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THUNDER BAY TIMBER OPERATORS ASSOCIATION

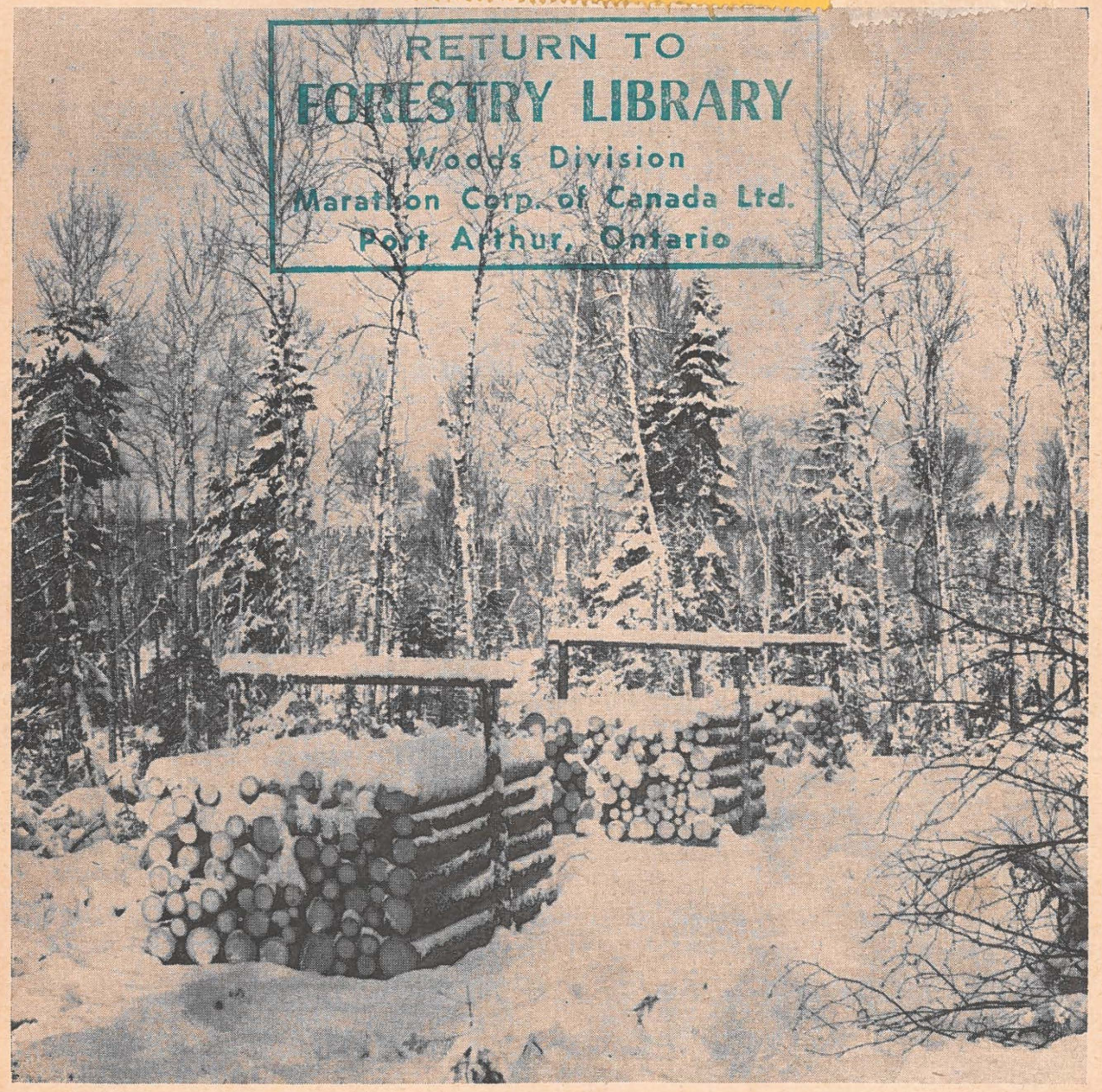
# LOG BOOK

NOVEMBER
1950

VOLUME 2 PORT ARTHUR, ONTARIO NO. 4

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Marathon Paper Mills,
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Port Arthur, Ont.

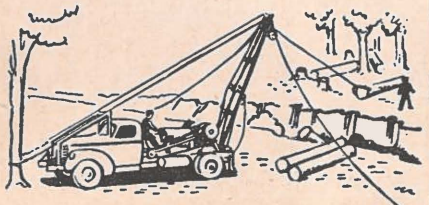
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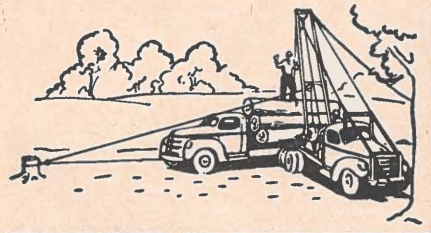


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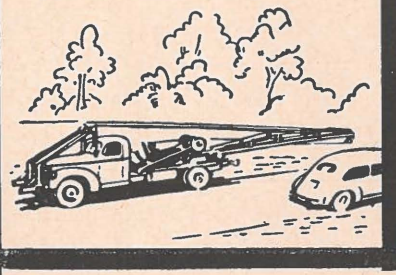


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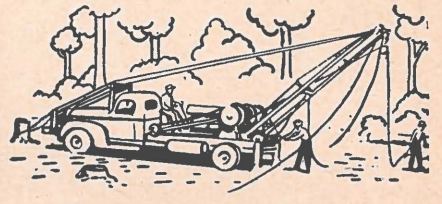
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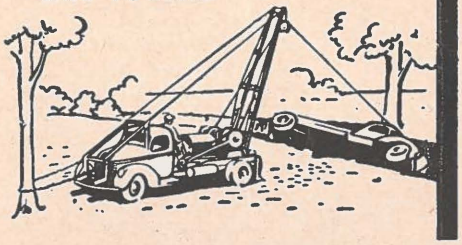
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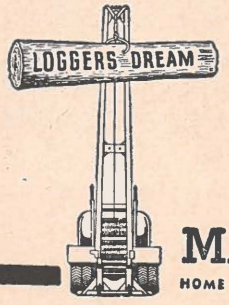
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THE THUNDER BAY TIMBER OPERATORS' ASSOCIATION

**Edited by**
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## President's Message

This issue of the Log Book is the final one for 1950 and it is hoped that supervisory personnel in the woods find this a useful booklet, both for getting information about what is going on in Northwestern Ontario, and for the technical articles about our industry that are an important part of the booklet.

We wish to thank members of the Northwestern Ontario Section, Canadian Society of Forest Engineers (now the Canadian Institute of Forestry) and the members of the Mid-Western Technical Section, Canadian Pulp & Paper Association, who have contributed articles during the past year and, in addition, all others who helped make this booklet by contributing articles and other information.

It is planned to continue the booklet in 1951 and in this connection, the editor will be pleased to receive and make use of any information that supervisory personnel in the woods may care to submit for publication The editor reserves the right however, to accept or reject any material and also add to it any comments which are felt to be desirable in presenting such items to Log Book readers. Full credit is given to authors of releases and it is hoped that men of the woods (who are normally a little backward about coming forward) will not hesitate to contribute anything of interest to the woods industry. Such contributios will make this booklet more valuable to our section of the country.

This is a big year for the woods industry and, while there has been a severe shortage of cutters, it is hoped that there will be sufficient men to ensure that the planned production is obtained.

The first thing we know it will be Christmas time and while our greetings will be early and the first that you may receive, I wish, on behalf of the members of the Thunder Bay Timber Operators' Association to extend to one and all

COMPLIMENTS OF THE SEASON
GOOD CUTTING
GOOD HAULING

H. H. Styffe, President.

## H. P. KLINESTIVER ELECTED HONORARY PRESIDENT NORTHWESTERN ONTARIO (WOODS) BRANCH, ONTARIO PULP & PAPER MAKERS' SAFETY ASSOCIATION

To replace Mr. J. H. Merrill, who has moved to Quebec, Mr. H. P. Klinestiver, Vice-President and Manager, Woodlands Division, Marathon Paper Mills of Canada Limited, was elected Honourary President of the Northwestern Ontario (Woods) Branch, Ontario Pulp & Paper Makers' Safety Association at a recent meeting.

## FREE T.B. X-RAY SURVEY UNDERWAY

The Mobile X-Ray Unit of the Fort William Sanatorium is now in the woods conducting a T.B. Survey of men in the camps. X-rays are taken and in view of the turn-over of men, are developed as quickly as possible. If the X-ray shows any signs of T.B. or other abnormality, the individual concerned is privately notified as well as his personal doctor.

Camps of the Long Lac Pulp & Paper Company Limited, the Marathon Paper Mills of Canada Limited and the Brompton Pulp & Paper Company Limited, have been surveyed to date.

## AMERICAN PULPWOOD ASSOCIATION USES BROMPTON PULP & PAPER COMPANY'S LOGGING SUPERINTENDENT'S TREATISE ON FOREMANSHIP AND LOGGING CAMP OPERATIONS IN RELEASE TO THEIR MEMBERS

Mr. L. M. "Buzz" Lein, Logging Superintendent of the Brompton Pulp & Paper Company Limited at Beardmore, Ontario, prepared a Treatise on Foremanship and Logging Camp Operations in May of this year. This treatise was distributed by the Brompton Pulp & Paper Company to their foremen.

The American Pulpwood Association thought so much of Mr. Lein's introduction — The Foreman as a part of Management; The Foreman as a Leader; The Foreman and his Job; What an Employee expects of his Foreman — that they used these parts verbatim along with other excerpts of Mr. Lein's Treatise in a release to their members entitled "Foreman Training."

**Congratulatioss to Mr. Lein for this contribution to training of foremen in the woods.**

(Anyone desiring a copy of the Treatise on Foremanship and Logging Camp Operations by Mr. Lein, please request a copy from the Editor of this booklet.)

## WE AIN'T CUSSIN'

Speaking of various terms used in businesses, let's take the printing industry. A devil is a youngster learning the trade, in other words an apprentice; a bastard is an uneven measure, slug or lead; and the 'hellbox is a pan where uneven slugs, leads, odd size type, etc. are placed.

So you see when we say, "Come here you little devil and take these bastards to the hellbox," we're not cussin' — it's just plumb good English — as far as the printer is concerned. — Montana Press Bulletin.

## FOREST INSECT COLLECTIONS INCREASED IN SEPTEMBER

The Forest Insect Laboratory, Sault Ste. Marie, Ontario, reports that slightly more than 600 collections were received at the laboratory during September which represents an increase of approximately 200 over the same period in 1949. The total number of collections for the year now stands at 6,400, or 800 less than in 1949.

A wise old Owl lived in an oak,
The more he saw, the less he spoke,
The less he spoke, the more he heard,
Why can't we be like that old bird.

# Recent Changes in Logging Methods at Marathon

By W. D. Harkness

During the past four years mechanized logging methods at Marathon have developed from an experimental show of questionable merit into a full-scale logging program. While basic principles of mechanized procedures are not new and have been successfully applied in other regions, it is inevitable that the adoption of these principles to conform with local requirements involve considerable trial end error. The gradual discard of numerous impractical suggestions and the adoption and development of less plentiful ideas with economic possibilities is a continuous and longterm process.

Stated briefly, current problems in the above respect are considered to be:

(1) Improvements in operating techniques for the purpose of increasing productive capacity of the mechanical units themselves

and

(2) Development of operating methods that will enable operators to utilize standard equipment, regardless of timber, topographic and other variable conditions, for a greater portion of the year.

In line with the above, innumerable changes have been made in both machine design and the handling of equipment. Most recent changes have been the use of spar trees for highlead yarding and the development of methods to handle packaged or "bundled" wood by means of standard skidding equipment.

**The Development of Spar Trees:**

Power winches have been successfully used for ground skidding under certain specific conditions. Units of this type must be powerful and are therefore exceedingly heavy and not easily maneuverable. This weight factor has limited their use to very favourable terrain and timber conditions where suitable logging roads could be constructed at nominal cost. The range over which ground skidders could operate to a single landing was limited due to extreme power requirements at even moderate skidding distances.

It was quite evident that the bulk of power necessary in this type of yarding was lost due to loads hanging up on knolls, stumps, brush and standing timber of unmerchantable species. To reduce these power losses "A" frame attachments were designed for mounting on yarding sleds to give increased "lift" to loads coming out to landings. Height of these "A" frames was originally twenty-eight feet. Later designs increased this height to the present forty-four feet.

Experimental work has been conducted to determine the effect of height of spars, or "A" frames, on power requirements. The results of these experiments are tabulated below:

| Ratio of Height of Spar to Yarding Distance | Required Line Pull in % of Force Required at Height-Distance Ratio of 1/20 |
|---|---|
| 1/4 | 48.4 |
| 1/8 | 69.7 |
| 1/12 | 82.7 |
| 1/16 | 92.1 |
| 1/20 | 100.0 |

There is, obviously, a limit to the height to which 'A' frames can be built and mounted on a yarding sled. This maximum height we estimate to be approximately fifty-five feet. However, the advantages to be derived from going above this fifty-five foot level are so apparent that some type of spar erected independently of the yarding sled was felt to be a prime necessity. The advantages of this may be listed as follows:

(1) Increased line speeds for loaded hauls:

For a machine of known power rating, line speeds are correlated with power required to move the load. That is, as power requirements decrease, line speeds increase resulting in a proportionate increase in machine capacity.

(2) Increased range of yarding units operating from a single setting:

With increased height of spar, an equivalent power unit may be used to log timber from a larger setting. While this will not necessarily increase machine production it will, in most instances, reduce overall costs by reducing total road mileage required to log off a specific area. This is most important in terrain through which road building represents a major cost item.

(3) Reduction in breakage of timber and damage to the residual stand:

As fewer hang-ups occur, less damage to tree length logs may be expected. Similarly, damage to standing timber and advanced growth is less severe.

To confirm these theories, a number of settings were closely watched. These particular settings had been laid out for yarding with standard fourty-four foot "A" frames. Seventy-five foot spar trees were erected and average productioin per yarder-day increased 16.2%. Peak increase in production jumped to 29.6% above normal. The number of damaged pieces decreased from the previous average of 0.77% to a new low of 0.32%.

We had anticipated, as one of the disadvantages of spar trees, an increase in non-productive time due to the longer time period involved in erection and rigging. In actual practice it was discovered, however, that this disadvantage was more than offset by reduction in moving time for the yarding donkey itself. With spar trees placed in the centre of landings, two or at most three, rigging changes were necessary to yard a complete setting.

**Development of Bundle Yarding:**

The optimum average stand diameter for tree length yarding is approximately 10" DBH. As average diameters increase or decrease above or below this point, particularly the latter, the economic advantages of tree length wood handling diminish. Seasonal variations aggravate these conditions in that heavy snows make it exceedingly difficult to operate at peak efficiency particularly in small diameter timber. Coupled with these is the fact that much of the potential wood supply on Marathon's pulpwood concession is located on muskeg areas through which all but winter road building costs are prohibitive.

To circumvent these difficulties, alternate methods of handling pulpwood production from black spruce swamp types had to be developed. One method currrently being developed is the yarding of wood in bundles.

In bundle yarding, roads and strips are laid out much in the manner of conventional manual operations.

(Continued on Page 22)

## WOOD MEASUREMENT IN THE MILL

(Continued from Page 6)

the paper made is converted to wood volume by means of the average wood density. This volume is then considered as 46 percent of the wood going into the digesters.

Another method in use is to find how many cunits of wood are required to fill a digester with chips. Wood going to the chipper is scaled until several digesters are filled and the average wood charge is found. Then for each period, the number of digesters of wood cooked is multiplied by this standard charge factor to determine the wood consumption.

A third method measures the wood used directly by inserting a weighing device under the conveyor belt carrying the chips from the chipper to the digesters. This weighing device sometimes consists of a suspended weighing span attached to a series of knife edges and levers above the belt. This mechanism continuously totals the pounds of chips travelling with the belt. Another type has a weigh span pivoted at one end. The belt presses down on the other end which is supported by a diaphragm. As the pressure on the diaphragm varies, this is transmitted by compressed air through a series of bellows and levers to a totalizing mechanism. In either case the total pounds of chips are converted to bone dry weight using the average chip moisture and hence to wood volume by means of the average chip density.

After the total wood entering the grinders and the digesters has been found, other losses are then added. Sulphite chipper sawdust loss is found by weighing quantities of sawdust on scales and determining it as a percentage of the wood entering the chipper. The loss of wood in the barkers is found by scaling quantities of wood and also measuring the broomed ends of this wood and hence finding the percentage loss in volume due to brooming. Loss in the slasher, which saws up the eight foot and sixteen foot wood into four foot lengths, is determined by passing a known number of logs through the slasher. The snipes are collected and their average length determined. The total length of all the logs going through is known, and hence the percentage loss can be calculated.

These losses are then added to the mill consumption to give the total wood consumed.

—One of a series of articles by members of the Mid-West Branch, Technical Section C.P.P.A.

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**MISSED FROM THE LIST OF HONOURARY FIRE WARDENS REPORTED IN THE JULY ISSUE**

PATRICIA DISTRICT

**Jalmar Ketonen, Contractor**

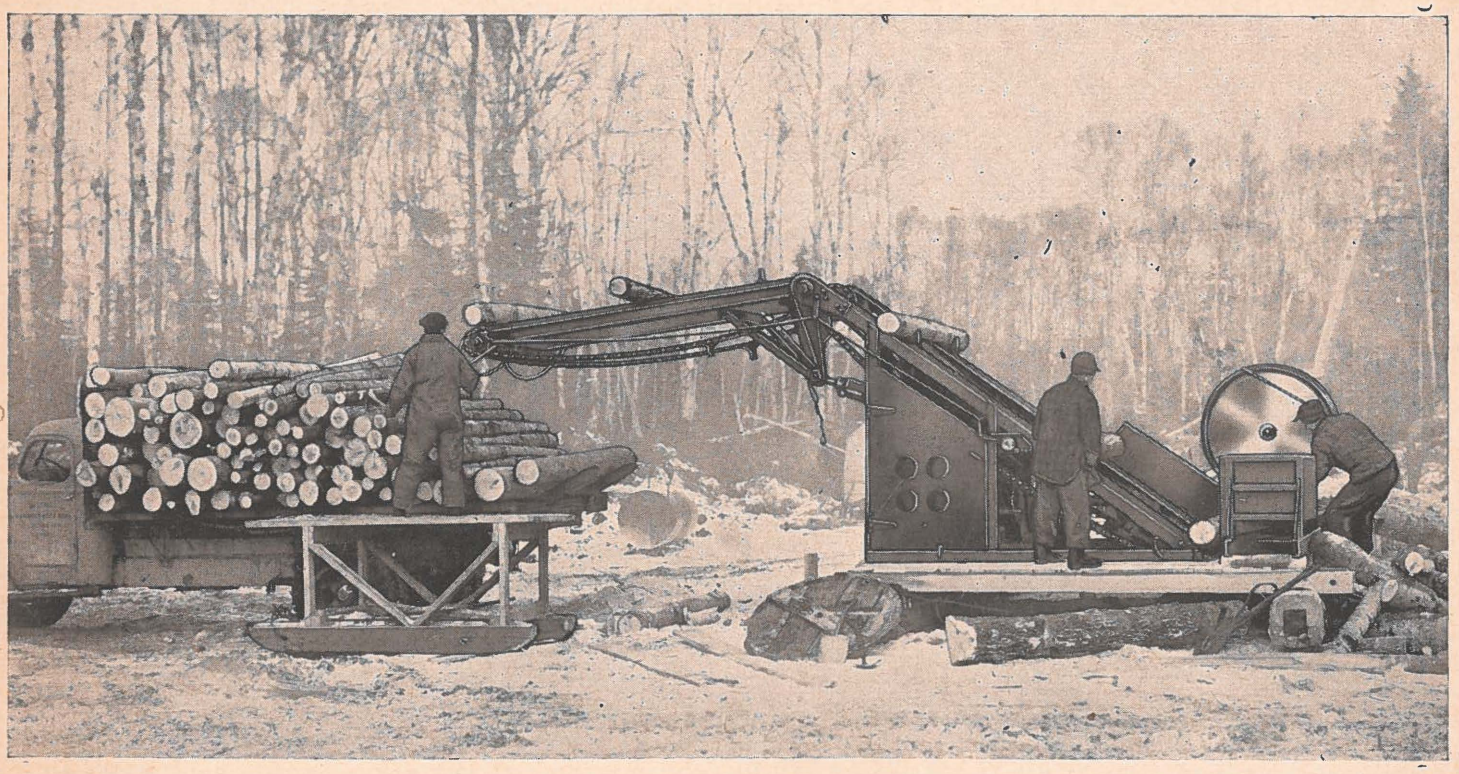
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# The Aerial Egg-Beater and the Forest Fire

**By Irvine Keenleyside**
**of The Photographic Survey Corporation Limited**

A new and very efficient tool, the helicopter, is now available to those responsible for protecting Canada's forests from their worst enemy — fire.

"Gittin' there fustes' with the mostes' " is a cardinal principle of all experienced fire fighters, and the modern instruments of forest fire protection, the watch tower, float plane, radio telephone, etc., are geared to that principle. These instruments have done a magnificent and indispensable job of containing the fire damage caused by lightning, other natural causes, slash fires, locomotives and, most unforgivable of all, the fathead who cheerfully drops his cigarette stub or pipe dottle into dry underbrush, or goes away leaving his camp fire gnawing happily into a fallen log.

Since, however, most forest fires are not sufficiently accommodating to start beside a truck road or a lake, there is nearly always that last gap — to be crossed on foot, with their tools and equipment, by the fire-fighters — the P.B.I. in the never-ending war against our most viciously destructive enemy.

That last gap costs us literally millions of dollars a year. It is generally accepted that if three men can get to a fire within 1½ hours of its inception, it can be controlled; a 12-hour delay may mean a 50-man fire; a 48-hour delay means loss of control and at least 500 men to provide local checks. A husky, well-trained forest fire fighter carries roughly 100 pounds of fighting equipment, his rate of travel through average bush can be set at about five miles per day; and at the end of that day he is not in the best of shape to tangle adequately with a young and aggressive fire.

Therefore, **any fire starting 5 or 10 miles from an accessible lake or road is potentially uncontrollable!** That poses an expensive question — "How do we bridge that gap — but fast?".

The aerial egg-beater is now long past the experimental stage in providing the answer to that question.

Let us assume that that eminent sportsman, Joe Shmoe, has dropped his cigarette into a clump of last year's ferns six miles from the nearest lake, accessible to a float plane, and gone uncaring on his way. (Let us also hope he falls over a cut-bank and breaks his neck!)

Before long, the ferns catch and the flames spread slowly at first, to surrounding duff and down branches. The spread is signalled by a thin drift of smoke, presently spotted by the fire watcher in the nearest tower. Immediately the machinery slides smoothly into action From the "fixes" supplied by the towers — more than one will have spotted the fire, its location is accurately pin-pointed on maps and aerial photographs of the area. The latter are supplied to the pilots of the waiting float plane and helicopter.

Both aircraft, loaded with men and supplies, proceed to the lake six miles from the fire. There, the helicopter bridges the gap. Since the fire is in dangerous country, more men and equipment are thrown in than the helicopter can carry in one trip. The most economically useful 'copter carries the pilot, two men and equipment at normal altitudes. So a shuttle service gets going. The travelling windmill, float-equipped, makes a round trip from lake to fire in **fifteen minutes** with two men and their equipment. The men arrive at the fire, untired, with their equipment in prime condition. Best of all, they know that if the fire should get out of hand; they can be rescued promptly and safely, avoiding one of the worst hazards of the paratroop method of fire-fighting.

The helicoter can land or take off in only 300 square feet of cleared wheel space. If even a patch this size is not available, the machine can hover over a thin spot in the bush and the men can climb down or up the accommodation ladder. Similarly, their equipment can be lowered or recovered on a line.

By means of the shuttle service, men, equipment and supplies are transported from the lake to the fire in much better condition and in a fraction of the time required by the foot-slogging method. If necessary, the float plane can also work a shuttle — from the base to the lake, bringing more men, equipment and supplies, including gasoline for the helicopter.

Ferry work from lake to fire is, of course, not the only use for the helicopter in combatting Mr. Shmoe's carelessness. Scouting; taking the line boss on tree-top level inspections of the fire perimeter; locating hot-spots and break-through areas; moving men and supplies from one part of the line to other threatened locations, evacuating casualties — are only some the ever-expanding duties being undertaken with spectacular success by this unbelievable-looking aircraft.

Similarly, when Mr. Shmoe's handiwork has been thoroughly quenched, the tired men from the line do not have to face the day-long slog out to the lake. They and their equipment are picked up and set down right beside the float plane which is to take them out to base

On the Big Tajunga fire (1947) in the Angeles National Forest; in the Cleveland, Eldorado, Mendocino

(Continued on Page 9)

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## THE AERIAL EGG-BEATER AND THE FOREST FIRE

(Continued from Page 8)

and Tahoe Forests in the United States. helicopters have proven their fire fighting worth time after time.

Disregarding the major saving; the value of the timber saved by the early suppression of the fire; the actual cost of fighting fires, even fires that have got themselves established prior to helicopters being called in, has been slashed drastically by the use of these aircraft. Men and materiel available when and where needed, cut amazingly the overall requirements on the line. Prompt evacuation of casualties and fire fighters in threatened ppsitions, saves incalculable amounts in terms of suffering and loss of life. The result of getting fresh supplies and fresh men on the line has been, in many cases, a doubling of line construction. The knowledge that their communications and retreat lines cannot well be closed off, has a marked influence on the men's efficiency.

But most important of all is the primary function — to get men and equipment to the fire at the earliest possible moment — and in this, the helicopter is proving the answer to the fire-fighter's prayer.

(Note: Perforce this article has touched only the fringe of a most complex and interesting subject. Further details, incuding case histories of the use of helicopters on actual fires, will be glady supplied by the author, c/o The Photographic Survey Corporation Ltd., 1450 O'Connor Drive, Toronto.)

## LAKEHEAD TECHNICAL INSTITUTE ESTABLISH FORESTRY CAMP

Under arrangements with the Brompton Pulp & Paper Company Limited a camp and an area three miles north of Cameron Falls in the Fraser Creek Valley has been turned over to the Lakehead Technical Institute to serve as a training camp for forestry students at the Lakehead Technical Institute.

The various equipment and necessities for the camp were provided by members of the Thunder Bay Timber Operators' Association and the camp was opened for operation in October.

Students in addition to acting as cruisers, compass men, talley men, in making up cruise maps and volume tables, etc., etc., are actually each required to cut pulp wood. The cutting operations are instructional for basic understanding of woods operational procedure, the accepted methods of safety being taugh by qualified instructors. The wood will be hauled this winter and sold, the proceeds to help defray a small part of the operational costs of the camp.

IN THE DAZE OF PAUL BUNYAN— KING OF THE LUMBERJACKS
(TM Reg. Pat. Office)




SEVERAL BOYS WERE KEPT BUSY CARRYING WATER TO COOL OFF THE AXES, WHICH BECAME RED HOT FROM CHOPPING SO FAST. TO FURTHER PRODUCTION, PAUL'S LUMBERJACKS WOULD SHARPEN THEIR AXES ON BOULDERS ROLLING DOWN A STEEP HILL. THIS PROVED TO BE MORE EFFICIENT THAN A GRINDSTONE.

**This booklet is printed on "Thrift-Coat Enamel" manufactured at Provincial Paper Limited, Port Arthur Mill, Ontario, out of wood produced in Northwestern Ontario and printed by the Consolidated Press, 137 South May Street, Fort William, Ontario.**

# Care, Courtesy and Common Sense Needed by Drivers on Highways

## LOGGING ROADS INCREASE DRIVING HAZARDS

The snow and ice season will soon be here and traffic accidents will happen. The hauling season will increase traffic on the bush roads and a review of pertinent points in this regard should be beneficial to all.

## HERE ARE 11 WAYS YOU CAN AVOID TROUBLE ON THE HIGHWAY

The fundamentals of safe driving include care, courtesy and common sense. These, with observance of the following rules of the road, can cut down the toll of death and injury:

**1. Speed:** Any speed which is unsafe under prevailing conditions, even though it is under the speed limit, is illegal. Speed limits (50 mph in most places) are simply maximum rates, which are permitted only under favorable conditions. Slow speed which blocks normal and reasonable traffic is also illegal.

**2. Keep To Right:** Drivers are required at all times to stay in the extreme right lane, not merely to the right of the centre line. Don't take your half of the road out of the middle, particularly on hills. It is non-habit forming.

**3. Right Of Way:** The horse and buggy days are gone but the horse still has the right of way. When two cars approach an intersection together, the motorist on the right has precedence. If it looks as if the other motorist isn't going to stop, don't insist on your right of way. You're a long time dead. When it comes to a choice between safety and the right of way, choose safety.

**4. Passing:** Never pass on the right even though a road hog may try your patience to the point of exasperation. Don't pass at all on hills or curves. On two-lane highways, you must leave at least half the roadway clear. On three- or four-lane highways, drive on the outside lane unless passing.

**5. Following Other Cars:** "Keep your distance" is the best rule here. The law says there must be at least 100 ft. between commercial vehicles on highways except when passing.

**6. Signals:** The law says you must signal before slowing, stopping or turning. When slowing or stopping, the signal is: left arm out and down with palm to rear; turning left: extend hand straight out; turning right: out and up or straight out with the hand making a circular motion.

**7. Condition Of Car:** Keep your car in safe operating condition by having regular and systematic inspection, particularly tires, brakes, steering, lights.

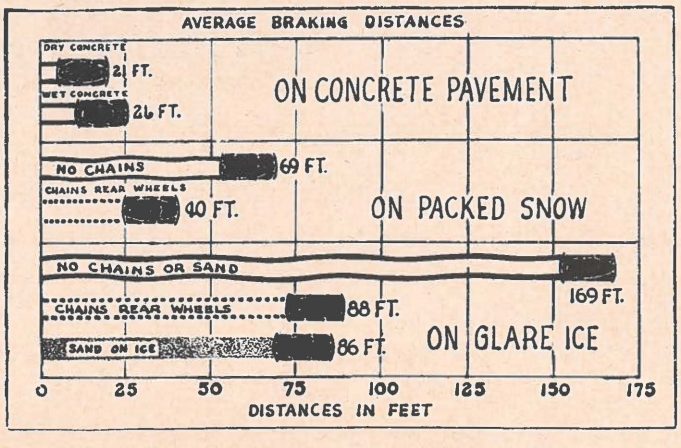
**8. Blowouts:** If a tire blows out, don't jam on the brakes and don't throw in the clutch until the car has lost almost all of its momentum. It's cheaper to buy a new tire than fix a wrecked body or damaged car. If you hit the brakes when a rear tire goes, you'll set up "tail-sway" and probably turn over.

**9. Skidding:** If proper allowances are made for icy, wet roads or other hazardous conditions, few skids need occur. If they do, never apply brakes suddenly or step on the gas. Turn into the direction of the skid. When slowing down on a slippery road, don't jam on brakes; reduce speed gradually by alternately applying and releasing pressure. To start your car on ice, pull away in high or second. This prevents wheels spinning.

**10. Running Off Road:** If wheels run off pavement onto soft shoulder, don't jerk the car back. Take your foot off the gas, leave the clutch in and allow engine cpmpression to slow the car down before pulling back on the pavement. If you don't, a quick turn of the wheel at high speed may throw you into the path of oncoming traffic.

**11. On Curves:** Apply brakes before entering not while rounding. To offset the sidethrust of centrifugal force, accelerate slightly on the way out. But you can't safely apply brakes after you have entered the curve.

BRAKING DISTANCES ON VARIOUS ROAD SURFACES AT 20 M.P.H.




**(Cut this page out and place it on camp notice board or in camp garage where it can be seen by the drivers.)**



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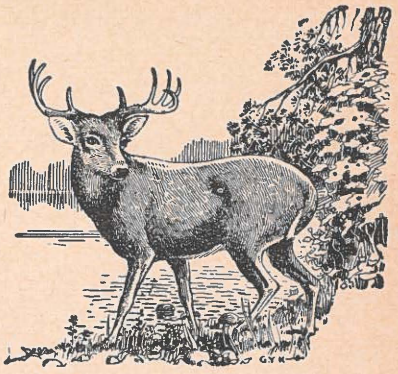
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# Safety News

## LUMBERMEN'S SAFETY ASSOCIATION HOLDS REGIONAL MEETING IN PORT ARTHUR

Malcolm Cochran, President of the Lumbermen's Safety Association of Ontario, presided at a regional luncheon meeting of members of Northwestern Ontario recently.

Mr. Cochran and Mr. H. S. Mosher, a member of the Board of Directors, outlined events that have taken place since the last meeting and both stressed the necessity of increasing accident prevention efforts and urged members to check their own organizations to ensure that everything possible was being done to

(i) to prevent accidents

(ii) to have trained first aid personnel (preferably the clerk) in each camp.

Mr. A. White, Regional Safety Inspector, spoke of the labour situation in Northwestern Ontario and suggested the following procedure for members to follow for a good safety program and Workmen's Compensation in general:

1. Safety posters should be presented in the office and in the bunk houses, featuring the type of accident most common to the work being carried on.

2. The Management should endeavour to sell accident prevention by some competitive action, such as posting results of accident frequency and inter camp competition.

3. The clerk at each camp, sawmill, or other operation, should have first aid qualifications. A standard first aid kit must also be provided if the regulations of the Workmen's Compensation Act are to be complied with.

4. A notice shuld be posted advising all men, however slightly injured, that they must report such injury to the office, in order that first aid be administered, and a record made of the accident for compensation purposes, if necessary, and that failure to comply with this instruction, may jeopardize compensation, or that the lack of cooperation may be reported to the Compensation Board.

5. A day book should be kept by all clerks in which a record of each accident or first aid treatment should be made, and when Form 7, accident report, is sent from camp to company headquarters, it should be accompanied by memorandum containing all information pertaining to the accident in clerk's possession, and therefore reduce correspondence between head office and the Board.

6. It is to be the duty of the clerk or first aid officer to interview the injured workman, and to decide whether he requires the services of a doctor or hospital, and to render whatever first aid is necessary in the circumstances.

7. In the event that medical attention is necessary, in all cases, Form 94 is to accompany the injured workman for presentation to the doctor, in accordance with the Board's regulations, and in order that workman's employer shall be known to the physician or hospital.

8. Copy of all accident reports, as has been usual, shall be sent to the Lumbermen's Safety Association, together with date of injured workman's ability to return to work, but when injured workman does not return to company service, after being discharged by the physician, or leaves the service before consulting physician, or seeks the services of a doctor other than that agreed upon and mentioned in Form 94, the Compensation Board should at once be advised.

9. In order that cases of long standing such as prior year cases, for example, shall not be forgotten, it is suggested that someone in your organization present to the management each ten days, or other suggested period, all cases which have not been reported by the doctor as fit for work, or have been reported by the Board as finalled. This is for the purpose of permitting the employer to correspond with the doctor or the Workmen's Compensation Board, and to know exactly at all times, the condition of the injured workman.

## WOODS SAFETY CONTEST ANNOUNCED

The September issue of the Abitibi Magazine announced that the Department of Woodlands has started a safey contest which will be reported every month in their magazine, commencing in October. It will cover all camps at Pine Falls, Port Arthur, Smooth Rock Falls, Soo, Iroquois Falls and Beaupre. A suitable trophy with provision for putting in the name of the annual winner will be put up for competition and will be awarded to the Division coming first in the monthly standing the greatest number of times during the year. Rules covering the contest have been set out to each Division.

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## NEW FILM — "FIRST-AID IN THE WOODS" — ASSISTS FIRST-AID SAFETY PROGRAM

The Lumbermen's Safety Association have produced a coloured film showing first-aid being administered in camps and in the bush. This is an excellent "teaching" film and the narrator explains and emphasizes the procedures shown in the film.

This film was produced last year and this year to date has been shown at 72 Safety Meetings in camps and small communities and has been seen by over 10,000 people.

Mr. C. E. Smith, Chief Inspector of the Lumbermen's Safety Association showed the film at the recent regional meeting held in Port Arthur in October.

## QUEBEC PULP AND PAPER SAFETY ASSOCIATION NEW SAFETY FILM AVAILABLE

The Quebec Pulp and Paper Safety Association has recently released a technicolour safety sound film entitled, "Story of Pierre and Marie." This film was reviewed at the recent meeting of the Industrial Relations Section, C.P.P.A., held in Port Arthur.

It is an excellent safety film, very realistic in portraying accidents that happen mainly through carelessness, and it is recommended for showing in the camps.

It is understood that copies of this film may be purchased from the Quebec Pulp and Paper Safety Association and enquiries should be made to Quebec, P.Q.

## NORTHWESTERN ONTARIO (WOODS) BRANCH ONTARIO PULP & PAPER MAKERS' SAFETY ASSOCIATION HOLD MEETINGS

The September meeting was held in Port Arthur with Mr. John Currie of the Great Lakes Paper Company Limited, Chairman of the Branch, in the chair. All member companies were represented and Mr. D. B. Chant, Secretary-Engineer of the Ontario Pulp & Paper Makers' Safety Association was present.

Items on the agenda were:

A paper by Mr. H. E. Lilly, Ontario Paper Company Limited, entitled, "Are Safety Competions of Value."

A paper by Mr. W. Baker, Brompton Pulp & Paper Company Limited, entitled, "Cutting Accidents."

Mr. A. Walterson of the Abitibi Power & Paper Company Limited, Port Arthur Division, presented a set of safety graphs prepared by the National Safety Council. These graphs will be shown in Abitibi camps in conjunction with the company movie programs.

Dr. D. C. Marlatt explained the T.B. X-Ray program now underway in the woods camps of Northwestern Ontario.

The November meeting of this Branch took place in Port Arthur, Thursday, November 23rd.

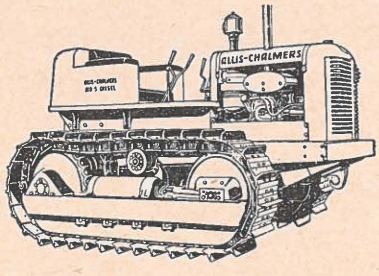
In putting across a safety program you should exercise your ability as a leader and not as a driver and thus gain the confidence of your men.

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# Directory of Key Personnel in the Woods

The woods industry is a large industry — the largest industry in Northwestern Ontario. This huge industry is directed by the men who know their jobs — foresters, technicians and men of experience.

It was thought that a Directory of Key Personnel in the Woods Industry in Northwestern Ontario would be of interest to Log Book readers and the editor has done his best to round up this information.

We know that we have missed some and we apologize to any key men whose names are not included in this list.

It has been suggested by several that we should also include in this list a directory of two very important groups that are also key personnel in the woods — scalers and cooks. Unfortunately, space doesnot permit us to publish where the scalers and cooks are stationed this season. However, if there is demand enough for such information, we would be pleased to publish the list in the next issue.

**GOOD LUCK TO YOU ALL!**

## ABITIBI POWER & PAPER COMPANY LIMITED

### Port Arthur Division — Woods Department

General Logging Superintendent—Gordon Withenshaw
Marine Transportation Superintendent — Dave Rody
Mechanical Superintendent — John Coyne

### Lake Nipigon District

District Logging Superintendent — Arthur V. Pingree
Asst. Dist. Logging Superintendents — John A. McLeod, Kenneth G. Crowhurst
Clerk Supervisors — Robert Munsie, Svante Maki
Check Scaler — W. R. (Bill) Koski

**Auden Depot**

Howard McCormack — Foreman
O. A. Zepik — Master Mechanic
Earl K. McKinnon — Supply Clerk
Joe Andrews — Parts Clerk
C. A. Hogan — Paymaster
Ray Halme — Ledger Clerk
J. E. McGillivray — Stock Ledger Clerk
Bert A. Oby — Stock Ledger Clerk
W. M. Gordon — Stock Ledger Clerk
Jack Kennedy — Warehouse Clerk

**Camp 8A**
Emil Lettick — Contractor

**Camp 9**
Andy Soklman — Contractor
E. W. Cronk — Clerk

**Camp 11**
Bert Vickers — Foreman
A. J. Dufresne — Clerk

**Camp 20**
Joe Brissard — Contractor

**Camp 24**
Karl Lahti — Contractor
Harry McKinnon — Clerk

**Camp 24A**
Bert Nelson — Contractor

**Camp 25**
James Lanktree — Foreman
Dave Green — Clerk
H. W. Burke — Asst. Clerk

**Camp 28**
E. W. Hadley — Contractor
Niel Daly — Clerk
L. Jacobson — Asst. Clerk

**Camp 30**
W. Salo — Contractor
Hugo Kolhonen — Clerk

**Camp 32**
Frank Sinclair — Contractor
Arthur, O. Forster, Clerk

**Camp 34**
Elmer Johnston — Foreman
A. J. Rennels — Clerk
E. Soderena — Asst. Clerk

**Road Construction**
Emmet O'Gorman — Foreman

### Provincial District

District Logging Superintendent — Kenneth Nielson
Asst. Dist. Logging Superintendent—Robert L. Moodie
Clerk Supervisor — Fern Steadwell
Check Scaler — George Hubbard

**Camp 206 Depot**
Merritt Armitage — Foreman
Carl Ringham — Master Mechanic
Alf Cousins — Depot Clerk
Paul Renaud — Supply Clerk
Ralph Brousseau — Asst. Clerk

**Camp 216**
Norman Gregory — Foreman
Gordon Comissiong — Clerk

**Camp 218**
Karl Ratz — Foreman
George C. Wilson — Clerk

**Camp 219**
D. C. (Duke) McKinnon — Foreman
Joe R. Ebata — Clerk

**Camp 223**
W. C. Brown — Contractor

**Camp 224**
Harold (Red) Craig — Foreman
George Hayes — Clerk

### Western District

District Logging Superintendent — H. W. Davidson
Asst. Dist. Logging Superintendent — T. Myles Lockhart
Check Scaler — Louis Malmborg

**Camps 140 - 145, Ghost River**
Ed. Hill — Contractor
Claude McClelland — Clerk
H. B. Derrick, Clerk

**Camps 144 - 148, Raith**
Oscar Salo — Foreman
Jack Moran — Clerk
A. O'Barska — Clerk

**Camp 146, Griff**
George Kalinka — Foremon
Gordon Sellers — Clerk

**Camp 112, Griff**
I. Haapasalo — Contractor
M. L. Sutton — Clerk

### Sault Ste. Marie Division

### White Lake District

**Regan Depot**

O. A. Waluk, District Superintendent
G. E. Ball, District Superintendent
I. S. Palmer, Assistant District Superintendent
G. Breckenridge, Assistant Superintendent
W. R. Boville, Assistant Superintendent
F. W. Wheeler, Supervisor-in-Training
G. Ross, District Mechanic Foreman
B. Speers, Garage Foreman
S. Boville, Logging Equipment Foreman
L. Johnson, Improvement Foreman
J. H. Baskerville, Camp Clerk Supervisor
J. W. Mills, Camp Clerk Supervisor
W. Koski, Depot Clerk
O. Beatty, Paymaster
J. Hall, Warehouseman
R. Maki, Parts Clerk
O. Rajala, Shacker Clerk

**Camps**

F. Larocque, Contractor
W. H. Oaks, Clerk
T. Buller, Clerk
D. Lacourciere, Contractor
J. L. Dean, Clerk
E. Aho, Contractor
D. A. Leith, Clerk
F. Ouellette, Clerk
W. Rajala, Contractor
W. Coulter, Clerk
L. Tahti, Contractor
D. Steele, Clerk
A. Suraci, Clerk
J. LeFebvre, Contractor
R. Segouin, Clerk
H. Hayward, Contractor
E. Erwin, Clerk
C. Lampi, Contractor
K. Campbell, Clerk
E. R. Gagnon, Clerk
P. N. Charlebois, Check Scaler
R. A. Brown, Check Scaler

## BROMPTON PULP & PAPER CO. LTD.

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Alf. Allin — District No. 1 Logging Superintendent
D. Sainsbury — " " 2 "
George Bernard — Chief Scaler
G. N. Fleming — Chief Warehouse Clerk
R. Clerihew — Shop Foreman
E. Leskinen — Chief Clerk
W. Baker — Safety Inspector
N. Nylund — Chief Fire Ranger

### Nipigon, Ont.

Ture Peterson — Rafting Superintendent
R. A. Hallonquist — Employment Supervisor

**Contractors:**

**Camp No. 8, Nipigon**
Jim Martin, Contractor

**Camp 17, Beardmore**
F. Makinen & E. Kivi, Contractor
C. Korpi, Clerk

**Camp No. 27 - 38, Beardmore**
Joseph Grenier, Contractor
P. Huneau, Clerk

**Camp 28, Beardmore**
Harry Turcotte, Contractor
H. Dufour, Clerk

**Camp 47, Beardmore**
John Moschuk, Contractor
P. Hnatiw, Clerk

**Camp 51, Jellicoe**
R. L. Tansley & Son, Contractor
T. Kelly, Clerk

**Camp 32 - 53, Beardmore**
Trilake Timber Co. Ltd., Contractor
Leo Halton & L. C. Lewis, Clerks

**Camp 55, Nipigon**
Nick Salo, Contractor

**Camp 60, Jellicoe**
Elmer Korkola, Contractor
E. Mekkonen — E. Ulfeldt, Clerks

**Camp 63, Jellicoe**
R. L. Tansley & Son, Contractor
M. Dessvreault, Clerk

**Camp 72, Beardmore**
S. Skrabek, Contractor
J. Connors, Clerk

**Camp 82, Nipigon**
E. M. Hughes & Andy Shultz, Contractors
N. Kozak — C. Hewitt, Clerks

## DRIFTWOOD LANDS & TIMBER LIMITED

### Delray, A.C.Ry.

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D. W. Gillies, Chief Clerk & Paymaster
Ray Greer, Assistant Paymaster
J. Sloan, Mechanic
Isaac Herckman, Scaler

**Camp 12**
E. Perkio, Foreman
Raymond Herckman, Clerk
W. G. Devine, Scaler

**Camp 14**
J. P. Laurin, Foreman & Clerk

**Camp 16**
John Fekete, Foreman
Martin Molund, Clerk
G. A. Hamborg, Scaler

## DRYDEN PAPER CO. LIMITED

Fred Morton — Woods Superintendent (East) Camp 76
W. E. Cuff — Woods Superintendent (West) Camp 71
D. G. Gammon — Accountant, Dryden
Arvid Lindquist — Foreman, Camp 76
Archie Sherrard — Foreman, Camp 71
Mike Poravko — Foreman, Camp 68
Ted Humeniuk — Foreman, Camp 88

Brian Barber — Clerk, Camp 76
Chas. Latimer — Clerk, Camp 68
Maurice Davies — Clerk, Camp 88
Allan Boyce — Clerk, Camp 71
Wm. Faulkner — Chief Scaler, Dryden
Chas. Hodgkinson — Truck Foreman, Dryden
Tom Sanderson — Garage Foreman (Trucks), Dryder
Ernest Hampe — Garage Foreman (Tractors), Dryder
Axel Lindquist — Boat Foreman, Dryden
Warren Moore — Forester, Dryden
Ab. Noble — Clerk, Dryden
Bob Huckell — Foreman, Dinorwic Landing

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Arvo Matson, Warehouse Clerk
Gerry Reynolds, Depot Clerk
Tommy Cheesman, Clerk
J. D. Hogan, Check Scaler
Stanley Usenik, District Mechanic
Maurice Helie, Dist. Logging Engineer
Jack G. Caulkins, Cut Control Supervisor

**Camp 8B**
Mike Lukach, Foreman
Robert Sutherland, Clerk

**Camp 10**
Dorio Maurice, Foreman
T. O. Olmstead, Clerk

**Camp 11**
George Staub, Foreman
Louis N. Nymark, Clerk

**Camp 20**
Michael Oster, Foreman
Carl Mossa, Clerk

**Camp 21**
T. M. McClelland, Foreman
R. L. Sellers, Clerk
Palmas Midgard, Asst. Clerk

**Camp 24**
William Irvine, Sr., Foreman
Arvo J. Hill, Clerk

**Camp 26**
August Erickson, Foreman
Emile Lemire, Clerk

**Camp 28**
Stanley Rusin, Foreman

**Camps 14 & 18 E. A. Bell**
W. G. Simpson, Foreman
George Prout, Clerk

**Camp 27 — E. Lasn**
Unto Lasn, Foreman
Mrs. S. Lasn, Clerk

### Dog River District

**Camp 126**
Kenneth W. Porter, Asst. Dist. Superintendent
Onni J. Korpela, Supervising Clerk
Kenneth Mason, Check Scaler

**Camp 118**
Eugene Larocque, Foreman
William Guy, Clerk

**Camp 121**
Charles Dolan, Foreman
William J. Kelley, Clerk

**Camp 128**
John Kotala, Foreman
Howard C. Garbutt, Clerk

**Camp 129**
Hans Maki, Foreman
Sulo Hakala, Clerk

### Martin District

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W. H. Fishwick, Supervising Clerk
William Honkanen, Dist. Mechanic
Waino W. Poutanen, Paymaster
Fred T. Shreeve, Dist. Logging Engineer

**Camp 407**
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Fred Charbonneau, Foreman

**Camp 407A**
Sulo Koski, Foreman

**Camp 407B**
Taisto Paajanen, Foreman

**Camp 407C**
Yvon Sabourin, Foreman

**Camp 409**
Einer Kovanen, Foreman
Albert Salo, Clerk

**Camp 409A**
Waino Jacobson, Foreman
Robert Smith, Clerk

**Camp 410**
Phillip Elder, Foreman
H. S. Jackson, Clerk

### Valora District

**Camp 302 Headquarters**
G. V. Calhoun, District Superintendentt
W. W. McCallum, Supervising Clerk
E. R. Plater, Depot Clerk
A. J. Hamm, District Mechanic
George W. Cameron, Dist. Logging Engineer
Thomas Kelly, Check Scaler
Alex L. Mackenzie, Foreman

**Camp 308**
David Whitney, Foreman
A. J. Beagley, Clerk

**Camp 310**
Allan Squier, Foreman
John Sutherland, Clerk

**Camp 311**
Joseph Kutzner, Foreman

**Camp 309**
Kusti Maki, Foreman
Dean Fossos, Clerk

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**Camp 16 Headquarters**
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Mike Bezugloy, Foreman
Edward Kruger, Supervising Clerk
Melvin L. Dolph, Scaler

**Camp 22**
Joseph Usenik, Foreman
Olav Sundland, Clerk

### Shebandowan District

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Uno Fiskar, Clerk

**Camp 57**
J. Nelson, Foreman

**Camp 54**
Elmer Ross, Foreman

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Archie D. Raeside, Travelling Auditor
Donald L. Hagar, Cruiser
Michael M. Gulka, Depot Clerk
John C. Michels, Scaler

**Camp 2** — Ycliff, Ont.
Fred Alexander, Foreman
A. McMahon, Clerk

**Camp 3** — Ycliff, Ont.
Steve Zuffa, Foreman
Gerald Alleyn, Clerk

**Camp 4,** — Ycliff, Ont.
E. Okerlund, Contractor
Vern McKay, Clerk

**Camp 5** — Mileage 87, Savant Lake, Ont.
Allan M. Miller, Foreman
John Lukacin, Clerk

## LONGLAC PULP AND PAPER COMPANY LIMITED

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40, 43, 46
W. B. Mills, Stores Supt., Longlac
J. A. Brown, Personnel Supt., Longlac
Max Ezewski, Hiring Clerk, Longlac
George Broder, Hiring Clerk, Geraldton

### Longlac Area

**Camp 20**
Austin St. Croix, District Supt., Camps 20,
E. Dubeau, Clerk
Lou Massicotte, Camp Foreman
Hugo Seppalainen, Ass't Camp Foreman
Ralph Harquail, Camp Clerk

**Camp 40**
Ed Olsen, Camp Foreman
James Murphy, Ass't Camp Foreman
Ray Matson, Camp Clerk

**Camp 43**
Tom Ballantyne, Camp Foreman
Clifford Poole, Ass't Camp Foreman
Russ Cotnam, Camp Clerk
Rudy Desaulniers, Ass't Camp Clerk

**Camp 46**
Eino Heino, Camp Foreman
Ray Johnson, Ass't Camp Foremain
A. Makein, Camp Clerk

**Camp 33**
Wilfred Carlson, District Supt., Camps 33, 35, 41
E. R. "Jim" Humphreys, Camp Foreman
Ray Kalvia, Ass't Camp Foreman
Frank Brooks, Camp Clerk

**Camp 35**
Jimmy Reeves, Camp Foreman
Walter Drews, Ass't Camp Foreman
Nicol Williamson, Camp Clerk
Tom Tweedie, Ass't Camp Clerk

**Camp 41**
Michael Tracy, Camp Foreman
Walter Boress, Camp Clerk

**Camp 47**
Hugh T. Renaud, District Supt., Camp 46 and Longlac Salvage
Paul Thors, Camp Foreman
Alex Kozmanchuk, Ass't Camp Foreman
Warren "Bob" Bowness, Camp Clerk
Ken Eaton, Camp Clerk

**Longlac Salvage**
Issac Makie, Camp Foreman
Endell Tooming, Camp Clerk

### Geraldton Area

**Camp 32**
Ken McCron, District Supt., Camp 32 and Geraldton Salvage
Bill Dawidowich, Camp Foreman
John Oja, Camp Clerk

**Geraldton Salvage**
Angus McPherson, Ass't District Supt.
John Hager, Ass't Camp Foreman

**Camp 9**
Stan Dodds, Camp Foreman
P. Michaud, Ass't Camp Foreman
Charles Shulist, Camp Clerk

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A. H. C. Carson, Divisional Engineer
J. H. Jamieson, Ass't Divisional Forester
S. Cowan, Chief Fire Inspector
A. Christie, Mercantile Warehouse Supervisor

**Stevens, Ont.**
J. A. Clairmont, Field Accounting Supervisor
W. D. Harkness, Divisional Forester
J. Mair, Catering Supervisor
D. Hamilton, Safety and Training Supervisor
O. Olson, Chief Mechanic
H. B. Lawson, Camp Auditor
J. Kongell, Chief Carpenter

### Caramat District

G. P. Tuffy, Depot Clerk
H. Hopkins, Depot Foreman
A. Mantyla, Ass't Depot Clerk
F. Brady, District Mechanic
L. Hawkins, Check Scaler
A. Hogue, Garage Foreman
A. Glabush, Carpenter Foreman

**Camp 51, Caramat, Ont.**
E. Kauhanen, Compartment Supervisor
M. Tateishi, Production Unit Foreman
A. Heafey, Production Unit Foreman
D. Malloy, Clerk

**Camp 53, Caramat, Ont.**
J. Gowan, Compartment Supervisor
O. Laine, Production Unit Foreman
D. Healey, Production Unit Foreman
R. Rioux, 1st Clerk

### Stevens District

E. A. Lunam, District Superintendent
N. Karlstedt, Depot Clerk
G. Adams, Ass't Depot Clerk
A. Karlstedt, District Mechanic
D. Garbutt, Garage Foreman
E. Lafave, Depot Foreman

**Camp 2, Stevens, Ont.**
J. Larson, Compartment Supervisor
T. Martin, Production Unit Foreman
W. Lunam, Production Unit Foreman
M. Lecour, 1st Clerk
C. Forbes, Strip Boss

**Camp 5, Stevens, Ont.**
N. Husak, Compartment Supervisor
T. Bosvik, Production Unit Foreman
E. Dougherty, Production Unit Foreman
D. Davidson, Clerk
L. Kahila, Strip Boss

**Camp 12, Stevens, Ont.**
R. Brown, Compartment Supervisor
M. Martin, Production Unit Foreman
D. Jones, Production Unit Foreman
A. Turje, 1st Clerk

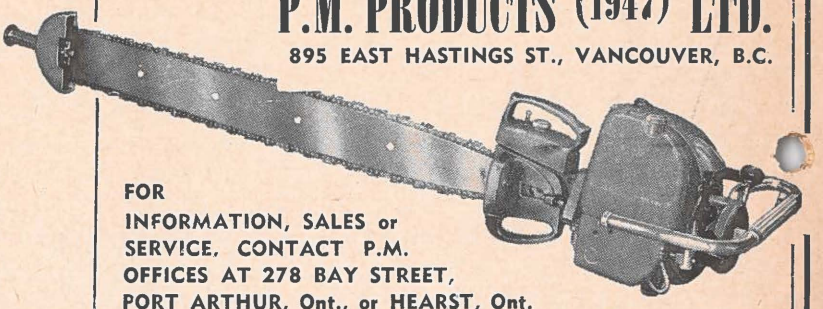
(Continued on Page 24)

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# C.P.P.A. Woodlands Section Holds Mechanical Hauling Meeting at Ontario Paper Company Heron Bay Limits

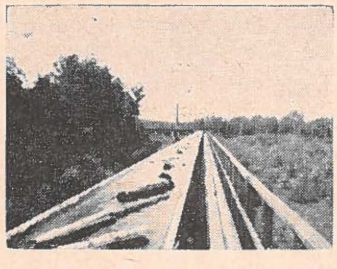
Trains from East and West on October 10 carried representatives to Heron Bay, Ontario, to take part in a C.P.P.A. Woodlands Section Meeting with the Ontario Paper Company acting as host.

A full two-day program was followed and representatives had a view of a unique and different pulpwood operation in Ontario. In Northwestern Ontario it is the only real 4-foot wood operation left. Practically all other operators cut 8-foot and 16-foot wood.

A tour of the operations including the up-to-date townsite with the new residences, the infirmary, the machine shop and garage, the warehouses, the non-denominational church, the school and the new curling rink under construction was made. The flume to convey the wood from the barker to the loading wharf — a distance of 3½ miles; the barker which barks 80,000 - 100,000 cords per season; the sawmill; the power house with 1,100 H.P. capacity; the holding booms; the Trans-Canada highway; company camps and the sloop hauling method were all viewed and details of each explained by the efficient company personnel acting as guides.

The sloop designed by Ted Summers, Logging Superintendent of the Ontario Paper Company at Heron Bay, impressed all. The sloop and its performance is discussed in an article by D. C. Horncastle elsewhere in this booklet.

One of the very noticeable and interesting differences at the Ontario Paper Company cutting operations was the number of power saws being used by cutters. Approximately 70 or more power saws were being used — all saws owned by the cutters individually.



View of 3½ mile flume of the Ontario Paper Company Limited at Heron Bay, Ontario.

The meeting which was conducted under the able chairmanship of Gordon Godwin, Chairman of the Woodlands Section, yas interesting and informative and of value to all present.

Papers presented were:

"Hauling Four-Foot Wood with Self-Loading Sloop" by D. C. Horncastle.

"How Logging Methods at Heron Bay Effect Forest Management" by Bruce Thompson.

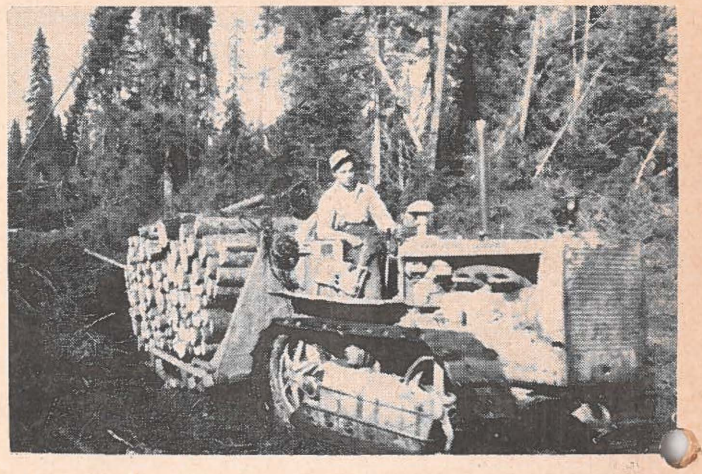
"Problems in Hauling from the Stump" by B. J. McColl.

Short papers by members of the Mechanical Hauling Committee were given as follows:

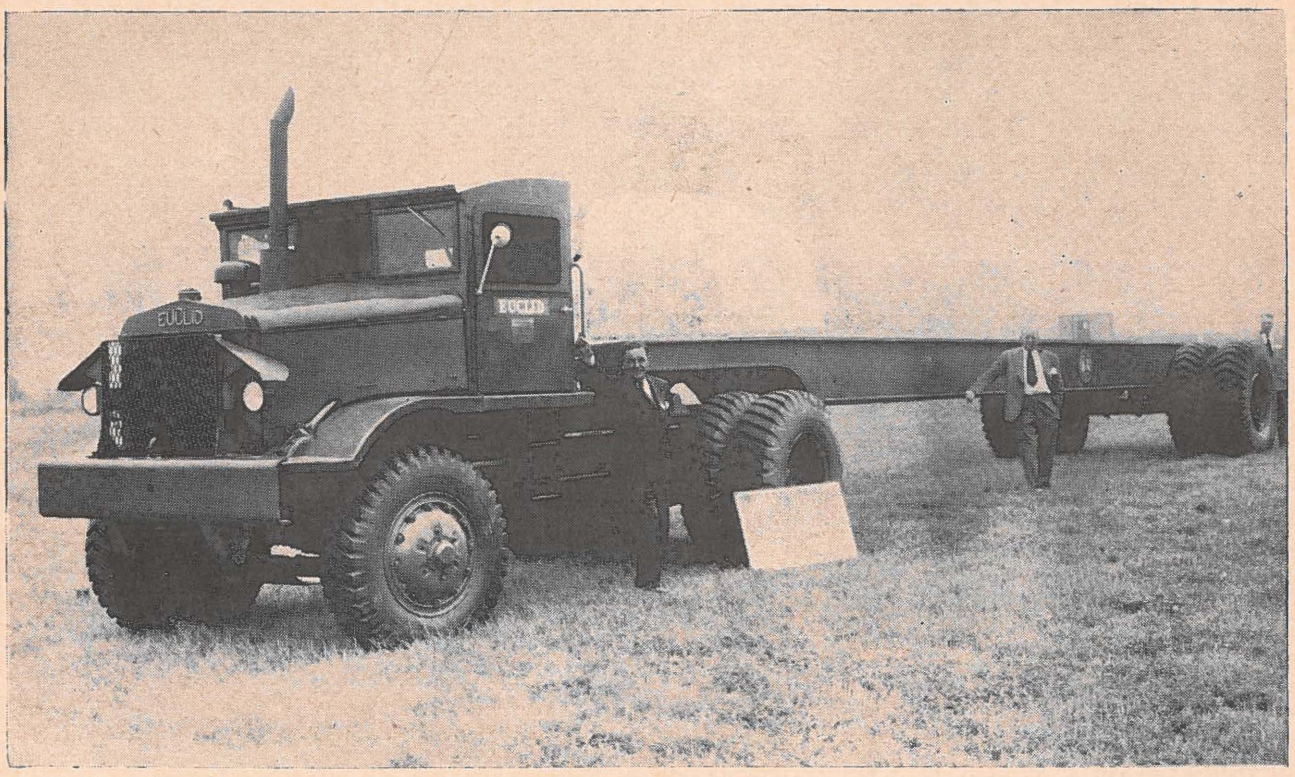
Hauling from the stump with
- (a) crawler — tractor sleighs,
- (b) Snowmobile-sleighs,
- (c) farm-tractor sloops,
- (d) farm-tractor self-loading sloops,
- (e) farm-tractor trailers,
- (f) trucks.

Following each paper, a discussion period was held and many interesting points and information on hauling experiments were brought out. The use of farm tractors in certain parts of Quebec is increasing — one of the reasons being that farmers have reduced tre number of horses on their farms and replaced the horses by a farm tractor or tractors. Thus the woods industry cannot get as many horses as they formerly used and so are turning to farm tractors and developing ways and means of using these.

(Continued on Page 25)



Aimie Bilodeau operating a tractor on the Slooping Operations of the Ontario Paper Company limits near Heron Bay, Ontario.



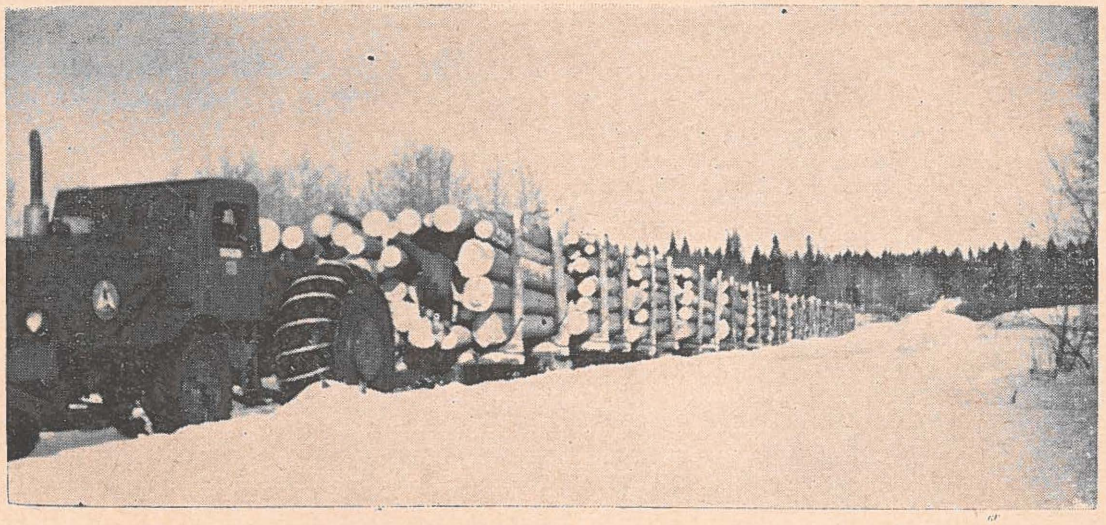

This unit owned and operated by Canadian International Paper Company (Opawica Division)

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## USE OF ONE-MAN POWER SAWS INCREASING

While the use of the one-man power saw is not in very general use in woods camps in Northwestern Ontario, there are two areas in particular where their use is increasing very rapidly. These areas are, the Hearst area and the Heron Bay operations of the Ontario Paper Company Limited.

In the Hearst area, many cutters on the Arrow Timber Company limits and the Marathon Paper Mills of Canada limits are now using power saws and reports indicate that production is increased by their use. Production records have been compared and the records of two cutters are as follows:

Using a P.M. Woodboss Redhead 5 H.P. weighing 35½ lbs., Mr. Jules Beauregard cut 156.62 cords of sap peeled spruce and 1.56 cords of rough spruce, in a period of 60 working days.

Mr. Goulet also cutting with a Redhead machine, in the same period of time, cut 153.07 cords of sap peeled spruce and 1.56 cords of rough spruce.

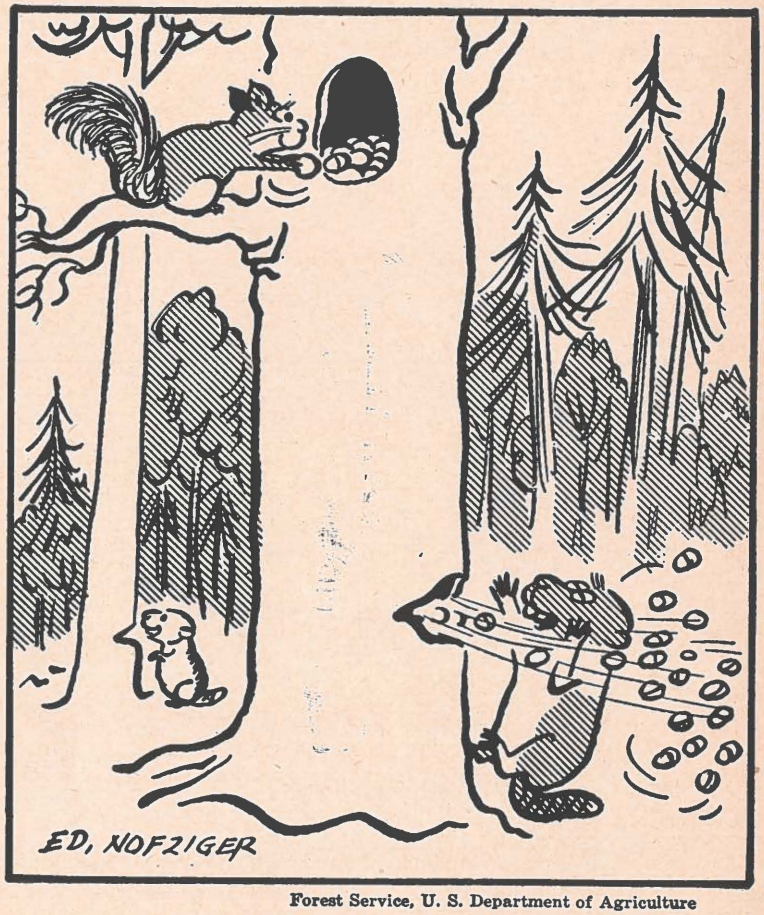
In the Heron Bay Area, experiments have been made to determine the best combination of men, horse and saw on a cut and skid operation. In some cases two men, two power saws and one horse were used. In others, two men, one power saw and one horse, and in another case one man, one power saw and one horse every second day. Average production was around 2½ cords per man day as compared to an average production of 1½ - 1¾ cords per man day where no power saws were used.

It is claimed that in this area there is a power saw on the limit that has cut 3,500 cords and, with a complete overhaul, is still in active service.

All these power saws are owned by the individual cutters and facilities have been established in the area to

(Continued on Page 21)

"JOE BEAVER" By Ed Nofziger




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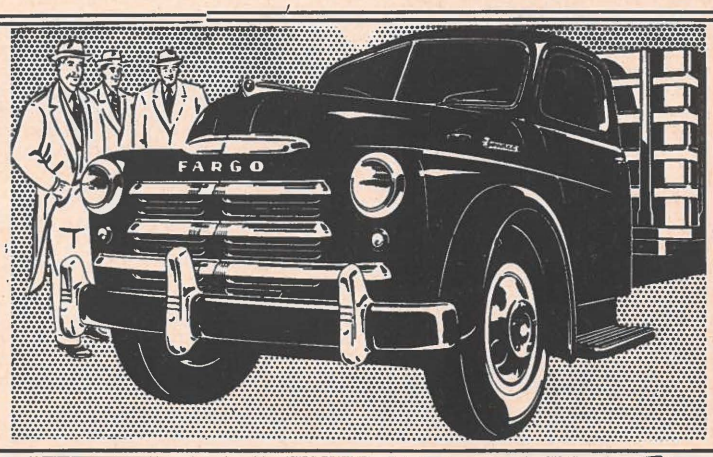
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# Hauling Four-Foot Wood with Self-Loading Sloop

By D. C. Horncastle

On logging operations in Eastern Canada the minor or prehaul from the stump has always been expensive considering the distance involved because of the natural dispersion of the wood to be hauled. Until the last few years this portion of the haul has required plenty of back work and the use of horses. With the increasing cost of these two forms of doing work, woods management has been turning to more mechanical means of prehauling these scattered quantities of wood.

**Purpose**

The sloop, such a mechanical device, was developed with the object of reducing these prehauling costs in four foot wood, primarily in stands which are best logged by the strip cutting method. The sloop is drawn by a small crawler tractor which uses its towing winch to load the wood as piles put up by the pieceworkers. Loading is accomplished by means of a choker placed around the pile and secured to the winch. A swinging arm raises the end of the pile clear of the rear end of the sloop as it is brought on. This load of one pile is then hauled to a transfer or dumping point.

**Result**

Production to date with the sloop has been very promising. Last season on an 8500 cord haul the average rate per tractor day of eight hours was 27 cords over an average hauling distance of 600 feet. Man day production (also 8 hours) averaged 11.3 cords. The prehauling equipment consisted of six Caterpillar D-2 Tractors and one D-4 each with its operator and one helper or loader. Each tractor used one sloop with another for spare in case of breakdowns. On this job it was found that the sloop could be used on soil types that will permit tractor operation as well as in snow, with about the same efficiency.

**Design**

The original form of this self-loading sloop was designed by Mr. T. Summers, Bush Superintendent, of the Ontario Paper Company at Heron Bay, to load and carry piles of four foot wood — ¾ to 1¼ cords.

The first models which were built locally and used on a pilot operation in the Winter of 1947 - 48 had wooden runners and benches with an iron superstructure. The sloops now used were modelled after the original but fabricated of steel by Timberlands Machines of Woodstock.

These sloops have steel runners nine feet long with four inch shoes set at a 48 inch gauge. The benches are built from sheet steel and fastened to the runners with pins to allow relative movement between the two. The roller and tongue are made of standard shapes with a swivel coupling. The loading arm is L-shaped with one leg 39 inches long and the other 58 inches and is swung on one end about a 1⅛" diameter axle fixed athwart the sloop about midway between the benches. On the other end of the arm are two 4 inch sheaves between which the free end of the choker is fed before it is attached to the winch drum. Two channels and two angle irons are welded to the benches to support the load. The sloop complete in steel, weighs 1400 pounds.

Chokers presently being used are made of fifty feet of 9 x 16 wire rope (hemp centre) 9/16 inches in diameter. Bantam size ferrules and a block choker hook with a Bardon fitting are used as attachments. The total weight of the choker is 40.5 lbs.

**Operation**

The operation of the sloop is simple. The tractor backs its sloop up to a pile about which a choker has been placed previously by the loaders and the free end of the choker is threaded through the sheaves on the arm and hooked onto the winch drum. The arm is then swung over, it's tip falling at the base of the pile. As pull is applied by the winch the pile is first bound tightly until there is enough tension in the choker to lift the arm and bring the load onto the sloop. Once the load is on a ¼ inch binding chain attached to the rear bench is thrown over the wood and secured to the arm so that the winch may be slackened for travelling. The load is then taken either to a transfer point or dump.

The load can be transferred by lifting it with the choker already about the wood. Because of the long free end of the choker a quick releasing friction grab was designed to grip the choker close to the hook thus reducing the length of boom required on the crane. The procedure has been to release chokers once the load is on the truck so that fewer will be required than if the wood were kept bundled until dumping.

Dumping wood directly from the sloop onto a landing may be accomplished by either releasing the choker and chain and tilting the sloop, or by dragging the wood off with the choker.

The sloop operation is laid out in much the same manner as for a horse haul with strip roads leading to a main haul road or a dump. No special preparation of the strip roads is necessary except that the stumps be cut low enough to eliminate hang-ups. Because mechanical power is used the grade of the road need not be watched as in a horse haul. It has been found that the most economical length of strip road is about 1000 feet in stands averaging 15 cords per acre and where main roads cost about $600 per mile. Naturally with higher road costs and less dense stands the strip length should be increaed to log at minimum costs. The wood is put up by pieceworkers in ¾ to 1¼ cord piles at an angle of about 15 deg. to the strip road to give easy access to the tractor. In piling, two cross skids are put under the usual pile skids to provide enough clearance to pull a choker under the wood by means of an iron rod especially made for that purpose.

In hauling from the strip road, two tractors are paired up with their loaders. In other words, there are two tractors working with two men in the strip. These two loaders pre-set the chokers around the piles and swing the arm for loading. On longer hauls two loaders can handle three tractors.

**Production**

As was mentioned before, the best production figures for a complete haul were 26.8 cords per tractor day of 8 hours. In the past two years 19,225 cords have been hauled off strip roads about 1000 feet long at an average rate of 25.4 cords per tractor day.

As the sloop is new and not fully developed, its use has been mainly confined to fairly flat ground. However, as improvements are being made it is being assigned to more difficult jobs with production still increasing.

The average turn time may be broken down as follows (for a strip length of 1000 feet):

(Continued on Page 22)

### USE OF ONE-MAN POWER SAWS INCREASING

(Continued from Page 19)

give fast and efficient service to the cutters and this would seem to be the reason that in these areas power saws are becoming more and more in use.

In the Heron Bay area, the majority of saws are I.E.L.'s, and in the Hearst area P.M. saws.

### CHAMPION LOGGERS

At the lumbermen's picnic at Tweed, Ontario, in August, Ben Birchall and Bernard Inwood won the sawing contest by cutting through a 14" log in 8.6 seconds.

The chopping contest was won with a time of 35 seconds for a 10" log.

### CHEMICAL TREATMENT OF TRESS TO FACILITATE BARK REMOVAL BEING DEVELOPED

The American Pulpwood Association reports that there is considerable interest shown in connection with chemical girdling of Appalachian hardwoods during the sap-peeling season by the Armstrong Forest Company at Johnsonburg, Pennsylvania. The American Pulpwood Association have issued a release to their Equipment Hand Book entitled "Chemical Treatment Lengthens Peeling Season."

The boundry between Canada and Alaska is 1539 in length.

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## RECENT CHANGES IN LOGGING METHODS AT MARATHON

(Continued from Page 4)

Eight-foot wood is cut and placed in piles along the approximate centre line of the strip. Standard yarding units, moving up the main roads, skid these bundles out of the strips and load directly onto truck decks.

This system of yarding is still very much in an experimental stage although some twenty thousand cords have been processed to date under conditions varying from rough terrain and winter conditions to level ground and summer conditions. Figures so far available tend to indicate that this method has very great possibilities. Major advantages of the system may be listed as follows:

(1) Increased yarder production:

By insuring maximum loading, regardless of diameter limitations, yarder production may be increased a sufficient amount to more than offset the disadvantages inherent in cutting and piling eight-foot wood. Annual production per unit may also be increased due to extension of the yarding season to include the winter months.

(2) Increased operating efficiency:

By segregating areas not only into summer and winter operations but also into tree length or bundle skidding operations, more efficient use of available equipment is assured. Economies, based on more effective planning at camp level, can be expected.

(3) Greater limit yield:

Greater limit yield may be expected by the reduction of area-volume hitherto considered economically unmerchantable from the standpoint of more conventional logging methods.

Further research in logging methods and equipment characteristics will undoubtedly uncover additional basic data which will in time lead to more intelligent planning of operations generally and to a higher efficiency in the organization of our various logging shows. While we do not anticipate that major changes will develop annually, we feel confident that over a period of several years Marathon will be in a position to meet mill requirements with a permanent labour force comprised of men skilled in specialized operations and capable of getting the most out of the equipment they handle.

— One of a series of articles by members of the Northwestern Ontario Section, Canadian Institute of Forestry.

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Mr. W. D. (Dick) Harkness, Divisional Forester, Marathon Paper Mills of Canada Limited, Stevens, Ontario, who wrote the above article is to spend approximately two months at the University of Toronto this winter to make a comprehensive analysis and review the research on the mechanical operations with members of the Faculty of Forestry, University of Toronto.

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## INTERESTING NEWS CONCERNING BOOMS

The Ontario Paper Company booklet, "The Observation Post," reports that a new type of steel boom made by the Dominion Engineering spans the Outarde River to keep pulpwood in check at the jackladder.

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The Abitibi Power & Paper Company, Limited, Sault Ste. Marie Division, are experimenting with rubber boom caps and it appears that these caps have a much longer life than the ordinary hardwood caps. However there is quite a difference in the initial cost of the rubber cap as compared to the hardwood cap.

## HAULING FOUR-FOOT WOOD WITH SELF-LOADING SLOOP

(Continued from Page 20)

| | | |
|---|---|---|
| 1. From main road to pile | 20% | of total time |
| 2. Turn around and load | 30% | " " " |
| 3. From pile to main road | 25% | " " " |
| 4. At transfer | 15% | " " " |
| 5. Delays | 10% | " " " |

**Comments**

The past two years' operations have brought to light various facts which have led to changes in methods of operating and construction of equipment.

Past operations have proved that the sloop can be operated more economically with the D-4 tractor than with the D-2 especially when working on bare ground. The D-4 has a weight with winch of 11,600 pounds with a draw-bar H.P. of 43, as compared to the D-2's weight of 7,720 pounds with 32 drawbar H.P. As tractive ability is proportional to tractor weight the D-4 can produce 1½ times as much pull as the D-2. This becomes very evident in conditions where traction is poor such as on muddy ground or deep loose snow where the D-2 will spin its tracks. The D-4 also has the advantage through its greater drawbar H.P. of being able to travel at higher speeds. From experience gained so far on this year's operation where D-4's are being used it is expected production will be increased at least 30% per tractor at only a slightly higher tractor operating cost

The construction of the sloop has been changed slightly over the past two years, to strengthen points of weakness which showed with wear. These weaknesses developed mostly in the arm and in the tractor hitch and have been largely overcome by the use of heavier materials.

Various sizes and types of wire rope have been used in the chokers. The original slings were made with ½" rope and midget ferrules and Bardon hooks. This rope proved too small and broke after a few loadings at the point where the Bardon hook binds on the choker, so a switch was then made to 9/16" rope with bantam fittings. These chokers proved better but the rope still wore at the point of contact with the Bardon hook so a special hook with a sheave in lieu of the sliding surface was substituted which increased the life of the rope many times. To further reduce wear wire-centred rope was tried but tended to kink too much for easy handling. The 6 x 19 wire rope is estimated to last about 300 cords.

To further improve the operation of the sloop a satisfactory mechanical method of tilting the arm backwards is being sought. The arm weighs about 250 pounds and required two men to swing it back for loading. Once this has been solved man-day production can be increased substantially.

Wider runner shoes are being tried to decrease the unit loading and the tendency for the sloop to dig in on soft ground and snow. With 4" runners the unit loading varies from seven to eight pounds per square inch of runner surface depending on the load. The loading on the D-4 tractor is about six pounds so if 6" shoeing can be used successfully the two will be better matched.

**Conclusion**

Although the sloop is not a cure-all for prehauling problems the fact that it now can produce wood at less cost than conventional methods under certain conditions and that its efficiency is steadily being increased indicates that it will have a place among the mechanical methods of logging which are to be devised to transfer pulpwood operations during the next few years.

# Canadian Society of Forest Engineers Changes Name -- now "Canadian Institute of Forestry"

The Canadian Society of Forest Engineers met at the Annual Meeting in Sault Ste. Marie, Ontario, October 26th, 27th and 28th and, in addition to conducting other society business, officially changed the name to the Canadian Institute of Forestry.

Mr. B. J. Smith, Chairman, Central Ontario Section, gave the Theme Paper "What is Applied Silviculture" and other speakers in a panel under the chairmanship of J. W. B. Sisam were:

1. W. E. D. Halliday — "Climate, Soils and Forests of Canada — A Brief Review of Their Character and Inter-relation."
2. J. Miles Gibson — "Historical Aspects and Pertinent Examples of Applied Silviculture in the Eastern Region."
3. A. P. Leslie — "Some Historical Aspects of Forestry in Ontario."
4. V. H. Phelps — "Silvicultural Results of Forest Policies and Practices in Manitoba and Saskatchewan."
5. L. A. deGrace — "Application of Silviculture in the Rocky Mountains and Central Interior of British Columbia."
6. C. D. Grove-White — "Historical Aspects and Present Application of Silviculture — Southern Interior of British Columbia."
7. G. S. Allen — "Applied Silviculture in the Coast Region of British Columbia."

Other sessions were held on **Farm Woodlots,** under the chairmanship of W. A. E. Pepler. Papers given were: "Farm Woodlot Management in the South" — H. J. Malsberger. "Activities of the Canadian Society of Forest Engineers on Behalf of Woodlot Management Improvement" — A. Koroleff,

**Research Applied to Silviculture** under chairmanship of A. S. West. Papers given were: "Some Principles of Silvicultural Research" — J. L. Farrar. "Forest Entomology in Relation to Canadian Silviculture" — A six-part contribution by nine members of the Division of Entomology, Department of Agriculture. "Forest Pathology in Relation to Canadian Silviculture" — J. E. Bier,

**The Economics of Silviculture** under chairmanship of W. A. E. Pepler. Papers given were: "Economic Controls on the Application of Silviculture" — C. B. Davis. "Land Tenure and Taxation as Affecting Applied Silviculture" — Open Forum.

Dr. Lincoln Thiesmeyer, President, Pulp and Paper Research Institute of Canada, was the guest speaker at the Annual Dinner.

Northwestern Ontario representatives attending were:

Graham A. Cox — Ontario-Minnesota Pulp & Paper Company Ltd.
E. E. Grainger — Abitibi Power & Paper Co., Ltd. (Sault Ste. Marie).
K. W. Hearnden — Abitibi Power & Paper Co., Ltd. (Port Arthur).
Max MacLaggen — Abitibi Power & Paper Co., Ltd. (Sault Ste. Marie).
P. C. Pollock — Lakehead Technical Institute.
F. N. Robinson — Abitibi Power & Paper Co., Ltd. (Port Arthur).
E. A. Smith — Brompton Pulp & Paper Company Ltd.
A. L. K. Switzer — Long Lac Pulp & Paper Company Ltd.
Geo. Sonley — Marathon Paper Mills of Canada Limited.
B. Thmopson — Ontario Paper Company Limited.
P. J. Ward — Great Lakes Paper Company, Limited.

The General Executive of the Institute remain in office for 1951. Mr. R. Boultbee, Department of Lands and Forests, Port Arthur, is Northwestern Ontario representative on the Executive.

———o———

The Annual Meeting of the Northwestern Ontario Branch, C.I.F. will be held in Port Arthur December 16th at the Port Arthur Golf & Country Club.

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## WOODLANDS COUNCIL MEETS IN PORT ARTHUR

The Canadian Pulp & Paper Association Woodlands Council held its regular quarterly meeting in Port Arthur October 17th.

Members of the Council were guests at a combined meeting of the Port Arthur Rotary Club and Port Arthur Chamber of Commerce. Mr. Gordon Godwin, Chairman of the Council, gave an address at the meeting.

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## SHANTYMAN MESSAGE

Dear Mr. Jones:

I am happy and thankful for the privilege of service in the lumber camps again this winter, looking forward to meeting old friends and making new ones.

I would like to forward a few lines of encouragement. It is not what you used to be, but what you are today that counts. We have heard that saying since we were children, and I would like to add to it that what you hope to be means very little, for what you used to be can be discounted, erased, and forgotten, but what you hope to be can only be accomplished by what you do with the present. It is so important that we are sure that the foundation we are laying will withstand the wind, and the rain, the storm and the hurricane of tomorrow.

And in the scripture we read: "Therefore whosoever heareth these sayings of mine, and doeth them, I will liken him unto a wise man, which built his house upon a rock, and every one that heareth these sayings of mine, and doeth them not, shall be likened unto a foolish man, which built his house upon the sand, and the rain descended and the floods came, and the wind blew and beat upon the house and it fell: and great was the fall of it." Matt. 7: 24 - 27.

Therefore, I am content, Dear Lord, if Thou
Will guide me throuph the present now,
I shall not fear nor dread the morrow,
I'll bid farewell to all past sorrow;
If Thou art with me now, Just now,
There with each step along the way,
Improve upon your yesterday;
Cross this hill, or vale or hollow,
With determination follow,
Make each step along the way positive,
triumphant in the coming days.

Thanking you again, I remain,

Sincerely,
J. H. ALLEN,
Shantyman Missionary.

# KEY PERSONNEL

Continued from Page 15)

## MARATHON PAPER MILLS OF CANADA LIMITED

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P. Bruce, Clerk

**Camp No. 10A**
N. Tomkiew, Contractor
N. Suzana, Foreman

**Camp No. 10 Sawmill**
P. Buteau, Contractor

**Camp No. 11**
A. St. Onge, Contractor
C. Riach, Clerk

**Camp No. 11A**
P. Joncas, Foreman
A. Sauve, Clerk

**Camp No. 11 Sawmill**
E. Levesque, Contractor

**Camp No. 12**
P. Sykes, Foreman

## NEWAYGO TIMBER COMPANY, LIMITED

### Mead, Ont., District of Cochrane

**Headquarters Depot**
Ken Moland, District Superintendent
Art Wiley, Chief Clerk
Eric Holm, Payroll Clerk
R. Fowler, Clerk
Wm. Sachowsky, Warehouse Clerk
John Vukelich, Foreman

**Camp 84**
Einar Mickelson, Camp Foreman
Bill Foster, Camp Clerk
Frank Plunkett, Scaler

**Camp 85**
Conrad Peterson, Camp Foreman
Jim Karpik, Camp Clerk

**Camp 84, 85**
Max Phair, Assistant Cutting Supervisor

### Hearst, Ont., District of Cochrane

**Hearst, Ont.**
Jack Turk, District Superintendent
Jack Draganiuk, Chief Clerk
Louis Nemcek, Scaler

### Clarkdon, Ont., District of Thunder Bay

**Headquarters**
Paul A. Ketonen, Chief Clerk

**Camp 2**
Louis J. Johnson, Camp Superintendent
Frank Moran, Camp Foreman
Lloyd Stuart, Camp Clerk

### Magnet Point Camps via Port Arthur, Ont., District of Thunder Bay

**Camp 6**
Wally Olafson, District Superintendent
Gus. A. Sikerbol, Chief Clerk

**Camp 10**
Vic Nordgard, Foreman
Nick Melnychuk, Clerk-Scaler

### Port Arthur District

Arthur H. Harpell, Captain Tug "Rocket"
Roy Hedman, Engineer
Bert Krouse, Mate
Roy Meadows, District Mechanic

## NIPIGON LAKE TIMBER COMPANY LIMITED

**Nipigon**
F. C. Brown
W. J. Briveau
Murray Cameron

**Camp 78, Nipigon**
W. S. Collins
P. J. Ukrainec

**Camp 2, Beardmore**
P. Sobush
W. A. Cheetham
R. B. Campbell

**Camp 73, Beardmore**
Gus Pearson
R. Garrett

**Camp 71, Kowkash**
Harry Kamo
W. H. Ogden

## NORTHERN FOREST PRODUCTS LIMITED

**Reba**
T. J. Haapala — Contractor, Depot
J. G. Husband — Clerk-Scaler, Camp 55
W. Sinnemaki — Clerk-Scaler, Camp 56

**Port Arthur (Black Sturgeon)**
H. Kalz, Forestry Engineer, Port Arthur
W. McCabe — Foreman, Camp 57
O. Kuusela — Clerk, Camp 57

**Armstrong**
G. A. Crombie — Superintendent, Armstrong
L. Gunn — Clerk, Camp 10A
J. Siipola — Contractor, Camp 10A
E. Nurmi — Contractor, Camp 10A

## NORTHERN PAPER MILLS LIMITED

**Hansen, Ont.**
D. G. Lambrecht, Logging Supt.
Otto Hill, Camp Foreman
John Flagnik, Clerk

## THE ONTARIO-MINNESOTA PULP AND PAPER COMPANY LIMITED

### Kenora Logging Division

**Patricia Area, Vermilion Bay, Ont.**

**Camp P-200**
Wm. White, General Supt.
J. T. Sniezek, Logging Supt.
J. McCoombs, Woods Engineer
R. J. Hukins, Clerk

**Camp P-206**
A. Carlson, Foreman
W. McKinnon, Clerk

**Camp P-207**
F. Black, Foreman
N. Laroche, Ass't Foreman
W. Owchar, Ass't Foreman
P. Petrocovich, Clerk
H. Luby, Ass't Clerk

**Camp P-208**
A. Livingstone, Foreman
N. Wojciechowski, Clerk
J. H. Allen, Chief Scaler

**McIntosh, Ont.**

**Camp P-201**
P. Tutkaluk, Foreman
P. Rush, Clerk

**Lake of the Woods Area, Kenora, Ont.**
S. N. Golder, Logging Supt.
H. Ballard, Audit Clerk

**Camp L-311**
R. McMillan, Foreman
F. Kozel, Ass't Foreman
J. W. Hogg, Clerk

**Camp L-308A**
C. Ricklefs, Foreman
D. McDaid, Clerk

**Camp L-313**
A. Coak, Foreman
F. Sas, Ass't Foreman
W. McKillop, Clerk
F. Boelefahr, Scaler

### Fort Frances Division

**Fort Frances**
Geo. A. Potts, Woods Manager
Robert Potts, Asst. Logging Superintendent
Carl W. Anderson, Asst. Logging Superintendent
William Martin, Asst. Logging Superintendent
Robert W. McLennan, Logging Engineer
Bruno E. Seppala, Forester
William E. Shelfantook, Stores Supervisor
John H. Langtry, Master Mechanic, Logging
James H. Cox, Field Representative

**Prince Albert, Sask.**
Eric C. Coursier, Pulpwood Buyer

**Flanders**
Alex McLay Shop Foreman
George B. Cox, Pulpwood Buyer
Joseph Gorup, Foreman, Camp S 105
Matt. Haslestad, Foreman, Camp S-105
Isaac Salgren, Foreman, Camp S-108
William Lanigan, Foreman, Camp S-109
Jack Moore, Foreman, Camp L-309
Harold E. Brown, W'house Clerk, Camp S-100
Edmond A. Langstaff, Audit Clerk,
Norman Martinson, Clerk, Camp S-105
Gale Donaldson, Clerk, Camp S-108
Donald O. McKelvie, Clerk, Camp S-109
Campbell B. Douglas, Head Scaler,
Kenneth Conlon, Clerk, Camp L-309
Albert Thomas, Scaler (Woods) Camp S-105
Eldon Berard, Scaler (Woods) Camp S-108
Glen M. Westover, Scaler (Woods) Camp S-109
Joseph Marien, Scaler (Woods) Camp L-309

## THE ONTARIO PAPER COMPANY LIMITED

T. Summers, Woods Superintendent
M. Thibeault, General Foreman
S. Lord, Chief Bush Clerk
D. Graham, Foreman, Camp 44
A. Roy, Clerk, Camp 44
G. Genge, Foreman, Camp 47
W. Nault, Clerk, Camp 47
A. Bouchard, Contractor, Camp 25
W. Thorstienson, Clerk Camp 25
A. Omichinski, Contractor, Camp 45
S. Juniper, Clerk, Camp 45
Larry Dumas, Contractor, Camp 26
Leo Jacques, Clerk, Camp 26
W. Korczynski, Contractor, Camp 46
G. Ubohy, Clerk, Camp 46
E. C. Little, Cut Inspector

## OSCAR STYFFE LIMITED

Nils Berg, Foreman, Camp 7, Arrow River
Milton Maki, Cerk, Camp 7, Arrow River
Emil Blixt, Jobber, Camp 1, Silver Islet
Paul Pettersen, Sup't. of All Operations Track Camp, Umfreville
R. Larsen, Clerk
Arne Rautola, Foreman, Camp 27C, Umfreville
N. Pedersen, Chief Clerk
Joe Paxon, Foreman Rafting Operations Port Arthur
T. P. Pickering, Superintendent, Planer Mill Port Arthur, and Portable Sawmills
Fred Milenko, Supervisor, Sub-jobbers
Allan Bishop, " "
Port Arthur Area
William Hankkio, Mechanical Sup't, Pt. Arthur

## RIPCO TIMBER COMPANY LIMITED

**Ripco, A.C.R.**
Adrien Provencher, Superintendent
J. Maurice Boutin, Accountant
Leo Leivo, Assistant
Lucien Riopel, Foreman, Camp 5
Lionel Bastarache, Clerk, Camp 5
Lawrence Forgac, Foreman, Camp 6
Alex Bouthillier, Clerk, Camp 6

## GREAT WEST TIMBER LIMITED

### Camp No. 2 — Silver Mountain

Fred Westerberg, Foreman
R. Erickson, Foreman
J. Koskitalo, Clerk

### Dog Lake

Bruno Biloski, Foreman
T. Millen, Clerk

## C. P. P. A. WOODLANDS SECTION HOLDS MECHANICAL HAULING MEETING AT ONTARIO PAPER COMPANY HERON BAY LIMITS

(Continued from Page 16)

Mr. F. R. Wilcox, Manager of the Anticosti Island operations of the Consolidated Paper Corporation Limited, discussed three very interesting points.

**(1) Use of Snowmobiles.**

The use of snowmobiles is not favoured for the main reason that a snowmobile is worth approximately $3,000.00 and it can be used only six weeks per year. If a snowmobile could be utilized in summer, then it would become a practical tool.

On the Anticosti operations, experiments have been made during the present season with the use of a snowmobile for portaging across swampy lands during the summer season. Although, there is nothing conclusive yet, the indications are that the snowmobile can be usec as a tractor on soft ground.

**(2) Use of Farm Wheel Tractors**

The wheel tractor is worth around $1,600.00 and can be used with the Bombardier track attachments ir summer and winter and therefore, becomes a very practical and economical tool.

In general, it is believed that mechanized logging can only be successful when the relations between the work accomplished and the capital investment involved approach reasonable proportions. It is not difficult to save labour with a high capital investment in equipment ,however, if resulting cost exceeds a comparable cost, operating by standard methods, then, mechanized logging can not survive.

**(3) Use of Michelin Tires**

The Michelin tire uses a wire mesh rather than the conventional fabric to carry the rubber of the tire. An experiment carried out on Anticosti Island indicates that a Michelin tire has about 20% greater life than an ordinary tire. In the larger tire sizes, Michelins are cheaper than the conventional tires. They are particularly suitable for off the road operations, in that this type of tire does not require vulcanization, when punched by sharp roots or spikes.

(Editor's Question: Are any Michelin tires being used in Northwestern Ontario? It would be interesting to report their performance.)

Present at the meeting were:

| | | |
|---|---|---|
| RINGHAM, C. | — | Abitibi Power & Paper |
| MOODIE, R. L. | — | " " " |
| WALUK, A. | — | " " " |
| BALL, G. E. | — | " " " |
| PALMER,, J. S. | — | " " " |
| BASTIN, L. G. | — | Canadian International |
| BENNETT, D. E. | — | Twin City Industrial |
| BENNETT. W. D. | — | C. P. & P. A. |
| BENNETT, Y | — | Brown Corporation |
| BLAIR, John H. | — | Ontario & Minnesota Paper |
| BONNARD, E. | — | Bonnard Equipment |
| CURRIE,, D. V. | — | Quebec North Shore Paper |
| DAY, J. C. | — | Longlac Pulp & Paper |
| DUFF, C. H. | — | International Paper |
| EVANS, John | — | Pulp & Paper Magazine |
| FISKAR, J. W. | — | Department of Lands & Forests |
| FITZMAURICE, J. J. | — | Brown Corporation |
| GODDEN, J. H. | — | Great Lakes Paper |
| GRAHAM, D. E. | — | Great Lakes Paper |
| HARKNESS, W. D. | — | Marathon |
| JONES, T. S. | — | Thunder Bay Timber Operations |
| JONES, A. M. | — | Brompton Pulp & Paper |
| LAURENCE, N. H. | — | Cockshutt |
| LaMOTHE, G. E. | — | Price Brothers |
| LOCKHART, Ralph | — | Department of Lands & Forests |
| LYONS, W. C. | — | American Logging & Pulp |
| MEIGHAN, W. A. | — | Meighan Fittings |
| MAGILL, W. A. | — | Timberland Machines |
| McCOLL, B. J. | — | C. P. & P. A. |
| McEACHERN, R. W. | — | General Motors |
| MILNE, M. | — | Chas. Cusson |
| MARTIN, Ted | — | Marathon Paper |
| PHILBROOK, D. | — | Northeast Pulpwood Research |
| ROBERTSON, G. D. | — | International Harvester |
| SIEGERTSON, O. | — | Vulcan Machine & Equipment |
| SIVERS, J. W. | — | C. P. & P. A. |
| STEPHENS, T. K. | — | St. Lawrence Company |
| STEVENS, D. R. | — | Brompton Pulp & Paper |
| SMITH, V. G. | — | K. V. P. Company |
| WALKER, J. F. | — | Ontario Paper Company |
| WILCOX, F. R. | — | Consolidated Paper |
| TURNER, W. I. | — | The Ontario Paper Company Ltd |
| SUMMERS, Ted | — | " " " |
| HORNCASTLE, D. C. | — | " " " |
| THOMSON R. W. Bruce | — | " " " |
| SMITH, F. R. M. | — | " " " |
| GRAHAM, D. | — | " " " |
| WEBBE, C. R. M. | — | " " " |
| GENGE, G. | — | " " " |
| MILLER, Ray | — | " " " |

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**IT MAY BE A LITTLE EARLY . . .**

**BUT THIS IS OUR FINAL ISSUE IN 1950**

**AND**

**WE DO WISH ONE AND ALL**

**A Merry Christmas**

**AND**

**A Happy New Year**

## A REMINDER — ENSURE THAT WOOD IS STAMPED

When company orders are that wood is to be stamped, then all supervisory personnel should ensure that this job is done and done well.

Wherever wood is driven, stored, towed or loaded, there is a loss. The Pulpwood Salvage Association is charged with salvaging wood on Lake Nipigon, Lake Superior and tributaries thereof and also must ensure that the rightful owners get their wood returned to them Ownership tests show that too large a proportion of the wood is not stamped with the registered ownership mark (in some cases this may be a paint mark).

Careful checking by supervisory personnel should ensure that the wood is 100% stamped.

## C. P. P. A. WOODLANDS MANAGER ADDRESSES MEETING OF MID-WEST TECHNICAL SECTION

Mr. W. A. E. Pepler, Manager, Woodlands Section, Canadian Pulp & Paper Association, addressed a meeting of the Mid-West Technical Section, C.P.P.A., held at the Mission Mill in Fort William October 19th.

Subject of his talk was "Forestry in Canada." Mr. Pepler touched on the various aspects of forest management and the efforts of companies to perpetuate the forests.

T. S. Jones, Managar of the Thunder Bay Timber Operators' Association, also spoke briefly and thanked the members of the Technical Section for the articles that they were contributing to the Log Book and asked for their continued co-operation.

## BLACK STURGEON AREA IS MISSION AGAIN FOR REV. J. E. PATERSON

It has been very pleasant to once again visit the cutting camps in the Black Sturgeon. There are many old friends to welcome me back with a hearty handshake

Once again I have been given leave from the regular work of the church to spend the winter in the camps a this season promises to be even more enjoyable and worthwhile than last. My program of showing inform aitonal moving picutres, encouraging the use of the recreation halls, and conducting services of worship is more and more accepted and appreciated. This year besides being able to put more pingpong tables and table games in the camps I am introducing carpet bowling This is a team game played much the same as lawn bowling only on a long carpet rolled down the center of the hall or bunk house. It has become popular in a few camps already. Again the Lakehead Libraries have turned over several hundred books which will mean more reading for those interested.

When Jesus uttered the simple yet profound truth that "Men shall not live by bread alone," he was expressing our need for social and spiritual satisfaction. Living in the environment of the bush can be and often is damaging to the best within us. But it need not be so, if we can remember that the love and grace of God expressed in the life and teaching of Jesus is ours for the asking no matter where we find our work. God is no respector of things, or places or conditions; He is a Lover of people.

## PRELIMINARY FOREST FIRE STATISTICS

Accurate and complete data on the forest fire statistics for 1950 are not yet complete but preliminary statistics are quoted below:

| | 1949 | 1950 To Date |
|---|---|---|
| Total Number of Fires | 1,834 | 957 |
| Total acreage burned | 60,065 | 37,687 |
| Total number of fires classified | | 824 |
| Total acreage classified | | 34,644 |
| **Forested Area Burned Over:** | | |
| Mature Growth | 3,527 | 1,412 |
| Young Growth | 31,710 | 15,929 |
| Non-forested area | 24,828 | 17,303 |
| | 60,065 | 34,644 |

A rich man said to his minister, "Why is it everybody is always criticizing me for being miserly, when everyone knows that I have made provisions to leave everything I possess to charity when I die?"

"Well," said the minister, "let me tell you about the pig and the cow. The pig was lamenting to the cow one day about how unpopular he was. 'People are always talking about your gentleness and your kind eyes' said the pig. 'Sure, you give milk and cream, but I give even more. I give bacon and ham—I give bristles, and they even pickle my feet! Still nobody likes me. I'm just a pig. Why is this?'

"The cow thought a minute, and then said, 'Well, maybe it's because I give while I'm still living' "


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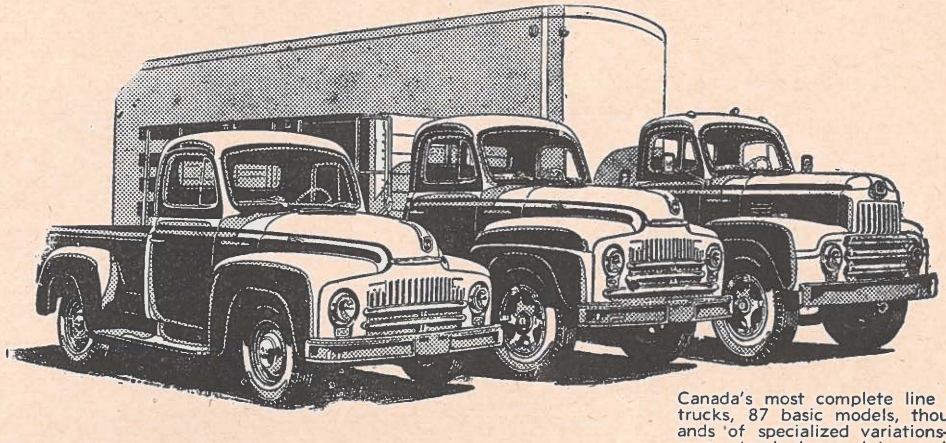
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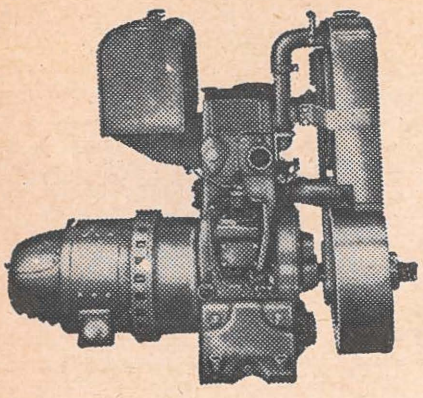
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## Diesel Electric Sets

The answer to Low Cost Power and Light Requirements for the Logger



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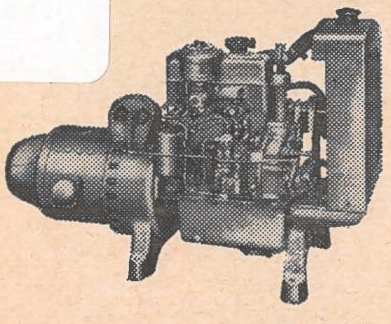
### WINPOWER DIESEL Electric Plants

- Operate on low-cost fuel.
- Run twice as long per gallon of fuel as gasoline engine.
- Produce electric power at cost of only 1c per K.W.
- Require no experience—easy to operate.

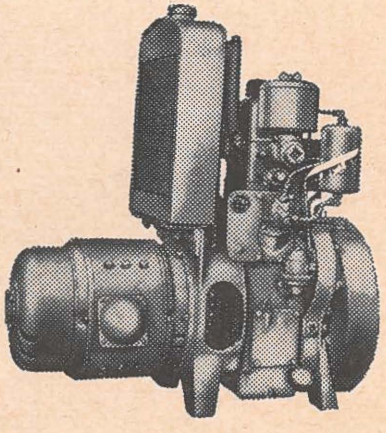
| GENERATOR | | | | | |
|---|---|---|---|---|---|
| MODEL | CAPACITY | VOLTAGE | CUR'T | CYCLES | PHASE |
| D1-3ARE | 3 K.W. | 115/230 | A. C. | 60 | 1 |
| D1-5ARE | 5 K.W. | 115/230 | A. C. | 60 | 1 |
| D3-9ARE | 10 K.W. | 115/230 | A. C. | 60 | 1 |

| ENGINE | | | | | |
|---|---|---|---|---|---|
| MODEL | NO. CYLS | H.P. | R.P.M. | STARTING SYSTEM | COOLING SYSTEM |
| D1-3ARE | 1 | 5 | 1800 | ELECTRIC | RADIATOR |
| D1-5ARE | 1 | 8 | 1200 | ELECTRIC | RADIATOR |
| D3-9ARE | 3 | 15 | 1800 | ELECTRIC | RADIATOR |

7 DAY LOAN



WINPOWER Model D3-9ARE



WINPOWER Model D1-3ARE

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WINPOWER Diesel Electric plants are built of highest grade materials obtainable. All machined parts are finished to close tolerances and every plant and all material is subjected to rigid inspection. Long years of trouble-free service are built into every engine.

### Simplicity of Design

Even the basic simplicity of the Diesel design has been further simplified in all WINPOWER Diesel Electric Plants to eliminate all unnecessary parts. They are specially designed for the service for which they are sold. Design is such that these plants can be put to work and maintained by anyone. Repairs and adjustments can be made by any mechanic familiar with a gasoline engine such as used in an automobile or tractor.

### Quiet Combustion

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