

1964-1

MacMillan, Bloedel and Powell River

DIGESTER



ANNUAL REPORT REVIEW

The Annual Report of MacMillan, Bloedel and Powell River Limited for 1963 issued early in April showed net earnings of \$36,660,068 (\$1.76 per share) as against \$36,081,809 (\$1.73 per share) for the previous year, an increase of \$578,259. Net sales and other income was up \$18 million to \$349,368,343 but costs of sales and services and other expenses were also up over \$16 million almost taking up the entire increase in revenues. Higher operating costs were experienced in all spheres of the Company's activities. In particular wages and salaries were higher as were transportation costs and payments for stumpage and property taxes.

Wages, salaries and benefits paid to employees during the year amounted to \$81,724,493 an increase from \$77,526,441 for 1962. Shareholders received \$20,831,255 in dividends (\$1.00 per share) as compared to \$15,619,691 (\$.75) per share in the preceding year.

Capital expenditures for new plants and equipment totalled \$47,119,433 bringing the total capital expenditure since 1952 to almost \$350 million.

Production of lumber reached a new high; plywood shipments were up; demand for shingles continued upwards; newsprint was down slightly due to inventory reductions by publishers; pulp mills operated to capacity; kraft paper and paperboard shipments were up; fine paper production was up almost 50%; corrugated containers dropped slightly due to intense competition; folding and rigid boxes and bag sales were increased.

In his report to the shareholders, The Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer, stated "The Company has had a successful year and looks forward confidently to 1964 with the expectation that the full benefit of the recent expansion at Alberni and Harmac will be attained. It is not expected there will be any increase in newsprint prices, although despite higher costs the price has remained the same for almost seven years. The pulp market is strong and lumber and plywood demand good. In brief, it is expected that markets generally will continue to be favourable."

In a letter to the shareholders accompanying the Annual Report Mr. Clyne said that the Company has accumulated tax-paid undistributed income amounting to \$13,705,347 (equivalent roughly to 65 cents per share), which the Directors intend to distribute to the shareholders by way of stock dividends spread over three years, in the form of new Redeemable Preference Shares. If the proposal is approved at the Annual General Meeting on April 28th a stock dividend of one New Preference Share of \$1.00 par value will be issued to shareholders for each five Ordinary Shares held by them of record at the close of business on May 18th, 1964.

No alteration in the present rate of dividends in cash is contemplated. "It is expected," Mr. Clyne concluded, "that the Company will, as soon as earnings permit, offer to purchase the new Preference Shares which are outstanding and by so doing increase the amount received by the shareholders in cash."

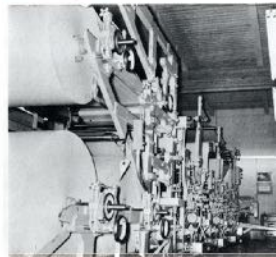
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DIGESTER



COVER
Photo taken near our logging operations in Queen Charlotte Islands. Many such scenic areas are to be found throughout the Islands.

CONTENT

New Pulp and Paper Appointments— Why The Digester Miss Pressroom	4
New Paper Product Laboratory at Burnaby Division	5
The Voyages of Captain Vancouver .	6
Tucson Daily Citizen Wins Award . .	9
MacMillan Jardine (Japan) Ltd. Opens Tokyo Office	10
B.C. Weeklies Turn to Offset	11
New Hobby May Rival Stamp Collecting	12
25 Year Club	14
Around Our Communities	16
Canada and U.S. Sign Agreement on Columbia River Waters	18
Construction Progress	22
This Is Canada—Part 15	23

NEW PULP & PAPER APPOINTMENTS

Several new appointments in the Pulp and Paper Group were recently announced by Mr. G. S. J. Bowell, Vice-President and General Manager of the Group, to take effect February 1, 1964.

MR. A. C. MCGOGAN has been appointed Manager Marketing - Pulp and Paper (excluding Newsprint) and will report to Mr. Bowell.

MR. W. M. MARLER is appointed Manager Marketing-Pulp, reporting to Mr. McGogan.

MR. D. L. McLAUCHLIN has been appointed Manager, Pulp Sales Division reporting to Mr. Marler, and Mr. P. M. Ketchen appointed Assistant Manager of that Division.

MR. G. S. GILLIGAN, Manager Marketing-Paper (excluding Newsprint), will also report to Mr. McGogan.

These new appointments will further enhance the marketing functions of the Pulp and Paper Group.

Miss PRESSROOM



Above are the candidates for Miss Newsprint of 1963, a contest staged annually by the Diamond J. Club of the Edmonton Journal. All girls are attired in costumes made entirely of newsprint. The contest is a highlight of the Journal's yearly social calendar. "Miss Pressroom," Miss Damery, was the winner of this year's award and is shown under the "B" in centre of photo above.

WHY THE "DIGESTER?"

Over the years many people have asked us why the name "Digester" was selected for our Company magazine.

When the Digester was first published as an internal house organ in 1922, a popular poll contest was held to select a name. Out of several hundred suggestions submitted the name "Digester" was selected.

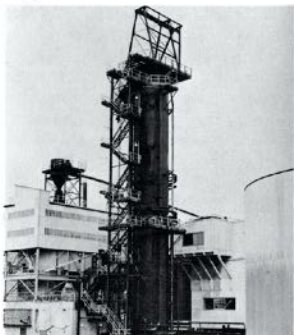
Two basic reasons prompted acceptance of the name. First, the word "Digester" suggested the news digest idea already incorporated in such journals as "Literary Digest"—"News Digest"—etc.

Secondly, and from the trade viewpoint, the "digester" is a key factor in the pulp and paper-making process.

This equipment, pictured on this page in its most modern form, is a huge cylindrical vat in which pulpwood chips are "chemically cooked" and broken down into pulp fibres. The resultant pulp, with its long fibres, adds the strength to our pulp and paper products.

The modern digester operates on a continuous basis, with chips entering the top—being digested on their way down—and emerging as unbleached pulp from the bottom in about three hours. One such installation is now operating at our Harmac mill and a second is presently being built at Alberni. The digestive capacity of this gargantuan chip eater suggested the name "Digester", since the magazine "digests" important events in our Company's activities and progress.

The original "Digester" first saw the light of day in September, 1922, when it was issued as an employees' "House Organ" with a 6"x9" format.

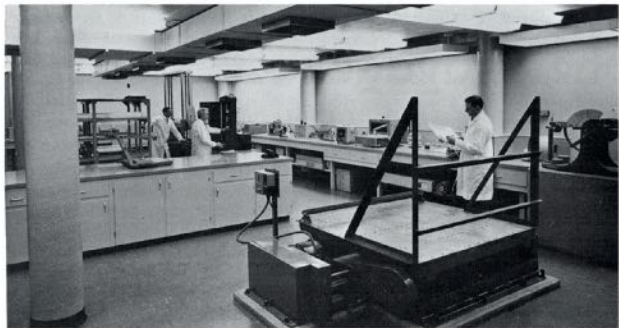


Modern Continuous Digester at Harmac.

In 1946, the "Digester" enlarged its format to 8½"x11" and became an external publication, published largely for our customers and industrial associates in all corners of the globe.

With this current issue we introduce our new cover and general format. Over the years we have received many nice letters from our readers commenting on the magazine. We have tried to keep the articles of interest and in general form so that they are not too technical and can be easily understood.

We will continue to follow the same policy, and hope that our readers will find the publication interesting.



New Company laboratory recently opened is fully equipped for paper product evaluation.

New \$70,000 Paper Product Laboratory at Burnaby Division

The doors have just been opened on the new, \$70,000 Paper Product Evaluation Laboratory at the Burnaby Paperboard Division of the Company.

Headed by Dr. John Keays, Director of the Central Technical and Research Division, Pulp and Paper Group, it is the only one of its kind in Western Canada. The unit has been established by the Company in order to obtain quick, accurate assessment of paperboard products, and to augment the Company's expanding program of paper product research.

The most modern equipment available has been installed — equipment capable of performing rigorous, accurate tests on any of the wide variety of

pulp and paper products manufactured throughout the Company.

An important function of the laboratory will be to carry out regular quality control tests on paperboard box and corrugated carton materials. Cartons are subjected to severe "torture tests", which determine their strength and serviceability. Cartons of all types, filled with the product they are to carry, are dropped to measure resistance to shock, crushed to test seam and fold strength, vibrated and abraded under controlled conditions to ensure a satisfactory product.

Hot and cold rooms allow the technicians to simulate wide variations in storage and shipping conditions, and

permit close observation of the effect of climate on packaging materials.

An Instron stretch tester is the most versatile of its type anywhere. This electronic instrument can test the "stretchability" of many materials ranging from heavy fibreboards down to a hairlike individual fibre. The information gathered contributes substantially to "building in" the strength necessary to high standard packaging units.

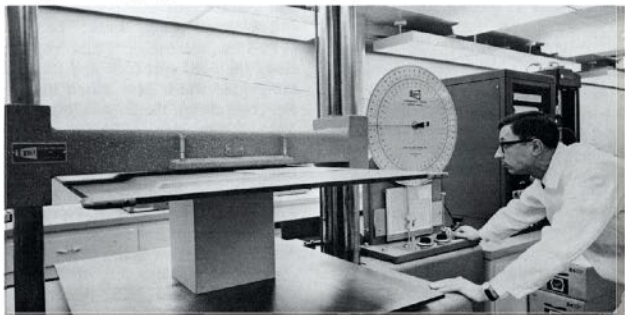
On the way through the testing procedures, a section of paperboard or corrugated board is subjected to a battery of tests, designed to determine its durability, strength, printability, crush factor, resistance to puncture, and load capacity. Present emphasis is being laid on the paperboard and linerboard products from the Burnaby Paperboard, National Paper Box, and Martin Paper Products Divisions of the Company.

Research projects have high priority at the new laboratory. The three primary research objectives are: research into methods for extending the use of wood fibre in world markets, the development of new paper products, and research into further uses for waste materials in the forest industry throughout the province.

Relating to packaging, it is the general goal of this improved quality control function to maintain a high level of scientific, technological and technical surveillance of all aspects of the packaging industry which are of direct or potential interest to the Company and its customers.



Dr. John Keays, Director of Central Technical and Research Division of the company's Pulp and Paper Group.



Compression tester testing strength of corrugated carton.

The Voyages of Captain Vancouver

On an early September day one hundred and seventy years ago, two men faced each other across a table in the Spanish Government House at Nootka Sound, on the north end of Vancouver Island.

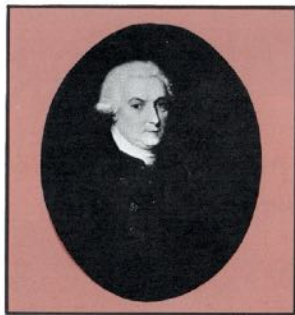
On one side was Captain George Vancouver, R.N., representing His Britannic Majesty, King George III. Seated on the opposite side was Don Juan Francisco de la Bodega Y Quadra, supporting the interests of His Catholic Majesty of Spain, King Carlos IV.

It was an historic meeting. The two commanders had been despatched by their respective governments to implement the terms of the Nootka Convention—a treaty that marked the downfall of Spain as a colonial Empire and left the field open for future British exploration and settlement of the Northwest Pacific.

That was over a century and a half ago—and the firm, but tactful manner in which Capt. Vancouver conducted the delicate and vital Nootka negotiation earned him special commendation from the Lords Commissioners of the Admiralty and the British Government.

It is not, however, on the Nootka negotiations alone that the fame of Capt. Vancouver rests. In every nook and cranny of the B.C. coast are place names, honoring the explorations and discoveries of Capt. George Vancouver, his officers and crew. The city of Vancouver, British Columbia, third metropolis in Canada, commemorates his memory by an imposing statue outside the City Hall.

In the latter half of the 18th century, British navigators and explorers were on the high seas of the world, seeking Northwest Passages, charting new lands, opening up new trade routes and annexing, by right of discovery or occupation, territories in all corners of the globe—and particularly in the



Capt. George Vancouver.

Pacific Ocean area. The captains and navigators of the Royal Navy sailed every ocean, charting coves, bays and inlets, from the tropics to the Arctic. Prior to 1780 all that was known of the northwest coast was contained in the meagre reports of earlier Spanish explorers, Perez, Martinez, Quadra and Maurille. But in the latter half of the 18th century, British navigators, in a resurgence of Elizabethan enterprise, equalled the achievements of the Drakes, Frobishers and Hawkins's of that golden age.

The great Capt. Cook, between 1770-1780, made those famous voyages along the northwest coast and through the Pacific which have raised him to top rank among the outstanding navigators and explorers of history. Almost at the same time, Admiral Nelson, then a midshipman on the H.M.S. *Triumph*, was driving north into Arctic ice floes in search of a Northwest Passage—reaching a latitude of 78° North. Two years before Capt. Vancouver and Quadra met at Nootka, Capt. Bligh, in H.M.S. *Bounty*, engaged in South Sea navigation, had been over-powered by mutineers and put adrift on his famous 3,000 mile

journey to the East Indies. Portlock and Dixon, Barkley, Johnstone and others had preceded Vancouver, but their discoveries still lacked exactness and detailed confirmation.

As soon as the Nootka Convention was signed, the British Government again turned its attention to western American affairs. Capt. Vancouver was given command of a new expedition and in April, 1791, with the ships *Chatham* and *Discovery*, sailed out of Falmouth. The vessels arrived at the Sandwich (Hawaiian) Islands, scene of the death of Capt. Cook in January 1792, after visiting New Holland and New Zealand. In April, Vancouver touched the shores of the Pacific Coast in the neighborhood of Cape Oxford, Oregon.

In assessing Vancouver's voyages, this specific instruction from the Admiralty should be kept in mind. He was instructed:

"First, the acquiring of accurate information with respect to the nature and extent of any water communication, which may tend in any considerable degree, to facilitate an intercourse, for the purpose of commerce, between the north-west coast, and the countries upon the opposite side of the continent, which are inhabited or occupied by His Majesty's subjects.

Secondly, the ascertaining, with as much precision as possible, the number, extent, and situation of any settlements which have been made within the limits above mentioned, by any European nation, and the time when such settlement was first made."

From these instructions it is clearly evident that British Government policy, by this time, was hard headed and realistic. Gone were the fantastic dreams of Cathays and fabulous lands of gold and precious metals. The era of the Industrial Revolution was upon

England—and a far-sighted government was in search of raw materials to bring home for fabrication. Trade and commerce, new territories, rich in raw materials, areas of settlement—these were the motives behind the materialistic voyages of the late 18th century.

From Oregon, Capt. Vancouver continued his sweep up the Pacific Coast—and off the Oregon coast was guilty of one of the major omissions of his career. For some unaccountable reason, the careful Vancouver failed to detect the mouth of the Columbia River, one of the main rivers emptying into the Pacific Ocean. This discovery was made a few months later by Capt. Gray of the American ship *Columbia*. On April 29 the two British ships sailed into the Strait of Juan de Fuca, passed Cape Flattery, and swung out into the Gulf of Georgia. Here, he commenced that careful and laborious survey, which has ever identified his name with this region. He surveyed Puget Sound which he named after Peter Puget, his second lieutenant. He examined with elaborate care each bay and harbor, each inlet and sound. With the exception of the names bestowed by the Spaniards in their survey of 1791-1792 there is scarcely a large island, bay or sound or prominent cape that does not bear the name given by the British explorer.

Between April 30 and the beginning of August, Capt. Vancouver charted and surveyed the entire area between Puget Sound and the Queen Charlottes. He sailed past Whidby Island, hugged the shore line by Bellingham and Lummi Island and proceeded into the Gulf of Georgia; thence to Boundary Bay, Point Roberts and Point Grey to the entrance of Burrard Inlet. Point Grey was named after his friend, Capt. Grey—and Point Roberts "after my esteemed friend, Capt. Roberts of the *Discovery*."

And here once again, almost unbelievably, Capt. Vancouver missed the mouth of the Fraser—despite his log comments of "low, swampy land that extended several miles back from shore." Between Point Grey and Point Atkinson, the explorer found the narrow entrance of a long canal which he named Burrard Inlet in honor of Sir

Harry Burrard—a British general, whose chief claim to fame or otherwise rests on his taking over command of the British army from the Duke of Wellington at Vimero in the Peninsular Wars. Burrard Inlet today comprehends within its sheltered waters the great ports of Vancouver, North and West Vancouver, the oil city of Iloco, and Port Moody, original terminus of the Canadian Pacific Railway.

Following the shore of the Gulf, which he named Georgia, after King George III.—Capt. Vancouver encountered a stretch of water, now familiar to every resident of Powell River. He discovered and explored the inlet which he called Jervis after Sir John Jervis, famous British admiral, victor of the battle of Cape St. Vincent.

After his exploration of Jervis Inlet, Capt. Vancouver returned to Point Grey, where he had established headquarters and where now the magnificently situated University of British Columbia looks out over the waters and islands of the Gulf.

At Point Grey was another historic meeting. Here, he fell in with two Spanish vessels, the *Sutel* and *Mexicana*, commanded respectively by Don Dionisio Galiano and Don Cayetano Valdez, Spanish captains, whose voyages are immortalized in the Gulf of Georgia area by such names as Galiano Island, Valdez Island, Cortez and others. These two ships had sailed from Mexican ports, travelled as far north as Nootka Sound and returned to Point Grey, where they encountered Vancouver and his vessels.

Naturally the explorers exchanged notes and the two Spanish captains expressed surprise that Vancouver had not found the large river which they had been told by previous explorers emptied into the Gulf of Georgia. The mouth of the river is shown on the Spanish charts as lying between Points Langara and Cepeda, the Spanish name of Point Grey and Point Roberts. The river had been named Rio Blanca in honor of the Spaniard Count Floredablanca. It seems almost beyond belief that Capt. Vancouver's small boats, which he had put ashore to examine more carefully the bays and inlets, should have failed to find the mouth

of the Fraser. Yet such was the case.

The British and Spanish vessels remained in company for several days and engaged in joint examination of the Gulf Coast line. Each bay or inlet was minutely surveyed in small boats under command of Vancouver, Broughton, Mudge, Puget, Baker, Whidby, Johnstone, and the wealth of information gained was faithfully embodied in the great chart of Vancouver, which stands as an everlasting monument to his zeal and ability. The names of Vancouver's assistants are all commemorated in such names as Johnstone Straits, Cape Mudge, Broughton Sound, Whidby Island, Mount Baker, etc.

On the 13th of July the two groups parted company and continued their voyages separately.

Capt. Vancouver, after leaving his Spanish confreres, continued up the B.C. coast, reaching the top end of Vancouver Island. Emerging from the Johnstone Straits (named after Lieutenant Johnstone) he sent small

—Continued next page



Capt. Vancouver's famous "H.M.C.S. *Discovery*" (from a painting by F. P. Thursby).



Historic meeting between Capt. Vancouver and the Spanish explorer, Capt. Malaspina, off Point Grey, Vancouver.

boats in all directions to survey the coastal indentations and islands. The cluster of large islands to the north-westward of Knights Canal was named Broughton's Archipelago, after Capt. Broughton, commander of the Chatham.

On August 5, Vancouver reached the ocean, passed Cape Caution and entered Fitzhugh Sound, where both Discovery and Chatham were grounded in stormy weather. It was at this time that the navigator confirmed the name Queen Charlotte Sound, and which the American captains Gray and Kendrick had called Pinard Sound. Charlotte was the consort of George III.

On August 28th Capt. Vancouver made Friendly Cove in Nootka Sound, where he found riding at anchor the Spanish brig *Activa* flying the pennant of Quadra, Commandant of Port Lorenzo de Nutka, as the inlet was called by the Spaniards. Besides the *Activa* lay the store ship *Daedalus*, and a small merchantman.

Capt. Puget was sent ashore to carry Vancouver's compliments to the Spanish commandant and to make arrangements for the historic meeting mentioned in the opening lines of this article.

Present at the Nootka meeting was Chief Maquinna, the Nootka chief, who looked with sullen eye on the proceedings and did not disguise his displeasure over the fact of the Spaniards' leaving. His first meeting with the British had been unfortunate—and

it was only after intervention by Quadra that he was prevailed upon to accept the British as new masters of the area.

The Nootka negotiations were not completed at this time—because of Vancouver's refusal to sign terms proposed by the Spaniards. His reports were forwarded to London, and as far as Capt. Vancouver was concerned, his role in the affair was over.

On October 13, 1792, the British vessels left Nootka and turned their prow southward. They passed Cape Flattery, named by Capt. Cook, and the small store ship *Daedalus* was detached to examine the Gray's Harbor area, while the *Chatham* and *Discovery* explored the Columbia. A long boat, under Lieutenant Broughton penetrated to what is now Vancouver, Washington, which port was formally annexed to "His Britannic Majesty's domains"—and which was named after Capt. Vancouver.

This ended Vancouver's first trip along the west coast. He sailed for the Sandwich Islands, where his ship went into winter quarters.

In March, 1793, the explorer returned to the Pacific seaboard of America, and arrived at Nootka on May 20. With Nootka as base headquarters Vancouver sailed northward to examine and chart the coast in the vicinity of Cape Calvert. On the third and fourth of June his expedition surveyed Deans Canal and the Cascade Canal—an area which another noted explorer,

Alexander Mackenzie, reached two months later, by land from Canada.

On this voyage Capt. Vancouver not only minutely surveyed the continental shore and the various winding canals—he paid careful attention to the habits and customs of the Indians.

Proceeding steadily northward, bestowing the names of friends on islands and capes, he reached the latitude of the Skeena River. At this time he named Port Essington. In Behm Canal, Vancouver noticed a strange, spired rock. He at once thought of famous Eddystone lighthouse—and thus New Eddystone made its first appearance on a new world map.

On October 5th the explorer reached Nootka again from whence they sailed first to San Francisco and thence to the Sandwich Islands.

On April 4, 1794, he returned to the Pacific Coast and continued his examination of the western shore of the Queen Charlotte Islands. At Nootka he visited the Spanish commander Alava, and the two commanders paid a state visit to Chief Maquinna at Tashee. In a special report, Capt. Vancouver describes the

HISTORIC OMISSION

Capt. George Vancouver was undoubtedly one of the greatest of the pioneer explorers of the Pacific Coast. His maps and charts are meticulously prepared—and hundreds of bays and small inlets are carefully and accurately recorded.

It is strange—almost incomprehensible—that Vancouver should miss two of the most important areas between Oregon and Alaska.

Strange but true. In sailing up the coast, charting islands, bays and fiords, he missed and failed to record the mouths of both the Columbia and Fraser Rivers.

"barbaric splendor" of their reception by the Chief.

On the 16th of October, 1794, Capt. Vancouver ordered the anchor to be weighed, the sails unfurled, and the Discovery bade adieu to our coasts forever. The Discovery and the Chatham, after a short stay at Monterey, sailed in December, 1794, for England. In a heavy gale the Discovery's main mast was sprung, and scurvy having made its appearance, the vessel called at Valparaiso for the necessary assistance. Resuming the voyage, Cape Horn was rounded and the Chatham arrived in London on October 17, 1795, the Discovery three days later.

After his return Vancouver devoted himself to the preparation of his Journal for publication. He had corrected all the proofs except the last few pages when he died at the Old Star and Garter Inn, Richmond Hill, Surrey, May 10, 1798. He was buried in the church yard of St. Peters, at Petersham, on the 18th. Considering that Vancouver was not yet forty-one years of age at the time of his death, all must marvel at his abilities which caused him at thirty-four years of age to be selected for such an important office, and that enabled him to carry it through in a manner which has evoked the highest praise from every student of our history and geography. It was eminently proper that the name of such a man should have been selected for the great, bustling city at the terminus of the Canadian Pacific Railway.



Vancouver, B.C. in 1890.



The modern city of Vancouver.



The new home of the Arizona Daily Star and Tucson Daily Citizen is an attractive addition to the city's architectural structures.

TUCSON DAILY CITIZEN Wins Powell River Alberni Sales Plaque

For Best General and
Departmental News Coverage
By An American Journal

On January 9-11 the Arizona Newspapers Association, one of the southwest's most aggressive organizations, held its Annual Convention at Mountain Shadows Resort in Scottsdale, Arizona.

Awards for various achievements and classifications were a highlight of the gathering, and one in particular was of special interest to Powell River-Alberni Sales Corporation, service representatives for Powell River-Alberni Sales in the United States.

Recognition for the "Best General and Departmental News Coverage" was won by the Tucson Daily Citizen, of Tucson, Arizona. Mr. Max Connolly, member of the American Newspapers Association executive presented William A. Small Jr., Assistant Publisher of the Tucson daily with the Powell River-Alberni Sales Corporation plaque in recognition of its outstanding reporting in this specialized field.

The Tucson Daily Citizen, with a circulation of 41,000 serves a rapidly growing community of over 300,000 people. Located just 60 miles north of the Mexican border, Tucson with its historical past and natural scenic grandeur is one of the most popular vacation resorts in the southwest.

From the centres in which our company operates—Vancouver, New Westminster, Powell River, Port Alberni, Nanaimo, etc.—hundreds of



William Small Jr. (right) presented with "Best General and Departmental News Coverage" award by Max Connolly.

company employees and residents visit this area each year—and bring back glorious reports of sunny skies, rugged mountains, great ranches, copper mines and warm hospitality.

Tucson is the home of the University of Arizona (enrollment 17,200), of Kitt Peak National Observatory and Davis-Monthan Air Force Base. And for the large group of baseball fans in our communities, it represents the winter home and training ground of the Cleveland Indians baseball team.

The Daily Citizen is a vital force in the progress and development of this fast growing area and the Digest in congratulating the staff on its award-winning achievement, extends its best wishes for continued success and sound leadership in the years ahead.



Vice-Chairman R. M. Shaw (1), W. M. Marler (2) and F. G. A. McCullough (3) from the head office in Vancouver attended the official opening of the new firm, MacMillan Jardine (Tokyo).

NEW COMPANY FORMED TO SERVE JAPANESE MARKET

MacMillan Jardine (Japan) Limited Opens Tokyo Office

Recently Mr. R. M. Shaw, Vice-Chairman of MacMillan, Bloedel and Powell River, accompanied by senior management representatives made a special visit to Japan.

The basis of the visit was recognition of the steadily expanding importance of the Japanese market for our Company products; and the desirability of providing the best possible service to customers in this trading area.

The visit marked the official inauguration of a new Company, MacMillan Jardine (Japan) Ltd. to assist in supplying this market.

The recently incorporated company represents the merging of production skills and market knowledge of two firms, who have had long and experienced connections with the Japanese market and Japanese industry.

Jardine Matheson & Company is a world trading organization and recognized leader in the marketing of forest products in the Orient. The firm was founded in 1832.

MacMillan, Bloedel and Powell River Limited have a long history of association with Japanese importers of lumber and pulp and paper. Mr. H. R. MacMillan, founder of MacMillan Export in 1919, still retains pleasant

memories of his many associations with Japanese trading firms in the 20's and 30's.

The formation of MacMillan Jardine (Japan) is the result of the growth of the market for forest products in Japan, which Mr. MacMillan foresaw in the early days.

Company officials, R. M. Shaw and W. M. Marler, Manager Marketing, Pulp, and F. G. A. McCullough, General Manager of Export Sales Company which handles the sale of the Company's newsprint in Japan, were highly gratified by the favorable reaction of Japanese Government and business representatives who attended the official opening of the new office.

This attitude was reflected in a letter from Mr. H. Fukuda, Japanese Minister of International Trade and Industry congratulating MacMillan Jardine (Japan) on the opening of their new office. Mr. Fukuda stated,

"In order to attend the Second Japan Canada Ministerial Meeting, I visited Canada in September 1963. On that occasion, I and my wife had the pleasure of meeting the Hon. and Mrs. J. V. Clyne, Chairman of MacMillan, Bloedel and Powell River Limited at a reception held in Vancouver under the

auspices of the Government of British Columbia.

"In my warm recollection of that event, I feel very happy to hear that the above-mentioned company and Jardine, Matheson & Company Limited have jointly established a new firm in Japan.

"I would like very much to be present at this commemorative reception held today, but deeply regret that I cannot do so as I had a previous engagement.

"I understand that the new Company will undertake the sales in Japan of Lumber, Plywood, Pulp, Newsprint and many other wood products. Canada is one of the greatest wood product producing countries in the world and I am very delighted to see that a Canadian enterprise in this line of business has extended its operations to Japan, which I hope will also be a good thing for the development of Japanese economy."

With its strategic location on British Columbia's West Coast, MacMillan, Bloedel and Powell River with a wide diversity of forest product production is in an ideal location to supply the valuable Japanese market. In joining forces with Jardine Matheson & Company, the new Company looks forward to continuing its service to many old friends in Japan and to the establishment of new customers for its dimension boards and lumber, kraft, and sulphite pulp and newsprint.

B. C. Weeklies Accelerate Use of Offset Printing

ABBOTSFORD, SUMAS, MATSQUI NEWS FOLLOWS GROWING TREND IN PROVINCIAL WEEKLY FIELD

The installation of offset printing equipment in the B.C. Weekly newspaper field continues to increase. On January 15 this year the Abbotsford, Sumas and Matsqui News, incorporated in 1922, opened its new plant in the Fraser Valley centre of Abbotsford with installation of a three-unit high speed Goss Suburban newspaper offset press.

This installation follows another growing practice common among newspapers, both weekly and daily, on this continent—consolidation of press facilities. The new building with its 6,300 square foot area and its highly modern equipment will serve as printing headquarters for two other long-established Fraser Valley weeklies—The Chilliwack Progress (1891) and the Fraser Valley Record (1908).

These three Valley newspapers were acquired by the Liverpool Daily Post and Echo, of Liverpool, England, in 1962 and are incorporated under the name of Hacker Press. President and General Manager of the three companies is Cecil Hacker, an outstanding publisher in the B.C. weekly field.

The conversion of the Hacker Press group to offset brings to eight, the number of B.C. weeklies which have already made the switch-over. Practically all the conversions have been made within the past three years.

The three papers, while printing on the same press, will for the present retain their own composing and make-up staffs. The offset process, the publisher declares, makes possible two major advantages—improvement of printing quality and the use of additional colors of ink in a single run. Both readers and advertisers will benefit from the improved printing and excellent photographic reproduction.

Publisher Cecil Hacker is particularly proud of the fact that the new offset plant was designed and constructed entirely by people of the

centre Fraser Valley. Heating and ventilation systems, electrical installations, interior and exterior painting were all done by local contracting firms.

The new press is one of the most modern on the continent—and a credit to the initiative and forward looking policies of the owners and publishers. The Fraser Valley is assured of both high quality printing with new and additional lay-out and art services in cluded to further serve the reading public.

The Fraser Valley area served by Hacker Press is one of the continent's most famous and long-established farming and dairying areas. The dairy herds of this fertile valley have won innumerable national and international awards.

These weekly home-town papers, with their close contact with and intimate knowledge of the problems and activities of the great agricultural area, have played a major role in the progress and development of the Fraser Valley.

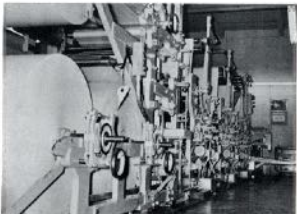
To Publisher, Cece Hacker, his editors and associates, congratulations on another forward step in the history and development of B.C. Weekly newspaper publishing.



Publisher "Cece" Hacker.



Publisher of Abbotsford Sumas and Matsqui News—Cliff Hacker (right) and press foreman Andy Laurie look over the new offset sheets.



The new offset press, one of the most modern in the weekly field.



Aerial view of the busy center of Abbotsford, in the fertile Fraser Valley.

Town Cancellations

By BRUCE RAMSEY

Vancouver Province Historical Writer



The world's most popular hobby is stamp collecting and many governments, representing the big and the small nations, make quite a business of catering to the demands of philatelists.

Recently there has emerged from this hobby a new style of collecting. To this type of collector the stamp doesn't mean a thing. They are interested in used stamps which show the postmark of the town where the letter was posted.

Amongst the most avid collectors of "town cancellations" are those to be found in British Columbia. Since this west coast province was founded in 1858 there have been about 3000 different post offices established within its borders.

But post offices come and go. They are closed for any number of reasons, such as the establishment of rural delivery, or the community has packed up and left.

Some people collect postal markings with an historical background, others collect anything they can lay their hands on and are the despair of their wives. Yet another type specializes in postmarks relating to a specific industry.

One of these divisions is forestry, and those who have succumbed to the spell, go for anything even remotely connected with lumbering.

They begin, for instance with Lac la Hache, in the Cariboo country of central British Columbia. This lovely little town was named because someone, back in the early days, lost a hatchet in the waters of the lake. After all, a hatchet is as good an article as any with which to start a logging collection.

They look for names of men associated with the industry who are remembered by the names of the communities they were instrumental in founding. For instance, on Vancouver



Island there is a place called Bloedel, named after J. D. Bloedel, a partner in the firm of Bloedel, Stewart & Welch, which is now part of MacMillan, Bloedel and Powell River Limited. Also on the Island is Garrett, which existed as a post office between 1929 and 1940. It was named after E. I. Garrett, of Seattle, chairman of the Mer-

New Hobby may rival Stamp Collecting

rill and Ring Co., who had wide timber holdings within the province.



Another Island point, Sayward, honors one of the pioneers of the industry in B.C., William Parsons Sayward, who went into the lumber business in Victoria in 1858. Previous to this he had been engaged in a similar enterprise in San Francisco and Sacramento from 1841 until coming north with the miners rushing to the gravels of the Fraser River.

Another pioneer in the business was Sewell Moodey, who with George Dietz and Hugh Nelson operated a sawmill at Moodeyville in what is now



North Vancouver. A postmark from Moodyville is considered by many to be a "classic." Speaking of this operation, postmarks from Nelson, in the West Kootenays, are considered "collectable" as this city is named after Hugh Nelson, who, after giving up his lumber interests, became Lieutenant-Governor of B.C.



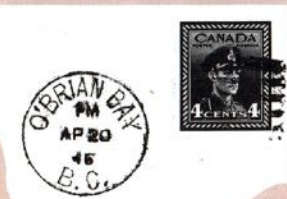
A scarce postmark now is O'Brien Bay on Simoon Sound, named after logging operator Daniel J. O'Brien. In 1947 the post office was moved and changed its name to Sullivan Bay.

The late A.P. Allison, manager of logging operations for the Smith, Dollar Lumber Co., is remembered in the name Allison Harbor, and Englewood, on northern Vancouver Island received



its name from the Wood & English Logging Company.

The ladies, too, come in for recognition. Port Alice, the pulp and paper town on the northern end of Vancouver Island is named after Alice Whalen, daughter of the president of the old Whalen Pulp and Paper Co.



And, of course, there are the easy to recognize sawmill towns such as



Sinclair Mills, Lammings Mills, Cornell Mills, Fraser Mills, Hutton Mills, Georgetown Mills and the rarest of them all, Dominion Mills. This post office, located in the Greater Vancouver area, was open only from Sept. 1, 1911, to Sept. 16 of the same year. No postmarks from this office are known to exist.

Followers of this fascinating facet of stamp collecting also seek postmarks



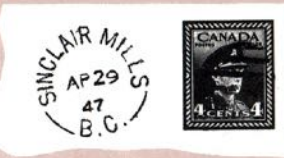
giving the names of trees, such as Cedarvale, Walnut Grove, Maplewood and Maple Bay, Pine Valley, Blackpines, Spruceville, Hazelton, Green-timbers, Cottonwood, not forgetting of course Forest Grove and Forestdale.

Of the lumber towns which have vanished, one of the more interesting is Lumberton, over in the East Kootenay near Cranbrook. It was formerly known as Wattsburg, after A. E.

Watts, the terrible-tempered owner of a sawmill there in the early days.

In the Queen Charlotte Islands there is Aero, a name given during the Second World War on account of the spruce cut there which went into the manufacture of aeroplanes.

Some collectors like to have these postmarks on the full envelope, and one way to make the gleam come into the eyes of one of these individuals is



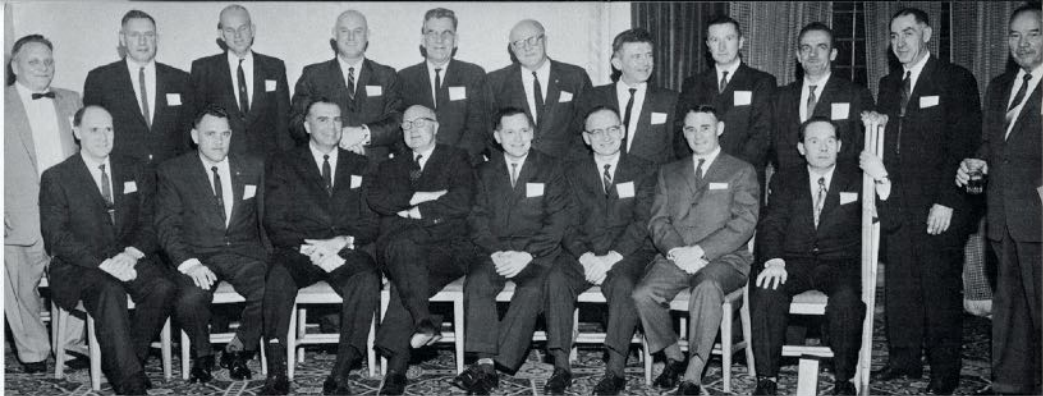
to offer him a "cover" with the name of a logging camp or company printed in the top left-hand corner. These are called "corner cards" and some of them are quite ornate.

Naturally, the question arises, have these postmarks any value? The question is difficult to answer, for it is a matter of supply and demand. Current post offices are of no value at present, but if they are from small logging operations, they might be in time. One of the axioms in placing a value on these markings is that the longer the post office has been closed, the more valuable the post mark becomes. They seldom bring fancy prices, but the values are rising as the popularity of the hobby increases.

It might be truthfully said, that some of them are worth their weight in gold.



Mr. Bruce Ramsey
Library
Daily Province
Vancouver



Top—Chairman and Chief Executive Officer, Hon. J. V. Clyne poses for the camera with new members from the plywoods plants.

Center—Sawmill members with the Chairman and J. R. Forrest, (front row, 3rd from left) Manager—Manufacturing, Wood Products Group.

Bottom—General Manager of Logging, Mr. H. R. Chisholm (left) photographed with logging members.

Left—Mr. Clyne presents watch to new member of the Club, Walter Gingell of Martin Paper Products, Winnipeg plant.

25 YEAR CLUB

900 years of continuous service were represented at the annual gathering of the MB & PR 25 Year Club, held in the Hotel Vancouver on February 21.

The 36 new members and their wives were guests at a reception and dinner given by the Company to honor employees who have completed 25 years of continuous service.

Company Vice-Chairman E. G. Shorter as chairman welcomed the new members and their wives, and extended special greetings to Mr. and Mrs. Walter Gingell who had travelled from Winnipeg for the presentation; Ian Matheson of the Canadian White

Pine Division who obtained special permission to leave hospital where he has been on crutches since Christmas Eve following a car accident.

Mr. J. V. Clyne, Chairman and Chief Executive Officer, addressed the gathering and included "a special welcome to the wives who have 'put up with us patiently and helped us so much over the years'."

"The directors and management of the Company," Mr. Clyne stated, "are

very conscious of the part our long service employees have played in building up the Company and the communities in which you reside. Your long service speaks well for yourselves and for us."

Emphasizing the significance of the word "Company," the Chairman said:

"To me the Company does not mean any one individual or groups of individuals. The directors are not the Company—although their advice and selective judgement are essential for its success. Management is not the Company—although management is fundamental to its operation and direction. Employees are not the Company—although without them, their co-operation, knowledge and skills, the Company could not function. Shareholders are not the Company—although without their support and willingness to risk capital in our business, we could not have a successful and profitable Company.

"The Company," Mr. Clyne concluded, "is the sum total of all these, each making his contribution to the formation and success of the final product—the Company."

In effect Mr. Clyne stated that "we have a great Company and if we all work together we will be even greater to the benefit of all of us, our province and our nation."

The 36 new members bring to 1,104 the number of employees who have completed 25 or more years of consecutive service with MacMillan, Bloedel and Powell River.

Today 861 of these members are still actively employed and the number is steadily increasing. Some 15 divisions of the Company were represented and new members and their wives were brought to Vancouver by the Company for the presentation.



The oldest member of the incoming members, Mr. D. J. McLeod of Franklin River Division receives congratulations from Mr. Clyne.



And the youngest incoming member was Mr. A. N. Gilfillan of Alberni Pacific Division who started with the Company at age 16.

Around Our Communities

BIG LUMBER CARRIER LOADS FOR THE ORIENT

SS. AETOLIA TAKES BIG DECK LOAD

In 1905 a lumber cargo of 400,000 feet was close to a record shipment. Today to meet world wide demand for lumber products, Canadian Transport Company, shipping subsidiary of Mac-Millan, Bloedel and Powell River, operates under charter some of the largest lumber carrying vessels in the trade, carrying cargoes of 8 million feet—and as high as 11 million.

One of their chartered carriers, Aetolia, recently sailed with 10 million feet of lumber for Japan, of which nearly one-third was deck load, in addition to a shipment of pulp from our Harmac plant. These 21,000 ton deadweight ships, with speeds of 16-17 knots, are engaged in carrying Company products to all continents of the world.



S.S. Aetolia at Vancouver loading shipment of lumber for Japan.

ALBERNI ATHLETICS WIN PROVINCIAL HONORS

The Alberni Athletics Basketball Club has again distinguished itself

by capturing the senior "A" basketball crown of British Columbia. This is the sixth such championship the "A's" have won within a ten year span. The "A's" are held in high regard by the thriving Alberni Valley community and by the Company with whom 50% of the players are employed.

The famous Alberni Athletics basketball team is always in the picture when it comes to championships.



FERRY LINK DELAYED TILL FALL

The long awaited ferry link between Powell River and Comox on Vancouver Island is marking time pending the settlement of a coastal shipyard strike.

Work on the vessel is temporarily stopped, but docking facilities are being prepared at both Comox and Powell River.

The new 25-car ferry, eagerly awaited by residents and tourists alike, is scheduled to make its inaugural run in the fall, on a twice daily schedule.

INDIAN ART IS HER SPECIALTY

The arts and crafts of the Western Indian are the specialty of Germaine Friele, wife of Ole Friele, Plant Engineer at our Alberni Plywood plant. Mrs. Friele is becoming well known all over the continent for her excellent interpretations of Indian legends in silk screen paintings and tapestries. Several of her designs will be on display at the New York World's Fair, and her silk screens can be purchased in Vancouver.

Mrs. Friele and some of her excellent handcraft.



Kathy in the air . . .

IT'S HER IDEA OF FUN

Jumping gaily from parachutes and waving casual greetings to earth-bound friends from the azure blue is not everyone's idea of a restful or comfortable week-end—particularly for attractive blue-eyed blondes.

But Kathy Oliver, of our Head Office secretarial staff, disputes this theory. On almost every week-end Kathy heads for the parachute jump-



. . . and in the office.

ing ground outside of Vancouver, dons her parachute garb and spends the rest of the day jumping out into the wide blue beyond.

She is one of a very small and elite group of women in British Columbia—or even Canada, who have their parachute wings. There are only four other girls in B.C. who can claim a similar distinction and probably not more than a dozen in the nation.

POWELL RIVER SALMON KING

For many years the Powell River area has stood high on the list of "hot" salmon fishing spots, and last year was no exception. Jack Hill, chief accountant at Powell River Division, shown above left, won the Rod and Gun Club trophy and a motorbike for his 25-pound spring salmon, caught in the Fall Derby last September. Dan Campbell, Club President, made certain Jack is eligible this year too by selling him the first 1964 membership.



Jack Hill astride motorbike he won in Powell River Salmon Derby.

EDITOR'S NOTE

In recent months, the proposed construction of the great dams on the Columbia River in British Columbia has been a subject of wide public discussion and lengthy negotiations between the Canadian and United States governments. A background of this story and the final signing of an agreement, on Columbia water rights between the two governments is reviewed in this special article by William Fletcher, Business Editor of Vancouver Sun, written exclusively for the Digester.

The Mighty Columbia
in Big Bend Area



CANADA AND U.S. SIGN AGREEMENT

for use of Columbia River Waters

There is an old logging camp story that the bed of the Columbia River was carved out by Paul Bunyan's big blue ox, Babe, dragging a plow in a wild dash from the mountains to ocean.

It's as good an explanation as any to explain the erratic course that the river follows on its 1,720-mile route from the foothills of the Canadian Rockies in British Columbia to the Pacific Ocean near Portland, Oregon.

From its source in Columbia Lake it loops northward around the Selkirk Range; moves south through the Arrow Lakes and across the international boundary; skirts, then enters the lava plateau of central Washington; and ends its scenic run by penetrating two seemingly impenetrable barriers—the Cascades and the Coast Range.

Snow-fed in Canada, it has a lake-regulated flow before picking up the Kootenay, Pend Oreille, Spokane, Okanogan, Yakima and Snake rivers. The Columbia and its tributaries drain the area almost as big as Texas.

Even Paul Bunyan's Babe would be hard-pressed to generate the energy that lies in this mighty international waterway. Today the Columbia has more dams than any other river in the world and public and private utilities in the United States have a total capacity of ten million kilowatts generated at ten different locations.

Over the next decade, another four or five million kilowatts of capacity will be added thanks to the international treaty signed recently by United States President Lyndon Johnson and Canadian Prime Minister Lester B. Pearson.

The agreement was a long time in coming but now both federal leaders

and the government of the province of British Columbia herald the pact as a great forward step that will bring economic bounties to the United States and Canada for generations to come.

It was exactly twenty years ago when Canadian-U.S. talks opened on mutual development of the Columbia. The Americans had already started to take advantage of the river's hydro potential. In the depths of the depression the Roosevelt administration launched a program of hydro development, flood control and irrigation.

To Canada, trailing its bigger neighbor in economic development, the Columbia was simply a resource to be developed at some future date.

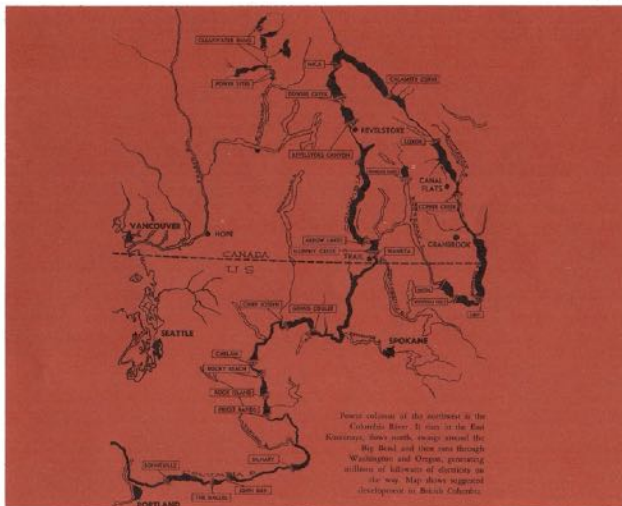
Canadians appeared to be in no hurry to cash in on its dividends.

The Roosevelt program gave the Americans bargain-basement power, just over two mills per kilowatt hour. But in the forties almost all the easily-developed hydro sites were used and, without regulation of the river upstream in Canada there was the constant threat of floods.

If an international treaty satisfactory to both nations could be negotiated, Canadian storage would provide this flood protection and permit installation of more capacity at existing American power stations.

The first step was to establish an International Joint Commission. The

—Continued next page





The famous scenic highway through Rogers Pass is in the heart of the Columbia River Valley.

two governments told its members to ignore existence of the border and devise a master plan that would produce the maximum amount of power from the British Columbia basin of the river as a whole.

The leader of Canada's negotiating team, General A. G. L. McNaughton, argued that the Americans should pay for Canadian water storage and suggested the downstream benefit theory.

The term "downstream benefits" refers to the additional power which the U.S. would be able to generate at their existing dams as a result of storage in Canada. The McNaughton plan was rejected and the Americans continued unilateral development of the river. Canada continued to do nothing with the section of the river within the boundaries of B.C.

Both countries returned to the bargaining table again in 1959 motivated by the threat of competition from the Peace River in north central British

Columbia. Two years earlier the late Swedish industrialist Axel Wenner-Gren had been given a concession by the provincial government to develop a three million-kilowatt hydro project on the Peace.

Wenner-Gren formed the Peace River Development Company with financial backing by British interests and the privately-owned B.C. Electric Company Ltd.

Promoters of the Peace rushed their engineering studies and lobbied in Ottawa for the right to export electricity to the United States. They also said they could transmit power the 650 miles to Vancouver at rates competitive with B.C. Electric costs of six mills per kilowatt hour.

This news generated action in Ottawa and Washington. Both knew that if the Peace River project were started, development of the Columbia would be held back at least 10 or 20 years. There wasn't a big enough

market in B.C. to absorb all the electricity that would be produced.

In January, 1959, the Americans agreed to the downstream-benefit principle. Eleven months later the International Joint Commission submitted recommendations for the Columbia's development. There remained only the task of drafting a treaty.

Negotiating teams from both countries sat down to hammer out the details in February, 1960. A year later they submitted a unanimous report to their governments. President Eisenhower signed for the United States. But there was a hold-up in Canada. The Conservative government at Ottawa and Premier Bennett's Social Credit government in B.C. could not agree on the disposal of Canada's portion of the downstream benefits.

Both agreed the power should be sold in the United States but the provincial government wanted to sell it on a 20-year contract; the federal gov-

ernment wanted to limit the sale to five years.

In the meantime, on August 1, 1961, Premier Bennett took over both the B.C. Electric Company and the Peace River Power Development Company. He announced that the Peace River project would be built. He also pledged he would go ahead with the Columbia.

When the Conservative government was defeated by Pearson's Liberal party in 1962, the new Prime Minister announced that a renewed effort would be made to reach agreement with B.C. so the Columbia River treaty with the States could be ratified by Canada.

The internal problem between Ottawa and B.C. arose from the fact that the Columbia crossed an international border. While the federal government had to be a principal party to a treaty with the U.S. it also had to consider the fact that the river was a British Columbia resource.

Meanwhile, critics of the existing but unratified treaty launched a campaign for renegotiation or amendment of the pact. General McNaughton was the most outspoken. He objected because the treaty did not embody the sequence of development of the possible projects which he considered to be the most advantageous to Canada.

Specifically, McNaughton preferred a scheme whereby the Kootenay would be diverted to the Columbia near the latter river's source. This plan would have negated a pet American project, the Libby dam on the Kootenay River in Montana.

Dr. H. L. Keenleyside, co-chairman of B.C. Hydro Authority, the provincial government agency set up to handle all electricity projects in B.C., said the federal-provincial negotiators examined more than 100 different sequences for developing the Columbia in Canada. In the end they satisfied themselves that the sequence set out in the treaty was the best.

During the summer and autumn of 1963 the B.C. and federal representatives continued their meetings on domestic issues of the treaty. Periodically, they met the American team and slowly inched toward final settlement.

Premier Bennett took the position that the Americans should pay five mills or its equivalent for each kilowatt hour of energy accruing to them from Canadian storage. The Americans stated they did not want to buy all the Canadian downstream power as it would become available at a time when they would be already well supplied.

Finally they agreed to make a firm commitment for one-quarter of the estimated 1.7 million kilowatts of capacity and would then assist B.C. to find purchasers for the remainder.

Eventually a new theory was worked out. The U.S. would not buy a given number of kilowatt hours but a service—the controlled flow of Columbia River water across the boundary in accordance with an agreed plan of operation.

Coupled with this was the U.S. agreement to establish a consortium of public utility districts and private power companies to act as a single purchaser for the Canadian power entitlement.

The negotiators finally reached agreement on January 13, 1964 and on January 22 Prime Minister Pearson and President Johnson affixed their signatures to the treaty.

Under the treaty Canada undertook to ensure that B.C. will build three major dams on the Columbia—at Dun-

can, Arrow and Mica—and use them to regulate the flow of water into the U.S. for a period of 30 years. For that period the U.S. will have the use of the Canadian half as well as its own half of the extra power generated in the American plants.

Canada also agreed that the U.S. may build the Libby dam in spite of the fact that this will flood some 40 miles of the southern Kootenay Valley in B.C.

In return B.C. will receive the sum of \$274.8 million on Oct. 1 this year and flood control payment totalling \$69.6 million in 1968, 1969 and 1973 as the three Canadian dams come into operation.

The \$274.8 million will pay all the capital costs of the storage dams and about half the capital cost of installing generators at Mica Creek with a capacity of 1.8 million kilowatts. Dr. Keenleyside said this would mean production of 6.6 million kilowatt-hours annually for less than 1.5 mills per kw.

The construction of the Columbia dams—and the tremendous projects now being planned by forest products industries throughout British Columbia are bringing to production with accelerating velocity, the great and still under-developed natural resources of our province. The tide of Canada's industrial empire is flowing westward and northward.



Picturesque Columbia Lake forms part of the Columbia River system.

CONSTRUCTION PROGRESS

The Company's active expansion and modernization program is moving ahead on all fronts, with several major projects completed, and several more scheduled to "go on the line" by early summer.

By the end of 1963, construction crews were off the site at Harmac. This date signalled the completion of a vigorous 3-year program undertaken to raise production capacities and improve manufacturing procedures at the Nanaimo mill. The plant is now geared to produce 400,000 tons of bleached, semi-bleached sulphate pulp annually. The work force has been raised from 500 in 1961 to about 850 today.

The \$15,000,000 Alberni pulp mill kraft expansion program, scheduled for completion in December this year, is progressing smoothly. The first phase of the lime kiln conveyor has been completed, and the erection of the continuous digester shell is underway. Structural steelwork is completed, and final construction tenders are about to be let.

The final stage of the National Paper Box construction program has now been completed and all produc-

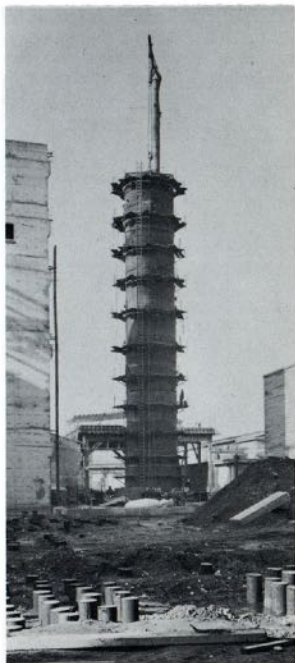
tion units are working to capacity.

Weather conditions during January slowed progress at the new Winnipeg plant of Martin Paper Products, however construction is now proceeding rapidly, and schedules are being maintained. The steam boiler has been delivered to the site, as well as some production equipment, and installation is proceeding as building units are completed. Production is scheduled for April, 1964.

Construction of the \$2,000,000 particle board plant in South Burnaby is moving into high gear. The new plant is scheduled to roll the first board in December this year.

Number 16 boiler at Powell River, the first stage of a \$2,500,000 improvement program, is now operating full time. Demolition of No.'s 9-12 boilers, installed in 1910, is being carried out to make way for the construction of Number 17 boiler. The new hog burning unit, slated for completion in December, 1964, will produce more steam than the four boilers it replaces.

Installation of a hog fuel processing unit in the sawmill has been completed, and a second unit is now being assembled.



Top—Construction of new pulp facilities at Port Alberni includes a highly modern continuous digester.

Bottom—New plant of National Paper Box at Burnaby, B.C.

Left—Latest picture of Harmac plant at Nanaimo after completion of \$38 million pulp expansion in 1963.



THIS IS CANADA • Part 15 • *Canada's Mining Industry*

The discovery and development of Canada's mineral deposits from the Atlantic Provinces to British Columbia and from the United States border northward to the vast lands of the Yukon and Northwest Territories has been of epic proportions and the story behind it has captured man's imagination since the beginning of the century. With new mineral wealth being discovered, explored and brought into production each year, the story continues to unfold; for Canada is richly endowed with a large share of the world's mineral resources. Known deposits of many of these minerals are more than ample for her own requirements long into the future, with a large surplus available for export.

Canada's mineral and mineral-based industries have experienced a period of rapid growth since 1950. In the twelve years from then to 1962, value of production has increased from \$1,045,000,000 to some \$2,843,000,000, or an increase of 172 per cent.

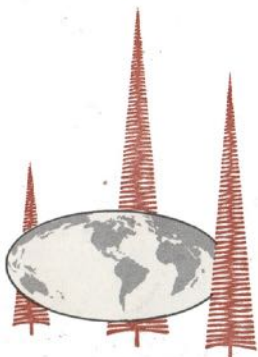
Since World War II the industry

has received great impetus with the discoveries of oil and gas in western Canada; development of huge iron ore deposits in Labrador and Quebec and smaller ones in Ontario and British Columbia; the discovery and development of large deposits of nickel in Manitoba, uranium in Ontario and Saskatchewan, and potash in Saskatchewan; extraction of sulphur from natural gas in the western provinces; the development of copper and zinc deposits in all the producing provinces; and by increased production of asbestos from long-established and new mines in Quebec and new mines in Ontario and British Columbia.

Canada is a world leader in the production of a large number of minerals. It tops the free world in the production of nickel, asbestos, platinum and platinum metals; is second in uranium, zinc, gold and cadmium; third in silver, gypsum and barite; and ranks high in iron ore, copper, petroleum, natural gas, lead and several others.

The importance and growth of the industry is reflected in the amount expended in capital investment. During 1962 alone, some \$609,000,000 was spent on capital and repair expenditures. This includes only direct expenditures in mining, quarrying, associated milling and beneficiating plants and oil and gas wells. It does not include ferrous and non-ferrous smelting, refining or fabricating facilities, nor expenditures in other industries largely dependent on the mineral industry, such as petroleum refining, natural gas processing, transportation and distribution facilities and hydro-electric power developments in which many more millions were expended.

Further proof of the industry's importance to Canada is evidenced by the fact that in 1961 the value of minerals and their products and manufactured goods of mineral origin exported amounted to \$2,235,000,000 or some 39 per cent of Canada's total exports of \$5,756,000,000 in that year.

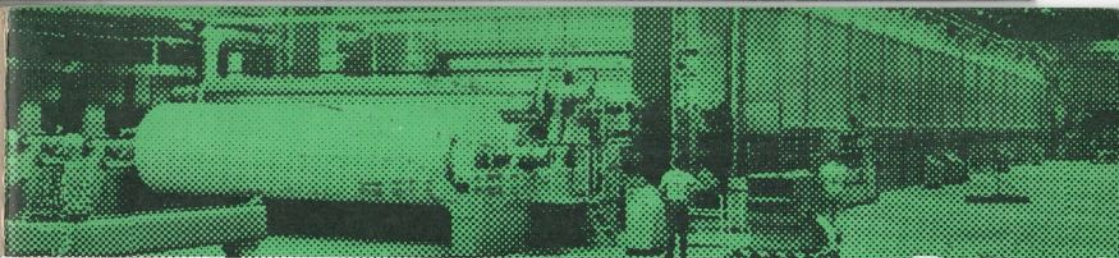


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LITHO'D IN CANADA



MacMillan, Bloedel and Powell River

DIGESTER

1964-2



After the tidal wave

Happily no lives were lost in the tidal wave that swept the Alberni Inlet in March, and victims are now assured of recompense for property losses. Unfortunately money cannot replace treasured personal possessions lost in the flood, and certainly nothing can erase from people's minds—particularly where members of the family were separated—the terror and uncertainty of those hectic hours.

Early on Saturday morning, March 28, the twin cities of Alberni and Port Alberni were battered by four successive tidal waves.

The waves rolled down from the Alaska earthquake zone, and washed up inlets exposed to the Pacific on Vancouver Island's west coast. They grew in force as they sped through the ever narrowing Alberni Canal, which twists 40 miles inland from the open sea.

The four MB&PR plants (Alberni Pulp and Paper, Somass Sawmill, Alberni Pacific Sawmill, and Alberni Plywoods) were all shut down immediately when the tidal surges rolled through the mills, shorting out electrical services and forcing crews to higher ground.

Residents of Alberni-Port Alberni had scant warning of the impending disaster, and many were sleeping when the first wave struck. By the time the fourth wave receded fifty-five homes had been completely destroyed and almost 400 others severely damaged. Many families lost home, car and all personal belongings. Relief work in the town was begun immediately.

The Company's plywood and sawmilling operations were back in production a day or two later but Alberni Pulp and Paper Mill was shut down for ten days, pending repairs to the severed main water line. Stocks of warehoused paper were destroyed by high water levels, which reached 30 feet above normal in some areas. Lumber piles and logs were scattered through the waterfront area and over the inlet. Losses were insured.

Uninsured property losses in the towns exceeded \$1,500,000. The combined efforts of government, industry and private subscription raised enough money to compensate victims for their financial losses.

The resilient people of the Albernis were soon busy cleaning, repairing and rebuilding flood damaged properties. We all share their gratitude that, miraculously, no lives were lost in the sudden onslaught from the sea.

Once-neat stacks of lumber were strewn in wild and muddy disorder. Booms were broken up and logs scattered for miles. Homes, cottages and cars were wrecked. Boat on street was just one of many strange sights when tidal waves receded.



DIGESTER

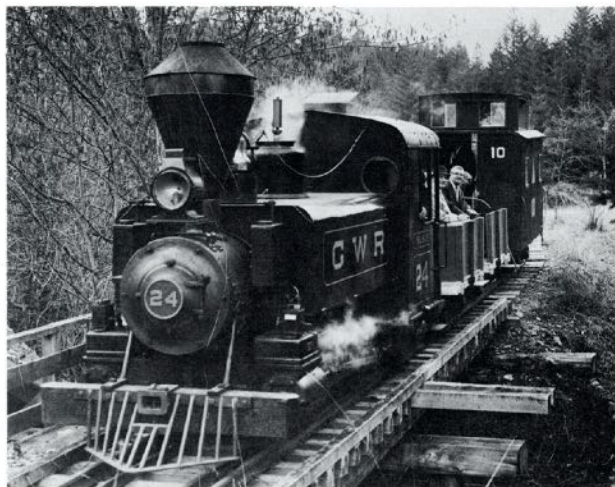


COVER: Trans-Canada Highway between Vancouver and Squamish. In middle distance—The Chief, granite gateway to the new Squamish Division operations. (Story on page 6).

Content

After the Tidal Wave	2
The First Hundred Years— Wellburn Collection Starts Cowichan Museum	4
Squamish Division Loggers Open Up Mamquam Valley	6
British Columbia Trade Fair	8
Vallejo Times-Herald Moves With the Times	9
Kitimat—City Planned for People	10
Simon Fraser University Ready for '65	12
Safety Highlights	14
Around Our Communities	15
More Timber Per Acre	16
Mechanical Brawn and Electric Brain to Aid Lumber Graders	18
Count-O-Veyor— It Gathers, Stacks and Counts	19
Construction Progress Annual Pulp Conference	20
Trans-Canada Link Completed	21
This Is Canada—Part 16	22

The First 100 Years



A twin of the wood burner shown on facing page, the locomotive pictured above has pulled thousands of visitors over the G.W.R. (Gerry Wellburn Railroad) at Deerholme. The Wellburn collection of old logging locies, including the 1906 Shay pictured below, is now being installed in the Cowichan Forest Museum.



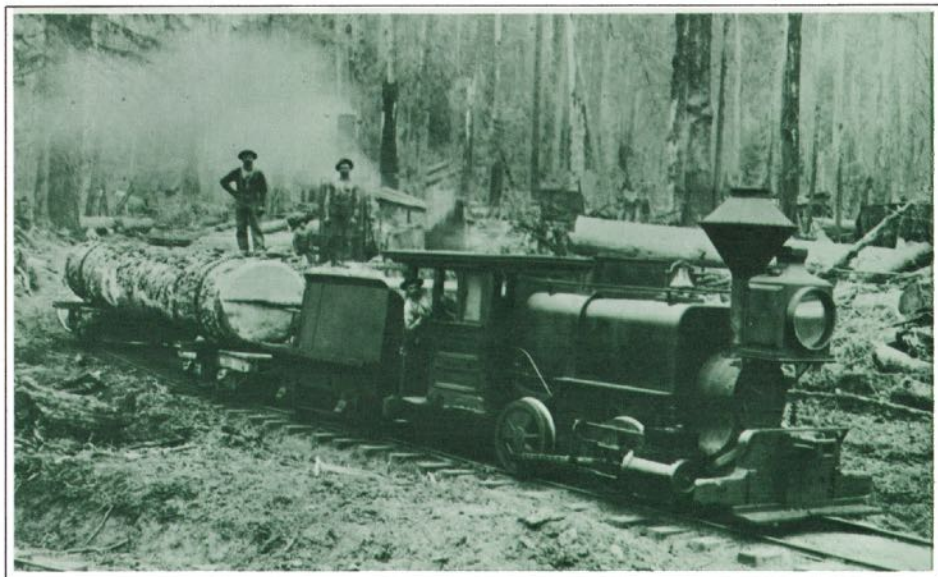
Cowichan Valley communities will soon be ready to unveil a forest museum that will be the envy of lumbering towns throughout North America.

In a forest setting overlooking beautiful Soanenos Lake near Duncan, a hundred years of logging history will be on permanent display. In addition to historical documents and photographs, the museum will present a physical record of logging ranging from cedar planks split by Indian builders and mementos of oxen logging days to a unique collection of logging locomotives. Nearly a mile of narrow guage railroad built on yellow cedar ties will take visitors on a special train tour of the wooded museum site, chosen for its natural beauty and the large number of West Coast forest species thriving within its borders.

The project will be financed by the municipalities of Duncan and North Cowichan, the Village of Lake Cowichan, and the Cowichan Valley Forest Museum Society formed by leading citizens in the area. MacMillan, Bloedel and Powell River Limited recently joined the ranks of the founders with a contribution of \$25,000 towards completion of this important educational undertaking.

The museum is being built around the extensive collection gathered by Gerald E. Wellburn over many years of active participation in the logging industry.

"Gerry" Wellburn, after an apprenticeship which ranged from fireman of a C.P.R. locomotive to Superintendent of a pair of sawmills, started his own small tie-mill in the Shawnigan Lake area in the late twenties. He built this



Stronger than horses, faster than oxen, the logging locomotive was a great advance in the forest industry of the early 1900's.

enterprise up to a modern truck logging and sawmill operation which he ultimately sold to his chief customer, H. R. MacMillan Export Company, retaining management of what became the Shawanigan Lake Logging Division until his retirement in 1962.

A pioneer in truck logging techniques Gerry was not surprised to see even the largest operators switching from railroad to truck road logging as it became necessary to go higher and deeper into B.C.'s forested hills for timber. But he was astonished to discover in the fifties that logging locies large and small were being scrapped with little thought given to their historical value and interest for future generations.

Already a collector of note, having acquired many rare documents relating to the history of British Columbia, Gerry decided to collect logging locomotives too before they became entirely extinct.

The history of "Old One Spot", a

42 ton Shay Locomotive originally bought by Bloedel, Stewart and Welch in 1911, is a typical case outlined in collector Wellburn's scrap-book from which the following notes have been condensed.

The One Spot worked her early years at Myrtle Point, near Powell River, and was shipped to a new Bloedel operation at Menzies Bay, north of Campbell River, in 1928. Between 1928 and 1934, when she was shipped to Great Central Lake operations, it is estimated that there were about 100 locomotives of her type operating in west coast woods.

In 1953 she was finally sold by MacMillan & Bloedel for logging service in the Philippines.

In February of that year she arrived clean and shining at the C.P.R. dock. Here, in the C.P.R. yards, she was fired up with cordwood and her boiler and running gear tested before her scheduled departure. But export regulations prevented her sailing.

Poor old One Spot. Her boiler and gear as sound as ever, she was retired to a waterfront siding at Chemainus where her paint gradually peeled and she turned red with rust. She was slated to go to Japan in a shipload of scrap iron.

At this point Gerry Wellburn bought her as it seemed that all the old logging locomotives on Vancouver Island were about to be scrapped with no plans by anyone to save even one.

With her "Gay Nineties" mark of the wood burner—the old balloon smokestack, One Spot is a fine example of the famous "Shay" most popular of the geared logging locomotives.

Lovingly restored, Old One Spot will be one of the several locies in the Wellburn collection that will capture the imagination and interest of thousands of school children and adults who will be visiting the Cowichan Museum to see a living account of 100 years of B.C.'s forest industry.



Logging in the Mamquam Valley proceeded rapidly once road building difficulties were overcome. Right: Road builders blow blasting agent into bore hole before moving drill rig safe distance from blast.

Squamish Division Loggers Open Up Mamquam Valley

Right behind the picturesque mountains that frame Vancouver's north shore lies Howe Sound and a rugged country known to very few of the 500,000 inhabitants of the city and suburbs. It is a land of steep mountains, forested valleys, and rocky creeks that swell to turbulent rivers during the Spring snow melt.

Logging in these valleys began many years ago but tough terrain often limited operations to areas near tide-water. With today's modern machinery logging companies are better equipped to penetrate and utilize timber stands that could not be reached before.

The new MacMillan, Bloedel and Powell River Squamish Division operations in the Mamquam River

Valley are typical. Almost \$2,000,000 in preparatory work, road building and logging equipment was spent before the first load of logs was brought out to the Howe Sound log dump in March this year.

This will be the main operation of the new Squamish Division under Divisional Manager Cyril Fitch. The Division includes older operations at Wilson Creek, Half-Moon Bay and Misery Creek. All are within 40 miles of Vancouver as the helicopter flies.

Most of the men at the new operation live at Squamish, a small logging town at the head of Howe Sound. Once accessible only by boat, Squamish became mainland terminus of the Trans-Canada Highway after twenty

miles of scenic highway was cut out of the solid rock along the shores of the Sound.

Building the Company access road through the Mamquam Gorge was a massive undertaking too. An early visitor to this project was the intrepid lady editor of the Squamish Times, Rose Tatlow. Here are some of her graphic observations as written for the Times:

"... It was a revelation. I had no idea of the work involved or of the time and equipment needed to punch roads through the varied terrain which makes up the company's new Mamquam River logging show

"Steep sidehills, rocky ledges, a lava flow, good earth and gravel (not too



In places this this, road had to be blasted through solid rock. Right: Repair shop and offices being built for new Squamish Division near The Chief, largest block of solid granite in North America, and gateway to the Mamquam Valley.

much of this), clay bank, and water everywhere, oozing through the ground, cascading down the slopes and pouring into the creeks, are problems which have to be dealt with.

"You don't just start to build the road. It is a complex operation. The route must be planned and this calls for engineers who know the country and its problems.

"The equipment which will do the logging and hauling must also be considered. Here lines from the four Madill steel spars used by the company can reach out five hundred feet to gather in the logs. This meant that roads in the Mamquam and Goat Valleys had to be built about one thousand feet apart so the machines could cover the area.

"Timber must be felled along the right-of-way and on the steep hillsides immediately above; stumps which might come down must be blown out, grades prepared, rock bluffs blasted, culverts installed, roads surfaced and bridges built.

"These are all different tasks and each requires a special technique and men who know their work. Mr. Kristiansen (construction foreman) feels that in his twenty-five man construction and maintenance crew he has the men who know their jobs.

"We built 20 miles of road last year in order to be ready for the March 15 deadline,' he said. 'Some of it was tough. The rock bluff above the Mamquam River was a real headache. We just about had it finished when a fault in the rock caused the whole face to break away and we had to start all over again.'

"The rock bluff he mentions is high above the canyon where the river has carved its bed between the lava flow and the original granite of the valley. The rock face alone is one hundred feet high . . ."

The amount of rock work handled has given Squamish Division construction men plenty of opportunity to demonstrate their skill with Amex 11, a new explosive consisting of

ammonium nitrate, better known as a fertilizer, mixed with diesel oil. The compound is put into plastic liners inserted in the drill holes and detonated with the aid of dynamite.

With the completion of the main road to the log dump on Howe Sound, and roads for the first settings, the emphasis is now on log production. Initial target of 40 million board feet a year will rise to 60 million as roads are extended and operations are moved deeper into the timber.

The Company will make its roads and facilities available to independent loggers who may acquire Government timber behind its licences.

Planning, engineering and building heavy duty roads in rough country—and maintaining them—has become one of the fine arts of modern logging. Also one of its heaviest cost factors. As demonstrated in the Squamish operations, it takes a heap of money and a lot of skill to open the gateway to mountain locked timber.



British Columbia Trade Fair

Products from more than 40 countries were presented at the colorful British Columbia International Trade Fair held at Vancouver in May. Trade delegations from England and Scotland, 8,500 professional buyers, and more than 130,000 consumers visited Exhibition Park during the ten day event.

Almost without exception, exhibitors from all parts of the world as well as scores of domestic firms racked up orders and established commercial contacts in satisfying numbers.

The Fair was formally opened on May 13 by His Grace the Duke of Devonshire, Britain's Minister of State for Commonwealth Relations. The general pattern of operations was a week long series of breakfast and luncheon meetings for Canadian and U.S. purchasing agents and other important groups connected with international trade, followed by business visits to the exhibitors. Afternoons and evenings the fair was open to the general public.

Tallest by far of the attractions that drew crowds was a courtesy exhibit by the United States Air Force consisting of a fifth scale model of a Titan 111C

space booster rocket and a full-scale model of a Thor-Agena missile 80 feet high.

Exhibits in the Hall of Nations were an eye-opener to people who had not been aware of the fast changing pattern of production in many overseas countries.

Beautiful rugs from India were to be expected—but India exhibited sewing machines and engineering goods too. The Nationalist China exhibit included such traditional products as tea and lacquered objects—but also electrical goods. Cutlery from West Germany was no novelty—but there among a host of new German products were such innovations as an amphibious car and, for the sportsman who has everything, a one-man submarine. Japan, regarded by many Vancouverites as mainly a source of transistor radios and souvenir novelties, used 4,800 square feet of space to display a tremendous range of products—cars to trucks, grand pianos to lathes and other heavy machine shop equipment.

In addition there were hundreds of exhibits from Canadian firms including the largest display of machinery and machine tools ever assembled in the Pacific Northwest, much of it clearly aimed at the B.C. market being created by the giant Peace River and Columbia River Hydro projects.

For firms large and small the Fair provided an effective trading centre for buyers and sellers from all over the world. This is the third such fair since 1958, and by any measure the largest and most successful to date. In all, 988 manufacturers were represented.

There is little doubt that the British Columbia International Trade Fair will grow in importance both as a means of encouraging greater two-way trade with overseas customers and as a convenient "shopping centre" for North American importers generally.



Pictures, from top to bottom:

Seen against background of new Pacific National Exhibition Agrodome building, outside exhibits included giant earth moving machine dwarfed by U.S. Air-force missiles.

India exhibited a wide range of export items ranging from classic rugs to sewing machines and other engineered products.

The Netherlands featured her famous tulip industry as well as power pumps and fabrics.

In addition to the two young ladies dispensing literature at the B.C. Forest Council Exhibit, photo shows left to right: Fred Moonan, B.C. Forest Council, Lieutenant-Governor George Pearkes, and His Grace the Duke of Devonshire, who opened the Fair.



Senator Luther Gibson,
Publisher



Richard E. Payne,
Associate Publisher



Wyman Riley,
Editor



Byron Warnock,
Business Manager

Vallejo Times-Herald moves with the times

"It is with pleasure," wrote U.S. President Lyndon B. Johnson in February of this year, "that I congratulate the Vallejo Times-Herald on publication of its special edition featuring the new Vallejo-Napa Metropolitan Statistical Area.

"The official designation of Solano and Napa counties as one of the 216 metropolitan areas in the United States is evidence of the kind of dynamic growth that brings new opportunities to all our people . . ."

The new designation means that the many advantages of the Vallejo-Napa area, in the Bay region north of San Francisco, will now be recorded and published in the Federal Government Statistics studied by expansion minded business men throughout the United States. And it is easy to deduce from the impressive editorial of the special edition referred to by the President that the Vallejo Times-Herald has

itself been an important factor in the advance of the area to its new economic status.

The two Gibson papers (morning Times-Herald and evening News-Chronicle), with a combined circulation of 52,000, serve the growing Vallejo, Solano and Napa areas. It is believed that no other publishing firm in California delivers a newspaper every twelve hours to its subscribers.

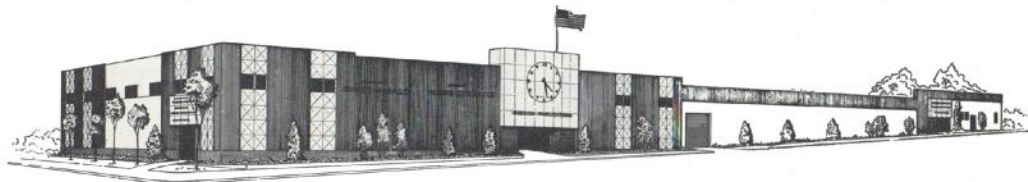
Realizing the potential of the area, the Gibson Publishing Company started planning for its own expansion many years ago. In 1963 the plans were put into effect and its facilities were rebuilt from the ground up. A block long plant now houses under one roof all newspaper operations and the firm's versatile commercial printing department.

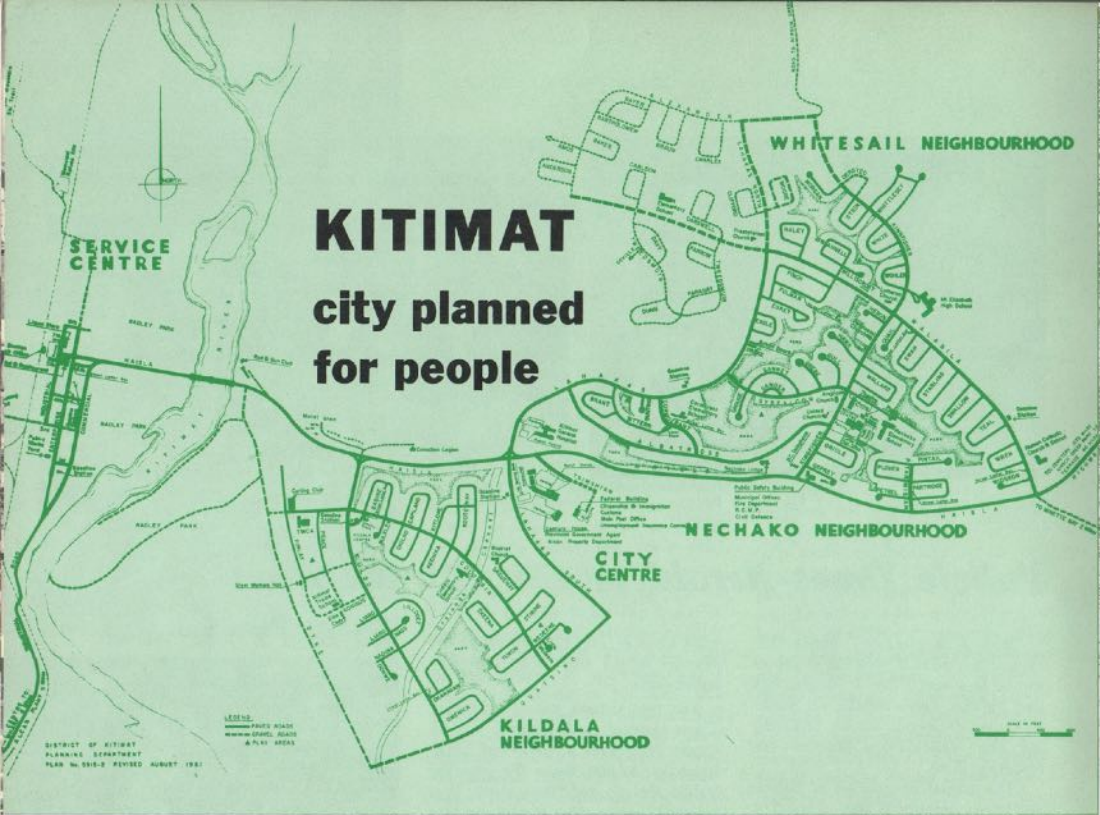
Along with Senator Luther E. Gibson, Publisher, and Associate Pub-

lisher Richard E. Payne, Business Manager Byron Warnock and Editor Wyman Riley head up the staff of more than 240 persons required for all phases of the newspaper publishing and commercial printing business.

Some ideas of the volume of work entailed in putting out the two dailies, as well as other Gibson publications, may be gathered from the wordage that goes through their \$225,000 linotype plant. Approximately 32,000 lines of news copy are turned out each day exclusive of advertising lineage.

With lively local coverage, full wire services, and the most modern press and printing equipment in the area, The Times-Herald and News-Chronicle operation is a fine example of newspaper consolidation and modernization. And with Vallejo-Napa entering a new era of growth the timing of their expansion certainly appears to have been right.





Imagine a city where 50% of the space is reserved for parks and playgrounds; where each residential neighborhood has its own shopping centre, recreational areas and school, all within easy strolling distance without having to cross a highway; where most

of the homes are located on unique "U" shaped city blocks that provide the privacy and traffic safety of deep crescent side streets.

Add modern city services, a 200-bed hospital, a covered ice rink and other community buildings. Locate

the whole on green terraces rising from the banks of a salmon stream to the edge of forested foothills, and you have a town planner's dream come true—Kitimat.

The town of Kitimat owes its existence to the giant Aluminum Company of Canada smelter located near the mouth of the Kitimat River, which flows into Douglas Channel about 400 miles northwest of Vancouver. This first planned city in North America was started ten years ago to solve an old problem in the aluminum industry which has to locate its operations near ample sources of waterpower rather than population centres. The problem: How to attract permanent employees to an isolated wilderness area?

To find the answer Alcan engaged eminent town planners. The resulting



The Kitimat Rod and Gun Club, one of 120 community organizations, displays convincing evidence that the fishing is good at Kitimat.



Airview shows "U" shaped crescents in Kitimat's planned neighborhoods. Crescents provide privacy and limit automobile traffic.

blueprint for the City of Kitimat was based on the needs of the modern, young family.

One aim was to provide a good environment in which to make a home and raise a family. Another was to make it easy for neighborhood friendships and social life to flourish. Both aims were achieved by laying out the town in a series of compact, self-contained villages separated by green belts. The best ideas from all over the world were incorporated in the plan. The "Neighborhood" system, which includes a separate light industrial and hotel area near the railroad, can be extended to take care of an ultimate population of 50,000 people.

The families of Alcan's 2000 employees form the main population of Kitimat. But from the beginning Alcan

has tried to avoid the "Company Town" tag in feeling and in fact. Kitimat was incorporated as a district municipality in March 1953 and is run by a municipal manager who reports to the elected body of a Reeve and six Councillors. Similarly the 120 or more fraternal, social, business and recreational organizations of Kitimat are the product of community enterprise rather than Company sponsorship.

Today the 8,500 people of Kitimat are in a happy position. They enjoy the amenities of a city specially planned for their comfort, but no longer pay the penalty of isolation. Good highways and the C.N.R. now link them with the other bustling communities of central British Columbia from Prince Rupert to Prince George. From nearby Terrace it's less than two hours

by air to Vancouver.

As this is written there is a keen expectation in the area of even greater things to come. If recent proposals by MacMillan, Bloedel and Powell River are accepted by the Provincial Government, an \$86,000,000 pulp mill complex will be based at or near Kitimat. This project would bring to the area new opportunities for trade and employment, and could well provide the impetus for the long awaited opening-up of the region.

In any event, its location on a fine harbour, already used by deepsea vessels carrying bauxite to Alcan and taking on aluminum ingots, ensures for Kitimat excellent prospects for becoming a busy Pacific port in the coming era of growth and development in northwestern British Columbia.

SAFETY HIGHLIGHTS

Five stars were added to the Company's safety crown at the 30th Annual Forest Products Safety Conference held at Victoria in April. The Bag Division gained two awards and was credited with "the outstanding performance of the year" by the award judges. The Bag plant has been accident free since the plant opened in 1957.

Forty-two Company representatives attended the three day conference aimed at developing new management methods of reducing accidents.

Alberni Pacific Division, Bag Division and the Pole Division of Northwest Cedar Products, all won awards for an Accident Free Year—1963. The Bag Division and Somass Shingle Division won awards for the Five Year Lowest Frequency Rate in their groups.

In May the 13th Annual Englewood Safety Conference was attended by 180 representatives from logging camps all over northern Vancouver Island and Mainland. Our Port Hardy Division had the pleasure of being host while their Wakeman Sound operation had

the honour of receiving the Bert Peck Trophy for Safety. Wakeman Sound had an accident frequency rate in 1963 of 7.90 compared with an industry average of 57.0.

Port Hardy Division itself has an outstanding safety record having won the Bert Peck Trophy for 1962 and the Company's Logging Safety Award for 1963.

Theme of this important conference was "Responsibilities". Company President, C. A. Specht, summarized the results of the intensive one day conference stressing the need for an unbroken chain of safety communication from management to the man on the job.

Other 1963 safety awards earned by MB&PR divisions included: B.C. Loggers' Association Award to Teakerne Arm sorting and booming operation for accident free record; National Safety Council Awards to Red Band Division and Alberni Pacific Division; Pulp and Paper Bureau quarterly Safety Pennant to Powell River Division for zero accident frequency last quarter; and Workmen's Compensation Board

Job analysis is an important part of the safety programme in each Company Division. Chemainus Logging Division recently completed an outstanding safety manual covering every part of every job from "Falling and Bucking" to "Yarding and Loading". More than 750 safety precautions were spelled out. Manual will be reviewed periodically to keep it up to date and to ensure that employees have retained a complete understanding of the parts applicable to their work.

paper group award to Burnaby Paperboard Division.

The Company's own "President's Safety Award" for the division with the best record was won by the Bag Division of the Packaging Group.



Left: MB&PR representatives at Annual Forest Products Safety Conference at Empress Hotel, Victoria.



Somass Division Shingle Group award is received by Tam McGarrigue from Roy Whittle (right), conference chairman.



Don Brewster accepts first of two awards won by Bag Plant.

BRITISH COLUMBIA'S NEW

SIMON FRASER UNIVERSITY

READY FOR 1965

In common with many other parts of the world, British Columbia is facing the task of raising the general level of education in a rapidly rising population. As part of B.C.'s expanded educational program a great new university, Simon Fraser, is fast taking shape on its mountain top site in Burnaby, B.C. It will open its doors in 1965, and keep them open throughout the year so students can graduate in 2 $\frac{3}{4}$ years, if they wish, instead of the traditional four. The school will operate three terms of 16 weeks instead of two terms totalling 29 weeks as at most universities.

The three-term year is one of many ideas introduced by Chancellor of the University, Dr. Gordon M. Shrum to help "keep up with the knowledge explosion and the population explosion at the same time."

A distinguished physicist, Dr. Shrum has an outstanding record of achievement as an educator, a soldier, and a public servant. He brings to the new college the benefit of experience gained as a Professor of Physics; Dean of the Faculty of Graduate Studies, University of British Columbia; Chairman of the Royal Commission on B.C. Power (1958-59); and Chairman of the B.C. Hydro & Power Authority.

Selection of a convenient site with plenty of room for future growth was the first problem tackled. Dr. Shrum soon had rival lower mainland communities vying for the honour and advantages of providing a home for a major university. The rivalry was intense.

"RAH RAH RAH", exulted the Burnaby Courier in a banner headline

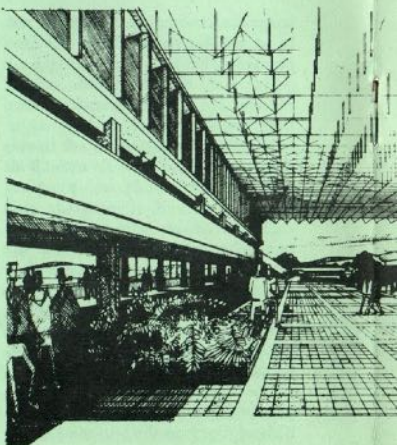
when the municipality of Burnaby was chosen in April 1963. The 1000 acre site astride Burnaby Mountain donated by the municipality is strategically located between New Westminster and Vancouver, and is readily accessible to students from Fraser Valley towns.

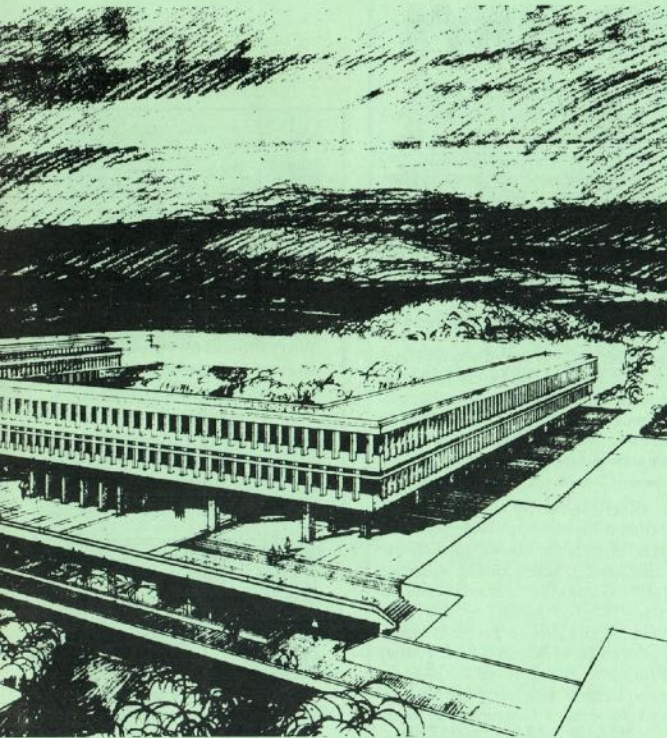
Architecture was delegated to B.C. architects at large in a competition which produced many outstanding campus designs. The winning plan was submitted by two young architects, Geoffrey Massey and Arthur Erickson, Assistant Professor U.B.C. Faculty of Architecture. It is generally acknowledged that Simon Fraser on its mountain top setting will be the most distinctive college in Canada.

Detailed plans for the establishment of the three initial faculties—Arts, Science, Education—are going ahead swiftly under the direction of University President Patrick Duncan McTaggart-Cowan.

Dr. McTaggart-Cowan, a B.C. Rhodes scholar and honour graduate of Corpus Christi College at Oxford, is a distinguished scientist and an able administrator. He became an expert in the field of meteorology as applied to aeronautics and rendered valuable wartime service as Chief Meteorological Officer for the R.A.F. Ferry Command. More recently he has become known to Canadians as the "Weatherman" from his position as Associate Director of the Federal Government's Meteorological Forecast Branch.

Under Dr. Shrum and Dr. McTaggart-Cowan some interesting policies are taking shape, particularly on admissions. The brilliant student will not be held back because of youth—it will





be quite possible for a grade ten graduate of exceptional ability, who is ready for university, to take the exams. Simon Fraser will be a school for working people as well as full-time students; it will now be possible for employed persons to get a degree by attending college in off hours. As with many other Canadian and U.S. universities today, athletic scholarships will go only to combinations of athletic and scholastic ability.

These and many other breaks with tradition are on the long range program of Simon Fraser—all that is needed is money. Taken along with the needs of the University of B.C., which has been steadily expanding since 1915, and those of the University of Victoria, which acquired university status in 1963, the \$16,000,000 kitty sought by Simon Fraser poses a problem. Approximately half the money will come from the Provincial Government, the other half must be raised by public and private subscription.

In this matter all rivalries have been set aside. The three universities are planning a combined appeal. There is little doubt that B.C. donors, large and small, are now conditioned to B.C.'s education explosion and will contribute generously to assure that the requirements of the three universities will be met.



At top: Academic Quadrangle, Phase 1, part of construction now underway. Left: Central Mall. Above: Ultimately Simon Fraser University will cover entire mountain top overlooking Burrard Inlet.

AROUND OUR COMMUNITIES



Don MacBean, Company Safety Coordinator, congratulates Tony Mayer who received Bert Peck Trophy on behalf of Wakeman Sound operation.



George Norris (left), Safety Director B.C. Loggers' Association presents Russ Barry, Superintendent Teakerne Arm operation, with Association's award for zero accident frequency.



Safety committeeman George Mackie and General Foreman Ernie Venus display Company's Logging Safety Award won in 1963 by Port Hardy Logging Division.



JUNIOR FOREST WARDEN MAKES PLUCKY RESCUE

Shown above are twelve-year-old Bobby Marsh, in his Junior Forest Warden's uniform, and his justly proud father, David Marsh who works at Canadian White Pine Division. A six year old boy fell into the flood swollen Fraser River. Bobby heard his cries for help and raced to the water's edge. Without a moment's hesitation he dived into the icy current and succeeded in towing the drowning lad to safety. For this act of selfless heroism he was awarded the Gold Honour Pin, highest award of the Junior Forest Warden movement in Canada.

AUTHOR HARRY OLSEN AT CHEMAINUS OPEN HOUSE

At the Chemainus Division open house in April, Harry W. Olsen, long term employee and noted local historian, captured the interest of visitors with a display of the original drawings used to illustrate his recent book *Water Over the Wheel*. Published by the Chemainus Valley Historical Society, to whom the author donated first rights, the book recounts the lively history of the Chemainus Valley



from Indian days to the present time. Harry is at work on a history of the fur trade in the area, to be called *Gold Bullets, Brass Buttons and Bare Feet*.



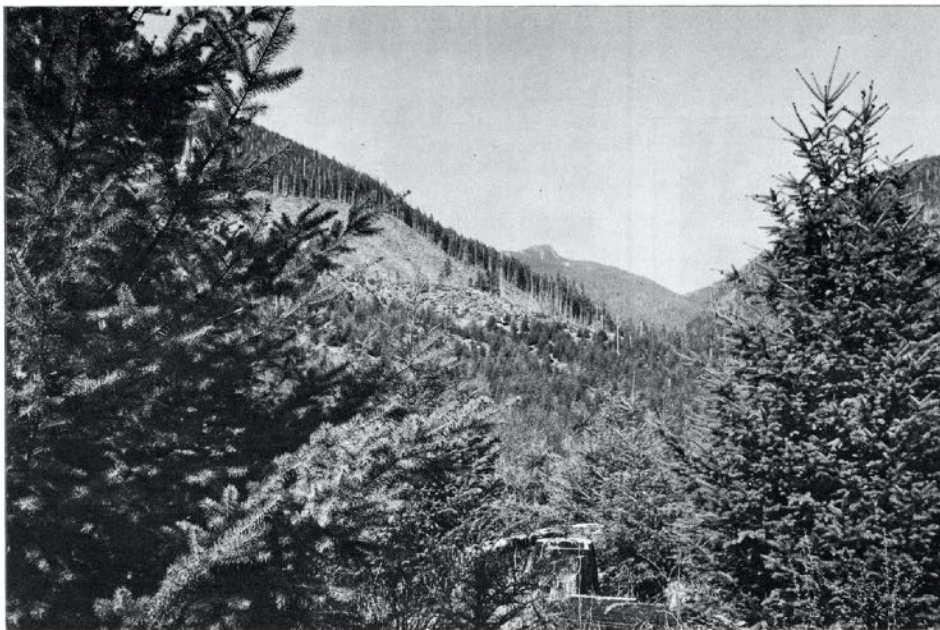
POWELL RIVER BEATERMAN TAKES 34 LB. SALMON

The Powell River Rod and Gun Club Salmon trophy was won last year with a 25 lb. fish. Vic Thorpe, Beaterman in the Pulp and Paper plant, feels reasonably confident of being in the money this year with this fine Spring salmon that dressed out at 34 lbs. 4 oz. Taken on a 4½ Tom Mack with six ounces of lead, close to the new wharf at Powell River, the big Spring put up a forty-five minute fight before Vic boated it.



OPEN HOUSE AT VANPLY

This pensive little feller, photographed by employee Frank Street, was just one of the 2,450 children, wives, relatives and friends who visited Vancouver Plywood Division at three Open House evenings in June.



Young forest thriving on logged-over land at Franklin River Division. New intensive forestry program includes plans to speed such reforestation by hand planting immediately after logging.

Intensive Forestry Program will Produce

MORE TIMBER PER ACRE

The new program of Intensive Forestry aimed at increasing the productivity of Company-managed forests by 15% was launched early in 1963. After the first year's work the plan is in full operation at eight of the Company's logging operations, and MB&PR foresters are confident the goal will be achieved.

The Forestry staff now numbers 70 full-time employees including 25 professional foresters. Up to 100 additional persons are employed at peak planting periods.

Under one phase of the new program young trees are planted soon after the area has been logged. Foresters see that slash burning is

restricted to the minimum required for fire hazard reduction and elimination of any brush that would interfere with new tree growth. Up to 400 trees per acre are planted in the prepared land.

Normally it takes from five to ten years for a logged over area to reseed naturally. But when the ground is turned into a plantation right after logging, five to ten years of growing time are gained.

New planting is also being extended to "depressed areas" where earlier plantings have failed or where natural growth has not been satisfactory.

Elsewhere natural reseeding has produced congested young forests which require thinning. Spacing and cleaning

these areas and other young stands is carried out to reduce the number of trees per acre to the desirable level of 400 trees at uniformly spaced intervals.

The rehabilitation of timber stands that are experiencing poor growth is another important part of the new program. Trees in such stands are liable to become disease ridden if allowed to grow to maturity. The Company removes such trees, salvaging as much as possible for pulp production, and replaces them with vigorous young stock properly spaced for optimum growth.

No acreage that can be made more productive is being overlooked. In certain areas alder and maple have

Seed bearing cones are gathered at various altitudes, often from special seed plantations, to provide seed for new forests at similar altitudes. Cones are shipped to Government Nurseries.

encroached on good commercial coniferous stands; the alder is being removed to permit optimum growth of commercial conifers. In other areas, river bottoms and banks, commercial deciduous trees such as fast-growing hybrid poplars and cottonwood can be grown rapidly and successfully, and are being planted.

These operations with deciduous trees affect only limited areas but they emphasize the Company's determination to use all practical means to encourage the maximum growth of commercial wood from every acre.

SEED HARVESTING

Natural regeneration of logged over land, which was often assisted by seeding from helicopters, has not passed entirely from the picture, but in MB&PR operations main dependence is now placed on hand planting. To support this large planting program, Government nurseries must be supplied with adequate quantities of the right kind of seed.

Seed culture and harvesting has become a highly specialized part of the Company's forestry operations. Seed-bearing cones must be gathered from stands of known good quality. Moreover, seed must be gathered in latitudes and at elevations that correspond to locations to be planted.

Particularly at higher altitudes some species may not experience a good seed year for ten or even twenty years. To ensure regular supply suitable for the range of elevations at which the Company operates, seed "orchards" are established. These orchards are specially selected areas of vigorous, young trees of good parentage that will provide fast growing progeny. Inferior growth is removed as the trees are spaced to encourage full dense crowns and convenient picking of the ripe cones. Special seed production stands are chemically treated to encourage high yields at a more reliable cycle

(Continued on page 18)

Seedlings, bagged and numbered according to source, altitude and latitude, are held in cold storage until needed.



MORE TIMBER PER ACRE

(Continued from page 17)

than nature's irregular intervals, and to afford protection from insects.

To be sure of getting the greatest commercial value in wood growth it is important to plant the species that will thrive best on any given site. As a general rule species to plant are favoured in the following order, choice being determined by the potential of the site: Douglas fir, Pacific Coast hemlock, Sitka spruce, Grand fir, hybrid poplar.

Seed for nursery stock must be provided two or three years in advance of planned planting. Seed sources, particularly for the increasing number of high altitude sites, must be developed well in advance of nursery requirements. The task of providing seed for future crops is typical of the long range planning involved in modern forest management.

Commercial thinning of stands is a phase of the Company's program that will increase yields by 50% in some areas. Here, trees which have been suppressed by their more vigorous neighbors will be thinned out and utilized as pulpwood. These trees, ranging in age from thirty years up, would die or become stunted if allowed to stand; pulpwood harvested from this source is a bonus which would otherwise be lost to decay. The healthy stand remaining will produce more timber by the end of an 80-year cycle than would the original stand had it not been thinned.

Planned planting and systematic thinning according to the best potential of logged land and standing forest are the key points of the Company's intensive program. The objective is to ensure that each acre and each tree is growing a maximum value of wood per year. The program will reduce the growing cycle in Company managed forests from 90 to 80 years or even less, and achieve extra growth equivalent to expanding the Company's forest area by 400 square miles.

Even more important to the economy of British Columbia and users of forest products all over the world, the plan now in operation is a significant step towards sustaining timber supply on a perpetual basis.

Mechanical Brawn and Electrical Brain to Aid Lumber Graders

The difficult art of lumber grading, with its complete dependence on visual inspection, seems about to become a science. New electro-mechanical equipment may give lumber graders a useful tool to simplify their job and achieve new standards of accuracy with machine measured stress values marked on every piece.

An experimental unit has been recently installed in the Company's Canadian White Pine Division. Called the Continuous Lumber Tester Number 1 (CLT-1), it can measure the strength of lumber automatically, and with great accuracy. Three prominent lumber manufacturing associations are co-operating in the experiment—the British Columbia Lumber Manufacturers Association, Cariboo-PGE Lumber Manufacturers Association, and Alberta Forest Products Association. The stress grading machine using Company properties and facilities will be operated experimentally under the direction of the Forest Products Laboratory of Canada.

In this operation finished lumber moves directly from the planer into

the stress grader passing through three sets of clamp-up rolls. Between the first and second set, pressure is exerted downwards by a roller known as a transducer; and between the second and third sets pressure is exerted upwards, (see drawing). The amount of pressure required to bend the lumber a given distance is electronically recorded from readings taken at 6" intervals as the piece passes through the machine. These readings are automatically computed by the machine which then stamps the proper grade on each piece of lumber as it leaves the unit.

In initial tests, lumber will first be visually graded, followed by machine grading before being sent to the Forest Products Laboratory where it will have final destruction tests. This procedure will provide a truly comparative picture of both visual and machine grading.

The operation of the machine is being followed with interest by the lumber industry and results to date indicate that electro-mechanical stress grading will prove advantageous to both producers and consumers.

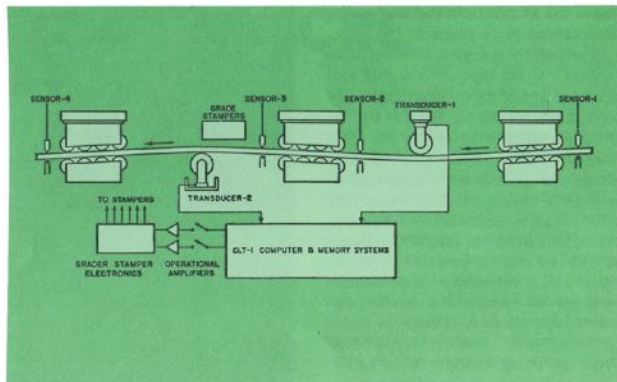
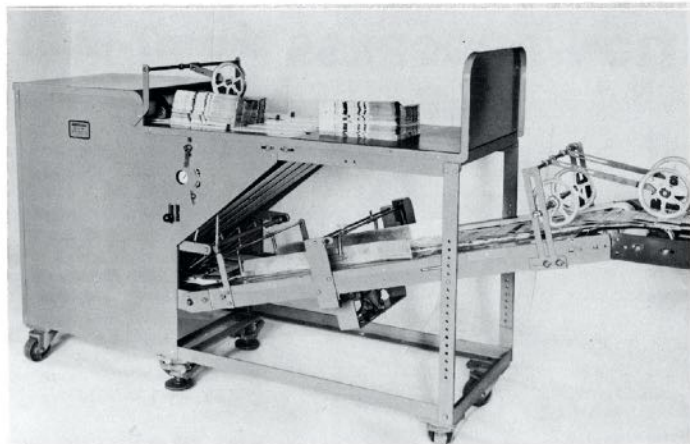


Diagram illustrates passage of board from right to left through stress grading machine. As leading end of board passes each sensor, a transducer is activated

which bends board a set distance and records the pressure required to do so. Computer calculates stress value and marks it on the board.



Ingeniously designed Count-O-Veyor stacks and counts in 25's, 50's or 100's, in either quarter or half folds.

COUNT-O-VEYOR

Publisher's Invention Gathers, Stacks and Counts

Faced with the problem of how to handle the huge volume of papers being delivered from a high speed web offset press one California printer solved his dilemma by designing and building a machine that would gather, stack and count the signatures as they were poured from the press folder.

Leo O. Donahue, President of the AAA Publishing Co. of San Bernardino, Calif., a firm which prints more than 60 weekly newspapers, besides signature work and directory printing, collaborated on his ideas with Roy E. Behrens of Highland, Calif., a veteran designer and fabricator of conveying systems. Together they designed, built and tested a machine that is efficient, labor saving and trouble-free in operation. Designed for offset press, it can be modified for letterpress operations.

"It seems ridiculous," said Robert Donahue, co-owner of the AAA plant, "that press companies build sophisticated electronic printing machines that are the last word in engineering, yet fail to realize that, with all the innovations incorporated in their machine, they dump the product on the pressroom floor."

The prototype machine, when installed on the press, performed so effectively that it was realized it would be of great value to other printers faced with the same problem, and application was made for patent rights to the revolutionary design. Since this initial installation, a broad patent has been issued (No. 3,117,500) and additional patent applications are pending.

A marketing and manufacturing company, Graphic Engineers, was organized and more than fifty of the machines are now in operation in print shops throughout the nation.

Of a revolutionary design, the machine, called the "Count-O-Veyor", stacks and counts in 25's, 50's, and 100's in either quarter or half folds. The changes in count or changes in paper size may be made while the press is in operation. Equipped with "sealed for life" bearings and oilite bushings it requires little or no maintenance. It also operates efficiently at all press speeds.

Ideal for palletizing, bundling, and mailing operations, it also solves the fly-boy problems the publishers encounter when the flow of signatures

from the press folder deluges the pressroom floor.

It may be attached directly to, or operated remotely from the press. The latter method permits the machine to be refitted with casters so it can be rolled from one press-conveyor to another, or from one press to another.

Where the press does not deliver signatures accurately an electric jogger, manufactured by the engineering firm, may be installed between the press and the machine to align signatures properly for even stacks.

As the demand for the machine has been great, about 3 to 6 weeks is now necessary for delivery.

Another machine recently designed by Graphic Engineers and now undergoing exhaustive testing under actual production conditions is a cross-conveyor which removes the stacked and counted signatures from the Count-O-Veyor and transports them along a slow moving conveyor to storage racks or to other working areas for further processing.

An ingenious group, publishers have the happy knack of inventing their way out of mechanical problems.

CONSTRUCTION PROGRESS

BAG DIVISION

The \$200,000 expansion program at the Bag Division is in its initial stages and is expected to be completed by the end of October. The machine room is being enlarged and renovated to provide for future additional equipment and to improve efficiency of operations. Warehouse capacity will be expanded to allow adequate inventories to be carried to give customers immediate service.

PARTICLE BOARD PLANT

Progress on the Company's new \$2,200,000 Particle Board Plant is on schedule with site preparation now complete and tenders being called for foundations and new buildings. As announced last November, this new plant will use cedar sawdust and cedar shingle "hay", formerly waste material, to manufacture four types of particle board. The process was developed by the Company's own research staff as

part of a continuing program to make full use of all wood entering its mills.

This operation is being built on the Fraser River adjacent to our Red Band Shingle Division and is scheduled for completion in December. It will produce Core Board for furniture manufacturing and wall panelling; Industrial Paint Board on which wood grains can be imprinted; Consumer Paint Board for walls, cupboards, etc.; and Underlayment for floors. These products will be manufactured in 4 ft. by 8 ft. panels which will be sold throughout Western Canada.

PACKAGING GROUP—WINNIPEG PLANT

The new plant constructed for Martin Paper Products in Winnipeg, was completed in March and is now in full production. This new unit replaces the original plant built in St. Boniface in 1929.

Located in Winnipeg's latest industrial development area, Inkster Park,

the new plant covers 93,200 square feet and will manufacture a wide variety of corrugated containers to service customers in the area.

This is the latest of five fully integrated modern plants operated by Martin Paper Products Ltd. in New Westminster, Calgary, Edmonton, Regina and Winnipeg. The Company also has a warehouse operation at Kelowna and a sales office in Toronto.

BURNABY PAPERBOARD DIVISION

During 1964 and 1965, equipment additions amounting to approximately \$600,000 will progressively increase the capacity of Burnaby Paperboard's No. 4 machine from 31,000 to 40,000 tons per year. The machine produces a variety of paperboards, gypsum papers, sheathing papers and newsprint wrappers. Additions will include 24 new dryers, a third steam boiler, and increased pulp refining equipment.

Annual Pulp Sales Marketing Conference



Price & Pierce Limited representatives from Montreal, New York and London, England, met with MB&PR marketing executives at Vancouver in June for an intensive week long conference. The group travelled to Vancouver Island and Powell River for special meetings with key personnel to ensure close co-ordination between Sales and Production management.

Standing (left to right): J. S. R. Montgomery, E. Lauritzen, W. F. J. Wood, Pulp Sales Division; E. G. Kirby, President Price & Pierce (Canada) Limited; D. W. Balkema, Price & Pierce Technical Representative; A. C. McGougan, Manager Marketing Pulp & Paper; W. M. Marler, Manager Marketing Pulp; N. F. Ward, Manager Market Research; E. J. Sawby, Pulp Sales Division. Seated: D. L. McLaughlin, Manager Pulp Sales Division and chairman of the conference; M. O. Costin, Director, Price & Pierce Limited; C. A. Specht, President MB&PR; G. S. J. Bowell, Vice-President and General Manager Pulp & Paper Group; D. J. Pitro, Manager Price & Pierce Sales Co. Inc.; P. M. Ketchen, Assistant Manager Pulp Sales Division.

Trans-Canada Link Completed

On Friday, June 12 thousands of B.C. drivers lined up eagerly for the official opening of British Columbia's first 70 m.p.h. highway—the Port Mann Freeway through the scenic Fraser Valley.

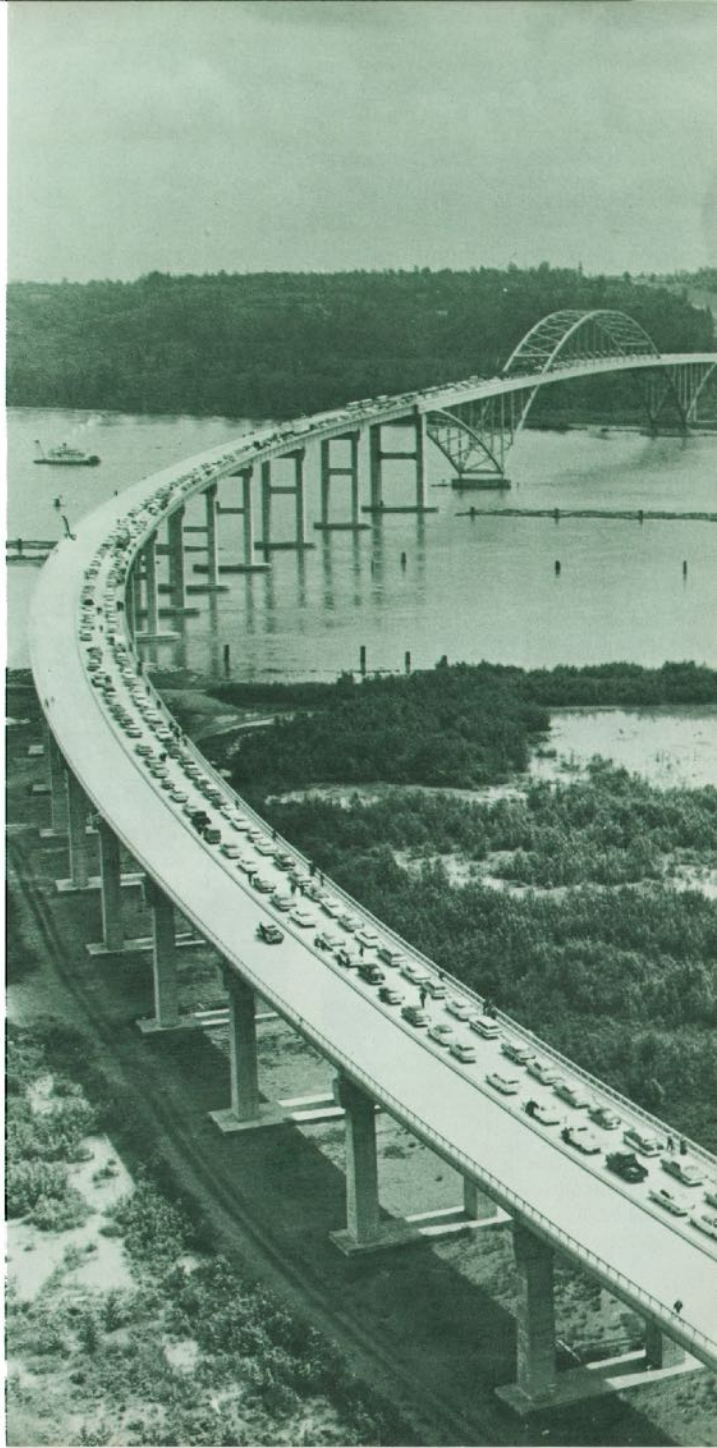
The ribbon was cut by Premier W. A. C. Bennett and Highways Minister P. A. Gaglardi on the centre span of the \$25,000,000 Port Mann Bridge, last and most expensive link in British Columbia's portion of the Trans-Canada Highway.

Traffic, which had been backed up some four miles at each end of the bridge, was soon in full flood, although most motorists on this initial run kept below the new high speed limit. They were content to go at relatively modest speeds, enjoying the exhilaration of travelling the length of the Fraser Valley without the frequent stops and slow-downs for the towns and villages on the old highway.

The new complex consists of the Burnaby Freeway, the Port Mann Bridge, and the freeway to Bridal Falls, between Chilliwack and Hope. These seventy miles of modern, four lane highway will move traffic swiftly from Vancouver and Valley points to the town of Hope, where the two highway exits from the Coast, the Fraser Canyon highway and the Hope-Princeton highway, reach into B.C.'s interior and on across Canada.

Building the 12 mile Burnaby Freeway from the Second Narrows Bridge over Burrard Inlet to the site of the Port Mann Bridge, four miles up the Fraser River from New Westminster, was a mammoth project that cost \$18,000,000 and took three years to complete. The Freeway was built through the well settled rapidly expanding municipality of Burnaby making it necessary to build nine major interchanges, complete with accelerating and decelerating lanes.

Part of the four mile line of eager motorists, awaiting official opening of Port Mann Bridge over Fraser River June 12. Bridge is last link in 70 mile stretch of new highway through Fraser Valley.



ONE NATION — TWO LANGUAGES

Unless they come first to Quebec, most visitors to Canada are only vaguely aware, usually from our bi-lingual currency, that both French and English are official languages of our country.

Yet this national bi-lingualism or, actually, bi-culturism has been one of the most important factors in shaping Canadian history for the past two hundred years. It has profoundly influenced Canada's national politics and her role in world affairs.

To some degree it has affected trade between the French speaking province of Quebec and the rest of Canada, but language difficulties have seldom hampered determined traders. So today, while the bi-lingual records of our bi-lingual parliament reflect the differences and compromises of a kind of dual nationalism, trade between the provinces continues to flourish. National advertisers in newspapers, magazines and on TV use the same pictures, but with French or English text as required, to promote the goods and services which form the common needs of all Canadians.

Looking backward, the first event of the historic sequence that led to a bi-lingual Canada was the Quebec Act of 1774. This Act of the British Parliament accorded French Canadians freedom of religion and language, and the right to retain their established code of laws.

To the resident British governors and garrison in Canada, the Quebec Act was simple justice and common sense. To the Parliament in England, it looked like a shrewd way to ensure

the loyalty of these Canadians in the face of the rising revolt in the American colonies. To the Americans the Act was just another of King George's many provocations. To the 10,000 French Canadians themselves it seemed of little consequence as it gave them nothing they did not already possess by the right and custom of 100 years of settlement.

However, the Act proved to be a useful constitutional anchor for the Province of Quebec. It enabled it to preserve its culture and traditions as the tide of immigration, mainly American and British, swept Canada towards the full nationhood which today embraces ten provinces from the Atlantic to the Pacific and Northern Territories reaching towards the Pole.

The French language is by no means confined to Quebec where more than 80% of the population speak French or are bi-lingual. A majority of the people of the maritime Province of New Brunswick are bi-lingual or speak French-only. More than 10% of the people of Ontario, principally in areas bordering Quebec, speak French or are bi-lingual. There are groups in every other province to whom French is mother tongue, particularly on the prairies where the original settlers were of French Canadian stock.

But Quebec is the French speaking giant among the provinces, with 5,260,000 people, about 30% of the total population of Canada (1961 Census). It has a rapidly expanding economy and provides an important market for merchandise produced else-

where in Canada, including plywood and lumber from British Columbia.

MacMillan, Bloedel and Powell River (Quebec) Ltée serves building supply dealers and distributors in the area through warehouses and sales offices at Montreal, Quebec City, Rimouski, and Ottawa.

Sales and office staffs are bi-lingual, and advertising material is produced in both languages. The Company's advertising agency with headquarters in Montreal has the largest French language advertising service in North America.

There are many excellent French language advertising mediums, both print and broadcast.

The Canadian Broadcasting Corporation provides a complete French network television service, and French language or bi-lingual radio is available as far west as Edmonton.

Canada's foremost national magazine, MacLeans, publishes in both languages. With the exception of key articles of national importance, which are translated from English to French or visa versa according to authorship, the contents of each is different, tailored to the tastes and interests of the language group it serves. The great women's magazine *Chatelaine* similarly publishes in both languages.

The rotogravure *Weekend*, which blankets Canada, has its French edition *Perspectives*. More than a quarter of a million Canadians regularly read *Selection du Readers Digest* published in Montreal. There are many purely French language magazines including

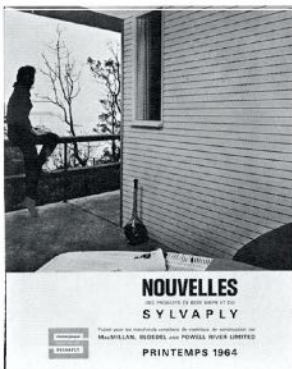
a comprehensive list of well produced trade papers.

Newspapers continue to be the dominant medium in regional and national advertising. Quebec journalism has been vigorous and powerful from broadsheet days, and Quebec newspapers, from the great dailies like Montreal La Presse to more than 100 weekly papers, continue a great tradition.

This is Canada: Two languages which offer no hindrance to commerce but which have nourished two separate cultures—both Canadian; a Federal Parliament that works and records its proceedings in both languages; the talk in English speaking provinces of starting to teach French as early as kindergarten classes; the current pre-occupation throughout the country about a new, distinctive national flag and other symbols of national unity.

In addition there is a new factor of growing importance in the national life—the 10% of the population whose mother tongue is neither French nor English but some other language from Europe or the Orient. These ethnic groups, well distributed across Canada, are adding strong new threads to the fabric of national life.

One thing seems sure in Canada: There will always be two national languages, French and English. It is the hope of most Canadians that over the next decade, through trade, travel and teaching, there will be a great spread of bi-lingualism so that future generations will more fully enjoy the benefits of the two cultures which have moulded the Canada of today.



Leading national magazines in Canada are published in both English and French editions. Canada Magazine "Sylvaply News" has special French language edition for dealers in the Province of Quebec.



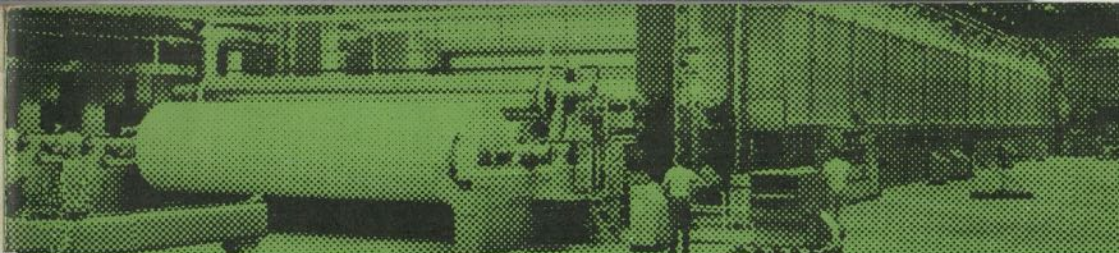
MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

SERVING THE WORLD WITH FOREST PRODUCTS

*Printed on Island Hi-Lite Offset paper
manufactured by Island Paper Mills, a
division of MacMillan, Bloedel and
Powell River Limited*



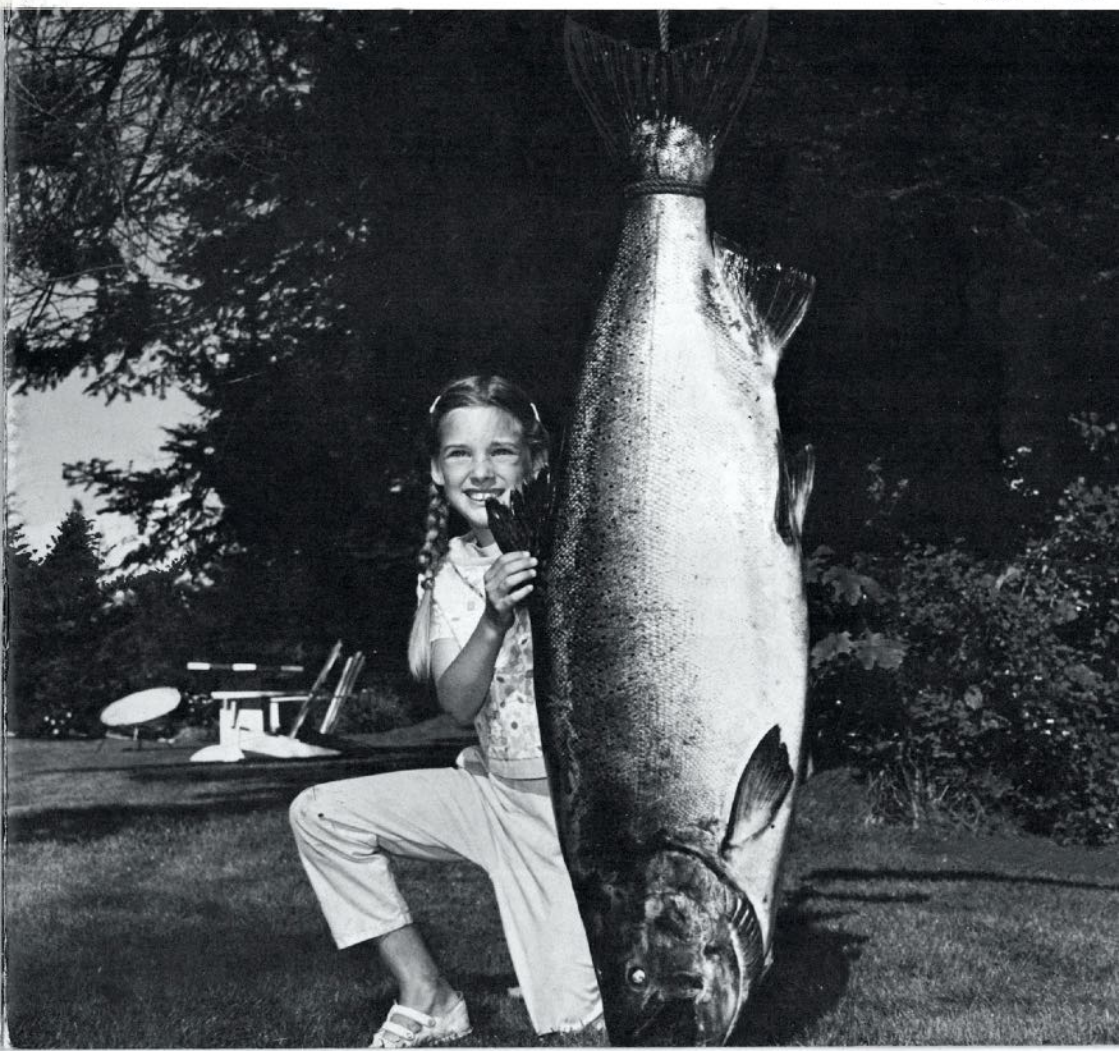
LITHO'D IN CANADA



MacMillan, Bloedel and Powell River

DIGESTER

1964-3





President Johnson and Prime Minister Pearson (right) were greeted by Premier Bennett (left) at Vancouver airport.

Columbia Documents Signed In History-Making Ceremony

Wednesday, Sept. 16 was another historic day for British Columbia.

The occasion was a ceremony at the Peace Arch on the international border near Blaine, Washington, with the President of the United States, Lyndon

B. Johnson, the Prime Minister of Canada, the Honourable Lester B. Pearson and the Premier of British Columbia, the Honourable W. A. C. Bennett as principal participants.

It was the first meeting on British



Spectators from both nations jammed the viewing area at the international border.

Columbia soil of a U.S. President, a Canadian Prime Minister and a Premier of B.C. Only two Presidents in office had previously visited the Province — Warren G. Harding in 1923 and Franklin D. Roosevelt in 1937.

The President's arrival was preceded by the handing over by the U.S. government of a cheque for \$253,939,534.25 in payment for future downstream power benefits from developments on the Columbia River which B.C. must construct and on which a start has already been made.

After an air tour of the Columbia River basin, the President received an official salute and an enthusiastic public welcome at the Vancouver airport. A large crowd of spectators, Canadian and American, witnessed the ceremonies at the Peace Arch.

Prime Minister Pearson and Premier Bennett signed the federal-provincial agreement on the Columbia, and President Johnson placed his signature on the proclamation making the U.S.-Canadian treaty official.

Premier Bennett, in warmly welcoming the President on behalf of the citizens of B.C., promised to proceed "swiftly and diligently" with the development of the Columbia.

Prime Minister Pearson said the agreements "represent a tremendous achievement by our two countries working together constructively for the greater prosperity and happiness of our people for decades to come."

The President termed the treaty "another landmark in the history of one of the oldest and most successful associations of sovereign governments anywhere in the world." The success of the partnership between the two nations was founded on peace, freedom, respect and co-operation. "We have disarmed our border," declared the President, "shared the cost of defence, divided power at Niagara, built the St. Lawrence Seaway and resolved scores of other problems. Difficulties that divide others have united us."

It was a memorable and happy event in the history of the two nations.

DIGESTER



COVER: 8-year-old Patricia Hughes on second fishing trip hooks record salmon. (Story on page 23).

Content

Columbia Documents Signed	2
Two Huge Barges to Carry Newsprint to California	4
Balloon Logging	6
Powell River-Alberni Sales Corp. Representative Moves to Pasadena \$2,000,000 Donation to Universities	7
Fullerton Daily News Tribune Dedicates Modern New Plant	8
Wellburn Document Collection	9
Moby Doll—Vancouver Had the Only Captive Killer Whale	10
More Glamour for Grocery Bags	12
\$700,000 Blueprint for Forest Management	14
Budde Publications in San Francisco Print Newspapers in Four Languages	17
The Book of Numbers—Production of Vancouver's Telephone Directory	18
The Ancient Art of Paper Sculpture	20
Construction Progress Newsprint Capacity to Be Increased	22
Around Our Communities	23

Two Huge Barges to Carry Newsprint to California

Longer than a football field, each will transport 6,500 tons

Tenders were called in late September by Kingcome Navigation Company Limited, the marine division of MacMillan, Bloedel and Powell River, for the construction of two huge steel barges and an ocean-going tug to tow them.

They will be used by Powell River-Alberni Sales Limited to complement the existing service by the Canadian

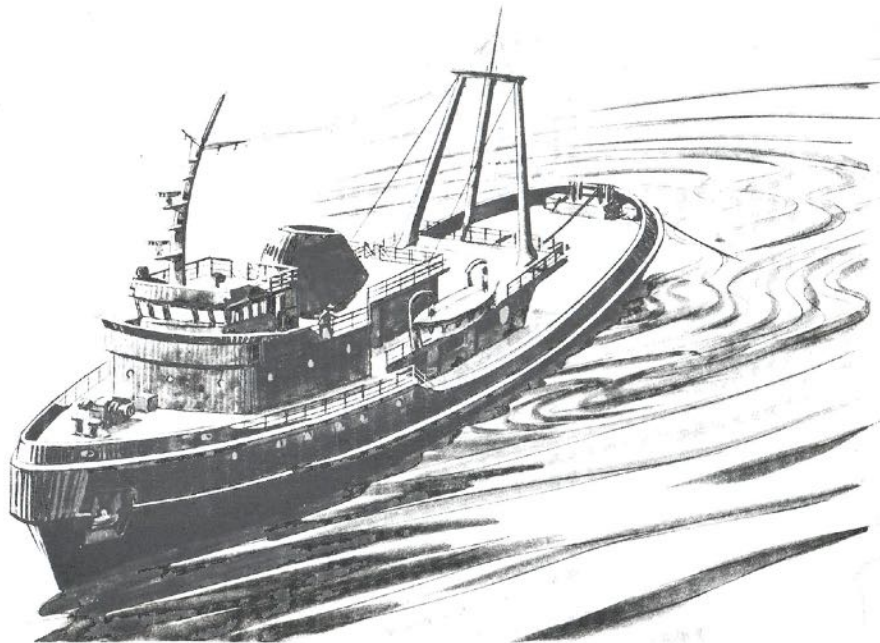
Gulf Lines ships in transporting newsprint from Powell River and Port Alberni to San Francisco and Long Beach, California, a distance of approximately 1,200 nautical miles. They are expected to go into operation in September, 1965.

The feasibility of long ocean hauls by barge has been proven by experience. Bulk commodities are carried

from Mexico to Canada, from the Pacific Northwest states to southern ports and to Alaska, while general merchandise is moved by barge between California and Hawaii. However the proposed service will mark the first time that newsprint cargoes have been handled in this way.

Each barge will carry 6,500 tons of newsprint, as much as can be loaded in a Liberty ship. The barges will be longer than a football field, 356 feet overall with a beam of 82 feet and a draft of 14½ feet. Loading will be done through four side doors into an enclosed cargo space with a floor area of 23,000 square feet which will be free of pillars or partitions.

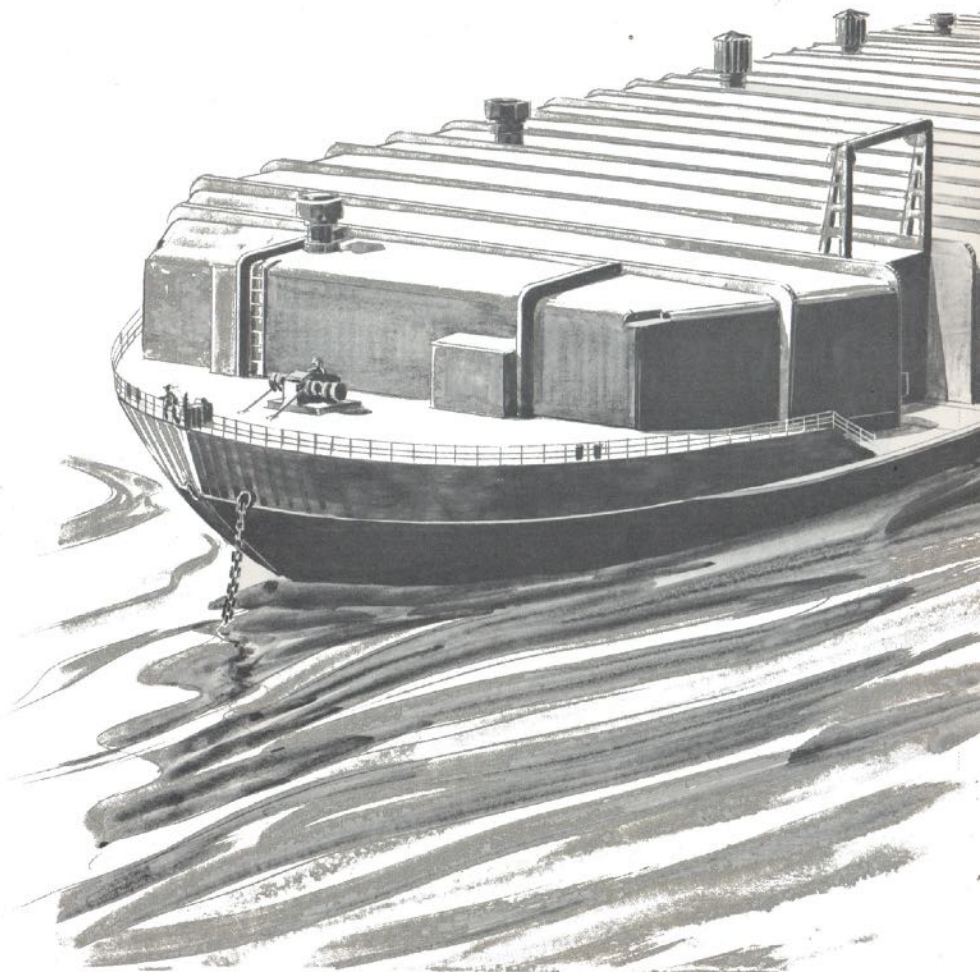
The all-steel tug will be 140 feet in overall length, with a 26-foot beam and a draft of 17 feet. Her diesel engines of 3,000 shaft horsepower



turning 11-foot twin screws will drive her at 8 knots with a loaded barge, and 9½ knots with a light tow. The round trip is scheduled for two weeks, with one barge en route while the other is being loaded at one of the Company's paper mills.

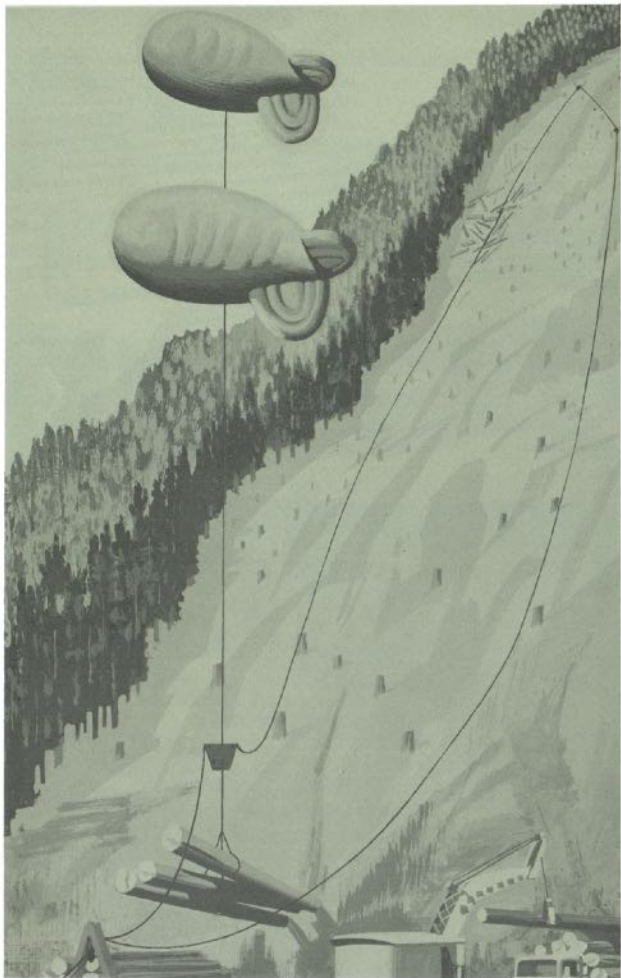
Construction cost of the barges and tug is expected to be in the neighborhood of \$3,000,000. The design of the

equipment, by Vancouver naval architect Robert Allan, was preceded by a long period of extensive study by the Distribution Department of MacMillan, Bloedel and Powell River, who are confident that the barges will minimize damage to rolls by reducing the amount of handling of the paper and eliminating the use of ship's cargo gear.



The Company is first to plan fully-operational tests of

BALLOON LOGGING



Balloon "sky hook" may be the next major "break-through" in methods of harvesting timber.

To combat the high cost of logging in rugged or steep terrain, MacMillan, Bloedel and Powell River will take to the air.

In the world's first fully-operational test of balloon logging the Company will perfect techniques and study the economics of this revolutionary new logging method. It is hoped it will provide a practical way to yard logs on steep and rocky slopes where the cost of road-building for portable spar logging would be prohibitive.

Three helium-filled balloons, each of 75,000 cubic feet, will be put to work on the test. The operation will start at the Company's Sproat Lake Division at Port Alberni as soon as the kite-type balloons can be delivered from the United Kingdom.

Startling as the idea may sound to the layman, the possibilities of balloon logging have been under consideration for years. Some experiments were carried out in Sweden in 1962. The U.S. Forest Service is planning some tests with the mountain forests of Alaska in mind. An encouraging demonstration of the principles of balloon logging was made last year in North Vancouver by Chester Matheson of Air-Reel Transport Limited who holds patents on the balloon logging concept. Mr. Matheson, a Vancouver engineer and graduate of the University of British Columbia, has spent a number of years developing his ideas. He will work with Company engineers on the test operation at Sproat Lake.

The balloon system will represent another advance in the evolution of logging methods, logging being essentially transportation. In early days in British Columbia, logging was done first by oxen, then by the old "steam donkey" (engine), which hauled or "yarded" logs from the stump to the railway line or loading point.

Later "high lead" logging evolved,

and huge "spar trees" were equipped with cables and pulleys to haul logs to the loading point, using steam donkey power and later diesel power.

Currently, mobile steel spars, which are self-propelled over logging roads, yard the logs out to the truck road.

When harvesting moves out of valley bottoms and up mountain side-hills, the forest industry of British Columbia is faced with steeper slopes where construction of roads would be uneconomic. The need is for a logging system which entails minimum road construction, yet provides the lifting effect of a skyline system and permits the use of light lines and fast yarders.

Balloon logging may be the answer. Balloons provide lift, speed in yarding, and require a minimum of rigging. Logs would not be lifted clear. One end of the log would trail on the ground. But the lift would eliminate hang-ups, minimize breakage of logs, minimize damage to soil and standing trees, and is expected to be safer for logging crews.

Wind has been considered a deterrent to use of balloons, but modern balloons have aerodynamic qualities which enable them to perform like kites—to face into and rise with the wind, thus providing more lift. It is believed they could be used in logging with winds as high as 50 miles per hour.

The Company's operational test will be a major effort to prove the economics and achieve a "break-through" for balloon logging. If successful, additional advantages would follow: logging crews would have more flexibility in harvesting desired species and grades; there would be a reduction in mileage of high cost roads; greater timber volume could come out over existing roads; many stands of wind-thrown, disease-ridden and insect-killed timber would become accessible for salvage.

It could well be that this ingenious adaptation of the most spectacular invention of the 18th century, the balloon, will provide the 20th century with one of its most significant advances in logging technique.

Powell River-Alberni Sales Corp. Representative Moves to Pasadena From San Francisco Office

On September 15, Robert L. Justice transferred to the Pasadena office of Powell River-Alberni Sales Corporation as Sales Representative, after serving in the San Francisco office, where his responsibilities were centred in the Rocky Mountain region.

After almost four years with the U.S. Navy on the West Coast, "Bob" graduated from the University of Michigan in 1959. He has an extensive background and practical training in the newsprint business.

While at University he worked four summers in paper mills. He also attended the University of Maine Summer Institute for the Pulp and Paper Industry. Following graduation "Bob" joined Huyck Felt Company, a paper mill supplier in the East, where he gained valuable knowledge of the paper industry.



On joining Powell River-Alberni Sales, in line with Company policy, he spent some time at the Alberni and Powell River mills to acquaint himself with practical and technical procedures which will assist him in service to customers.

\$2,000,000 DONATION TO UNIVERSITY FUND

Faced with sharply-mounting admissions, three universities in B.C. are jointly appealing to the public for capital to expand facilities.

The University of Victoria, the University of B.C. at Vancouver and the new Simon Fraser University being constructed in Burnaby are seeking \$28,000,000 over a 5-year period.

A contribution of \$2,000,000 by MacMillan, Bloedel and Powell River was hailed as a "magnificent pace-setter" by executives of the fund drive.

In announcing the gift The Honourable J. V. Clyne, Chairman and

Chief Executive Officer of the Company, said in part:

"It is imperative that Canada maintain a position of leadership in educational opportunity if it is to attract and retain its best minds in competition with other industrial nations."

He observed that, as our future rests as much on a foundation of learning as on raw materials and machines, while the primary responsibility for education falls on government, business has an important stake in our institutions of higher learning. Business is willing to bear its share of responsibility for their support.

Readers Get Inside Story . . .



Attractive building marks fifth expansion in 73 years.

Fullerton Daily News Tribune Dedicates Modern New Plant

Residents of North Orange County, California, were given an insight into the complicated processes of producing a daily newspaper on June 7, 1964, when the Daily News Tribune of Fullerton held "open house".

The occasion marked the move of this area's largest daily into a modern new plant, acclaimed as the finest in the country for a newspaper of its size. This is the fifth time the publication has expanded into new quarters since it started 73 years ago as a weekly, with the promise of 300 subscribers. Its growth has closely paralleled the development of Orange County, now celebrating its 75th Anniversary.

Editor and publisher Edgar F. Elfstrom, who bought the paper in 1939, has provided ample room for expansion in the new plant to keep pace with the flourishing economy of Orange County.

The 33,000 square feet of area, all on one floor with the exception of press equipment on a mezzanine, has more than doubled the previous floor space available, and should serve for a number of years. Ample space for future enlargement is available on the

3½ acre site at 655 W. Valencia Drive on which the tilt-up concrete building with steel truss roof was constructed by the Austin Co.

Press capacity of 64 pages has been installed, with four high-speed Hoe units equipped with Cline reels and semi-automatic pasters. The layout has been planned to accommodate an additional four compatible units.

The first installation includes a double folder with double balloon formers and eight unit capacity, with double conveyors in the main floor mailing room adjacent to the reel room.

The building is an attractive community asset and a pleasant place to work, as well as an extremely functional plant. It is set back from the street 61 feet to allow decorative landscaping. An unique colored ceramic tile design, a slatted-roof walkway leading to the main entrance and a rustic stone wall screening the loading docks are architectural features.

Hailed by a House Resolution of the California Legislature as "the most widely read and respected daily newspaper published in Northern Orange County", the Daily News Tribune has grown dramatically in the 25 years



EDGAR F. ELFSTROM (left)

The Chicago-born editor and publisher, once secretary to E. W. Scripps, was a publisher at 28. Later business manager of various John P. Scripps newspapers, he bought the Daily News Tribune in 1939.

DALE E. RATHER (right)

General Manager Rather joined the Daily News Tribune in 1952 as an advertising salesman, after naval service and graduation from the U. of Oklahoma.

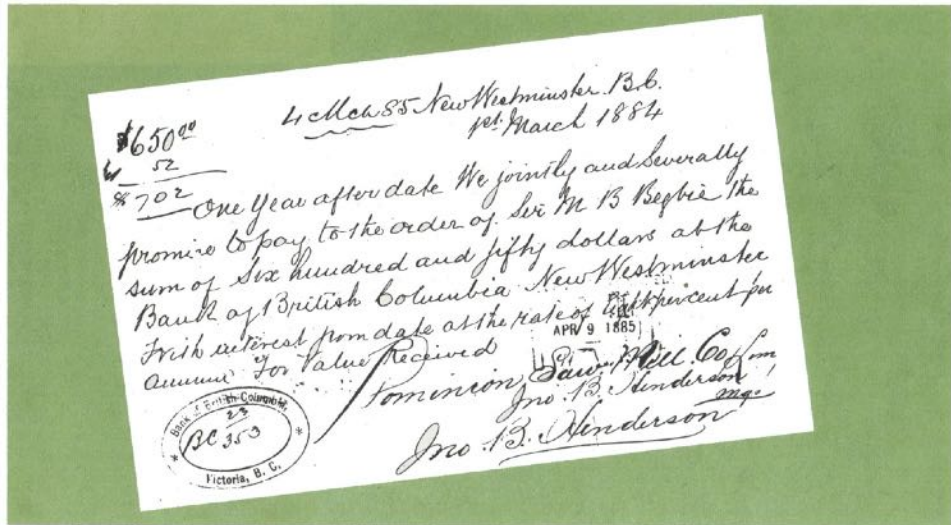
that publisher Elfstrom has enthusiastically and successfully provided a reliable news and alert editorial service to his community.

In that period, while the city population has increased from 10,000 to 70,000, the circulation has jumped ten-fold from 2,000 to 20,000.

A staff of 22, with 26 carrier boys, has grown to more than 125 full and part-time employees with more than 300 carriers. Today's payroll approximates \$750,000 annually.

Last year the Daily News Tribune produced a total of 8,538 pages, using over 1,200 tons of newsprint.

The Digester offers best wishes for continued success to the Daily News Tribune, and congratulations to the community so well served by such a progressive newspaper.



Capital requirements at \$650 were modest, but interest rates at 8% were high in 1884.

Intriguing personages recalled in historic

Wellburn Document Collection

Before he assembled his array of early-day logging equipment, featured in an article in *The Digester* (Volume 40, No. 2, 1964), G. E. "Gerry" Wellburn of Deerholme near Duncan, Vancouver Island, had searched out an extensive collection of historic documents.

Included are such fascinating and invaluable relics as a hand-written copy of an 1831 report to the Governor, Chief Factors and Chief Traders of the Hudson's Bay Company's Northern Department from John McLoughlin. Known as "the white-headed eagle" this able, irascible Chief Factor dominated an empire from Fort Vancouver which he built on the banks of the Columbia River. In his report he notes that there was a good demand abroad for timber from the region.

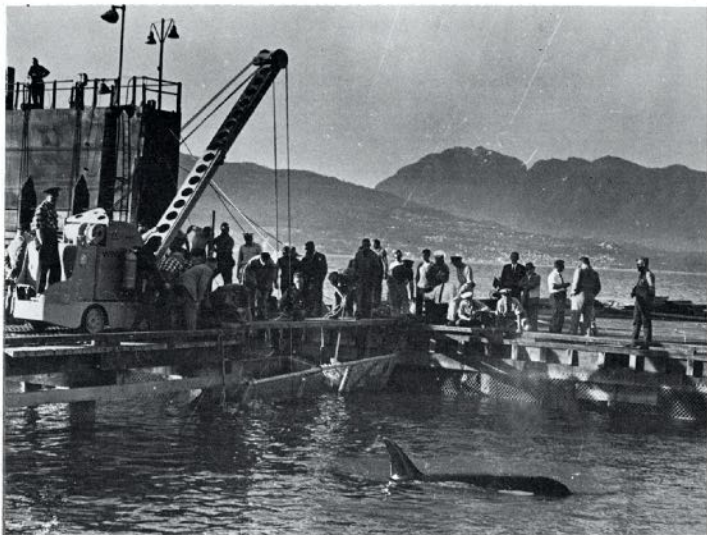
One of the Wellburn papers, repro-

duced above, is an original copy of a promissory note issued by Dominion Saw Mill Co. Ltd. at New Westminster, B.C. in 1884. It is of interest not only because this pioneering firm was later acquired by Canadian White Pine, now a Division of the Company. The individual who lent the \$650 at 8% interest is a notable figure in British Columbia's early history.

Matthew Baillie Begbie, later to be appointed Chief Justice and win knighthood for his services, arrived from England in 1858 as the first judge in the newly-created crown colony of British Columbia. One of his tasks was to establish respect for the law among the rowdy adventurers who had swarmed into the country seeking gold along the banks of the Fraser River, and who were wont to settle their frequent squabbles with fire-arms rather than forensic niceties.

Forcing his way through the harsh terrain to the primitive hamlets on his circuit by canoe, stagecoach and on foot with Indian guides, acting for a time as Attorney-General in addition to his judicial duties and remote from courts of appeal, in effect he was a law unto himself. He applied the firm hand that conditions called for, not hesitating to scorn jury verdicts if he felt that sentiment had outweighed fact, and delivering judgments with a searing wit still quoted today.

Although he earned a reputation for "fiery justice", he was known for many personal acts of charity and kindness. It would be quite in character if he made this loan to accommodate a friend, or encourage the industrial bourgeoning of his adopted land, rather than as an outlet for investment funds.



Success! After an hour-long battle of wills the nervous whale is transferred without incident from a floating drydock to a hastily-built temporary pen. Right: Attempts are made to administer vitamin shots with an improvised whale-size syringe.

MOBY DOLL

For 85 days Vancouver had the only captive killer whale

On October 9 Vancouver's captive killer whale died, presumably from a lack of salinity in the water in which it was penned, thus bringing to an unfortunate end an unique and exciting seapade.

The salty saga started when Dr. Murray Newman, curator of Vancouver's Public Aquarium, decided he would like a plastic life size model of an *Orcinus Orca* to decorate the entrance to a proposed new wing of the building.

A prominent member of the dolphin family, the orca is known widely as a "killer whale" and locally as a "black-fish".

So he commissioned sculptor Sam Burich to do the job. Killer whales grow to 30 feet, have voracious appetites, and can take people-sized bites with their vicious teeth. No one volun-

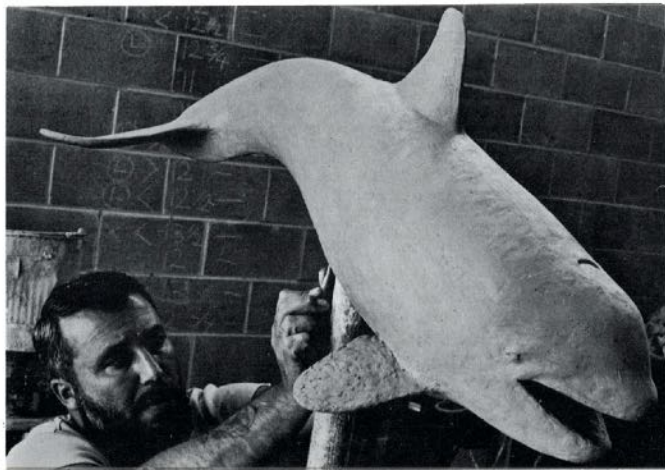
teered to hold a killer whale while Burich made his measurements. So on May 21 of this year Dr. Newman organized an expedition to Saturna Island in the Gulf of Georgia to kill one.

Although killer whales are a common sight in B.C. waters, travelling in small groups or "pods", the whale-hunters sat out a vigil until July 16 before a 15-foot, 2,250-pound whale ventured close enough for Burich to gun a harpoon into its back muscles. In the furious struggle that followed the whale ran out 600 feet of line, finally exhausted itself. It might have drowned had not two other whales helped it surface to breathe.

An elated Dr. Newman arrived at the scene by seaplane, decided to attempt the singular feat of keeping his prize alive. The only other killer whale captured, in 1961 off Newport,

California, was diseased and died within 18 hours. Towing a wounded whale was an exciting prospect, akin to leading a Jersey bull by a rope, but the whale proved docile, and swam cooperatively behind the small fishing vessel Corsair II at the end of a 200-foot leash. For temporary custody it was coaxed into a drydock at the Burrard Dry Dock Co. Ltd. in North Vancouver. Although probably astonished by the complexities of this strange assignment, the drydock crew tackled the task enthusiastically.

A week later the drydock was towed by courtesy of a local tugboat firm to Jericho Beach, where navy and army personnel aided by crews provided without cost by construction companies had hurriedly built from a disused pier a 76 x 45 foot pen in 30 feet of water, and the whale was herded into its new home.



Sculptor Sam Burich works on a 5-foot model before attempting full-scale replica. Right: Moby Doll takes fish from hand of Dr. Murray Newman, who is presently considering another whale hunt.

It is difficult to tell whether a young live whale is a boy or a girl, without closer inspection than seems prudent. At first this one was thought to be a female, although it later turned out to be a young male. So "she" was nicknamed "Moby Doll", and captured the hearts of citizens, the headlines of the world, and the keen interest of scientists.

Although uninjured, 20,000 people turned up in the first four days of captivity to inspect Moby Doll. Marineland of the Pacific at Los Angeles sent a team for observation. Dr. William Schevill, marine biologist at Harvard and Woods Hole, Mass., who is the world's leading authority on whale communications, and his associate William Watkins flew in to study at first hand the squeals, whines, grunts and snores which made up Moby Doll's vocabulary, and which were recorded by hydrophones and broadcast over radio and TV stations. Killer whales have a sonar system

with which they home in on schools of fish for dinner, and it is believed they can communicate vocally.

Concern was felt for Moby's health, particularly as for many days he sulked and refused to eat. Dr. Patrick McGeer, University of British Columbia neurochemist and Liberal MLA prescribed antibiotics and vitamins. The first were administered by a 12-foot plastic syringe with a four-inch needle improvised by University zoologist Gerry Van Eesten, the second were fired through his tough hide with a carbon dioxide gun. Dr. John Sturdy, pathologist at St. Paul's Hospital, examined a blood sample and declared that the blood count appeared normal.

With wounds healing and appetite perking up, Moby was becoming reconciled to the notion of spending 10 to 12 years of life expectancy as an object of keen scientific and public interest. A location for a permanent

home with ready public access was being sought.

Experience with Moby has shown that killer whales can be kept alive and be tamed. Dr. Newman is now considering a repeat expedition.

From a small beginning in 1956 the Vancouver Public Aquarium, located in world-famous Stanley Park, has been built up to become one of the city's most popular points of interest for residents and tourists alike. Canada's first major Aquarium, believed to rank with the finest anywhere, it attracted 397,000 visitors last year. Four complete water systems, salt and fresh for both tropical and cold water specimens, serve 85 display tanks, in which exhibits are changed periodically.

Work will start this year on a million-dollar expansion which will more than double the present size of the Aquarium, and provide a glass-walled foyer in which will be suspended a life-size replica of Moby.

MORE GLAMOUR FOR GROCERY BAGS

Skilful design adds full-color merchandising impact

Supermarkets have long recognized the merchandising value of advertising messages imprinted on the familiar check stand bags which they use by the millions annually.

In the constant effort to improve both product and service to the customer, the MacMillan, Bloedel and Powell River Paper Bag Division has introduced more color and flexibility to the illustrations which add gaiety

and sales appeal to this common container.

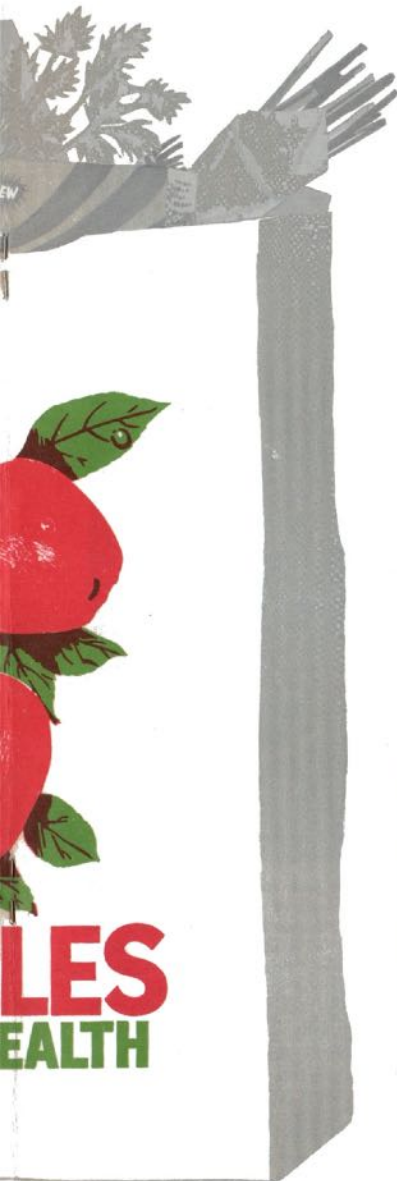
By creating designs suited for the technique of overlaying different colors of ink in solid areas, five-color effects are achieved from the standard three-color press at no increase in cost to the customer.

This innovation, introduced by the Bag Division in the latter part of



Plant expansion under way includes increased warehouse capacity, to give customers immediate service from larger inventories.





1963, is unique in the industry. The designs are created to the customers' requirements by staff artists of the Company's Packaging Group Development Department, who will give assistance by explaining the techniques of the process should a customer wish to make use of commercial or internal art facilities.

So far this new color treatment is used only on the large check stand bag. These are manufactured normally in the one-sixth barrel content size only. However the dimensions vary, as the Packaging Group attempt constantly to tailor the product to the needs and convenience of the individual wholesale purchaser and ultimate user. They help eliminate waste—and save the merchant money—by making sure that paper bags provided are well adapted to hold the currently-favored sizes and shapes of containers of popular grocery items.

The bags are printed on a Windmoeller & Holscher press coupled in tandem to an automatic bag machine.

Rolls of kraft produced by the Alberni Pulp & Paper Division, up to 50 inches in diameter with a maximum width of 39 inches are fed into the press at one end of the line and come off the other as finished bags at the rate of about 15,000 per hour. They are then fed manually to a bundling machine which compresses and wraps them for labelling and shipping.

Quick-drying water-based inks are used, which give brilliant effects and which have a high degree of "togetherness" so they won't rub off on the shoppers' clothing.

Several supermarket chains are using bags brightly decorated by this process in their Western Canada operations. A total in excess of 12 million have been turned out to date. The six automatic machines in the plant, which is now being expanded, are capable of turning out about 200 million grocery bags a year, depending on the production mix, in a range of 35 different sizes and weights.



A portion of the production line of six automatic machines.



3-Year Inventory Project Nears Completion

\$700,000 BLUEPRINT FOR FOREST MANAGEMENT

The Haida Tree Farm Licence #39, granted to MacMillan, Bloedel and Powell River in October 1961, posed one of the toughest forest inventory problems ever tackled by the Company. Today, after nearly three years of aerial mapping and scientific sampling, field work has been completed. The field data can now be processed to provide virtually any combination of forest facts required for the Company's long range logging and forestry programs for the areas.

The task was unusually difficult because the Haida Licence is made up of seven widely scattered forest blocks on Northern Vancouver Island, the upper mainland, and the Queen Charlotte Islands. These undeveloped forests, some of which were once considered commercially inaccessible, contain perhaps half a billion trees embracing almost every British Columbia species, every stage of growth

from seedlings to mature or decaying timber, every type of environment from coastal valleys to high mountain slopes.

To convert the chaos of nature into the orderly facts needed to manage these forests on a sustained yield basis, Company timber cruisers had to make a very accurate survey of the forest cover, at a cost when completed of nearly \$700,000.

An inventory is required under the terms of the Tree Farm Licence so that the Provincial Forest Service can approve the annual allowable cut and the Company's cutting and reforestation program. However, the complex analysis planned was aimed at getting considerably more information than required for Government purposes. Needed was operational information in depth and detail that would enable the Company to carry out both short and long range plans for the best

Inventory data detailed on a Forest Cover Map is discussed by, left to right, Grant Ainscough, Manager, Forestry Division; Norman Godfrey, Supervisor, Inventory Section; Bob Dick, Head Inventory Cruiser.

utilization of the resource. Further, the Company's intensive forestry program called for special information on stands of immature forest to help determine what treatment—removal of weed trees, shaving, thinning or planting—would be needed to bring them up to top productivity.

First step was to take aerial stereo photos of every acre in the Haida Licence including substantial Company holdings which had been placed under the control of the Crown by the terms of the Licence. Nearly 3,000 line miles were flown by Hunting Survey Corporation Ltd. of Vancouver, B.C., to produce the more than 5,000 high quality photos required for interpretation and mapping purposes.

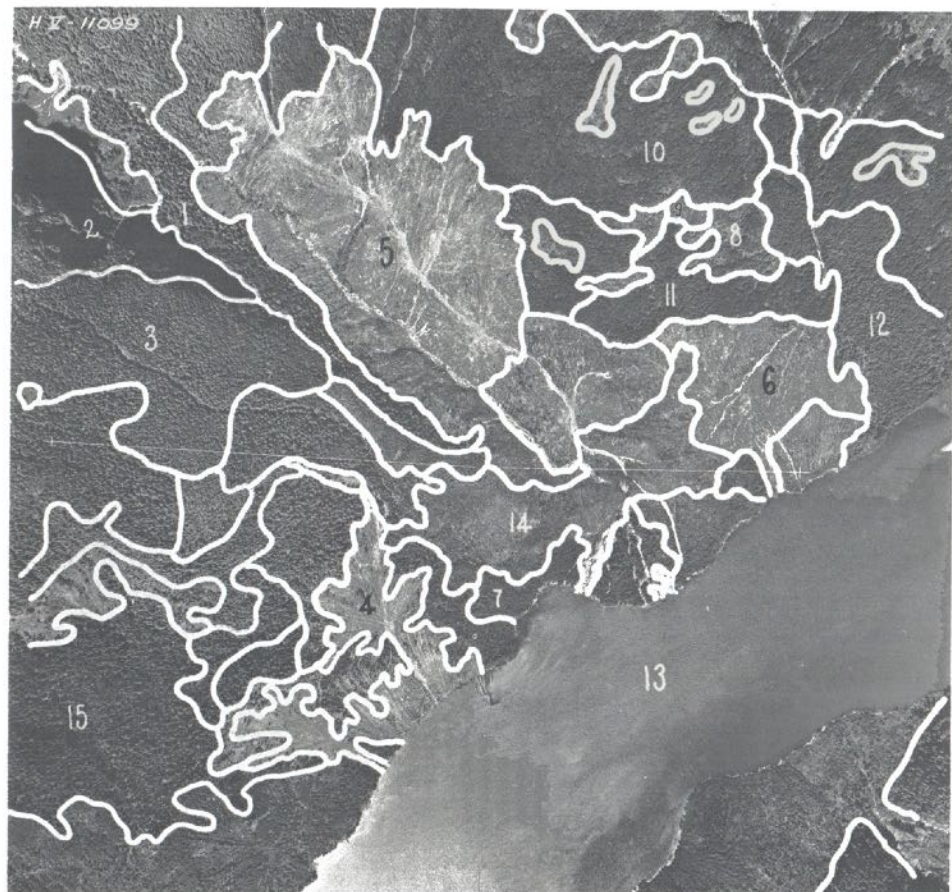
The aerial map served two main purposes. Specialists took off a "planimetric" version locating all salient geographical features. Next the maps were used for the broad classification of the different types of forest cover revealed in the photos.

By further classifying the mature and immature forests into stands with similar characteristics such as age, species and volume, the stage was set for the long and arduous job of physically sampling the timber.

Two task forces totalling 37 men at the peak of activity worked from a series of base camps, generally established in Company logging camps. However, because of the isolated character of the country most of the cruising was carried out from tent camps with all the attendant problems of moving in men and supplies.

During the summer months crews included a good sprinkling of university forestry students, happy to be starting their professional careers with the adventure of a lifetime.

(Continued on page 16)



—HUNTING SURVEY CORP. LTD. PHOTO.

Taken at an altitude of 15,200 feet, this photograph shows typical terrain in the Haida Licence area. By stereoscopic viewing of overlapping prints, foresters defined areas generally consistent as to species and growth characteristics. These were outlined by "type lines" (superimposed in white on this photo) and transferred to maps. Accurate assessment of timber stands was achieved by physical sampling. Typical plots were selected, approximately one for every 100 acres, and cruising teams obtained from each precise measurements of grade and volume.

Key numbers on the photo indicate the following classifications:

- (1) and (15) Mature hemlock and balsam.
- (2) Inaccessible scrub timber on rock bluff.
- (3) Mature hemlock and cedar.
- (4) Area logged recently.
- (5) Area logged 3 years ago.
- (6) Area logged 6 years ago, well-stocked with young growth.
- (7) Alder.
- (8) Mature scrub fir in poor growing site.
- (9) Rock bluff—no timber.
- (10) Small rough mature hemlock and cedar.
- (11) and (12) Mature fir and hemlock.
- (13) Surface of lake.
- (14) Area logged 8 years ago, well-stocked with next crop.

BLUEPRINT FOR FOREST MANAGEMENT—(Continued)

Establishment of base camps was just the beginning. Crews then had to take more than 8,000 separate samples to determine volume and other stand characteristics in precisely pre-determined locations regardless of terrain and other difficulties.

In addition they had to measure coded trees on more than 60,000 plots to provide descriptive detail necessary to classify the stands into broad categories.

To move the two man crews—compass man and timber cruiser—from base camp to the tent camps and back entailed the use of a variety of transport. Helicopters, fixed wing planes and boats were used according to the nature of the travel to be accomplished. In some cases dinghies were strapped to plane pontoons to equip crews for lake travel.

Supervisors at the two base camps had a busy time. Careful organization was required to keep men moving safely to and from remote locations deep in the forest and to maintain radio communication with them. Airplane food drops were occasionally necessary.

Each team was taken as close as possible to the assigned survey area. Using aerial photos of the locality as a guide, their first task was to identify and reach the exact "plot" designated on their map for sampling. Next, with the aid of a calibrated prism, the team established the exact sample of growth to be surveyed. Each tree was cruised separately and all pertinent facts recorded. For example, in sampling a mature stand such factors as species, height, diameter, grade, age, decadence were determined and recorded.

The total volume of mature forest projected from these samples will be correct to within approximately one percent. However, as this accurate total result is not necessarily true for individual mature stands, they have been systematically coded individually to show species and volume classifications. Immature stands were sampled to determine the degree and type of

stocking and productive capacity of the growing site.

Top to bottom—Trees are located within a plot by use of a calibrated wedge prism. Cores are taken with an increment borer for study of age and growth rate. Heights are measured with a clinometer. Trees are taped to note diameter.

Finally all the information gathered is being recorded on I.B.M. punch cards so that any combination of facts required for any given area in the Licence can be almost instantly collated.

The Haida Inventory Project is a fine example of modern mathematical science combined with high calibre field work to accomplish a job that would have been considered impossible only a few years ago.

The completed inventory, with its organized mass of detail on volumes, species, forest health and geography represents a substantial investment. However it will provide a detailed blueprint for the orderly development and utilization, on a sustained yield basis, of some of the wildest forest in British Columbia. A long stride ahead of previous West Coast inventory surveys, it is an important step in the Company's program to manage forest resources scientifically and economically. It will help assure a continuous flow of the right kind of raw material to the integrated operations of the Company, so that over the years customers can count on an ample, uninterrupted supply of quality products.



星島日報

The Manila Chronicle

Der Hermann = Sohn

Le Californien

Mastheads of publications printed in Chinese, English, German and French in the plant of the San Francisco Progress.

Budde Publications in San Francisco Print Newspapers in Four Languages

The pressroom of the San Francisco Progress, the plant of the Henry J. Budde publications, must seem to a casual observer to be a branch office of United Nations.

Newspapers in four languages, principally for distribution to ethnic groups in the West Coast area, are printed here.

One of them, "Sing Tao Jih Pao", an 8-page paper usually, is issued daily except Saturday and Sunday in the Chinese language. Published by Mrs. Aw Sian in Hong Kong, it is represented in San Francisco by Mr. Stanley S. Tom of 855 Grant Street.

Type is set in Hong Kong, where Mrs. Aw Sian also publishes a daily and a weekly in the Chinese language, and a daily in English. Matrices placed aboard the California-bound Pan-American flight are picked up each publication day at the San Francisco Airport by Budde Publications, who cast plates and run off some 1,300 copies.

To expedite customs clearance of the mats they are shipped in special cloth bags with acetate windows for inspection without opening. When a quantity of these containers accumulates, they are shipped back to Hong Kong for re-use.

"The Manila Chronicle" is a weekly newspaper published in English, and printed from casts of mats of home-set type reaching San Francisco by Pan-American in time for same-day publication as the Manila edition. About 3,000 copies are distributed to subscribers in the Filipino community in California.

"Der Hermann-Sohn" is printed once a month from type set in the German language in San Francisco.

Type is also set locally for "Le Californien", a French language weekly with a circulation of 900.

By careful organization Budde Publications are providing a unique and appreciated service under unusually challenging conditions.



Owner Henry J. Budde.

THE BOOK OF NUMBERS

Modern techniques provide accuracy and speed in producing Vancouver's telephone directory.



A newspaper is not the only kind of publication that gets much of its content by teletype and goes to press daily. A major city telephone directory does just that—even though the subscribers get only one edition a year.

The Vancouver Directory of the B.C. Telephone Company printed by Evergreen Press Limited at Vancouver offers an outstanding example of this modern approach to directory production. All the type for the more than 250,000 alphabetical entries, exclusive of yellow pages, remains standing. Each day additions, deletions and changes are teletyped from B.C. Tel to Evergreen Press and incorporated into the standing type. And each day a portion of the directory is printed to maintain a complete up-dated proof edition throughout the year.

In addition, at staggered dates Evergreen prints 35 other B.C. Tel directories having the same full-color cover which, together with excellent typography and binding, has made the big Vancouver book one of the most highly regarded single-volume phone directories on the continent.

Each year an outstanding color photograph combining scenic and historical interest to British Columbians is selected for the cover.

One of the problems in the production of annual directories is to avoid peak periods and the need for temporary staff to get over these humps. The organization of B.C. Tel directories into a continuous procedure of well-timed moves has created a steady year-round routine for permanent staffs at both Evergreen and the Telephone Company.

A member of the Evergreen Press bindery staff takes time off from helping to assemble the 500,000 Vancouver directories to check an important detail—to see if her name is listed.

Yellow page sales and service people have gained a similar advantage from staggered dates of the various directories.

The routine at Evergreen is remarkably smooth. Teletyped listings of new subscribers and other changes—sometimes totalling several hundred daily—are automatically set in type. A key instrument in this process is the compact electronic marvel, costing about \$25,000 and trade-named "Compugraphic", which controls the type setting from coded tape. The new lines are proof read and inserted into the Daily Supplement, which becomes the Information Operator's bible on recent telephone number changes.

In the composing room all 600 alphabetical pages of the Vancouver phone book are standing in four-column page forms. Each day during a 23-day cycle established for the Vancouver book, a section of the supplement is incorporated into a Reprint Directory and progressive sections are locked up and a short press run made for the telephone company's internal use. The forms are then returned to the composing room, there to accumulate changes and additions for a further 23 days.

The job is run on an ATF rotary offset press with the four webs handling 64 pages at a time. The run takes about 32 days to complete.

Rigid deadlines are characteristic of telephone directory printing. When complicated changeovers in the telephone system are timed for a certain date, the new phone book must be completed and in the hands of subscribers in advance.

Tight planning is required in the shipping department, too, to handle the enormous weight and volume of books. It has been calculated that a single stack of the Vancouver phone book would reach a height of 10 miles.

More than two million pounds of white and canary directory paper are used annually. Company paper-makers take a good deal of pride in the fact that they have been entrusted with its production for many years.



Above: Careful checks are made during runs of regular books and reprint directories to ensure printing quality and accuracy. Below: Standing forms of directory listings are brought up to date daily from teletyped instructions.





A series of figures depicting typical occupations in Company operations highlights the theme of "Trees and Jobs for Tomorrow".

For a public service display the Company used

***The Ancient Art of* PAPER SCULPTURE**

Figures of men, trees and animals used to illustrate the Company's exhibit at Vancouver's Pacific National Exhibition were specially created through the ancient art of paper sculpture.

In its original form, paper sculpture is believed to date from the Chinese invention of paper during the reign of Emperor Ho-Ti, about 100 A.D. Rediscovered in Europe and later in Mexico and Japan, the medium has evolved in recent years into many different styles and techniques.

One Japanese purist limits his students to the use of a single rectangular sheet of paper for each form without recourse to paste or other fastening. Other artists recognize no restrictions. It is this diversity which has given modern paper sculpture a range of expressiveness to match that of any other graphic art form.

The Company exhibit was designed, in part, to encourage another kind of paperwork—a formal school education. The Pacific National Exhibition

is the last big local event of the year before the fall school term starts. The following excerpt from a booklet given away at the Company's booth makes an important point for youth everywhere.

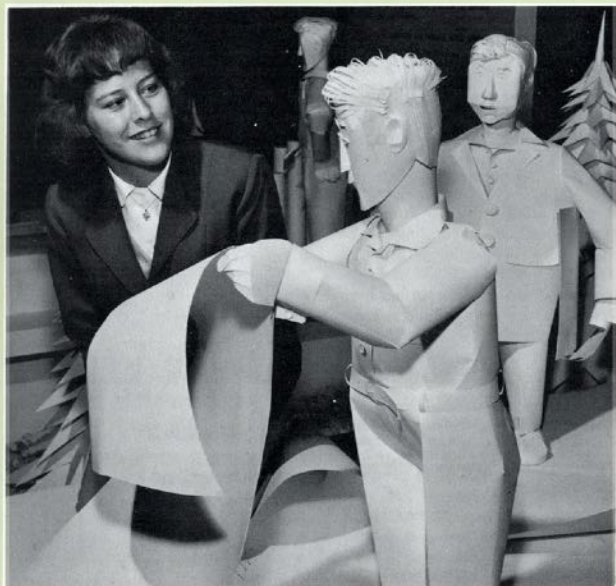
"... To maintain wages at a high level—and at the same time keep costs low enough for B.C. to compete with other timber-producing countries—our industry must keep pace through new methods, new machinery and, above all, new ideas. These technological requirements call for one thing: education . . .

"High school graduation may soon be a *minimum* requirement for employment in our forest industry. Moreover, with each passing year, there are an increasing number of jobs which can be performed only by university graduates in Forestry, Engineering, Science and Commerce. The moral is self-evident . . .

"Today, our company alone employs 14,000 people in its widespread operations. The careful management which we are giving our forest

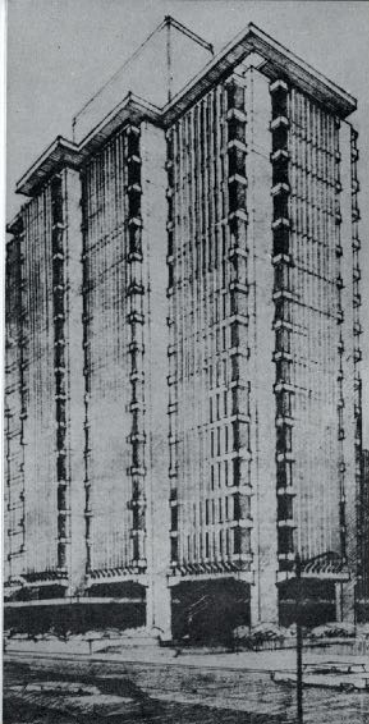
resources today will ensure that there are even more jobs tomorrow . . . for young British Columbians with sound educations."





Several of the component figures are shown on this page. Above: One of the pretty Company employees who served as hostesses admires the skilful craftsmanship of the grouping representing paper-making.





CONSTRUCTION PROGRESS

NEW BUILDING PLANNED FOR HEAD OFFICE

On September 15 the Company announced plans for an 18-storey fully air-conditioned office building to be constructed at the northeast corner of Georgia and Thurlow Streets in downtown Vancouver. Application has been made to the city for a permit to build on property which has been held by the Company for some years for this purpose and was added to this year.

A building of striking design is planned which would bring together departments now located in four different buildings, and provide ample room for future growth.

Architect's sketch shows Georgia Street facade of proposed 18-storey building.

PLYWOOD EXPANSION

Over the next 18 months the capacity of the Alberni Plywood Division mill will be increased by 36% or 46,600,000 square feet of plywood (basis $\frac{3}{8}$ inch). The \$4.1 million expansion will result in 118 new permanent jobs at Port Alberni.

New facilities will include 52,000 square feet of floor space added to the operating and warehouse areas, installation of an eight-foot veneer lathe and increased dryer capacity.

NEW WINNIPEG WAREHOUSE

Construction will start immediately on a new \$500,000 distribution centre in Winnipeg, Manitoba, for the Company's Wood Products Group. Providing 51,000 square feet of storage and 5,400 square feet of office space, it will replace two existing warehouses. The building is scheduled for completion late this year.

Company Newsprint Capacity to be Increased To Over One Million Tons Per Year

160,000 tons annually will be turned out by a new high-speed 346-inch machine

Preliminary engineering is now under way on a newsprint machine for MacMillan, Bloedel and Powell River which will be one of the largest ever built.

The 346-inch wide machine will be capable of producing 160,000 tons a year at a speed of 3,000 feet per minute. Tentative target date for start-up is 1967-8.

In announcing the new project the Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer, said that this major addition to newsprint capacity was warranted by the growth of demand by present customers of the Company.

The new unit with its ancillary equipment is expected to cost in the neighborhood of \$50 million and will

raise the total newsprint capacity of the Company to well over one million tons annually.

The biggest of the twelve newsprint machines now operating in Company mills is No. 5 at Port Alberni which went into production in September, 1963. With a rated speed of 3,000 feet per minute it turns out a reel 300 inches wide and has an annual capacity of 143,000 tons.

At the present time no decision has been made as to the precise location of the new machine in the Company's operations.

AROUND OUR COMMUNITIES



OPENING CEREMONIES AT SQUAMISH

As part of the ceremonies in connection with the opening on September 15 of the new office and shop buildings of the Squamish Division, Company President C. A. Specht showed he could handle a power saw.

Guests toured the fully-mechanized logging operation, which represents a \$1.2 million investment and will produce 40 million board feet this year.



HIGH AVERAGE EARNS SCHOLARSHIP

The outstanding 92% average of Maureen Mitchell of Powell River won her seventh place among B.C. high school graduates and a \$500 Company scholarship. Annually 16 scholarships are awarded to students entering University or Vocational School from communities in which Company operations are located. A number of additional graduate and postgraduate awards are made to University students.



RECORD FISH HOOKED BY 8-YEAR-OLD GIRL

Sportsmen from all over the world flock to the logging, fishing and resort community of Campbell River, on Vancouver Island 98 miles northwest of Nanaimo, B.C. They come to pit their skill against the famous Tye salmon, which feed in the near-by bays and coves of Discovery Passage.

The largest Tye caught in Campbell River since records have been kept was hooked this summer by an eight-year-old girl on her second fishing trip.

The 73½-lb. fish far outweighed Patricia Hughes of West Vancouver, who was trolling with her father, Roger Hughes, Production Manager of the Company's Particleboard plant under construction in Vancouver.

She was trailing a Martin plug on a 35-lb. test line when the record fish struck. Patricia played it herself for some time before turning the tackle over to her father, who landed it after a 20-minute tussle.

A replica of the huge fish is now being carved and will be placed on display in Campbell River. The previous record fish—72½ lbs.—was caught by Mrs. L. Patton of Olympia, Wash., in 1955.

Patricia was a proud young lady as she posed with her fish—and father Roger was even prouder.



5th INTERNATIONAL MECHANICAL PULPING CONFERENCE

Information was exchanged by 400 delegates from 13 countries at the 5th International Mechanical Pulping Conference, held in Vancouver, B.C., in September.

Company President C. A. Specht addressed the group, which meets at three-year intervals, on "The Challenge of Industrial and National Interdependence".

Among other Company personnel taking an active part was Chairman of Local Arrangements Dr. J. L. Keays, Pulp & Paper Research Director. A paper was given by S. A. Collicutt, Personnel & Administration Manager, Harmac Pulp Division. A joint study by J. A. Cochrane, Research Supervisor, Newsprint Section and Dr. H. Crotagino, Senior Research Engineer was also presented.

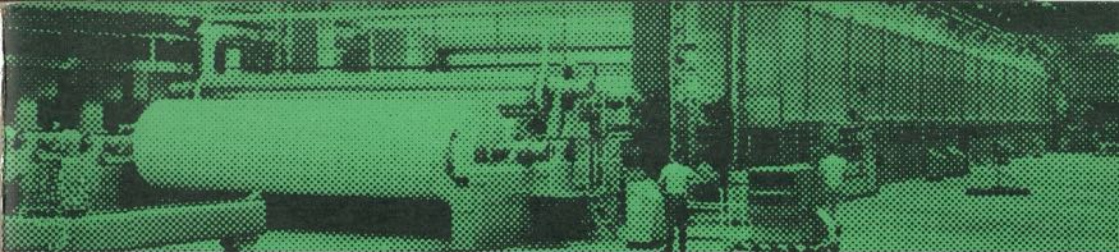


MACMILLAN, BLOEDEL AND POWELL RIVER LIMITED

SERVING THE WORLD WITH FOREST PRODUCTS

*Printed on Island Hi-Lite Offset paper
manufactured by Island Paper Mills, a
division of MacMillan, Bloedel and
Powell River Limited*

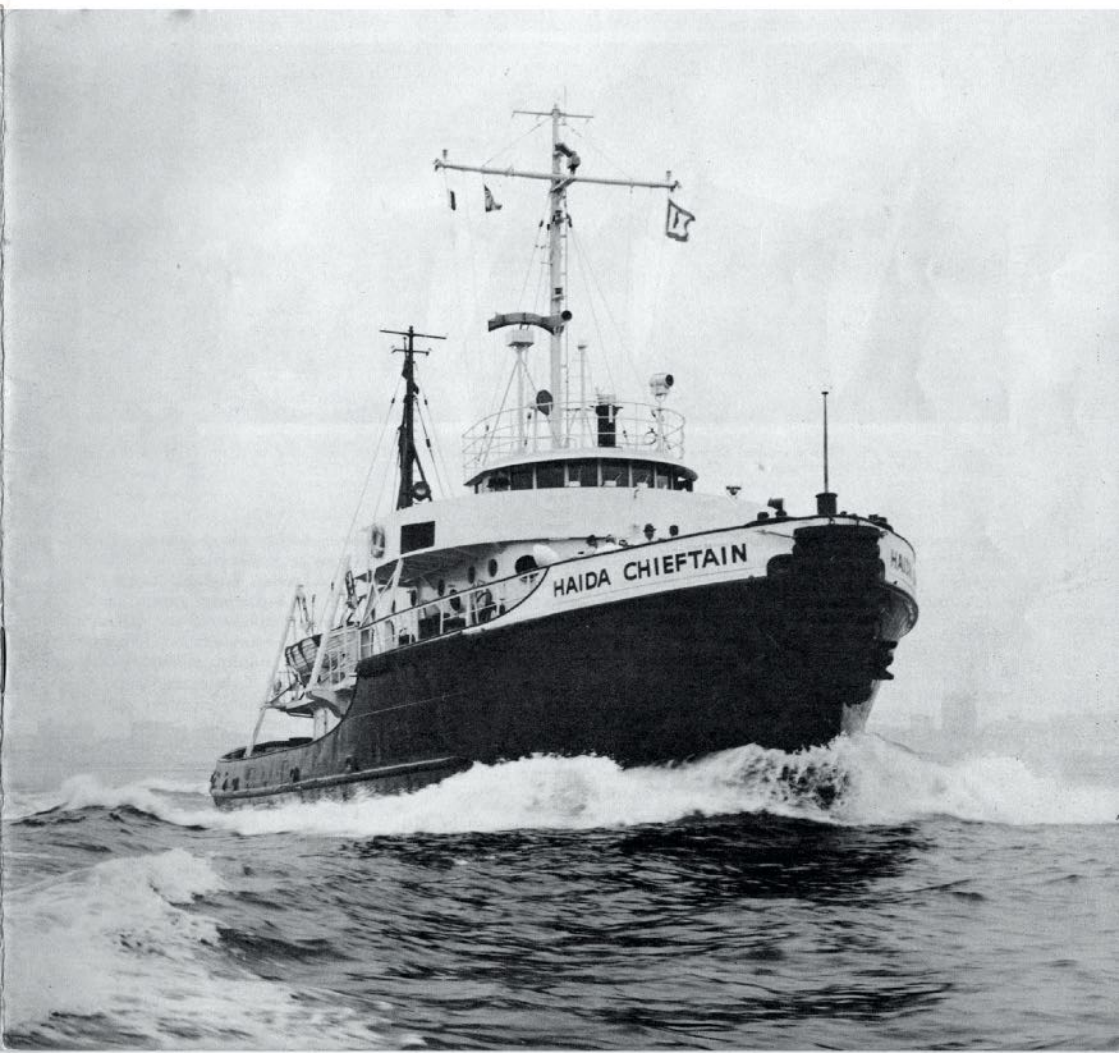

LITHO'D IN CANADA



MacMillan, Bloedel and Powell River

DIGESTER

1964-4



Company Honored by Historical Society

The Honourable J. V. Clyne delivers the 1964 Newcomen Address



Guests of honor at the 1964 Canadian Dinner of the Newcomen Society in North America were, left to right: Prentice Bloedel, H. R. MacMillan, The Honourable J. V. Clyne and W. J. VanDusen.

On October 29 in Vancouver, outstanding recognition was given to the Company's position as one of the world's foremost producers of forest products.

The Company was honored at the 1964 Canadian Dinner of the Newcomen Society in North America, with G. Arnold Hart, M.B.E., President of the Bank of Montreal and Chairman of the Canadian Committee in the Society, presiding.

In keeping with the tradition of the Society, the Newcomen Address given at the Dinner was an historical review of the Company. The Honourable J. V. Clyne, Chairman of the Board and Chief Executive Officer,

presented to a distinguished audience of 400 Society members and their guests an absorbing account of the events which led to the growth of the firm, and the careers of men who made major contributions to its development.

Guests of honour, jointly with Mr. Clyne, were Mr. H. R. MacMillan, C.B.E., LL.D., D.Sc.; Mr. W. J. VanDusen and Mr. Prentice Bloedel, members of the Executive Committee of the Company.

Mr. Clyne was introduced by Mr. J. Stuart Keate, publisher of "The Sun" in Vancouver.

The Newcomen Society in North America is affiliated with The New-

comen Society for the Study of the History of Engineering and Technology of London, England. Its interests lie in the beginnings, growth, development, contributions, and influence of industry, transportation, communication, the utilities, mining, agriculture, banking, finance, economics, insurance, education, invention and the law. Its membership, consisting of leaders in all of these fields, is devoted to the study of material, rather than political, history.

The Society's name honours the life and work of Thomas Newcomen (1663-1729) whose Newcomen steam engine, 50 years ahead of that of James Watt, helped to pave the way for the Industrial Revolution.

DIGESTER



To our many friends around the world
... on behalf of all Divisions of the
Company ... the Digester sends warm
wishes for a Merry Christmas and a
Happy New Year.

CONTENT

Company Honored by Historical Society	2	Early Canadian Village	12
The Port of Vancouver Celebrates Its Centenary	4	New Forestry-Agriculture Facilities for University of British Columbia	15
Triple Triumph for the San Mateo Times	6	The Best of the Last Great Frontiers	16
The "Walking Dudley"	7	L. G. Harris Appointed Head of Pulp and Paper Group	
Five Journalists Win Company Awards	8	R. D. Merrill Passes On	19
Sheep Hunting in British Columbia	10	Plywood Components Save Construction Time and Cost	20
		Canada's Singing Salesmen	22

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THE COVER

"Haida Chieftain", largest tugboat
in the fleet of Kingcome Navigation
Co. Ltd., the Company's Marine Division,
heads out of the Port of
Vancouver.





Early view of Moodyville, now a part of the City of North Vancouver. Lumber sawn here in 1864 was the first export from the Port of Vancouver.

The Port of Vancouver Celebrates Its Centenary

A sawmill was the first industry and lumber was the first export

On November 9, 1964, the Port of Vancouver, B.C., celebrated with appropriate ceremonies the 100th Anniversary of its entry into foreign trade. For on the same date a century ago the barque "Ellen Lewis", with Captain Herron in command, sailed from the North Shore of Burrard Inlet for Adelaide, Australia. She carried 277,500 feet of lumber and 16,000 pickets—the first export from the first industry in the harbour which today is the largest dry cargo port on the west coast of the continent.

With the primitive facilities available at the tiny water-powered mill—capable of cutting 40,000 board feet in 24 hours—it took two months to load the "Ellen Lewis". She topped

off her cargo and cleared from New Westminster on the Fraser River, which was the nearest port of entry.

In 1862 the gently-sloping foreshore of Burrard Inlet was a logger's dream. The primeval forest of towering firs and cedars was broken only by the lonely clearing of a single settler. Eight years would pass before the tiny townsite of Granville—the beginning of Vancouver—was laid out.

Attracted by this timber wealth, T. W. Graham & Co. of New Westminster, who were in the contracting business, pre-empted 480 acres of land and by June of 1863 had put into operation "The Pioneer Mills", cutting lumber for the markets in New

Westminster, Nanaimo and Victoria from choice logs felled nearby and hauled to the site by ox teams.

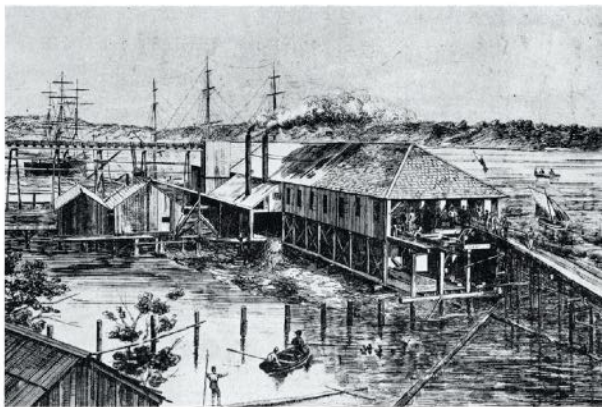
Despite an excellent product, this initial enterprise was not successful, and the entire undertaking, including 1,000,000 board feet of logs in the woods, was sold for \$8,000 in December, 1893, to John Oscar Smith, a grocer of New Westminster. He changed the name to "The Burrard Inlet Mills", and pursued the local market for lumber with great vigour, but failed to meet his mortgage payments. His shipment on the "Ellen Lewis" was his first and last venture in foreign trade.

The mill came into the hands of an experienced lumberman, Sewell P. "Sue" Moody, who improved it, renamed it "The Burrard Inlet Lumber Mills" and started operations in February, 1865, with an eye on world markets. In that year four ships departed from the mill with lumber for Australia and Mexico.

The business expanded slowly as the quality of Burrard Inlet timber gained a reputation abroad. In Sep-



Following his dedication speech at the new park, Vancouver City Archivist, Major J. S. Matthews (left), reminisces with Alderman (now Mayor) Carrie Cates of the City of North Vancouver, and Captain B. D. L. Johnson, Port Manager. Right: Sketch of pioneer sawmill at Moodyville.



tember, 1868, Moody completed a second mill at the same site, and raised his production to 100,000 board feet per day. In 1869 shipments for foreign destinations were loaded on 24 vessels at "Moodyville", as the thriving village surrounding the mills became known. Another 20 ships took on lumber at "Stamp's mill" which had commenced operations across the inlet in 1867.

Attracted by the products of these mills, an increasing number of ocean-going ships plied their way to the harbour. The Port of Vancouver, which last year handled 11,722,267 tons of cargo, of which 2,732,620 tons were wood products, owes much to the vision and enterprise of the men who ran the risks of these pioneering ventures.

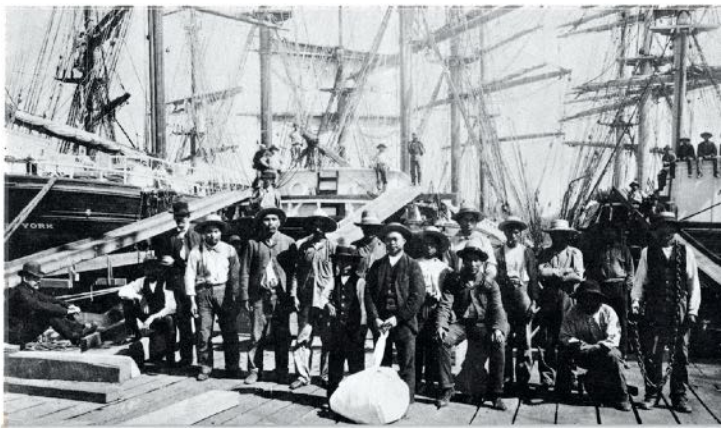
Today there are no traces of Moodyville, the thriving community which in the late 1860's and 70's had the first public library, the first school, the first newspaper and the first Masonic Lodge on Burrard Inlet, and which was the first settlement north of San Francisco to enjoy electric lighting.

Its site is now a part of the City of North Vancouver.

However, Moodyville will not be forgotten. A feature of the celebrations surrounding the centenary of the Port was the dedication by North Vancouver of a part of the old town-site as Moodyville Park, where a temporary marker was unveiled on November 9. The ceremony was attended by masters of deep-sea ships in port, who received "Captain Vancouver" plaques from harbour authorities and were feted at a reception and luncheon.

In contrast to the 277,500 feet in the first export shipment on the "Ellen Lewis", 9,000,000 feet of packaged lumber from Mainland and Vancouver Island sawmills were loaded on the "Nego Victoria", under charter to the Company's subsidiary, Canadian Transport Company Ltd., which left Vancouver in late November for Atlantic ports.

Below: Squamish Indian longshoremen, with a Chinese laundryman and his boy, pose against background of four ships loading at Moodyville around 1890.





The one-day changeover to new headquarters did not interfere with daily publication.

Triple Triumph for The San Mateo Times

Circulation tops 35,000 as new plant opened in 75th Anniversary Year

The oldest and largest daily newspaper in San Mateo County, California, has a lot of good reasons for jubilation this year. In September its paid circulation exceeded 35,000 for the first time. This is the Diamond Anniversary of *The Times*. On October 16 it celebrated the occasion by going to press in an ultra-modern publishing plant which took three years to plan and build. The new

building is located at 1080 South Bayshore Boulevard in San Mateo.

The carefully co-ordinated transfer of 207 employees, 1,000 pieces of equipment, along with several hundred tons of machinery and type was accomplished in a 24-hour period without interfering with home delivery of a single issue.

The handsome \$1,250,000 home of *The Times* contains 40,000 square

feet of space, nearly twice that available in its previous quarters. It has been designed to accommodate the anticipated doubling of circulation, advertising and news volume in the next decade.

The largest rotary press on the San Francisco Peninsula, a 96-page *Hoe* which can turn out up to 50,000 papers per hour, is now printing *The Times* and its sister publication *The Post*, which is delivered to 80,000 homes. It is the largest weekly newspaper in the county of half a million people.

In 1963 *The Times* used 3,473 tons of newsprint, publishing a total of 10,958 pages, which included 14,810,606 lines of advertising and a daily average of 122 stories of local news, on which heavy emphasis is placed.

Thousands of readers of *The Times* and *The Post* learned to appreciate some of the complex problems of putting together, printing and distributing a newspaper when they toured the new plant on Sunday, November 15, and saw at first hand evidence of how, in the words of General Manager Harold Schlotthauer, "*The Times* stays young by growing".

The Digester congratulates *The Times* on its record of service to the public as evidenced by its steady growth and instanced by its remarkable feat of maintaining uninterrupted publication for three-quarters of a century.



Circulation has quadrupled since J. Hart Clinton became publisher in 1944.



General Manager Harold A. Schlotthauer supervised the complicated move.



Assistant General Manager G. Carl Cranor co-ordinated transfer of departments.



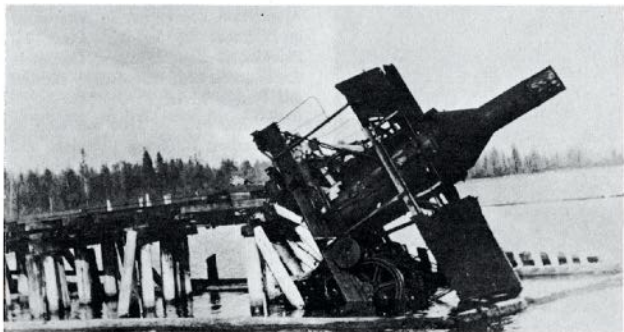
Business Manager R. G. Thrift handled the problems of newsprint supply and the shift of heavy equipment.

THE "WALKING DUDLEY"

Early-day loggers improvised this ingenious contraption



Heading for the saltchuck with a string of logs, the "Walking Dudley" is shown passing the logging camp on Hollyburn Ridge in this 1911 photograph. Below: A runaway dive into the log pond put an end to a previously-successful experiment.



Hollyburn Ridge in West Vancouver, which forms part of Vancouver's picturesque mountain backdrop, is a popular winter sports area today. A chair lift climbs the steep slope just above ranks of modern homes pushing back the forest which once swept down to the seashore where high-rise apartments now cluster.

Half a century ago a very unusual kind of lift operated on the mountain. The only one of its kind ever to be used in British Columbia, it was a demonstration of the early-day logger's ability to solve problems by ingenious improvisation.

There was a lot of timber on the ridge, two miles from tidewater, but the mountain slope was too steep for a locomotive to climb. So the "Walking Dudley" was invented. It consisted of a donkey engine, bolted to a flat car which ran on rails. The engine turned a steel drum, around which were wrapped two or three turns of steel cables, one on each side of the track. These were made fast to stumps at the top end of the track and anchored at the beach end. As the engine turned the drum the "Walking Dudley" hauled itself up and down the track.

About 16 to 20 logs making up around 20,000 board feet were dogged together end to end with steel grabs made of barbless hooks and cable, and hauled by a roader engine to the "Walking Dudley", which set off down the hill with the logs bumping along the ties behind it.

The contraption worked. Seldom did a log jump the track. However, it came to an inglorious end when it ran away, through some mechanical failure, and plunged off the end of the log dump wharf into the sea. No doubt the engineer on the "Walking Dudley" encouraged the development of a less exciting method of hauling out logs.

FIVE JOURNALISTS WIN COMPANY AWARDS

The MacMillan, Bloedel and Powell River annual awards for individual achievement in the field of business journalism in British Columbia, totaling \$1,600, were presented to five newspapermen in October.

Judging of the awards is based on the quality of writing, the resourcefulness and initiative displayed by the writer, and the degree to which the articles submitted promote understanding of questions relating to business or public service.

Mr. Peter Loudon of the Victoria, B.C. Times won the \$500 first award for writers on daily newspapers for his series of six articles dealing with British Columbia's forest resources. He was presented with his cheque at a social function of the Newsmen's Club of B.C. by The Honourable J. V. Clyne, Chairman and Chief Executive Officer of the Company.

A 41-year-old native of North Vancouver who was brought up in Anyox,

B.C. and Northern Ontario, "Pete" left high school for North Atlantic convoy duty in the navy. During service he married his wife "Jackie", who was stationed in Newfoundland as a member of the R.C.A.F. After the war "Pete" tackled 14 jobs in six years, including his first newspaper experience on the weekly Comox-Courtenay, B.C. Argus, before realizing his ambition and joining the Times as a reporter in 1952. He covered police, city hall and legislative beats, moved to the Vancouver, B.C. Sun as political reporter in 1960, and returned to the Times in 1963, where he alternates between desk duties and special assignments. He was president of the B.C. Legislative Press Gallery in 1960.

Mr. Clyne announced the introduction this year of an annual Honourable Mention Award of \$250 in the daily field. The first recipient was Mr. Dennis Williams, news director of the Trail, B.C. Times and the Kimberley,



Peter Loudon

B.C. East Kootenay Chronicle, who submitted an article on the Pine Point mining development.

A veteran of the Royal Air Force who came to Canada after the war, Mr. Williams joined the Times eight years ago following experience with the Calgary, Alberta Herald, the Vernon, B.C. News and the Vancouver, B.C. News Herald.

Judges of the entries in this—the seventh annual competition—were: Dr. Patrick McTaggart-Cowan, President of Simon Fraser University; Mr. Darrel T. Braidwood, Past President of the Vancouver Board of Trade, and the late Mr. George O. Vale.

The Second Annual Awards to writers on weekly newspapers were made at the B.C. Weekly Newspaper Association convention in Vancouver on October 23 by Mr. Peter M. Downes, General Manager, Corporate Communications, MacMillan, Bloedel and Powell River.

The first prize of \$500 was won by Mr. Herbert K. Legg, president and publisher of the Creston, B.C. Review, for a series of articles and editorials



Happy winners in the weekly field: (left) Lloyd Phillips, Honourable Mention, and (right) Herbert K. Legg, First Award.

on use of public lands. A graduate of Western Canada Military College in Calgary, Alberta, Mr. Legg took his B.A. at the University of Saskatchewan, his journalism degree from the University of Minnesota, and is working towards his Master's degree from the University of Saskatchewan.

His newspaper, established in 1908, in the past 25 years has won in Canadian Weekly Newspaper Association competitions 10 best all-round newspaper, 14 best editorial page, and 8 best front page awards, as well as numerous second and third prizes. Mr. Legg, who has also received many national commendations for editorial assistance to public service and welfare projects, has always taken a leading part in community activities.

The second prize of \$250 in the weekly field, awarded for the first time this year, went to Mr. Lester R. Peterson, a contributing writer for the Gibsons, B.C. Coast News. His entry was a series of articles on the local Indian tribe, entitled "The Story of the Sechelt Nation". An English teacher in the Elphinstone Secondary School at Gibsons, Mr. Peterson is the author of two books, "Poems and Sonnets" and "The Gibson's Landing Story".

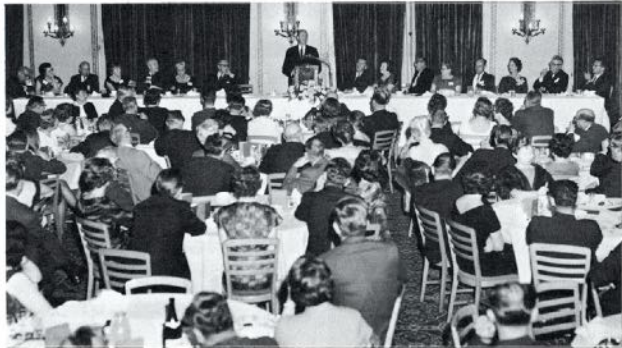
Also added this year was an Honourable Mention award of \$100, won by Mr. Lloyd Phillips of the Fernie, B.C. Free Press for two industrial articles. A 44-year-old former miner and lumberman who started writing as a hobby, Mr. Phillips is news editor of the Free Press, owns and operates a cattle ranch, and still finds time to be active in politics and in community affairs.

Judges of entries from writers for weekly newspapers were Dr. Harry Purdy, lecturer in Commerce at the University of B.C., and Mr. Edward Benson, General Manager of Pacific Press Limited and President of the Vancouver Board of Trade.

Peter M. Downes (right) presents the second prize for writers on weekly newspapers to Lester R. Peterson.



Dennis Williams, winner of the Honourable Mention award for writers on daily newspapers, receives his cheque and congratulations from The Honourable J. V. Clyne.



The B.C. Weekly Newspaper Association Convention is addressed by The Honourable Robert W. Bonner, Q.C., Attorney-General and Minister of Industrial Development, Trade and Commerce of the Province of British Columbia.





The California Big-horn Sheep is a magnificent trophy for the hunter with skill, patience and endurance.

Sheep Hunting in British Columbia

By FRANK R. BUTLER
Former Game Commissioner

British Columbia is noted as one of the world's finest big-game hunting areas. Much of its 372,000 square mile extent—larger than the combined areas of Washington, Oregon and California—consists of rugged mountain country through which ranges a great variety and quantity of big-game animals. Included are Grizzly and Black Bear, Moose, Caribou (Wapiti), Deer of the Mule, White-tailed and Coast or Columbian species, Mountain-goat and Sheep.

Although Sheep are not as extensively hunted as some of the other big-game animals, they present the hunter with a far greater challenge

than most other animals. Perhaps a maximum of 200 would be taken in a year but those lucky or rugged enough to obtain such a trophy will have a thrilling experience. The stamina and skill of the hunter is often put to the extreme test. The habitat of these wily animals is in the high mountainous areas and stalking them often requires climbing through difficult terrain. Every advantage must be taken of wind and cover to reach a point above the sheep and care exercised to shoot the quarry in a location where the trophy will be accessible.

There are five species or sub-species of sheep in British Columbia located in wide-spread parts of the Province.

Most of the hunting grounds are fairly easy to reach by pack-horse and the starting points to get into the areas are served by air, railway or road.

The Rocky Mountain Big-horn, one of the most magnificent of these animals, is found in the East Kootenay district of south-eastern British Columbia. The region around Fernie offers unsurpassed hunting of this species and other varieties of big-game.

Another of the Big-horn species is the California Big-horn which can be successfully hunted in the Ashnola country in the southern portion near the Canada-U.S. border. They can also be found in central British Columbia in the western parts of the Chilcotin and Cariboo areas.

The Fannin and Stonei (Stone) species are hunted in northern B.C. around Telegraph Creek in the world-famed hunting grounds of Cassiar and in certain areas of the Peace River district in the north-east corner of the province.

Dahl or white sheep range in limited numbers in the northwest regions.



This California Big-horn lamb was the first to be born in Oregon in over 60 years.

Hunting these wary animals should not be undertaken by the amateur or uninitiated. Unless one knows the country well the services of a licensed big-game guide should be employed. These men know every inch of the country and the favourite haunts of the animals. To ensure a successful hunt plans should be made well in advance. The hunter should contact a guide as early as possible in the year, advising the type of hunt desired, the number in the party and the length of time they can spend in the field. At least two weeks are required in most areas, with three weeks or more desirable in the northern regions.

Parties planning a hunting trip in search of big-game trophies in British Columbia would be well advised to contact the Director of the Fish and Game Branch, Department of Recreation and Conservation at Victoria, B.C. This official can supply information on availability and reliability of licensed guides in the area to be hunted, on licence and trophy fee regulations, and on dates of hunting

seasons which may vary slightly from year to year. Usually, these seasons start around August 15th in the northern regions and in the early part of September in other districts. They are quite generous as to length, but normally the best time to be in the field is close to the beginning of the season.

Guides provide tents or cabins, horses, food and all the other essentials. Hunters should take along good warm rough-bush clothing, rain-wear, comfortable hiking shoes of good quality, a good sleeping bag and air mattress, good binoculars, a suitable rifle with telescopic sights if preferred and a supply of ammunition. Any good rifle of the calibre 30:06 will do for hunting big game in British Columbia.

The local Conservation Officer (Game Warden) in the area to be hunted can supply a lot of helpful information and hunters would be wise to discuss their trip with him before entering the field. His knowledge and advice will further the possibility of a successful hunt.

As reported in "Wildlife Review", published by the Fish and Game Branch of B.C.'s Department of Recreation and Conservation, there are believed to be about 1,200 California Big-horn Mountain Sheep in British Columbia. There are some 400 in California, and around 150 in Washington, Oregon and North Dakota combined.

In the early 1950's game officials were concerned about the survival of this species. A nucleus herd of 20 animals was live-trapped in 1954 and shipped to a closely guarded section of Oregon's Hart Mountain National Wildlife Refuge.

The lamb pictured above was the first increase to this herd, and wildlife photographer Jim Yoakum, of Reno, Nevada, took these remarkable pictures minutes after the birth.



The culture of a century ago is being re-

EARLY CANADIAN

Seventeen years ago Earle T. Moore and his wife bought a 90-year-old farmhouse in the Rawdon district of rural Quebec near Montreal, and looked around for some period pieces to furnish it in character.

The arduous but intriguing task of restoring these first acquisitions deepened their interest in antiques. Mr. Moore, who is Vice-President of Moore Bros. Machinery Co. Limited

in Montreal, and his wife soon found themselves engaged in a one-family crusade to preserve Canadian heritage for posterity.

They have not only collected buildings full of fascinating relics, they have assembled and restored the actual buildings, and are well on the way to establishing an Early Canadian Village.

They have rescued from decay a century-old church and an equally-ancient schoolhouse. They have reclaimed and re-equipped an early-day blacksmith shop, and restored an old covered bridge across the Red River which runs through their property.

The Moores have retained the authenticity and rustic charm of the structures and given them durable protection against time and weather with



Pictures, top to bottom:

Moved 10 miles to Rawdon in 1959, this 1849 church is available for services by all denominations. Over 6,000 visitors have signed the guest register.

This bridge, built in 1888, crossed the Coaticook River. Carried away by a flood, it was salvaged and rebuilt on the Moore farm.

A corner of the living room of the oldest log house in Rawdon, which the Moores have restored.



Mr. and Mrs. Moore in the original "Coppings Ice to 1955, and is now on the farm.

reated in this

VILLAGE

roofs of British Columbia red cedar. Hand-split shakes were used on the schoolhouse and blacksmith shop, while the bridge is covered with shingles. Both products were turned out by the Red Band Division of Mac-Millan, Bloedel and Powell River.

In the barns on the farm, which the Moores use as a summer residence, they have re-created an old-time combination general store and postoffice, an ice cream parlour, a veterinarian's office and a country doctor's office including the dentistry tools which were part of a general practitioner's equipment in the "good old days". They have started on the restoration of a settler's log cabin, and are searching for an old grist mill to replace one which used to operate on the farm.

[Continued on page 14]



Cream Parlour", which operated from about 1910



The Lagan schoolhouse, built around 1835, was moved from Lakefield, Quebec, to the Moore farm in 1962. The original shingles were replaced with cedar hand-split shakes from the Company's Red Band Division.



The Moores would be glad to hear from anyone knowing of an authentic old general store building near Montreal, which they could obtain to house the stock and fixtures from "Kenny's Store", which was opened in Halliburton, Quebec, in 1884.

The farmhouse and several cottages which the Moores have acquired are filled with their "finds" and a substantial overflow is stored around the farm awaiting the discovery of suitable ancient buildings. Many of the items, such as crocheted linens and patchwork quilts, are of heirloom quality. Other pieces, such as the desk which belonged to former Prime Minister Sir Wilfred Laurier around the turn of the century, are of priceless historic value.

There are hosts of once-commonplace articles now disappearing from use — hand looms, spinning wheels, carding brushes, rope-spring beds, cradles, including one designed for twins, butter and maple sugar moulds, churns in models designed to be operated by hand, foot and dog power. There are early high chairs and rocking chairs, one of the latter being built for two. Included in the collection are a number of old buggies and sleighs.

Ingenuity has been displayed in adapting antique artifacts for modern-day use. One coffee table is topped with half of a blacksmith's bellows. Another is made from a winnowing tray mounted on a churn, while a third is composed of a sheet of glass with a cradle as a pedestal.

The schoolhouse, built of hand-hewn logs in 1835, is equipped with desks, chairs, school books and items of children's clothing of the period, as well as furnishings for the attic which served as living quarters for the teacher. One of the oldest schoolhouses in the district, it was moved to the Moore property in 1962.

The St. John's Church of Kildare, built in 1849, was abandoned and rotting away when the Moores patiently



This 1895 blacksmith shop was moved from Mille Isles, Quebec, and restored. An ox plough and an old hitching post flank the doorway.

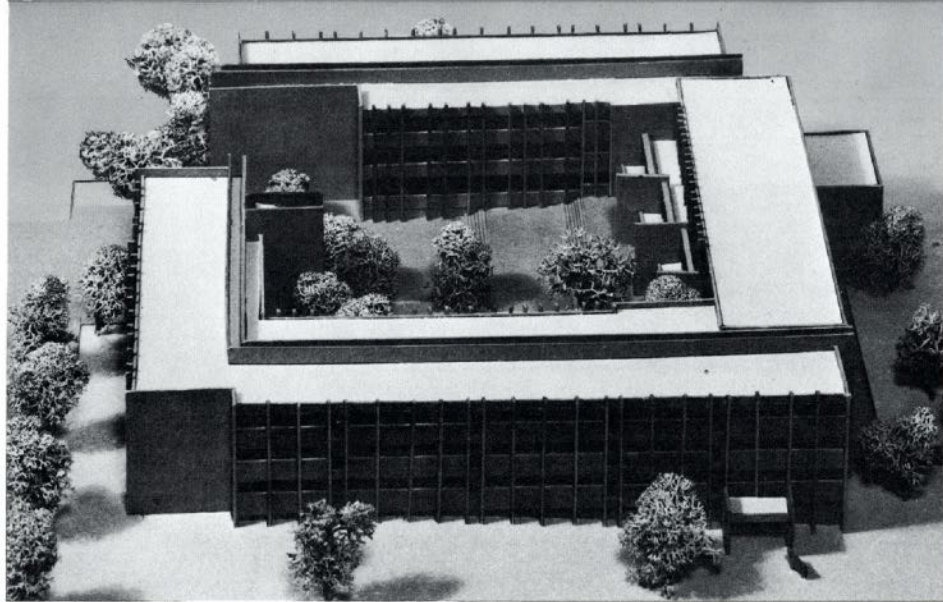
salvaged the log structure and moved it piece by piece to Rawdon. Reconstructed in somewhat smaller size than the original, it contains its original pews, lectern, organ, books of service and a very ancient Bible which is preserved under glass.

Mr. and Mrs. Moore have devoted an enormous amount of time and en-

ergy to their hobby. Their efforts have been rewarded, not only by the personal satisfaction of having rescued from oblivion an unmatched collection of early Canadiana, but by the delight of scores of visitors to their Village, and by the interest they have created in the preservation of the culture of our forefathers.



One of the farmhouse bedrooms, with Mrs. Moore displaying an early "Wedding Ring" patchwork quilt made by Mrs. F. D. Roosevelt's seamstress at Campobello.



This model shows the courtyard type of structure which will bring together Forestry and Agriculture students.

New Forestry-Agriculture Facilities For University of British Columbia

A fresh approach to forestry instruction is planned in an unique building complex

Because forestry and agriculture are closely related in many aspects, plans have been going forward at the University of British Columbia to bring about a greater degree of integration of teaching of these sciences.

Joint discussions and studies have been carried out by the two faculties over the past ten years. The way has now been cleared to put into effect in the near future a resulting fresh and intensified academic approach, which will also take into full consideration allied fields such as chemistry.

Now in the design stages, a Forestry-Agricultural Complex will be built on the campus, ready for opening in September, 1966. The building, of courtyard design, will cost \$3,427,000. Forest products of British Columbia

will be given the widest possible use and display in its construction.

The Complex will accommodate an anticipated doubling in numbers of forestry and agriculture students from 347 to 700 during the next five years. The two faculties will share one-third of all facilities, which include a 150-seat joint lecture room, equipped with the latest in audio-visual aids, as well as lecture rooms seating 90, 70 and 50. Students will work together in multi-use laboratories and meet together in student common rooms. They will share the resources of a specialized technical library of 35,000 volumes operated by UBC librarians in the Complex. This will also be open to those already engaged in forestry and agriculture, who are expected to find

a meeting and consultation point in the new building.

University authorities foresee not only substantial economies in construction and operating costs by bringing together facilities now scattered throughout sixteen buildings. They anticipate substantial benefits to the economy of British Columbia through future collaborative work by those trained to serve the province's two great renewable resources, the combined production of which may exceed a billion dollars a year by the time the new building is open.

In announcing the unique plan to mesh together the two faculties, University Vice-President G. Neil Perry said: "The extensive joint training and the constant mingling of forestry and agriculture students at work and in recreation time promises to build a mutual sympathy and understanding in resource use that can be of incalculable benefit to British Columbia."

The Best of the LAST GREAT FRONTIERS

By GEORGE G. VINCENT

PHOTOGRAPHS BY JANE VINCENT

A retired public relations executive, George G. Vincent recently returned to Vancouver, B.C., after a leisurely 50,000-mile family journey of exploration through many seldom-visited parts of Central and South America.

Gypsying all through South America with our two small children as our principal baggage—Rory was nine months old when we started and Mandy under three—we sailed from Puerto Montt in Chile Proper, where road and rail end, for a thousand miles down the bleak coast of "Chile Austral".

Passing Vancouver Island — Isla Vancouver — in latitude 51.50 south, we rounded Cape Froward at the extreme tip of the continent, entered the Straits of Magellan where Pacific and Atlantic waters meet, with Tierra del Fuego, "The Land of Fire", on our starboard bow, and came to red-roofed Punta Arenas, the southernmost seaport and city in the world.

This was our gateway to a vast, wild land—free, open and largely unknown. Here sheep swarm, literally in millions. Freight and timber are still hauled by eight-ox teams, with the mounted "Capataz" (foreman) guiding them with a lance-like pole.

The skirl of bagpipes still sings welcome from the lonely farms in the sheltered glens. Ten thousand miles from Vancouver we found it—Chilean Patagonia, the best of the last great frontiers.

As guests of "Explotadora", the huge ranching empire which holds, in this remote land, status and powers much akin to those of the Hudson's

Bay Company in the old Canadian West, we jolted in jeeps from one vast estancia to the next, right back to the foothills of the mighty Payne Range, five hundred miles inland. Great glaciated mountains rimmed the horizon and, though it was December, summer in these parts, the snow-line was very low on the hills. The endless gray-grassed, bleak prair-



Mounted gaucho and Scottish factor on sheep ranch in Chilean Patagonia.



Wood for fence posts must be hauled long distances in this prairie land.

ies, scattered with volcanic rocks of weird shape, their only trees stunted live oak and gnarled beechwood copses, gave us a pageantry of mounted gauchos drifting heavy-woolled flocks to the shearing-pens.

Guanacos — members of the llama family—still roam the hillsides. There are racing ostriches and pink-grey flamingos, and black-necked swans on the intensely blue lakes, which are crammed with trout of most tremendous size. Enormous condors with twelve-foot wing-spans prey upon the lambs. Horses and oxen are still the main means of transport. There is an eerie loneliness in the incessant whistle of the bitter wind, and in the cave where was found the *Milodon*, a twenty-million-year-old monster with mummified hide and hair intact, we half-expected to see the creature's mate emerge from the dark recesses.

Here the laws of frontier hospitality still prevail. No stranger is refused food or shelter and the hungry wanderer may always kill a sheep, provided he leaves the hide hanging on a tree.

The theme-song of this magnificent, lonely land might well have been "Scotland the Brave" not long ago. Devoted, tough, pioneering Scots factors and shepherds broke the wilderness to the will and purpose of "Explotadora", much as their forebears did in our own land. Those who remain tell of grand times when they claim more Gaelic was spoken on these rangelands than in Scotland. Strikes took place if the whisky ration was not up to scratch, and the world stood still if the haggis did not arrive from the Old Land in time for the Burns Night celebrations. Sturdy Scots ranch-managers, tam o'shanter and all, were our hosts, in each case with charming Irish wives. We enjoyed the warm hospitality of their stoutly-built British-style homes, crouched behind poplar windbreaks in the lee of sheltering hills, with gardens of primroses and bluebells somehow conjured from the icy soil. There was good oatmeal porridge, chunky marmalade, and the BBC news coming through loud and clear.

But the old order changeth. Chile's

labour laws give preference to her own nationals now and these Scots are about the last of their kind. No longer do the eager young cadets—as the apprentices of "Explotadora"

[Continued on page 18]



Statue of Magellan faces the new "Cabo D'Hornos" (Cape Horn) Hotel in Punta Arenas, world's southernmost city.



Scottish ranch manager George Saunders and his wife Jennie—Cerro Castillo Estancia, Chilean Patagonia.



Punta Arenas, looking across the Straits of Magellan towards Tierra Del Fuego.

were dubbed—come from their far Highland homes to these alien hills. The vigorously individualistic Britons, Germans and Yugoslavs who also gave this intensely isolated Territory a distinctively un-Latin social and economic pattern are fading away. Their children, born in these parts, merge into the national mould. At Punta Arenas, the Caledonian Hotel—where, it was claimed, the roof lifted and flew across to Tierra del Fuego on New Year's Eve—has vanished, and the name "The Colony" for the little town has fallen into disuse. But there's still the British Club, with its "Times" and "Sphere" and fusty deep leather chairs, though some of its members can scarce speak English, and the "Club Deportivo Sokol Yugoslav" still proclaims its annual games.

At the ancient, earthquake-battered Cosmos Hotel, with its furniture brought in sailing ships and its ghosts of Cape Horn sea captains (we were told, alas, that it was soon to be demolished), we were roundly reproved for insulting its unwritten code by asking for a key to our room! At the brand-new North American style

Cabo D'Hornos, where wool-buyers, cattlemen and the oilmen from the new wells on Tierra del Fuego gather, shoes, in the English custom, are still put outside bedroom doors to be cleaned. Our daughter had wondrous fun mixing them up! "Dress for dinner" remains a rule even on remote estancias, and this writer will never forget an afternoon of horrified fascination, attempting to swipe a big wooden ball through little hoops on the only green lawn in Patagonia. Croquet, of all things, with sleet whistling past his frozen ears!

Time was when all the ships of the world passing between the Pacific and the Atlantic hailed Punta Arenas as a port of call. With the opening of the Panama Canal in 1912 that pride departed. Great bales of wool piled on the docks bring memories of the clipper ships that used to race from here to Europe with their fleecy cargoes. They, too, have vanished, save for one old cut-down square-rigger, swinging at anchor, reduced to the lowly status of a coal-hulk. But the town is still a main base for the Chilean Navy, linked with the Royal Navy by history

and tradition, and from here its ships that probe the secrets of the Antarctic travel south out past Cape Horn and across the storm-cradle of the Drake Passage to the edge of the eternal ice.

And a few miles west of Punta Arenas, another great relic of the past remains. Perched on its ancient guns, our children gazed seaward from old Fort Bulnes, built over a hundred years ago to protect Chile's territorial claims. Nearby is the dismal foreshore area known as Puerto Hambre—"Port Hunger"—so named by the sixteenth-century English pirate Cavendish, when he found there a sole, starved survivor of the proudly-named "Puerto Rey Don Felipe" colony, planted by the Spaniards in 1584 in an effort to block the Straits against the attempts of the lusty British free-booters to enter the Western Seas. Drake, Hawkins, Cook, Bligh of the Bounty, Captain Vancouver, and the greatest explorer of all, Magellan himself, who fought for two long months against wind and tide to make this passage—their ghosts haunt these shores.

A last great frontier this, on sea and land.



L. G. Harris



Denis W. Timmis

L. G. Harris Appointed Head of Pulp and Paper Group

On October 20 The Honourable J. V. Clyne, Chairman and Chief Executive Officer of MacMillan, Bloedel and Powell River, announced the appointment of Mr. L. G. "Larry" Harris as Vice-President and General Manager of the Pulp and Paper Group, replacing Mr. G. S. J. Bowell who left the Company.

Mr. Harris joined the Company in 1946, following experience gained after his graduation from the University of British Columbia in 1933 with other pulp and paper organizations in British Columbia and Eastern Canada.

From 1946 to 1950 he was engaged in project work during the building of the Alberni and Harmac pulp mills. He was named General Superintendent of the latter when it commenced operations in 1950 and quickly became Assistant Manager and then Manager.

Since 1960, when he was appointed Manager, Pulp Sales Division, Mr. Harris has held the posts of General

Manager, Pulp and Paper Production; Vice-President, Converting; and Vice-President, Pulp and Paper Production.

His new duties cover responsibility for all pulp, paper and paperboard production and marketing.

Simultaneously with the above promotion, Mr. Clyne announced the appointment of Mr. Denis W. Timmis as Executive Assistant to Mr. Harris.

Mr. Timmis joined the Company in July, 1964, as Manager, Special Projects. An accountant by profession, Mr. Timmis has a world-wide background in the pulp and paper industry, having served in various executive capacities with the Bowaters organization. He was Managing Director of Tasman Pulp and Paper Company in New Zealand from 1960 to 1963.

He came to Vancouver as a consultant to the engineering firm of Sandwell & Company before joining MacMillan, Bloedel and Powell River.

R. D. MERRILL DIES AT 95

Funeral services were held in Seattle on October 26 for Richard Dwight Merrill, 95, the last of the legendary figures who pioneered large-scale logging in British Columbia.

The son and grandson of Michigan and Maine lumbering families, he was active principally in Washington State where he founded and managed Merrill Ring Co., and was president of the R. D. Merrill Co. of Seattle. He had been chairman of the board of Merrill Ring Western Lumber Co. of Port Angeles. He was also a long-time director of Booth Kelly of Springfield, Oregon.

In his B.C. operations he was a partner with Phillip A. Wilson in

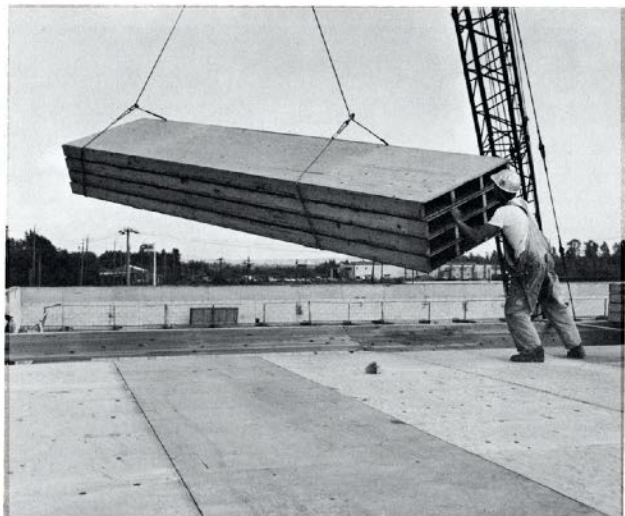
Merrill Ring and Wilson, and with George Moore in Merrill Ring and Moore. Latterly he was a partner in Booth Logging Co. in Vancouver, and co-owner with his son-in-law, Croydon Wagner of Tacoma, of Merrill Gardner, a logging and sawmill operation at Williams Lake.

From 1951 to 1960 Mr. Merrill was a director of MacMillan, & Bloedel Limited.

He is survived by two daughters, Eulalie, wife of Croydon Wagner; Virginia, wife of Prentice Bloedel of Seattle, who is a director and member of the Executive Committee of MacMillan, Bloedel and Powell River; and five grandchildren.



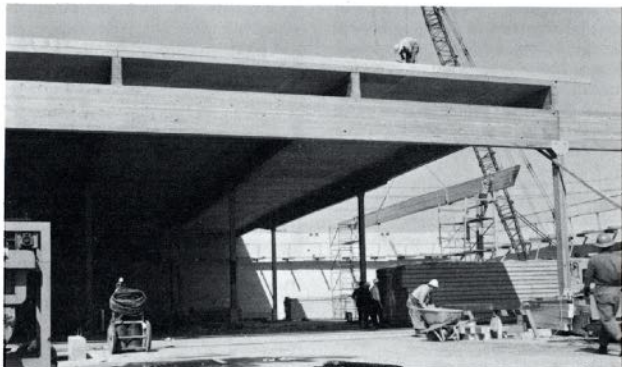
Mr. Merrill played a large part in the development of the logging and lumbering industries of the Pacific Northwest and his sound advice and judgment will be greatly missed.



457 pre-fabricated, easily-handled panels were quickly positioned to make 36,000 sq. ft. of lightweight, strong roof for the Company's new plant.

Plywood Components Save Construction Time and Cost

Advantages of stressed skin panels are demonstrated in the Company's new plant



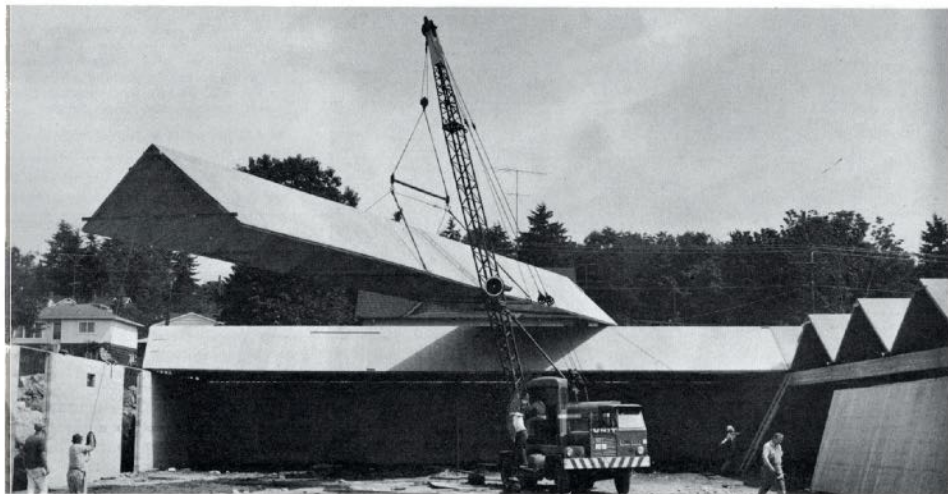
Wide-span panels allow a simple supporting structure in the Particleboard plant.

"Sidewalk superintendents" keeping an eye on the progress of the Company's new Particleboard plant in Vancouver would have noticed, if they were old hands at their hobby, something a bit unusual in the construction methods.

They would have observed that the 36,000 square feet of roof structure was applied much faster than by the conventional method of nailing lumber to rafters. The reason for the speed is that the expanse of roof is composed of just 457 stressed skin panels of lumber and plywood, each four feet wide by 20 feet long. Pre-fabricated by assembly-line methods in a factory, they were brought to the site as required, handled easily because of their light weight, and nailed in place readily by a small crew of carpenters.

Each of these panels is a simply-made framework of two inch by six inch hemlock lumber, to which has been pressure-glued two thin skins of Douglas fir sheathing-grade plywood. The top layer of the "sandwich" is three-eighths inch plywood. The bottom sheet is five-sixteenths of an inch in thickness. The plywood is offset slightly on the frame so that tight lap joints are formed between abutting panels. The resulting strong and rigid roof weighs 10% less than a conventional roof of the same load-carrying ability, with a consequent reduction in the size, complexity and cost of the supporting beamwork, and elimination of cross-bracing.

Plywood stressed skin panels are by no means a new development, but they are rapidly gaining wide acceptance today for a number of reasons. The forest products industry has undertaken the research necessary to provide engineering data to designers,



Roofs go on quickly when large assemblies can be readily placed. This folded-plate stressed skin roof over a rink spans 80 ft.

who can devise bold and imaginative uses when they have proven structural values on which to rely. Fabricators are increasing their capacity and improving their production techniques. Builders, who are constantly seeking to control costs by taking advantage of production-line efficiencies and bringing bigger assemblies to the site, are getting the knack of working with this basic building block. As they become more familiar with its use, they will get closer to realizing its full cost-saving capability.

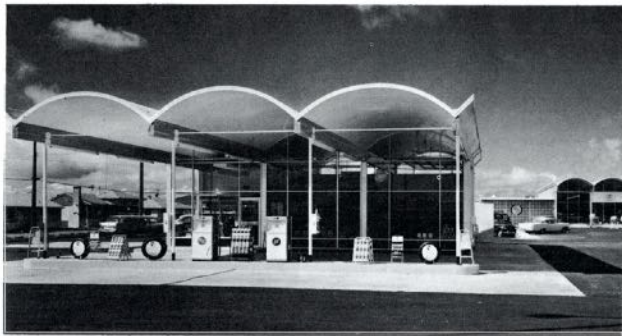
Flat panels are used in walls, floors and roofs of many designs. Curved panels are formed as structural members for canopies and roofs. Because wood is readily worked, easily fastened in a variety of ways, and light in weight, designers have ample scope to create exciting architectural shapes with plywood stressed skin panels.

This flexibility of use is only one of a number of advantages. Panels can be constructed economically to span up to 40 feet—lengths of 36 feet were used in the new shop building at the Company's Squamish Division. The smooth plywood surfaces can serve as

exterior siding or sheathing, and as a finished interior. For buildings which must be heated, insulation can be inserted into the panels at the factory. A variety of materials can be used, apart from or in combination with lumber, to separate the plywood skins.

In the unending battle to cut down rising costs and construction time, designers and builders are seeking ways to use more and more pre-fabricated

components. Stressed skin panels are only one of a number of types of structural assemblies using plywood which are coming into ever-increasing use. Manufacturers, designers, fabricators and builders are constantly experimenting and testing to seek the full potential of Douglas fir plywood in creating more functional and economical buildings and providing great scope for individuality of design.



180 graceful stressed skin panel arches forming roofs in this shopping centre were fabricated in one week and erected in one day.



In their 40th year as conductor and choir mother, Mr. and Mrs. C. E. Findlater organized the eleventh overseas tour this summer, presenting concerts in the Far and Middle East, the Mediterranean countries and Great Britain.

educationist. He conducts the choir and arranges the tours, with solid support from his wife, an elocutionist by profession, who acts as choir mother. Eight years later it was renamed after the Master of the King's Music, Sir Edward Elgar.

Mr. Findlater organized the choir originally as a means of attracting local children into the church, and his idea met with a good deal of resentment from some of the members, who were skeptical of children's ability to behave. However, they sang like little angels, according to the Findlaters, who are justly proud of the fact that their charges, indoctrinated with the fact that they are representatives of Canada on their tours, are unfailingly well-mannered and a credit to their country.

The concept of the choir changed 10 years after it was formed, when it was invited to attend the Chicago World's Fair, and toured Canada on

CANADA'S SINGING SALESMEN

Youthful songsters of B.C.'s Elgar Choir create goodwill for their country abroad

By MILDRED JEFFERY

Women's Editor, The Columbian, New Westminster, B.C.

For 30 years groups of young singers forming the Elgar Choir of British Columbia have, through the universal appeal of children and good music, created a great deal of goodwill for Canada on this continent and abroad.

Groups of 30 twelve to eighteen-year-old singers who make up the choir—mostly girls with a sprinkling of boys—have made 11 overseas trips, plus two tours across Canada, and have proven to be enchanting ambassadors for their homeland.

The vocal group was started in Vancouver in 1924 as the Wesley Methodist Junior Choir by Charles E. Findlater, R.M.T., L.T.C.L., A.T.C.M., A.T.C.S., a graduate of Trinity College, London, who specialized as a music



Mr. Findlater conducts a joint concert by the Elgar Choir and a Japanese choir.

the return journey. This trip was a stout test of the Findlaters' determination and organizing ability. "It was just following the depression, and funds were not readily available," Mr. Findlater recalls. "We asked the city if we might have a tag day, and after much persuasion the Council said 'yes'. But it was a snowy, cold day and our young choir members nearly perished, and so did their collection boxes."

It was on this trip they were tagged the "Frying Pan Choir". Transportation funds had been raised but it appeared that the food situation might be skimpy. When their special railway car pulled out one section was piled high with groceries placed aboard by well-wishers.

With the first overseas tour to Great Britain and Norway in 1936, the Findlaters developed their purpose of combining education for the young singers with philanthropic and goodwill ideals. Wherever they appear, money raised at concerts goes to local charities. In Bangkok, proceeds were donated to a leprosy fund, in New Delhi to YWCA and YMCA work, in other cities to church funds and projects of Rotary, of which Mr. Findlater is a dedicated member of the West Vancouver Club.

A return trip to Britain in 1939 was planned, but the war intervened and this tour didn't take place until 10 years later. Meantime choir concerts raised thousands of dollars for war bonds and Red Cross activities, and the group sang its way across Canada on its return from the 1949 trip to raise money for hampers for the food-short Old Country.

On their most recent trip this past summer the choir travelled nearly around the globe, visiting the Far and Middle East, Greece, Italy, France, Scotland and England. They performed for such historic personalities as the King of Thailand, and sang "Happy Birthday" for the granddaughter of the President of India at the latter's request.

Today the repertoire of the choir has been broadened, although it still



In addition to the goodwill and philanthropic benefits of the tours by the choir, the young singers broaden their education by sightseeing trips to points of interest in the countries they visit.

contains many sacred selections. Its members come from all parts of British Columbia—there were 16 from points outside of Vancouver on this past trip. After they have been auditioned and accepted, they are supplied with choral music by Mr. Findlater, who brings them to Vancouver for intensive 10-day practice sessions at Christmas and Easter.

What's on the horizon now for

"Mr. and Mrs. F.," as they are fondly called by their young singers? Their third tour across Canada, the first since 1941, in the summer of 1965.

"It's still in the air," the Findlaters caution. But after 40 years of dedication to their purpose it is obvious that they again anticipate with pleasure the excitement of arranging for their young vocalists to provide entertainment and win friends in far places.



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LITHO'D IN CANADA