—edgings, short ends, etc.

The use of sawmill waste, the new found demand for hemlock, are the pioneers of forest products integration in British Columbia. Success of the hog fuel installation in sawmills inevitably suggested the next step in the process of integration and a further move toward greater utilization of the "whole log".

In the past two decades log chippers have become a normal part of sawmill operations in progressive B.C. mills. The chips are used in the manufacture of chemical pulps by the pulp and paper industry—and these installations have been vital in the efficient operations of the modern sawmill. Along with intensive competition and a demand for the highest grade products, sawmilling is a highly selective business, where considerable waste of wood was unavoidable. The introduction of chipping equipment has permitted greater log usage through the processing of logs or sections of logs not suitable to high grade lumber manufacturing, and the chipping of slabs and edgings.

The reader, by this time, will recognize that the growth of the pulp and paper industry has been the great stimulant to an integrated industry, where the raw product can be more evenly distributed and more fully utilized.

Hand in hand with integration many other individual changes in operating methods have vastly improved plant efficiencies and still further increased the total wood usage per log.

Two typical examples—one from logging and one from pulp and paper operations, vividly portray this trend. In the 40's, the power saw replaced the axe and hand saw in the B.C. woods; and resulted in a tremendous wood saving. First, with the power saw, the tree could be cut close to the ground, with several additional feet salvaged from each log. Second, the quick clean swathe of the power saw left only sawdust in its wake against the wasteful pile of chips lost from each log by the hand axe and saw.

In 1946 MacMillan, Bloedel and Powell River installed the first hydraulic barker in Canada. Formerly the willing but not overly efficient drum barker, backed up by the wasteful hand barker, was the *modus operandi* in the coast mills. The introduction of the hydraulic barker permitted far more efficient operations and resulted in approximately 10 per cent wood saving.

The business of saving wood and trying for the highest possible log utilization proved catching!

(Continued page 19)



Installation of chippers in sawmills has allowed former waste slabs, edgings, etc., to be chipped for pulp. Chips being loaded at our Chemainus sawmill for our Harmac pulp plant.

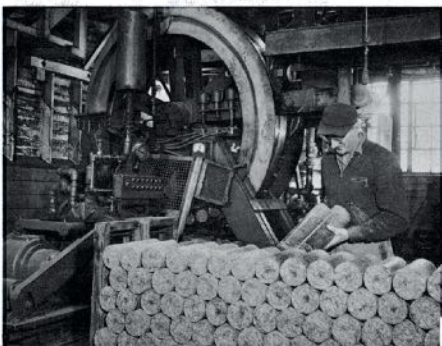


Transportation of logs by barge has speeded deliveries reducing time logs are in water with resultant reduction in waste by tereid infestation.



With power saws trees can be cut closer to the ground eliminating any waste in standing stumps.

Trimnings from plywood are made into the famous Pres-to-Logs for fireplace fuel.





Convention was held at Vancouver's beautiful Bayshore Inn. Above shows portion of group enjoying banquet.

FRED Cruice, Publisher of "Coast News", Gibson's Landing, is the 1963-1964 president of the B.C. Weekly Newspapers Association. He succeeds Mr. Will Dobson, Publisher, "Cowichan Leader" in this important weekly newspaper post.

This year's convention held at the Bayshore Inn, October 24-26 was one of the most successful on record—for both attendance and accomplishments.

A significant feature of the convention was the announcement of awards won by British Columbia weeklies in the year's National Awards. With 15% of the total entries, British Columbia won over 25% of all awards. This official recognition of the high standard of our provincial weeklies was capped by the award of the Mason Trophy, emblematic of the Best All Round Weekly in Canada, to Publisher Frank Harris, "Vernon News".

Other top awards to B.C. weeklies include: The Vernon News with Best Front Page; Williams Lake Tribune with a first for Front Page in Class II; The

Left to right, Mr. Will Dobson, Past President of the Association, Mr. Fred Cruice, President-Elect, and Mr. E. G. Shorter, Vice-Chairman, MacMillan, Bloedel and Powell River Limited.



NEAR RECORD B. C. WEEKLY

*25% of National Awards Won
By B.C. Publishers*

Campbell River Courier, second place for Best All Round Paper; Powell River News, Best Editorial Page and Best Sports Page; The Cariboo Observer, Best Spot News Picture.

Several interesting and well attended sessions were held during the three day convention. Among these was a special panel "Opportunities in Offset", headed by Hal Straight of the "North Shore Citizen" the first newspaper in B.C. to print its issues on offset.

The "Vernon News", the first weekly in B.C. to "go offset", installed its new presses last year. The "Cariboo Observer", publisher Lew Griffiths and John MacNaughton, "Ladysmith-Chemainus Chronicle", announced they had completed arrangements for offset installations. How far this trend will proceed is uncertain—but it is undeniable that the "OFFSET PANEL" was an item of major interest at this year's convention.

In the session on advertising several papers reported a welcome and expanding advertising lineage. Operating in smaller, older communities "where everybody knows everybody else", it has been sometimes difficult to sell local merchants on the

value of adequate and attractive advertising displays. Often, too the weekly editor, who has grown up and lived among the people of this community has not initiated imaginative or forceful advertising campaigns. Overall it is felt that the weeklies have a more responsive clientele than existed even a decade ago.

During the convention period, delegates and their wives visited plants and industrial exhibitions in Vancouver. Representatives of Powell River-Alberni Sales, who supply a large number of provincial weeklies with newsprint, attended most sessions and were hosts at a special reception for the delegates and their wives on Friday evening.

Representatives from almost every far-flung community in B.C. were present; men and women who, in addition to their editorial responsibilities, have been leaders in the social and community areas



Fred Cruickshank, President, B.C. Weekly Newspapers Association.

ATTENDANCE AS NEWSPAPERS CONVENE

in which many of them were born and educated. Among the deans of the profession were Arvin Lundell, publisher of the Revelstoke Review who has been Mayor, Councillor, and a committee member of almost every association in the district; Margaret "Ma" Murray, who has been publishing weekly sheets and newspapers for nearly half a century—and who is probably one of the most colorful and outspoken publishers in the weekly field.

Today there are approximately 65 recognized weekly newspapers in British Columbia. They range from the mimeographed sheet with a few hundred circulation to the First Class group ranging from 3,000-6,000 circulation.

In our Company, MacMillan, Bloedel and Powell River Limited, we have been privileged to know many of these people and their personnel as personal friends who have been leaders in the community activities of areas in which the Company has large operations. We are in a position to appreciate the unselfish work these dedicated editors and their staffs are doing and the influence they have exerted in the growth and development of B.C.'s hinterland areas.

To them and to all weekly editors we extend our congratulations on an excellent and useful convention.



Ma Murray, Publisher Lillooet-Bridge River News.

Frank Harris, Vernon News; L. Currie, Similkameen Spotlight; Lew Griffith, Cariboo Observer; Hal Straight, North Shore Citizen; Jack Thorpe, Surrey Herald



T. W. X. Provides Quick For Our



Vancouver Center—
Mrs. Georgie Black, Supervisor
(Standing); Mrs. Barbara Ferguson
(Seated top); Miss Jennie Pavlov.



Portland Operator
Mrs. Dorothy Young.



Latest Vancouver-Portland-New York-Birmingham connection speeds up service; and complements world wide network of Company communications

QUICK, instant communication with all major United States business areas has been ensured by the T.W.X. Teletypewriter Exchange recently installed in MacMillan, Bloedel and Powell River's head office in Vancouver; and in Portland, New York and Birmingham, where the Company has branch offices.

This new service complements the world wide Telex service which enables immediate contact to be made with certain main centres in Canada, United Kingdom, Australia, Japan, Puerto Rico and other areas.

The T.W.X. service was initiated to permit wider contact with main centres in the United States where the T.W.X. installations are already in operation. Prior to the recent change United States connections were made by Private Wire Teletype to Portland, from where messages were relayed to other areas.

T.W.X. carries this a step further. Messages can

now be sent direct from Vancouver to Portland, New York and Birmingham or to any firm or organization using the T.W.X. service.

The equipment used is the latest type, fully automatic, 24 hour service—with unattended service after normal working hours, multiple copy, continuous feed paper supply. Two Head Office machines, type 35 A.S.R. are in operation in Vancouver, and one each in Portland, New York and Birmingham offices.

Speed of transmission is 100 words per minute.

In summary, the T.W.X. covers Continental U.S.A. and Canada, providing fast, direct service to and from Head Office to all subscribers. This provides faster transmission and direct contact for all our customers.



Vice-Chairman E. G. Shorter presents \$500 cheque to Peter Mossey for series of articles which appeared in Powell River News.

POWELL RIVER WRITER WINS COMPANY AWARD FOR B.C. WEEKLIES

MR. PETER MOSSEY, until recently editor of Powell River News, is the first winner of the \$500 award presented to B.C. weekly writers by MacMillan, Bloedel and Powell River Limited.

Presentation of this award was made to Mr. Mossey by Mr. E. G. Shorter, Vice-Chairman of the Company, at the B.C. Weekly Editors Annual Convention, Friday, October 25.

Judges for the contest were three well-known citizens of British Columbia—the Hon. James Sinclair, former Federal Minister of Fisheries and President of LaFarge Cement Company; Professor Harry T. Logan, Lecturer in Classics at the University of British Columbia; and Edward Benson, General Manager of Pacific Press Limited, Vancouver.

The award, the unanimous choice of the Committee, was based on a series of articles and editorials prepared by Mr. Mossey on Juvenile Delinquency. Committee Chairman, the Hon. James Sinclair, submitted the following statement as the basis for the Judges' decision:

"The Committee unanimously chose the submission of Mr. P. R. Mossey of the Powell River News. The series of articles and editorials on juvenile delinquency covered the period January 24, 1963, to June 6, 1963. It began with a news story on the annual report of the R.C.M.P. for the Powell River District which showed, amongst other things, that the rate of juvenile delinquency had risen 20% in 1962. This was followed up by a statement from the local magistrate on the seriousness of the situation, and proposals by local service clubs to combat the problem. A further article analyzed the types of

offenses and the home conditions which lead to delinquency. A leading editorial on the need for immediate action came after a meeting between the Reeve and the Attorney-General.

"Mr. Mossey then showed initiative and resourcefulness with a series of three full, extremely interesting articles on how other centres were coping with the problem, and on the various facilities and institutions of the Social Welfare Department for handling delinquent cases. These articles won favourable comment from the provincial authorities concerned for their thoroughness and objectivity. An excellent editorial in the issue of June 6, 1963, summed up these articles, and indicated an immediate course of action which the community should undertake.

"The Committee felt that this comprehensive series of articles and editorials showed initiative, continuity, and objectivity on a matter of great public concern. The quality of writing was very good."

Mr. Sinclair commented on the high level of the large number of entries sent in. "We were impressed," he stated, "with the vitality of the weekly press in British Columbia and the new committee selected next year will have a difficult task in selecting one winner from such an abundance of fine material."

Mr. Mossey has been on the editorial staff of the Powell River News for the past eight years. In association with Publisher, Al Alsgard, he has contributed substantially to the numerous awards won by the "News" in National contests.

A few weeks before the award announcement was made Mr. Mossey left the Powell River News to assume the post of News Editor with the Medicine Hat Daily News in Alberta.

The MacMillan, Bloedel and Powell River award for B.C. Weeklies was initiated this year and will be continued as an annual event.

Vice-Chairman and Mrs. E. G. Shorter (centre) enjoy chat with award winner Peter Mossey and Mrs. Mossey.



A NEW INDUSTRIAL REVOLUTION

B.C. Housing Mission Visits Great Britain

A NEW industrial revolution may be in the process of developing in the United Kingdom.

Last month, under the sponsorship of the B.C. Government and the co-operation of the wood using industries of British Columbia, a 24-man Housing Mission visited Great Britain. The mission was headed by The Hon. Robert W. Bonner, Attorney-General and Minister of Industrial Development, Trade and Commerce. Deputy leader was Mr. B. M. Hoffmeister, President of the Council of the Forest Industries of B.C.

On the surface this may not appear a startling announcement. Inter-trade Commissions between Canada and Great Britain are not uncommon.

This particular mission, however, providing it meets with success could well cause at least a minor revolution in traditional British building and house construction.

Basically the purpose of this group of lumber and plywood experts was to persuade the British home builder to use wood instead of stone in new housing developments.

The B.C. Trade Mission is a return visit of the trip made to B.C. last June by a group of British construction men. During their visit to B.C. they saw numerous housing developments under construction. They were particularly impressed with the variety of design and above all the speed with which these timber framed homes were erected.

Premier Bennett, defining the object of the B.C. Lumber Delegation's visit said:

"The purpose of this visit is to learn how best to

develop and expand opportunities for increasing our trade in timber and plywood through the medium of timber frame housing. It also affords an opportunity of renewing acquaintanceships established during the recent tour of Canada this summer by a United Kingdom Housing Mission."

The significance of the B.C. approach is more understandable. Currently the United Kingdom is building about 300,000 housing units per year. Recent Government papers and economic forecasts indicate a minimum requirement of 350,000—up to 375,000/400,000 units per annum to meet new housing requirements over the next decade. As there is an acute shortage of skilled construction labour, both Government and United Kingdom Industry are making a concerted effort to seek means to industrialize and accelerate home construction techniques in Britain.

As a first stage, plans are now under way to erect three pairs of two-storey houses (one in Scotland, one in the Midlands, one in the South country, with one house in each pair to be finished; the other unfinished) to Canadian standards with Canadian materials to demonstrate to Britons at home the ease and speed of erection of typically Canadian timber frame homes employing entirely Canadian standards and building techniques.

In its final week in the United Kingdom the mission held round-table discussions with Industry Groups in such centres as Glasgow, Leeds and Manchester, before returning to London to attend the Building Trades Exhibition at Olympia prior to debriefing 15th November.

News of this Housing Mission to Great Britain will be of particular interest to lumbermen in the United States. While the U.S.A. market is of major importance to B.C., nevertheless lumbermen in this province continue to aggressively promote their products in all markets of the world and there are high hopes that this Mission will prove successful.

Members of the Housing Mission met with influential groups including senior officials of London County Council. Left to right — Mr. Hubert Bennett, architect to the Council; Mr. B. M. Hoffmeister, Deputy Leader of the B.C. Mission; Mr. Arthur E. Wicks, Chairman of the Council; and the Hon. R. W. Bonner, Leader of the Mission.



COMPANY OPENS ACCESS ROADS TO B.C. RECREATIONISTS

*1,600 Miles of Company Roads Made
Available to Hunters and Fishermen*



Front Page of Guide Book published
by the Company for each Division.

MACMILLAN, Bloedel and Powell River Limited has continued its policy of opening its 1,600 miles of private logging roads to hunters and sports fishermen. In 1962 over 21,000 recreationists passed through the entry gates to hunt or fish on Company lands.

Entry is granted by permits which are readily available at the Main Office of each logging operation and at the entry point in some areas. The Company has published Access Booklets (see illustrations) with detailed road maps for each of the Logging Divisions to assist sportsmen and these are available with the permit.

Hours of access are determined by fire hazard conditions and working hours. In periods of high hazard the woods are closed for the protection of

A RECREATIONISTS' MAP

published by
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED.

MacMillan, Bloedel and Powell River Limited has, during the past year, made more than 1,600 miles of its private roads available to hunters, fishermen and other recreationists.

In 1962, there were 21,461 visitors checked through various entry points by company employed gatemen. These visitors caught 11,674 fish; shot 2,254 deer; 1,212 grouse; and also bear, cougar, elk, pigeon, duck, and geese.

The protection and conservation of our forest lands in the interests of continued production, employment and the future economic development of our Province is the first responsibility of the company.

It is on this basis that we have drawn up a number of guide posts for your information, safety and convenience while visiting our forest lands. It is on this basis that we request your co-operation in observing and helping others to observe the safety rules of forest conservation—and self protection while in the woods.

The forests of British Columbia are the foundation of the prosperity of our Province and people. They are also one of the great outdoor playgrounds of the world. It is in the mutual interests of the recreationist and the forest industry to protect and preserve this heritage for the pleasure and the benefit of present and future generations.

We sincerely hope that you will find your visit to these forest lands pleasant and enjoyable . . .

**GOOD HUNTING
GOOD FISHING**

PLEASANT RELAXATION

the forests and during normal working hours public travel is discouraged because of danger from fast moving, heavily loaded trucks and other equipment.

As a Tree Farm License holder and B.C.'s largest employer of labor, MacMillan, Bloedel and Powell River Limited has the two-fold task of allowing recreationists entry to its properties and protecting its forest lands in the interests of employees, customers and the nation.

In this latter respect, the Company has received excellent co-operation from sportsmen. The B.C. Federation of Fish and Game Clubs has been especially co-operative and is instructing all member branches to work closely with the Company in its efforts to keep its areas open to the big B.C. hunting and fishing clan.



Vancouver, looking across Stanley Park, left, and the Harbour to the Mountains of the North Shore. In recent years many fine hotels, motels and dining places have opened to provide excellent accommodation for tourists.

THE tourist business is now the second largest industry of British Columbia.

Behind this fact recently reported by a Vancouver newspaper is a saga of fifteen years of steady, forceful and imaginative efforts by the government and people of the province.

The opening up of British Columbia's unsurpassed and variable scenic attractions to the outside world has been largely accomplished within the last decade and a half. It is an outstanding epic of adventure and hard won achievement, in the face of great natural obstacles—physical and financial.

British Columbia has a total area of 375,000 sq. miles—larger than that of the combined area of Washington, Oregon, California and Idaho. In this vast space, the entire population is only half that of the City of Los Angeles. Successions of high mountain ranges running north and south, skyrocket road costs. Fast flowing rivers must be bridged; scores of lakes must be crossed or outflanked. For British Columbia is no flat level prairie, easily crossed or easy of access. We have had to pay a high cost for the development of our province as one of North America's finest tourist meccas.

Until the post World War II boom in business and industry, the opening up of British Columbia's hinterland for easy access was virtually impossible. With the limited budgets of the 30's, little could be accomplished. And from 1940-1946, the province and the nation were engaged in the business of war and survival. Expensive road construction or transportation budgets were luxuries we couldn't afford.

From 1946 onwards, with the tremendous expansions of industrial activity and increased incomes came the demand for more and better communications; and the provincial government, with healthy and growing pocketbook, started planning vigorous and forward looking road, rail and water communications to open up the province's great natural endowments for the pleasure and education of the world.

The first big break through came in 1947-1948,

*Network of Excellent, Easily Travelled
Roads Has Made the*

TOURIST BUSINESS LARGEST

when the Hope-Princeton road was carved out of a rugged area of mountains, canyons and rivers. This long awaited artery eliminated hundreds of miles of driving around the bend of the Fraser River and brought the lovely Okanagan area within 5-6 hours from the Coast. The 83-mile route is one of the most picturesque and popular of B.C.'s travelled roads.

The present government, since 1952, has vigorously pressed forward a series of imaginative road programs and has opened up vast areas of unsurpassed scenery and natural beauty to the tourist.

Hundreds of miles of first class roads have been constructed. Great steel girded bridges span our rivers and lakes; airports have been built throughout the province; rail facilities have opened up new vistas of scenery and opportunity.

Within the last year two main arteries spanning the province and carrying on eastward as all-Canadian routes to the Atlantic Coast, have been completed.

The building of the scenic rich Trans-Canada Highway through Rogers Pass, from Revelstoke to

1,200 feet high—Takakkaw Falls in B.C.'s Yoho National Park is typical of the many scenic attractions enjoyed by visitors.



B.C.'s SECOND INDUSTRY

Golden, has brought a large influx of visitors into British Columbia; and the final gap in the trans-provincial highway has been cleared with the completion of a wide, gently curved road "through the Cascades" east from Grand Forks. The favourite old Cariboo Road is now a wide ribbon of smooth black-top from Prince George to Ashcroft and on to Vancouver. The unsurpassed scenic grandeur of the Fraser Canyon can be viewed easily and safely from another recently finished highway.

Two of British Columbia's central and northern access roads are beginning to attract the interests of tourists. Work is progressing steadily on the Prince George-Prince Rupert Highway; and the Alaska Highway, built by U.S. forces during the war, is being continually improved.

All this has been accomplished within a fifteen year span. Today the well graded, well curved roads of B.C. compare with any on the continent and open up areas of unsurpassed and variable scenic panorama. From the Pacific seaport of Vancouver, well paved and picturesque highways lead direct to the historic areas of the Cariboo, to the fruit orchards and lakes of the Okanagan, to the agricultural and richly endowed mineral wealth of the "Kootenays", and south to the International border.

Across the Gulf of Georgia sail fast auto carrying ferries to Vancouver Island with its favourite capital city of Victoria and its network of fine roads running across and up the Island.

The cities of Vancouver and Victoria are well-known to millions in all parts of the world; and few cities on this or any continent offer a wider variety of attractions for the visitor.

Something of what the opening up of communications means to British Columbia is illustrated in figures published on the Rogers Pass route. Between April 1 and October of this year, approximately 1,400,000 passengers drove through the Pass. And over 4,000,000 vacationers camped in British Columbia parks during the summer. This latter figure



The vast network of first-class roads throughout the province is drawing increasing numbers of tourists travelling by trailer. Above is view of Rogers Pass.

establishes an all time record surpassing last year's figures by over 300,000.

Another indication of things to come was the greatly increased number of trailers using provincial roads. This vast and swelling army on wheels, moving with the sun and scenery, is finding ideal conditions for summer holidays in B.C. The trailers in their restless march are following a new pattern—the desert in winter, the California coast in spring and early summer, and north to Oregon, Washington and British Columbia in mid-summer and early fall.

Hand in hand with road building and the speeding up of all transportation media have been the efforts of government and people to improve tourist facilities. The 1958 B.C. Centennial Committee deserves a special bouquet for their fine efforts to mark with attractive and informative guide posts, most of the major points of historical interest in the province.

The British Columbia government through its Department of Recreation and Conservation has built hundreds of attractive campsites with modern facilities for the tourists. Camps, carefully selected for convenience and scenic beauty are located in all parts of the province.

British Columbia, conscious of its destiny as a tourist mecca and supremely confident of her natural attractions and their appeal to the visitor invites you to SEE B.C. ON YOUR NEXT VACATION.

Familiar scene in the Cariboo country where guest ranches provide visitors with good accommodation and fishing, hunting, boating, riding or just lazing for relaxation.





FISHIN'S FUN — EVEN FOR BOBCATS

THE accompanying photos appeared in "Wildlife Review" published by the Fish and Game Branch of the B.C. Government Department of Recreation and Conservation and we couldn't resist reproducing them. They were taken by Jim Yoakum, wildlife biologist of Reno, Nevada.

It is the general belief that cats of any species dislike entering water. However, the desire for food overcomes many fears and Rufus the Bobcat shown here does not hesitate to get wet when the fishin's good.



1. What's that? Thought I saw something moving in there. Ah fish! My favourite food.
2. Got 'im but he sure is slippery.
3. Oh well! I can pull him along the bottom.
4. There we are. I'll just save it till I catch more.
5. Stunned this one. Guess I can pick him up easily.



WASTE REDUCED TO MINIMUM—(Continued from page 7)

In the early 40's logging and pulp and paper representatives, faced with labor shortages and rising costs, started experiments in salvage and small wood logging. Waste and small logs (some as small as 4" in diameter) remaining on logged over tracts were salvaged and sent to pulp mills for experimental use. Special pilot plants were set up at Powell River and the small wood experiment was launched.

Since that period, large quantities of small wood have been reclaimed and profitably utilized in the pulp and paper mills of B.C. In certain of MacMillan, Bloedel and Powell River pulp and paper operations nearly 15 per cent of the wood used is salvage small wood.

Hand in hand with the more complete utilization of wood through integrated operations and the introduction of new and modern equipment has been the development of the Company's Intensified Forestry Program which was reviewed in a recent issue of The Digester. The program, which includes replanting, thinning, reseeding, careful selection of soils for special species, etc., will by the end of ten years, result in an increase of 140 million board feet per year from present stands.

Simultaneously new and improved equipment is reducing the loss or waste from natural causes. The use of aeroplanes in spotting and checking fires has

been told; new and expensive logging equipment is reducing fire losses; chemical solutions and the reduction of log exposure time in open waters by barge transportation have drastically cut down former damage from teredo infestation. Insect depredations are being checked by increasingly effective spraying.

Many other improvements and innovations have been introduced, including refining equipment for reclamation of pulp fibres, with consequent higher log yield; experiments in the manufacture of pulp from sawdust; the saving of saw "kerf" by installation of improved saws; the use of plywood trimmings for the manufacture of Pres-to-Logs, which have proved highly popular for fireplace fuel.

The results of all these measures to improve efficiency by the reduction of waste, increased yield from each log, conservation of our forests, and the development of high quality wood for future generations, has been a saga of achievement and advancement, with experience, imagination, operating skills and scientific knowledge and research working in cohesion.

In all progressive developments, MacMillan, Bloedel and Powell River has been in the forefront; and many of the experiments and innovations suggested here have originated with Company personnel or have been introduced first in Company plants or in Company operated forests.

FISHIN'S FUN—(Continued)

Actually Rufus is one of two semi-domesticated Bobcats raised by Mr. Yoakum from the time they were one week old.

6. Well—that's two. Let's see if there are any more.



They have been allowed long periods of freedom and despite the supposed unwillingness to enter water, during the hot days of summer they have gone into shallow water to lie down and cool off. Too, they have played in water with a Labrador retrieving sticks and with running water from a garden hose.

Life is one continuous round of fun for these fellows and fishin' is just part of it.



CANADA'S Forest Industry is her most important industry standing—

First in employment with some 300,000 persons.

First in wages paid amounting to \$1.2 billion per year.

First in annual export values of \$1.5 billion or 30% of her total exports.

First in world production of newsprint with over 6½ million tons per year—more than three times any other nation and accounting for nearly one-half of the world's total production of newsprint.

Wood operations account for 80,000 jobs and \$350 million in wages; lumbering for 50,000 jobs and \$150 million in wages; pulp and paper employs 65,000 persons earning \$350 million; miscellaneous wood using industries, furniture, etc., hiring 70,000 people and paper using industries 29,000 account for the balance of the wages.

Sales values of the products are: lumber almost \$750 million per year; pulp and paper \$1.5 billion; miscellaneous wood and paper using industries \$1.3 billion.

Canada has 1,700,000 square miles of forests with some 1,000,000 square miles classed as productive forests capable of producing usable timber.

About 80% of this forest land is publicly owned (Crown Forests) being administered by the ten Provincial Governments. The remaining 20% is made up of farm woodlots, forest lands owned by

companies and individuals and areas, such as National Parks, for which the Federal Government is responsible.

British Columbia with 35%, Quebec 28% and Ontario 17% contain the largest volumes of merchantable timber within reach of economic use.

There are more than 170 species native to Canada with spruce and balsam fir, Douglas fir, hemlock, cedar, white and red pines, jack and lodgepole pines and yellow birch providing most of Canada's lumber. Spruce, balsam, jack and lodgepole pines and hemlock being the principal species used for pulp and paper.

In administration of her timbered areas Canada's Provincial Forest Authorities have full jurisdiction and control. Their aim is to ensure a perpetual yield of timber through scientific management and protection.

Timber from Crown lands is made available to forest industries, generally by granting timber cutting licenses or by selling timber by public auction, while the Provincial Government retains ownership of the land.

Through public educational programs by Government, forestry associations and industry there is a growing awareness of what the forests mean to the country's economy. They are Canada's main economic asset in addition to which they regulate water resources, provide homes for her wildlife and a vast area for the recreation of her citizens.

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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **September-October, 1963**

SUBJECT: **A Year of Progress and Accomplishment**

With another year drawing to a close we, as a Company, can look back with some satisfaction on twelve months of progress and accomplishment.

A new modern newsprint machine with some 140,000 tons annual capacity is in production to meet the requirements of customers for many years ahead; additional high grade kraft pulp capacity has been installed in our Harmac plant; and further pulp expansion is under way at Port Alberni.

New plants are being built for our Packaging Division at Burnaby, B.C., and Winnipeg, Manitoba.

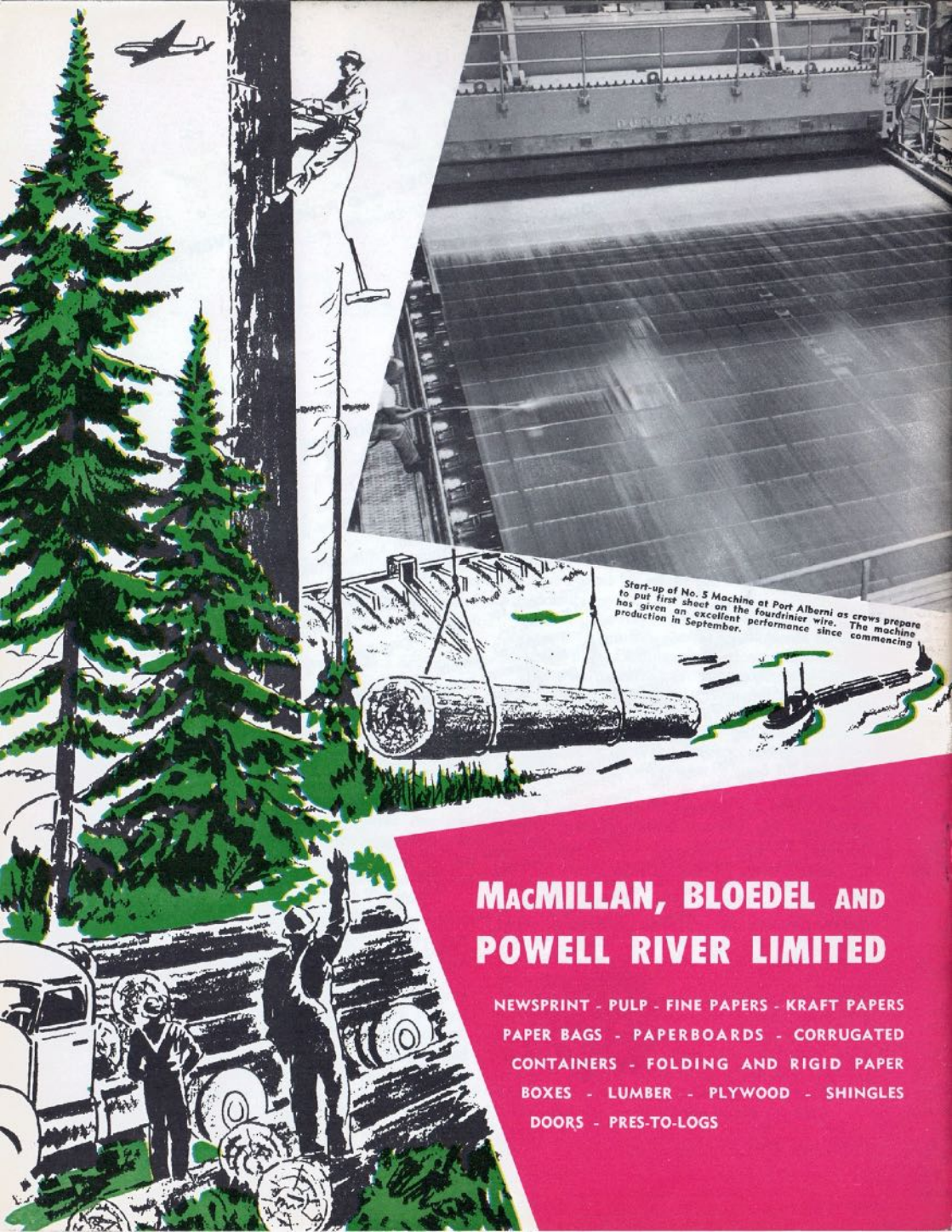
In many Divisions, equipment, plants and machinery have been modernized. An imaginative forestry program is in operation. Organizational changes directed to consolidation and increased efficiency have continued.

These expansions and modernization programs, involving a total expenditure of nearly \$80 million have been designed to better serve our customers with high quality products; and to provide capacity to protect future consumer requirements.

We express our appreciation to all our customers for their co-operation and the support they have accorded us in the past year. We hope that the efforts we have made and will continue to make to improve our quality and service will earn this same friendly co-operation in the year ahead.

Since we will not be publishing another issue of The Digester before the year-end, we take this opportunity to wish our friends in all corners of the world Best Wishes for the Holiday Season—and another year of continued Peace, Prosperity and Happiness.





Start-up of No. 5 Machine at Port Alberni as crews prepare to put first sheet on the fourdrinier wire. The machine has given an excellent performance since commencing production in September.

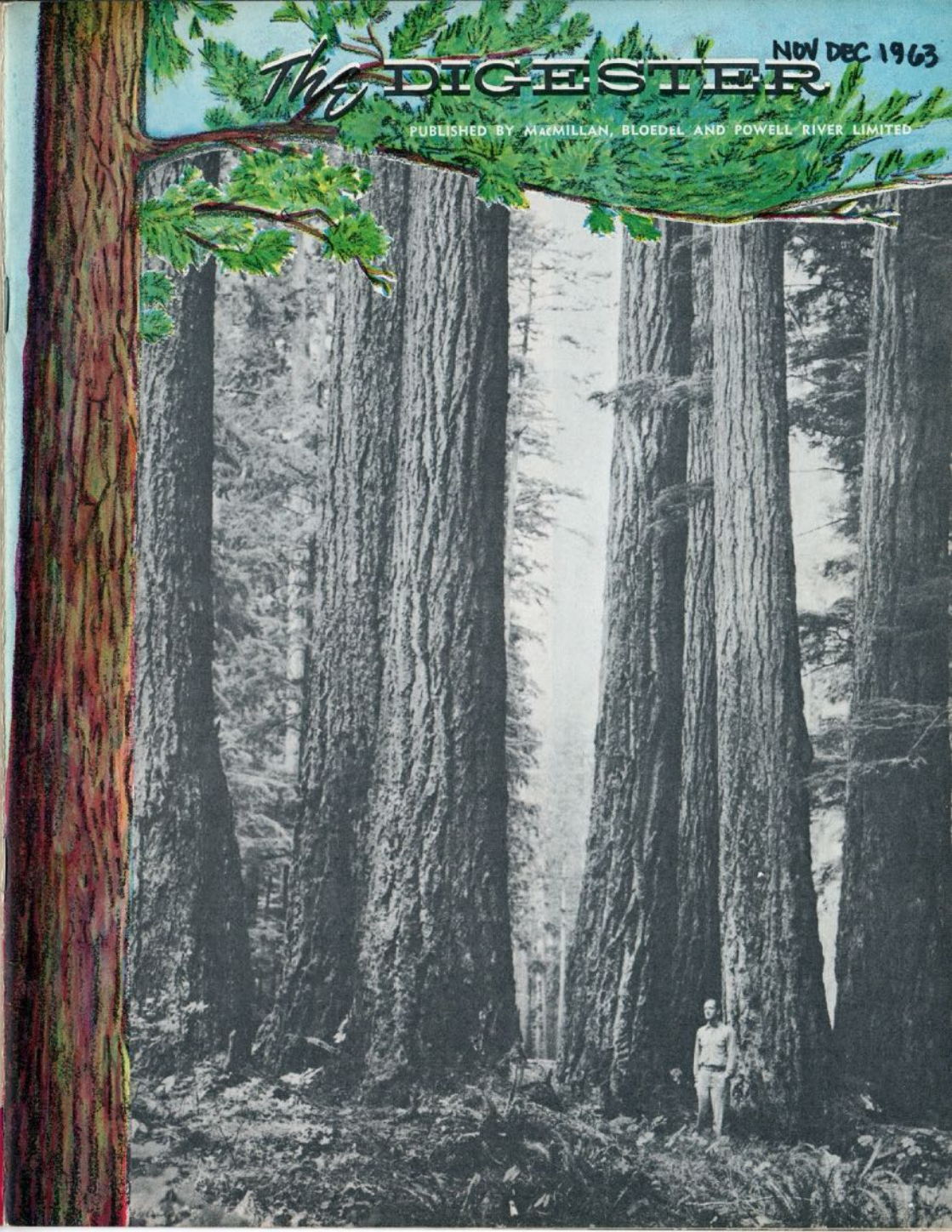
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

- NEWSPRINT - PULP - FINE PAPERS - KRAFT PAPERS
- PAPER BAGS - PAPERBOARDS - CORRUGATED
- CONTAINERS - FOLDING AND RIGID PAPER
- BOXES - LUMBER - PLYWOOD - SHINGLES
- DOORS - PRES-TO-LOGS

The DIGESTER

NOV DEC 1963

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November-December, 1963

THE DIGESTER

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Bloedel and Powell River Limited,
whose head office is located at 1199
West Pender Street, Vancouver 1, B.C.



J. A. Lundie, Editor

COVER

A beautiful and impressive stand of big trees preserved in MacMillan Park on Vancouver Island. The story of some of B.C.'s big sticks is detailed on pages 10-11.

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The Honourable J. V. Clyne

Company Acquires Corrugated Container Plants in United Kingdom

ON JANUARY 2 the Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer of MacMillan, Bloedel and Powell River Limited, announced an historic development in the continuing operations of the Company.

"MacMillan, Bloedel and Powell River Limited," Mr. Clyne stated, "has today purchased control of two leading English companies in the corrugated container manufacturing industry in the United Kingdom."

"This acquisition is an important milestone in the history of the Company representing as it does the first time our Company has expanded its manufacturing facilities outside of Canada."

The two companies, Hygrade Corrugated Cases Limited and Cooks Corrugated Cases Limited have a total personnel of some 1,600, and have been in operation since the middle '30's. They have three manufacturing plants located at Southall, Middlesex; Hatfield, Herts.; and Nelson in Lancashire.

"The United Kingdom," Mr. Clyne went on to say, "has been the major export market for our linerboard and we look forward to continuing to supply our many customers in the corrugated case manu-

facturing industry, either directly from Canada or from stocks maintained at suitable locations."

Hygrade and Cooks have an excellent reputation for the high standard of their products and services and these will be maintained.

"This move," the Chairman explained, "is a logical one for MacMillan, Bloedel and Powell River. Our Company has had a long and extensive experience in manufacturing and selling similar products in Canada. Our packaging group manufactures corrugated containers in five Western Canadian cities—Vancouver, Calgary, Edmonton, Regina and Winnipeg. At Port Alberni, on Vancouver Island we manufacture kraft linerboard and medium, key raw materials for our packaging group and for customers here and in other parts of the world.

"The three plants of Hygrade and Cooks are modern, well equipped and conveniently located in relation to the markets they serve.

"I am confident," Mr. Clyne concluded, "that this new and historic venture by MacMillan, Bloedel and Powell River, will prove another step forward in the continuing progress of the Company in the manufacture and marketing of diversified forest products."

PORTERVILLE EVENING RECORDER GOES OFFSET

ANOTHER of California's progressive dailies, the Porterville Evening Recorder has joined the expanding group of newspapers who are now printing their issues on offset.

Last August the Recorder installed a three unit Goss Community model offset, one of the first installations of its kind in the West.

The Evening Recorder began preparations for its change from letterpress to offset more than a year before the transition actually took place. Camera, darkroom and plate making equipment were installed six months before the press was delivered. Early installation of this equipment was made to give members of the staff time to learn the new process. The Recorder also purchased a used offset job press to provide further training and experience.

Plans for the change to offset were made by Foreman Earle Johnke and Publisher Graham M. Dean. Both Johnke and Dean were concerned over reports that there would be a substantial spoilage on offset, but after more than four months of operation have found that spoilage has actually been reduced.

The Evening Recorder uses 40-inch diameter newsprint rolls from the Port Alberni mill of MacMillan, Bloedel and Powell River.

The paper has continued a "hot type" operation, all news matter, ad material and heads being set on Intertypes and the Ludlow. Repro proofs are taken

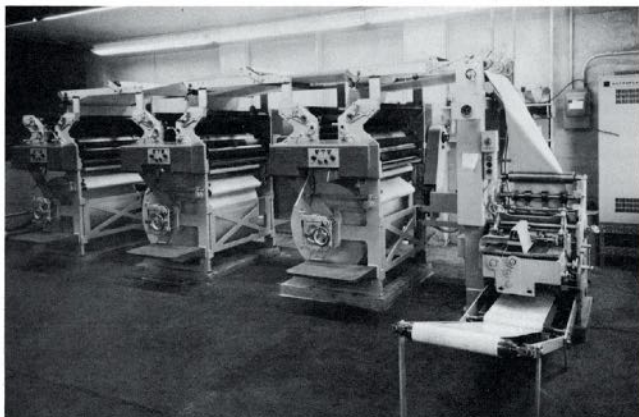
and pasted up on the page layout sheets, which then go to the camera room.

"The flexibility of offset has helped both the advertising department and the news room," said Publisher Graham Dean. "While there has been no increase in local advertising due to offset, advertisers like its adaptability. Reader reaction has been excellent and circulation, without any high pressure promotion, is increasing every month."

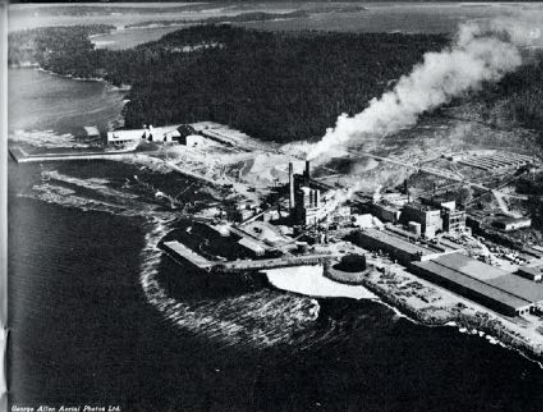
Auxiliary equipment to the press included a Brown camera and darkroom sink in an air conditioned darkroom for full temperature control; NuArc plate maker, developing sink, rub-up table and light tables; a Vandercook SP15 repro proof press and Vandercook rotary proof dryer and a Schaefer motor-driven waxer. Paste-up tables were, with one exception, made locally and are proving satisfactory.

The Porterville Evening Recorder has been published regularly for 57 years. Its first issue came off the press in 1908. With a circulation of 5,000 daily, Publisher Graham Dean and his staff play an active role in the civic and community life of the Porterville area, where the paper's reputation for news accuracy and community leadership is soundly established.

The shift to offset has been a noticeable feature among many British Columbia weekly newspapers in the past year. Within recent months several weeklies have announced their intention to make the change. Another daily planning to enter the afternoon field in Vancouver in the near future will use offset in their editions.



New Goss Community Offset Press at Porterville Recorder showing three units installed to which a fourth can be added when required.



Aerial View of Harmac Plant

AS the New Year commences, plant expansion and modernization continues throughout our organization. Work is being pushed forward at the Alberni Pulp Mill, Harmac, Powell River, National Paper Box, Martin Paper Products' Corrugated Container plant in Winnipeg and the Fraser River Board plant in South Burnaby will start immediately.

Occupation of the new engineering and laboratory buildings at Alberni marks completion of the preliminary stage of the \$15,000,000 Alulp kraft expansion program. Construction is progressing on schedule toward the target date of December, 1964.

The \$40,000,000 Harmac expansion program, initiated in 1961, was completed in December, 1963. The unbleached and bleached stock screening installations and Number 3 pulp machine were both completed in October, with the first unbleached sheet going over the wire on October 26th. The Bleach Plant was completed in early December, and all units are now in full production.

Installation of new hog fuel equipment in the sawmill, and conversion of No. 16 boiler at Powell River were both well underway at the end of the year, and will be completed during January, 1964, as scheduled.

Another boiler is scheduled for completion in December, 1964.

Construction of the new buildings at the National Paper Box Division in Burnaby was completed in November, 1963. By the end of the year, the major portion of new and relocated equipment was installed and operating. The new plant will be in full production by the end of January.

Excellent progress has been made on the construction of the new Martin Paper Products Ltd.

Plant Expansion and Modernization Programs Continue in 1964

AN ACTIVE PROGRAM

\$40 million expansion at Harmac completed.

\$15 million program at Port Alberni started.

Construction continuing in Winnipeg and other areas.

Corrugated Container plant in Winnipeg. Major equipment has been purchased, and installation will begin in early February. Production is scheduled for April, 1964.

All Fraser River Sawmill Divisions, Canadian White Pine, Vancouver Plywood and Red Band Cedar were connected to a single B.C. Hydro power supply in November, 1963. These plants will receive the best available rates on the Lower Mainland for this type of industry and load. This means that these divisions have ample power potential for all present operating and future expansion requirements.

Announcement was made in November, 1963, of plans to construct a \$2,000,000 Particle Board plant, adjacent to the Red Band Cedar Shingle Mill in South Burnaby. By early December the construction site was prepared and engineering surveys undertaken. The tentative production date has been set for October, 1964.

Modernization Continues at Powell River





Attractively landscaped, strategically located plant of Island Paper Mills—Western Canada's first fine paper plant.

Company's Fine Paper Division—

ISLAND PAPER MILLS INCREASES PRODUCTION

Wide Variety of Quality Papers Manufactured

ONE-HALF hour's drive from the heart of Vancouver on the Fraser River is the expanding industrial area of Annacis Island, locale of Island Paper Mills, MacMillan, Bloedel and Powell River's fine paper plant.

Island Paper Mills, one of the several divisions included in the Company's pulp and paper group, is the pioneer producer of fine paper in British Columbia. Construction was started in 1959 and the plant commenced production in June 1960. Today the mill is the only fine paper producer in Canada west of Ontario.

After only three years of operation in which the inevitable teething problems of the pioneer were faced, the mill is well established and steadily expanding operations in the Western Canadian market.

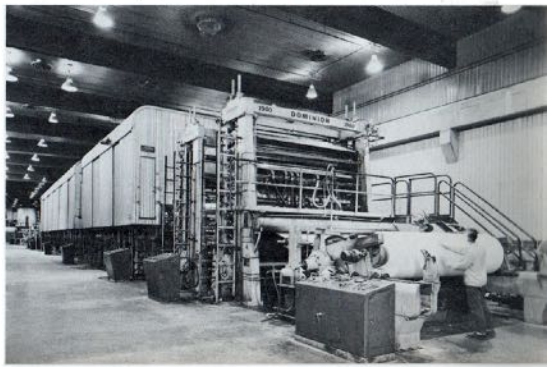
Island Paper Mills, both in structure and equipment, is one of Canada's most modern fine paper mills. Its principal installation is the 105-inch trim paper machine with removable fourdrinier, two suction presses, one a reverse press equipped for ring

marking, and a smoothing press. The machine has a horizontal size press in the dryer section and a Mason-Scott winder. A Jagenburg rewinder produces rolls as narrow as four inches wide and a 65-inch ten roll super calendar will polish the paper surface for gloss printing.

The modern finishing room produces high quality sheets in functional and attractive packaging.

Equipment includes a Jagenburg cutter and a 100-

Island Paper's modern machine turns out a wide variety of fine and kraft paper for a steadily expanding market.



inch Seybold trimmer, coupled by a stainless steel conveyor belt and a system of air float tables.

While the largest market for the Company's fine paper is naturally in British Columbia, sales in the provinces of Alberta, Saskatchewan and Manitoba are increasing. Approximately 75% of production is centered in a wide range of fine paper—Bond, Offset, Tablet, Envelope, Book, Mimeo, Litho and other lesser items, all marketed under the brand name "Island".

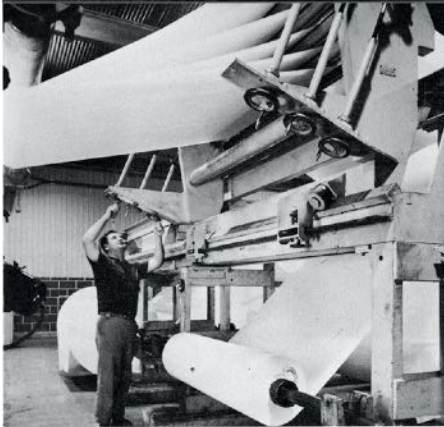
The other 25% of production is in milk carton stock, kraft grades and bag papers.

Increased technical and operating experience have brought about steady improvement in quality. In recent months the Company's publication, "The Digester", changed from letter press to offset, using Island Hi-Lite Offset as the stock. The results have been most gratifying and encouraging comments have been received from readers on the excellent photographic reproductions and the generally improved appearance of the magazine.

During the greater part of 1963 Island Paper Mills operated on a seven-day per week basis, turning out an average of 50-60 tons daily. The paper machine can operate at speeds of from 200 to 1200 feet per minute, depending on the type of paper being produced.

Island Paper Mills is strategically situated in the heart of the expanding industrial area of B.C.'s Lower Mainland. The plant has first class road and rail connections with any point in North America. It is located on the Fraser River, close to the deep water terminals from which shipments can be made directly to any overseas market.

The mill comprises an area of 7.5 acres, with the Company holding options on an adjacent 7.24 acres for future expansion. The plant and offices include an area of 87,000 square feet, with a warehouse of 13,800 square feet adjoining. Being located



Multiple sheets are fed from the back stand into the cutter for sizing to customer requirements.

on the Fraser River, water is always available. Plant buildings include a filter and chlorinating unit which ensures a continuing supply of pure water for plant operations.

At present Island Paper has 160 employees, many of whom have been transferred from other divisions of the Company. The total payroll approximates \$800,000 annually.

Installation of a fine paper plant was a further step in the economic integration of Company operations. A substantial portion of the pulp used at Island Paper Mills is produced at the Company's kraft mills at Harmac and Port Alberni.

The steadily increasing reception of Island Paper Mills products has been very gratifying and the Company is continuing its efforts to constantly improve quality and develop new product lines.

Wide varieties of fine papers are maintained in storeroom for quick shipment.



Overall view of spacious cutter and finishing room where sheets are cut and packaged.





Mr. R. B. Adamson
Managing Director
Hygrade Corrugated Cases Ltd.



Mr. G. W. Parr-Head
Managing Director
Cooks Corrugated Cases Ltd.

Company Enters United Kingdom Manufacturing Field

*Two Well Established British Corrugated Case Manufacturers Join
MacMillan, Bloedel and Powell River Organization*

MACMILLAN, Bloedel and Powell River is now an active partner in the business community of the United Kingdom. (See page 1).

The acquisition of Hygrade Corrugated Cases Limited and Cooks Corrugated Cases Limited, both of which have outstanding reputations in the trade for quality, service and management, is an historic move. It marks the first entry of MacMillan, Bloedel and Powell River into the United Kingdom manufacturing field and in fact its first manufacturing operation outside of Canada.

Hygrade Corrugated Cases has two factories, one at Southall, Middlesex, on the outskirts of London and one at Nelson, Lancashire. The factory of Cooks Corrugated Cases is located at Hatfield, Hertfordshire, where the present site was established in 1937.

To the business world of British Columbia in general and to Company employees in particular, the new association with these two progressive British companies is of special interest.

Hundreds, even thousands of our employees, through birth, heritage, or war service, are familiar with the areas in which the two Companies operate and will welcome this new and close tie with fellow employees in Great Britain.

Hygrade Corrugated Cases Limited, with plants now strategically located at Southall and Nelson was formed in 1938.

Production was underway at Southall by 1939, and normal operations continued for nearly two years, but for the following seven years from 1941-

1948, Hygrade Cases was controlled and operated by the British Government for special war production. The premises were released, in part, late in 1945, but it was not until 1948 that the Company regained full possession of its Southall acreage.

With the removal of control restrictions on raw materials in 1950, Hygrade directors initiated immediate expansion and complete modernization of their facilities and equipment. The Southall plant now occupies 190,000 square feet. A vigorous sales campaign, coupled with an expanded demand for corrugated packaging, spurred the construction of a second operation at Nelson, Lancashire, in 1959, now occupying 140,000 square feet.

Despite handicaps imposed by war and post-war restrictions, Hygrade Corrugated Cases, backed by aggressive management and an experienced staff, has in the past fifteen years exhibited phenomenal growth. In this period production has increased eleven-fold. Plans for further expansion have been prepared by Managing Director, Mr. R. B. Adamson and his staff.

Today, the Company is firmly established and highly regarded in the United Kingdom. Employing approximately 1,000 experienced staff and operating people on a three-shift basis, and with modern plants and high-speed finishing equipment, the Company produces a full range of corrugated packaging, including substantial printing display work.

Major equipment of the Hygrade plant includes:

2—85" corrugators at Southall.

1—85" corrugator at Nelson.

The Cook family has a long tradition of service in the British manufacturing industry, the foundation of the present business being laid over 100 years ago. The present company was incorporated in July, 1935.

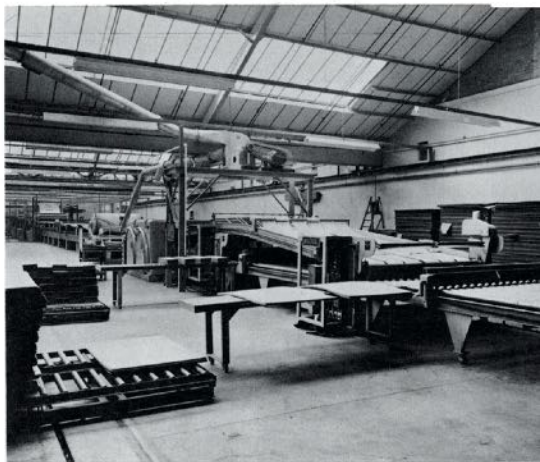
During World War I Cooks had established their factory at Portpool Lane, Holborn. Later it expanded its operations, purchased a new site at

operation. The plant employs 600 people on a three-shift basis. The basic production units are two 85" corrugators. Every type of corrugated packaging, for canned goods, bottled products, egg cases, and for heavy and bulky equipment, television sets, refrigerators, etc., are manufactured at the Hatfield plant.

MacMillan, Bloedel and Powell River Limited



Front view of Cooks modern plant at Hatfield.



Interior view of Hygrade plant at Nelson showing corrugating machinery.

Islington and installed its first corrugating machine. In 1937 the centre of operation was transferred to the present 24 acre location at Hatfield.

During World War II its production was largely geared to the manufacture of essential war material.

Today, after over a century of steady progress and development, the company's modern and well-equipped five acre factory at Hatfield is engaged in the streamlined production of corrugated containers and fillers, tailored to meet all market demands for small or bulky packaging.

Since World War II, Cooks has undergone steady expansion and maintained its policy of installing the best and most modern equipment in its

officials are naturally pleased with the acquisition of these two companies. Both have been important customers of the Company and this move ensures present maintenance and future expansion of United Kingdom outlets for its products. This assurance is backed by envisioned and highly qualified management and skilled and experienced staffs.

Both Managing Directors, Mr. R. B. Adamson, of Hygrade, and Mr. Parr-Head, of Cooks, are outstanding executives in the corrugated case field and well-known and respected in British and European circles. Their experience, advice, and counsel will be invaluable to our Company in the new venture in the United Kingdom.



▲ Newly launched addition to Kingcome Navigation fleet—Harmac Pine—immediately after christening.

◀ Mrs. J. V. Clyne with group of Company officials at launching. Left to right—W. G. Dolmage, E. G. Shorter, H. R. Chisholm.



*Mrs. J. V. Clyne Presides
At Launching As*

"HARMAC PINE" JOINS OUR TOWBOAT FLOTILLA

ON THURSDAY, November 28, Mrs. J. V. Clyne, wife of Company Chairman and Chief Executive Officer, The Honourable J. V. Clyne, christened the "Harmac Pine", latest addition to the Company's transportation fleet. The ceremony took place at the plant of John Manly Ltd., New Westminster, where the vessel was built for the Company's subsidiary, Kingcome Navigation Company Limited.

Attending at the launching with Mrs. Clyne were several Company officials including Mr. E. G. Shorter, Vice-Chairman; Mr. W. G. Dolmage, Vice-President of Kingcome Navigation Company; Mr. H. R. Chisholm, Acting General Manager of Logging, and others.

The "Harmac Pine" and a sister ship to be launched in late January will replace two of the older towboats in the Kingcome fleet of ten tugs.

Overall statistics of the new vessels are—length, 65 feet; width, 19 feet; depth, 11 feet; hull, $\frac{3}{8}$ -inch steel plate; engines, 750 h.p. The "Harmac Pine"

will have an 88-inch three-blade propellor while her sister ship, to be used for towing paper barges, will have a slightly smaller propellor with a greater pitch.

Kingcome Navigation Company handles most of the water-borne production of our logging camps and mills in the B.C. coastal area. With a fleet of 10 tugs, 15 scows and covered barges and three log barges they operate from the Queen Charlotte Islands in the north to the Gulf of Georgia in the south. They tow log barges from the Charlottes, flat booms from the logging camps on Vancouver Island and the Mainland, and covered barges with pulp and newsprint from our mills. On the return voyages to the mills they carry machinery and equipment for the plants. The Company was established in 1910 and has been engaged in towing in the B.C. coastal area for over 50 years.

One of the log barges operated by the Company, the "Haida Carrier", is the largest self-loading, self-dumping log barge in the world.

PARTICLE BOARD TO BE MANUFACTURED BY COMPANY

Former Waste Material Will Be Utilized

A FURTHER integration of MacMillan, Bloedel and Powell River Limited operations leading to increased wood utilization and diversification of products will start early in 1964.

In announcing the new installation the Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer stated the Company will pioneer the installation of a particle board plant in the Vancouver area.

The Company will manufacture four products from particle board for use in the construction of furniture, cabinets and similar items, as well as in housing, and the products will be on the market in the fall of 1964.

Particle board will be produced from cedar sawdust and cedar shingle "hay", material from two of the Company's mills which is now burned as waste or hog fuel. This marks, as suggested, another step in the Company's continuing objective of achieving full utilization of all wood cut from B.C. forests.

The product was developed by the Company's own research staff within its Wood Products Group after two years of investigation and research. "It will be a superior product, and one of the few such products made in Canada from material now considered waste," Mr. Clyne stated.

"Particle Board has a wide range of uses and will supplement the roles of lumber and plywood in many building and construction fields."

"We also anticipate that production of particle board will enable B.C. to recapture an important share of the furniture trade requirements in the west."

The new plant, a \$2,000,000 project will be established at the Company's Red Band (Cedar Shingle) Division mill on the Fraser River at the foot of Boundary Road. It will have an annual capacity of 25,000,000 square feet of particle board, based on a one-half inch size.

The product will be competitive in price with plywood and eastern Canada particle board.

Features of the new product are its economy, dimensional stability, uniformity of quality, and excellent surface.

The four types of particle board to be manufactured initially are:

Core Board

A core to be overlaid with decorative veneer, for use in furniture manufacturing and wall panelling.

Industrial Paint Board

Core board with a heavy parchment film surface, on which wood grains can be imprinted.

Consumer Paint Board

Panels with primed surface for units such as walls and cupboards, which can be painted.

Underlayment

Floor underlayment to take tile flooring.

The first three products are water-resistant; the underlayment board is completely waterproof.

The manufacturing process involves reduction of the raw material (cedar sawdust and shingle "hay") to uniform size. The material is then dried, and tumbled through a rotating drum filled with resin mist. The board material falls, by controlled flow, onto moving steel plates.

A mat of particles is then fed into a steam heated press, and compressed to the required thickness. Heat and pressure cure the resin. The majority of products are trimmed to panel sizes four feet by eight feet, in thicknesses from one-quarter inch to three-quarters of an inch. However, the plant can produce panels up to 4½ feet by 8½ feet.

The particle board will be marketed, in its initial stage as far east as Winnipeg.



PHOTO COURTESY B.C. FOREST SERVICE, PUBLIC INFORMATION DIVISION

Above is one of the tallest firs recorded in B.C. history. Cut at MacMillan, Bloedel and Powell River's Shawnigan division it measured 300 ft. in height at 385 years of age.

WHERE are the Big Trees of British Columbia's yesteryears?

The older and more mature trees have been largely harvested over the years and today new forests are being replanted to be harvested within an eighty-year cycle. While many forest giants remain their numbers are gradually diminishing.

Unfortunately, the modern sense of forest history preservation has not always been present in the industry. Many mighty forest kings have been felled and hauled away to mills, without details of their height and girth being recorded.

Some, however have been saved for the pen of the historian and the interest of succeeding generations.

Mr. Seymour Park, Director of Public Information and Education, Division of the British Columbia Forest Service retains in his files an official record of many of the Big Trees that have been cut in our province over the years. While there are many rumors and controversies, while friends of friends of reported eye witnesses to huge, unregistered mammoths claim existence of trees unknown to the department, the records of the Forest Service are the only authentic sources of information presently available.

Where and what is the oldest recorded tree or trees in British Columbia?

In the ranks of our world famous Douglas fir the oldest officially recorded tree was cut on Cowichan Lake on Vancouver Island in 1959. This stick measured 12' at the stump and its recorded age is 1,266 years.

HOW OLD ARE OF BRITISH COLU

Let's Keep Their Re

In this same connection Mr. Gerry Wellburn, former manager of MacMillan, Bloedel and Powell River's Shawnigan Lake Division reported locating a grove of trees in the Koksilah watershed near Deerholme, on Vancouver Island, in which he estimates are trees in the 1300 year age group.

The most controversial fir in British Columbia is the much publicized Lynn Valley Tree or the "Carey Fir", named after George Carey, a pioneer resident of the province. Report has it that he felled a Douglas fir, 417' high, 25' thick, with 16 inch bark. The age suggested extends considerably beyond any known specimens thus far recorded. Rabid arguments and wide interest have centered around the "Carey Fir"—but no concrete proof beyond second hand reports has been uncovered.

Another historical Douglas fir was logged at Westholme Island in 1954. This tree which crashed, due to butt rot, was reported to have been seen falling by Mr. J. G. Pinson, who resided in the neighborhood. The top of the tree had broken off at a previous date. The diameter at the ground level was 21' (which could have been due to butt swell). By partial count and estimate an approximate age of 1,500 years was arrived at.

This giant Douglas fir was cut in 1886 at what is now the busy corner of Granville and Hastings Streets in Vancouver, B.C. It measured 14 ft. 4 in. in diameter at the butt.



THE BIG STICKS B.C.'S FORESTS?

Record and Story Alive

Largest Trees

Official records of the Forest Service list the largest known tree of any species as a Western Red Cedar, cut in North Vancouver many years ago. This giant measured nearly 18' diameter at the butt. The tree stood at what is now the corner of Keith and Lonsdale Roads.

Other big cedars include a 16' diameter specimen cut at Comox Lake, Vancouver Island. In the Capilano Valley a 14' cedar is recorded.

Among the extensive stands of Sitka spruce on the Queen Charlotte Islands, the "big sticks" of B.C. are seen in all their pristine glory. In the official records spruce runs red cedar a close second. The largest on the government roster is a 14' spruce cut in 1959. In many MacMillan, Bloedel and Powell River areas of the "Charlottes" 10'-13' spruce have been logged. The Honourable Vincent Massey during his term of office as Governor-General of Canada visited a Company camp and watched loggers fell a 13' Sitka.

In diameter measurement hemlock, extensively used in lumber and pulp and paper production, is the "baby" of British Columbia forests. The highest recorded diameter for a hemlock is an 8' tree located

A huge Douglas fir possibly measuring close to 300 ft. in length. Cut in sections for easy transportation to the mill. The logging locie, except in a few instances, has now been replaced by trucks.

PHOTO COURTESY B.C. FOREST SERVICE, PUBLIC INFORMATION DIVISION



Former Governor-General Vincent Massey inspects a Sitka spruce measuring 13 ft. at the butt. Cut on MacMillan, Bloedel and Powell River's stand in the Queen Charlotte Islands, this is one of the largest spruce trees recorded.

on Kwikwaka'wakw Island in Masset Inlet in the Queen Charlotte Islands.

Tallest Trees

In the fir group, the British Columbia record for height is assigned to a 305' Douglas fir at Woss Lake on Vancouver Island.

Running a close second, again by officially recorded statistics is the Queen Charlotte spruce mentioned earlier, which measured 275' from ground to tip. Of equal height was the present Kew Gardens flagpole, a fine straight 275' tree.

The Woss Lake area also holds top place for a 243' hemlock, the largest recorded of that species in the province.

Flagpoles

Many of the world's most famous flagpoles have been cut in areas now being operated by MacMillan, Bloedel and Powell River. Some of the largest and best known include:

Kew Gardens

The tree which was felled in Copper Canyon was supplied by MacMillan, Bloedel and Powell River Limited as a B.C. Centennial gift in 1958. The tree was a Douglas fir and stood 275' in height and was 371 years old. The finished pole stood 225' high, ten feet higher than the pole it was replacing—which had also been cut on MacMillan, Bloedel and Powell River tracts near Powell River. All of the three flagpoles which have been used at Kew Gardens in the past 100 years were cut on areas now operated by MacMillan, Bloedel and Powell River Limited.

(Continued on Page 19)



Overall view of Vancouver's protected land-locked harbour looking east.

VANCOUVER — *The Busiest Port on the Pacific Coast*

From a recent article on The Port of Vancouver by NORMAN HACKING, *Marine Editor*, VANCOUVER PROVINCE.

THE Port of Vancouver, which has long been the world's largest timber and wheat exporting port, is rapidly expanding in the bulk loading field, as western Canada's export outlet for sulphur, potash, copper concentrates and coal.

This emphasis on bulk cargoes has resulted in Vancouver's consistently leading all other Pacific coast ports in total amount of bulk cargo handled. Few people realize that Vancouver not only surpasses Seattle, Portland and San Francisco individually, but actually handles more dry cargo than those three ports combined. So far as Canada is concerned, Vancouver is exceeded only by Montreal as a dry cargo port.

At present the port of Vancouver has 62 deep sea berths and 32 coastal cargo berths, and in 1962 these handled 14,040,346 tons of cargo. There are grain berths for fifteen ships.

The most modern of Vancouver's facilities is Centennial Pier, completed by the National Harbours Board in 1959 at a cost of \$8 million. Cranes at this pier have 120-foot booms capable of loading or discharging cargo direct to or from scows or barges moored against the offshore side of the ship.

The harbour comprises nearly 50 square miles, within approximately 100 miles of shoreline, of

which much is still available for future needs of shipping.

The main harbour, with facilities on both the south and north shores, lies between the First and Second Narrows Bridges, a distance of more than four miles. The principal oil-handling facilities and other industrial plants are located beyond the Second Narrows.

Forty-Foot Draft

Extensive dredging has been carried out at the harbour entrance in recent years, so that the minimum low water depth is now 40 feet.

Indicative of the increased size of the bulk carriers that now visit the port are two record cargoes loaded in recent months. The Norwegian M.S. Orm Jarl loaded a cargo of 14 million board feet of timber for Japan, while the Greek S.S. Sonic loaded a cargo of 42,000 tons of grain, or nearly 1,800,000 bushels of wheat, oats and rye for Europe.

In 1962 total grain exports out of Vancouver totalled 156,950,821 bushels, of which wheat accounted for 132,906,502 bushels. The only port to exceed Vancouver in grain shipments is New Orleans, although Vancouver leads in wheat.

The other three British Columbia grain exporting ports, New Westminster, Victoria and Prince Rupert,

brought the total grain exports for the year from B.C. ports to 169,795,824 bushels.

Exports from Vancouver in 1961 and 1962 averaged 7,000,000 tons. Imports from foreign countries in each of the years approximated 1,000,000 tons.

Waterborne lumber shipments from all B.C. ports have shown a constant increase for several years, with 1962 setting a new all-time peak total of 1,847 million board feet.

Other exports out of Vancouver and adjacent ports which maintained a consistently high level every year include canned salmon, bar metal, pulp and paper, and apples, and in recent years with the development of oil and mineral properties, potash, copper concentrates and sulphur.

Although coastal passenger traffic has fallen off heavily in recent years, owing to the construction of new highways and ferry terminals, ocean passenger traffic has showed heavy and unexpected gains.

Before the second Great War, Vancouver was the terminus of the Canadian Pacific Empress service to the Orient and the Canadian Australasian Line service to Australia. As a result of heavy war losses of ships, and extensive air competition, both of these long-established services were abandoned after the war, and for a short time Vancouver had no major ocean passenger service.

Service to Australia was revived in 1954 by the Orient Line with 28,000 ton liners with capacity for about 1,300 passengers. The response to this experiment exceeded all expectations, and the liners have operated to near capacity ever since.

Later service to the Orient was resumed, in partnership with the P. and O. Line, and now there



Lumber exports rank high in bringing freighters from all corners of the globe to the Port of Vancouver. Above shows lumber at dockside awaiting shipment to foreign markets.

are about 18 sailings a year. Two 45,000 ton liners, the Canberra and Oriana, were built for the service, and between them they carry more passengers than the Queen Elizabeth and Queen Mary.

The Canberra is the largest commercial vessel to call at Vancouver, although the British freighter Argyll, which is a regular visitor in the salt trade, has a deadweight capacity of 53,300 tons.

Ninety-Nine Years

The progress of the port of Vancouver has been steady since the first lumber shipments were made out of Burrard Inlet, 99 years ago. From 1864 until the completion of the CPR in 1886, lumber was the mainstay of the little village that was then known as Granville, but with the coming of the railway, the pattern quickly changed.

Three major events stand out in the history of the port: the completion of the first transcontinental railway in 1886; the opening of the Panama Canal in 1914; and the construction of the first grain elevator in 1917.

(Continued Next Page)

➤
Close up of docks and elevators along the south shore of Vancouver Harbour.



MacMillan, Bloedel and Powell River, as a producer of forest products for world and domestic markets, makes a substantial contribution to ship tonnage, passing in and out of the Port of Vancouver.

The Canadian Transport Company, a wholly owned subsidiary, holds nine deepsea vessels under long term charter. These ships have a deadweight capacity of 750,000 tons; and carry regular shipments of lumber, pulp, paper, and other forest products out of Vancouver to foreign and overseas countries. In addition Canadian Transport charters other carriers with a deadweight capacity of 500,000 tons. As a licensed carrier they bring back a wide variety of imported goods and materials to Vancouver.

Another subsidiary, Kingcome Navigation Company Limited (see page 8), operating a fleet of tugs and barges moves substantial quantities of logs, newsprint and pulp into Vancouver. Kingcome Navigation is also a licensed carrier; and its barges carry machinery, equipment and general cargoes from Vancouver to mill community areas.

According to early harbour records, the port handled 71 ships in 1909, of which 51 were steamers and 20 were sailing vessels. The total port revenue for that year is shown as \$650.00. In 1915, the year after the Panama Canal opened, the harbour handled 237 ships, of which 216 were steamers and 21 were sailing vessels. In 1921, the first year in which any volume of grain was exported, the ships handled increased to 496. Today the port handles about 1,900 deep sea ships and 28,000 coastal vessels each year.

Prior to 1913 no central port responsibility existed, but in that year the federal government created the Vancouver Harbour Commission, charged with the general administration of the port. It was replaced by the National Harbours Board in 1936.

The port became a very real factor in Canada's economy in 1921 with the first shipment of grain in volume. In that year 1,200,000 bushels were exported and the total storage capacity was 1,250,000 bushels. Shipments of grain have steadily increased over the years until annual exports now amount to 160 million bushels a year and the storage capacity is 21,716,500 bushels. Grain shipments now account for about 30 per cent of the total cargo handled in the port.

This growth has been the result of the combined efforts of both public and private enterprise. The National Harbours Board facilities for grain storage

consist of four elevators of 10.8 million bushels capacity. All of these are under lease to private grain companies. The remaining capacity of 10.9 million bushels is housed in elevators constructed and owned by private operators.

Natural Outlet

The importance of Vancouver and other adjacent ports to the economy of western Canada cannot be overestimated. Vancouver is the natural outlet for the many basic products that support our national life.

Grain from the prairie farms passes through the Vancouver elevators, oil from Alberta pours through her refineries, potash and sulphur are handled by the bulk loading plants, logs come by rail and barge and raft to her hungry sawmills, fertilizer, lead and zinc come from the great Cominco smelter at Trail, copper concentrates roll out of Highland Valley in a constant stream, while the coal mines of the Crow's Nest Pass are kept alive by the foreign markets served out of Vancouver.

Due recognition should also be given to the imports, for without imports there would be no markets for our raw materials. The wharves of Vancouver are a constant reminder of the importance of two-way trade.

Inward bound come steel pipes from Durham for our pipelines, steel from Japan, glass from Holland, and nuts from China, coffee from Brazil and tea from India.

There are at present 55 regular deep sea shipping lines serving the port of Vancouver. These are in addition to the large number of tramps and bulk-cargo carriers taken on voyage or time charter.

From Many Nations

Nearly every seagoing nationality of importance is represented in the wide variety of shipping lines that call regularly at the port.

In 1962 Norwegian ships exceeded all other nationalities in the port of Vancouver, followed by Greek, Japanese, American and British, in that order.

Vancouver harbour handles an enormous number of small craft of every kind. Hundreds of towboats are registered in the port, and the barge and raft traffic is enormous. The fishing industry also employs an extensive fleet. The number of vessels reported passing under the Lions' Gate Bridge, in and out of the harbour, averages 100,000 annually.

All of this activity is dependent upon foreign and domestic trade, and all of it creates jobs and helps raise the standard of living of every Canadian.

200 HUMAN POLAR BEARS "ENJOY" ANNUAL NEW YEAR'S SWIM

AS THE New Year opens, one of Vancouver's wackiest spectacles brings out thousands of curious and sympathetic spectators.

The popular and traditional feature is the New Year's Polar Bear Club in action. Every New Year's day in increasing numbers, members of this aquatic club cluster at English Bay for their annual dip in the skin smarting waters of the Gulf of Georgia.

Father of the Polar Bears is Peter Pantages who for over 40 years has never missed the event; and who takes his swim every day throughout the year.

The New Year's swim idea was originated by Peter Pantages and a small coterie of dedicated salt-water enthusiasts. It gradually captured the imagination of the public and equally important the notice of the press.

The press publicity has elevated the New Year's dip to an annual classic—and each year, expanding numbers, impelled by love of the coolish depths or the glare of public acclaim have joined the rush down the sands to the shoreline.

This year, 200 Vancouverites, of all ages and both sexes crowded the roped off arena, while thousands of spectators jamming every vantage point,

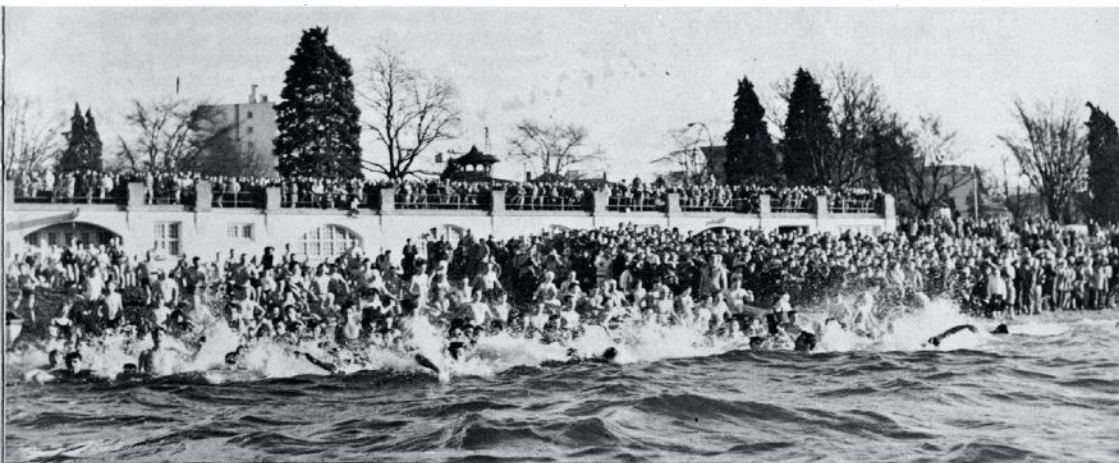
looked on. There were even youngsters under six years and grandmothers and grandfathers nudging or over the 80's. There were bronzed youths, bravely defying the cutting wind; and young ladies mincing daintily in the sands, challenging the January chill with compressed lips to bask in the sunlight of popular adulation and curiosity.

Water temperature this year was a cool, but not too formidable 47°. Air temperature outside was 43°, the hardy veterans of long standing looked pityingly at shivering youth, while dawdling cozily in the warmer than air waters. The publicity seekers dashed in, dashed out—and dashed to the dressing room in the space of a few minutes. Others called it a day after two or three minutes—but many frisked around for fifteen or twenty—and three hardy souls who passed the half hour mark were finally called out and each awarded the prize for the day's longest exposure.

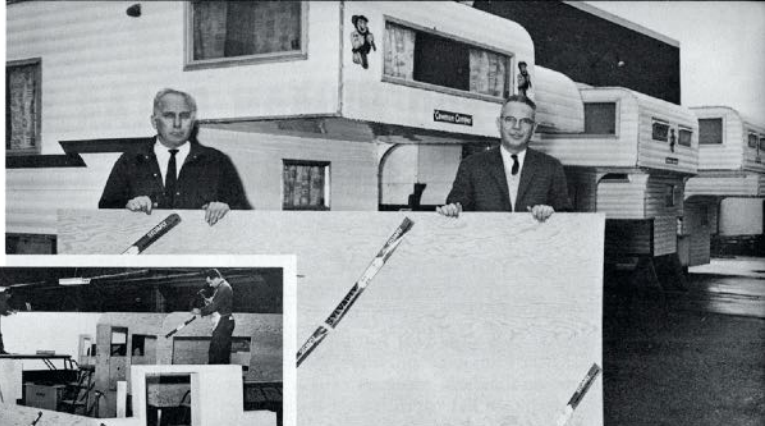
All Polar Bears were guests at a special dinner where warming refreshments were available and at which old timers recalled the good old days "when we went in the Bay with a foot of snow on the ground and temperature close to zero and the water not much better.

"Ah, those were the days!"

200 "Polar Bears" brave waters of English Bay on New Year's Day.



General view of plant operation at Victoria, B.C., where units are manufactured and assembled.



Caveman Camper's operators W. J. "Wally" Connorton (left) and Allan B. Wright with sheet of Sylvaply used in construction of Camper units. Completed units shown in background.

"Sylvaply" Used in Framing of

Famous "Caveman Campers" Built in Victoria

IN THE latter part of the 1950's W. J. "Wally" Connorton and Allan B. Wright were operating a service station and car and truck sales agency in Victoria. Gradually, through the course of their trading they found themselves with an overstock of used trucks which were not selling very fast.

Being imaginative operators they first went out and acquired a Camper Agency. With this lever they combined the Camper units with the trucks and in a short time completely sold out their overstock. The initial success of this promising venture was seriously threatened in 1962 when tariff increases imposed by the government raised the cost of imported campers beyond a level where they could be sold to meet competition.

This, instead of deterring Wally and Allan, acted as a spur and a challenge. They contacted the Caveman Camper manufacturers requesting permission to build the units in Victoria on a royalty basis. They received permission, rented factory space and immediately began lining up their sources of supply of steel for framing, plywood for the main structural component, aluminum for cladding, and the various fittings required to complete the units.

Wally, having worked at Port Alberni for many

years, was familiar with the quality of the plywood produced by MacMillan, Bloedel and Powell River. Consequently they chose the Company's "Sylvaply" for use in building the body of the units.

The best of materials are used in the Caveman Camper. They are handcrafted and custom built having a welded all steel frame walled with Sylvaply waterproof plywood. They are vapor-sealed with Fiberglas insulation and sheathed with aluminum sheeting. Fittings include a three-burner butane stove with oven, pressure or portable water system, 75-pound ice chest, overhead dish storage, wardrobe closets, adequate drawers, full size double bed, dinette that converts into double bed and built in lighting system.

In the short time since they started manufacturing the units Wally and Allan have developed the business to a point where they now employ eight men on a full time basis; and build 15 Caveman Campers each month. They are being sold through 22 dealers in B.C., Alberta, Saskatchewan and the Yukon.

Their slogan: The Continent is Yours in a "Caveman Camper".

U.S. AND CANADIAN NAVAL SQUADRONS VISIT POWELL RIVER

THE navy's here! This was the open sesame to any general conversation in Powell River on November 22 and 23 last.

Eight slim, grey ships of a combined Canadian-American minesweeping flotilla had berthed at the MacMillan, Bloedel and Powell River Company's wharf, and the Company and the Community combined to make the visit an interesting and memorable occasion.

The flotilla, which had just returned from NATO exercises in the north Pacific, comprised four Bay Class minesweepers of the 2nd Canadian Minesweeping Squadron, HMCS Fortune, with Squadron Commander, Lieut.-Commander A. B. Torrie, HMCS Cowichan, HMCS James Bay, HMCS Miramichi, and Mine Division 7, United States Navy, commanded by Lieut.-Cdr. D. Campbell, USN, in USS Engage; USS Inflict, USS Loyalty, and USS Impervious.

The honour of first greetings was assigned to two pipers of the Company Pipe Band, who piped the ships into port.

The entertainment of the squadron was a united community effort. Clubs and recreational facilities were thrown open to the visitors. Mill tours were arranged by the Company, and many private citizens invited individuals or groups to their homes.

At a luncheon reception for all officers of the combined force, sponsored by the Municipality, Reeve Ray Weaver requested a minute of silence out of respect for President John Kennedy, whose assassination was deeply felt by both American and Canadian crews and by the entire Powell River area.

Civic, Naval and plant representatives greet visiting Naval Officers. Left to right—Lieut. R. W. K. Parkin, R.C.S.C.; Mill Manager R. L. Fraser; Reeve R. Weaver; R. Lye, Canadian Legion; Lieut.-Cdr. A. B. Torrie, R.C.N.; Lieut. Arnold, R.C.N.



Two visiting minesweepers "nest" at Powell River wharf.

The evening reception by MacMillan, Bloedel and Powell River provided ships' officers and local residents an opportunity to mingle informally.

Simultaneously, the Company sponsored a public dance at Dwight Hall for crew members. The hall was crowded to capacity with sailors from both services and with hundreds of local residents.

In special recognition of local hospitality, the ships invited 53 officers and cadets of the Powell River Sea Cadet Corps to a two day training cruise with the fleet including a visit to Vancouver.

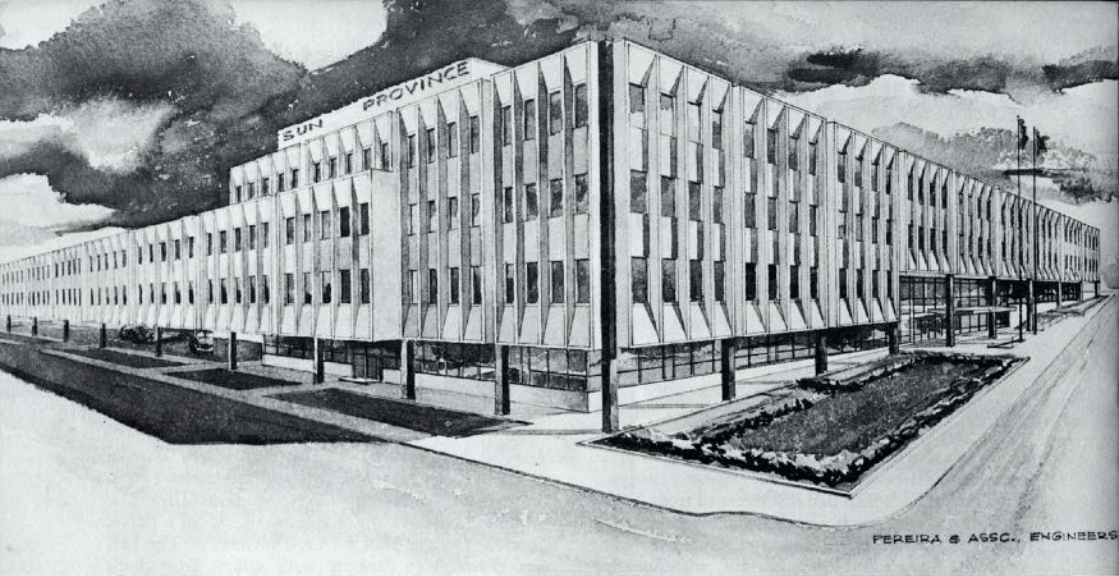
After exploring the vessels from keel to truck, the cadets were detailed to putting things "shipshape and Bristol fashion". Late Saturday evening cadets participated in an actual search routine for a missing Navy jet aircraft.

Navy visits have long been a tradition in Powell River and few ports are better known or more popular. Over the years, practically every vessel of the R.C.N. has dropped in on flag showing or training cruises and many cruisers from the Royal Navy's West Indian Squadron have enjoyed local hospitality.

"One of the best liberty ports on the Pacific Coast" was the tribute paid to Powell River by a group of American and Canadian crew members.

Royal Canadian Sea Cadets of Powell River's H.M.C.S. "Malaspina" on board Canadian minesweeper "James Bay".





Artist's drawing of proposed new Pacific Press Building.



Donald F. Cromie,
 Publisher, Vancouver Sun
 for 22 years has recently resigned
 to become chairman of the Sun board.



Fred S. Auger,
 Publisher,
 Vancouver Province

PACIFIC PRESS TO MOVE TO NEW QUARTERS

*"Province" and "Sun" Staffs to Share Modern Plant
 Outside of Downtown Area*

WESTERN Canada's largest newspaper publishing house will be moving to new and ultra-modern quarters within the next eighteen months.

Pacific Press, parent Company of the Vancouver Province (morning) and the Vancouver Sun, announced in November that tenders for the new building which will house both dailies had been submitted, and that construction would be started immediately.

The move will take the two dailies away from the main downtown area of Vancouver. The plant will be located in a square block at the south end of the Granville Street bridge.

For both papers the move pulls up the roots of the past. The Vancouver Province, now in its 66th year of publication, has been located at or close to Victory Square since its inception in 1898. The Vancouver Sun, successor to the News Advertiser and

PACIFIC PRESS (Cont'd)

the old Vancouver World, has occupied buildings in the same area for most of the present century.

Several years ago, the Province and Sun followed the growing pattern of large continental evening and morning editions published in the same city. While maintaining complete editorial freedom, the Southam Press, owners of the Province and the Vancouver Sun, then largely controlled by the Cromie family, formed the Pacific Press Limited. The merger was basically an economic move designed to reduce rising publication costs by printing both papers in the same building and on the same presses.

The new Pacific Press building will be a worthy addition to Vancouver's industrial structures, and will be plainly visible along the south shore of False Creek.

In essence the completed structure will resemble the artist's conception shown on opposite page. (Certain modifications in external design have since been incorporated).

The building will occupy a square block with an additional large parking area between False Creek and the plant. This will ensure no interruption of the breath-taking view of Vancouver and the Coast Mountains in the background.

Estimated cost of the four-storey plant is \$5 million. In the diplomatic language of the Province staff paper "it will house the separate publication and the joint publishing of the Province and Sun."

The main floor, with its entrance fronting on the Granville Street traffic artery, will include those departments with which public contact is heaviest—Circulation, Promotion and Reader Services, etc.

The second floor, facing south on 7th Avenue, will comprehend the Pacific Press Business, Production, Personnel and Industrial Relations divisions.

The pulse of the news beat will be located on the third floor. Here editorial departments, with their city, news and sports editors, columnists and reporters, will hold sway. Here too are the business and executive offices.

The fourth floor will be the exclusive domain of the Advertising division. As the economic bastion of the organization, advertising will enjoy the special privilege of having the Cafeteria close at hand.

Equipment in all divisions will represent the latest in newspaper and printing techniques. The Mailing Rooms on the second floor will be the most modern in the industry, with semi-automatic printed and produced wrappers, automatic counting of papers, stacking of bundles, etc.

The heating system proposed for the building has aroused wide interest among staff personnel. The system is revolutionary. There are only two other modified examples in the world. The only source of heat will be the lighting and body heat from the people working inside! This is recovered and used to heat the forced warm air system!

In 1957 the Pacific Press installed two 9-Unit Goss-Headliner Letter presses with a capacity of 60,000 copies per hour and 72 pages.

The new building will house an additional Goss-Headliner Mark I with an hourly capacity of 70,000 copies.

In recent months the Pacific Press has changed its former executive control board. Several months ago the Cromie interests (Vancouver Sun) were purchased by Publisher Max Bell and his associates. Today Pacific Press is under joint control of the Southam and Bell interests.

Combined circulation of the two dailies today approximates 350,000 copies.

THE BIG STICKS OF BRITISH COLUMBIA

(Continued from Page 11)

Parliament Buildings, Victoria, B.C.

Douglas fir: Cut near Sooke, B.C. Erected in 1951, it stands 177' high.

Vancouver Court House, Vancouver, B.C.

Douglas fir: 208' in height—cut on present MacMillan, Bloedel and Powell River timber stands.

University of British Columbia, Vancouver, B.C.

Douglas fir: 200' in height with an original length of 208'—originally felled on MacMillan, Bloedel and Powell River stands.

Canadian National Exhibition, Toronto, Ont.

Douglas fir: Original length 190'. Finished height 185'.

It is possible that many of our readers, particularly in the forest industry of British Columbia, may have records or knowledge of other larger trees. If so, we urge that their information be passed on to Mr. Seymour Park for his records. We hope that B.C. foresters and operators will, in the interest of future generations, maintain permanent records of outstanding specimens in their operations.

Too much of the past history of B.C.'s forest story has already been lost or neglected!



This is Canada

Part 14

The Banking System

THE Canadian banking system, despite periodic public criticism, is generally regarded as one of the soundest and safest in the world. During the depression of the 30's when bank failures were every day occurrences in many nations, the Canadian chartered banks weathered the storm without a single failure or loss of public confidence.

Today the Canadian banking system consists of three principal agencies:

1. The Bank of Canada, government owned and operated, established in 1934.
2. The Industrial Development Bank, a subsidiary of the Bank of Canada.
3. Eight privately owned chartered banks.

All stock of the Bank of Canada is owned by the Canadian Government. The bank holds on deposit the statutory cash reserves of the chartered banks, and in effect sets the overall volume of bank credit. In addition it is the fiscal agent of the government, and issues all paper currency.

The Industrial Development Bank was established under legislation passed in 1944. The bank extends loans to economically sound enterprises which do not come within the scope of chartered

bank lending. It can extend loans over a longer period than chartered banks. The bank has a capital of \$25,000,000 subscribed by the Bank of Canada.

The eight chartered banks are Bank of Montreal, Canadian - Imperial Bank of Commerce, Bank of Nova Scotia, Toronto - Dominion Bank, Royal Bank of Canada, Provincial Bank of Canada, Banque Canadiennes-Nationale and Mercantile Bank.

These banks are privately owned and constitute the backbone of the Canadian banking system. They operate under charter from the government and their charter is reviewed every 10 years and revised when necessary, after public hearings before the Banking and Commerce Committee of the House of Commons. This public review is unique with Canada and forces banks and banking practices to keep pace with the expanding needs of the Canadian public.

Most of the chartered banks have branches in all major business areas across Canada. There is a branch bank for every 3,520 Canadians. The branch bank is the most distinctive feature of Canadian banking and it has been extended further in Canada than in any other country. The system has proved sound over the years and enjoys the time tested confidence of the Canadian public.

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

MEMORANDUM

TO: **Digester Readers**

FROM: **The Editor**

DATE: **November-December, 1963**

SUBJECT: **Integration, Diversification = Stability and Progress**

The Company's recent acquisition of the two corrugated container manufacturing plants in the United Kingdom emphasizes the continuing pattern of integration of operations and diversification of products.

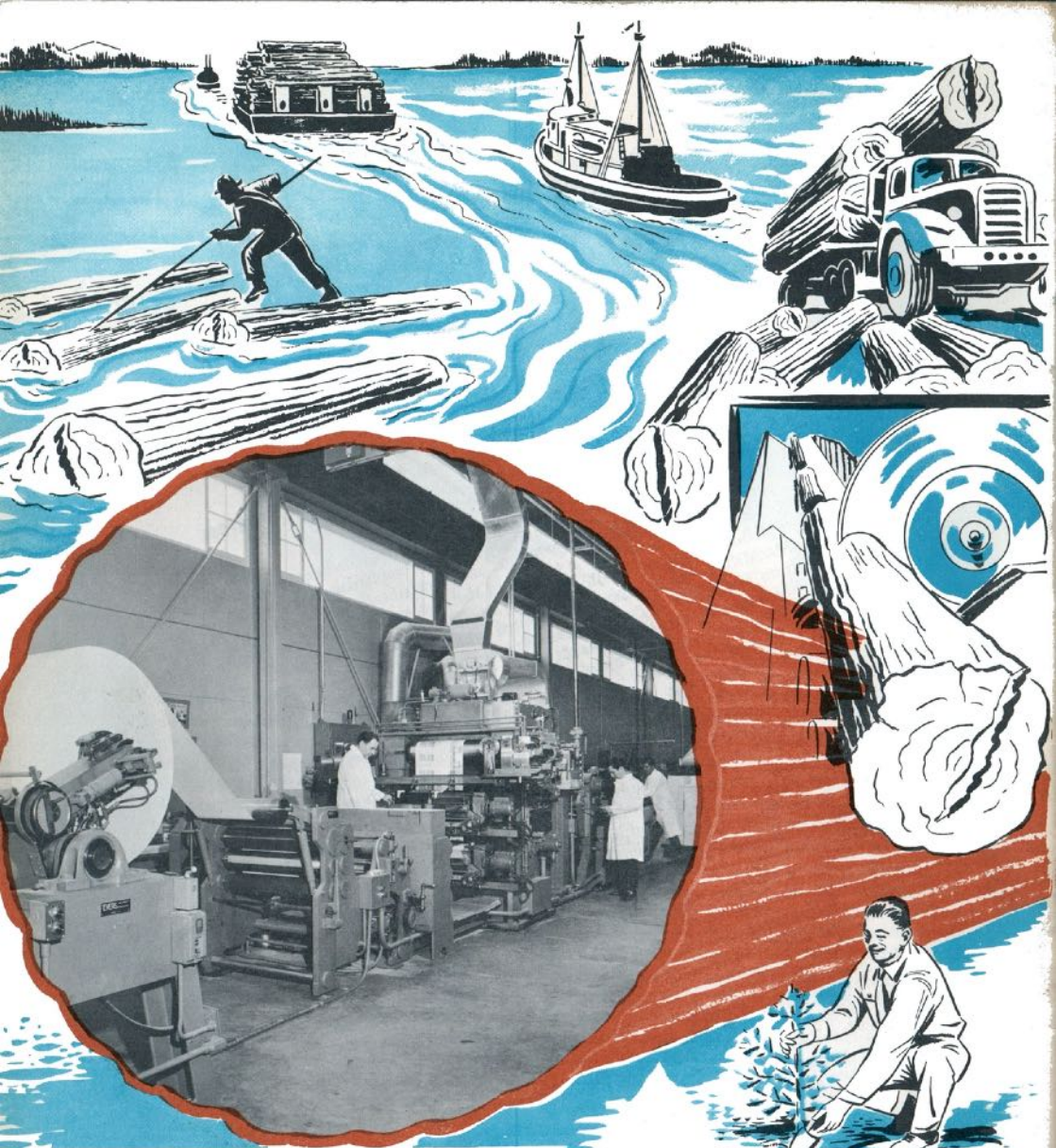
The present Company is formed by the amalgamation of three former individual companies, Bloedel, Stewart and Welch Limited and H. R. MacMillan Export Company Limited which amalgamated in 1951 to form MacMillan & Bloedel Limited; and Powell River Company Limited which amalgamated with MacMillan & Bloedel Limited in January 1960 to form the present Company.

Each of these three former Companies commenced operations on a single product basis. Bloedel, Stewart and Welch, formed in 1911, went from logging to sawmilling in the mid-twenties, to pulp in the mid-forties.

H. R. MacMillan started in 1919 primarily as lumber exporters, branching into lumber production in the 20's, plywood in 1935 and kraft pulp in 1950. Amalgamating with Bloedel, Stewart & Welch in 1951 the new company enlarged and modernized its sawmills and plywood plants, added a kraft bag plant, and in 1959 entered the newsprint market. Powell River Company Limited, formed in 1911 produced only newsprint, adding sulphite pulp in the 30's, sawmilling in 1951 and corrugated cartons in 1953.

Since the amalgamation of MacMillan & Bloedel Limited and Powell River Company Limited in January, 1960, further diversification has taken place. A fine paper mill was put into operation in 1960, and a paperboard plant was acquired together with subsidiary operations producing rigid and folding boxes. Construction of a particle board plant is presently underway and major expansions of pulp and newsprint facilities have taken place in the past three years.

All of these moves which have taken place over the years were undertaken with the basic objective of making the best and most economical use of the raw material—timber. Today, as a result waste has been cut to a minimum and greater wood utilization per log made possible.



A smaller but important feature of Company operations is the manufacture of a wide variety of packaging materials—corrugated cartons, rigid and folding boxes, paper bags, etc. Above, the blanker and printer machine at our National Paper Box plant is turning out milk cartons.

**MACMILLAN, BLOEDEL AND
POWELL RIVER LIMITED**

NEWSPRINT - PULP - FINE PAPERS - KRAFT PAPERS
 PAPER BAGS - PAPERBOARDS - CORRUGATED CONTAINERS
 FOLDING AND RIGID PAPER BOXES
 LUMBER - PLYWOOD - SHINGLES - DOORS - PRES-TO-LOGS