THUNDER BAY TIMBER OPERATORS ASSOCIATION

LOG BOOK

JULY
AUGUST
1952

VOLUME 4 — PORT ARTHUR, ONTARIO — No. 2

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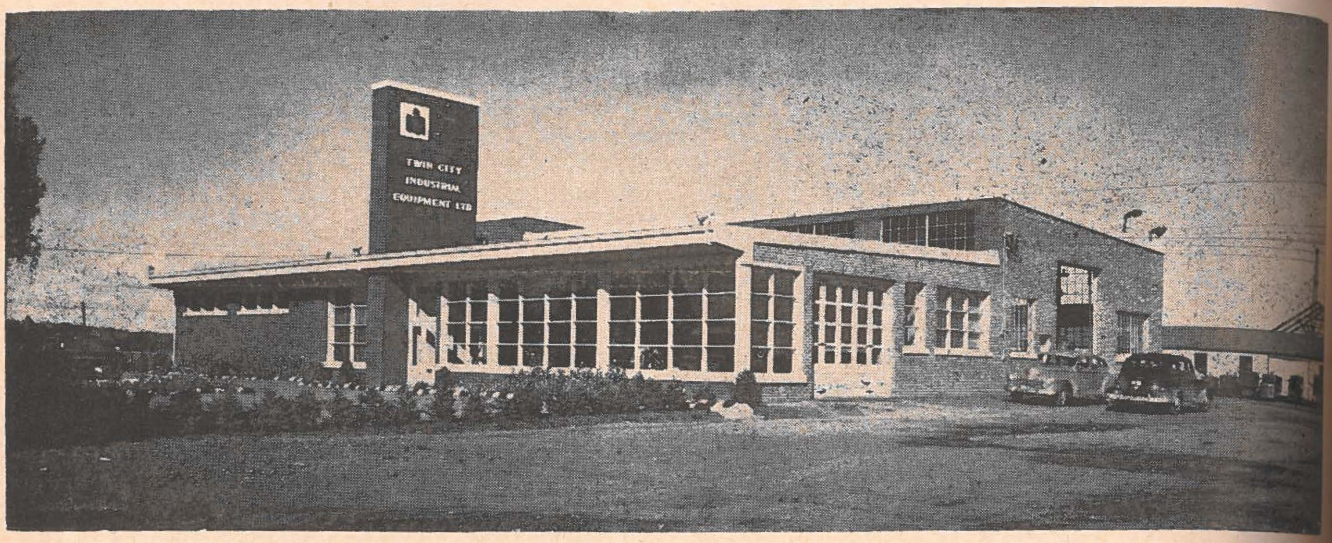
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Published by
THE THUNDER BAY TIMBER OPERATORS' ASSOCIATION

Edited by
T. S. JONES

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President's Message

"A PIECE OF PIE"

Things have been so quiet in the woods this summer that the loudest sounds seem to emanate from the shodded feet of the "Army" worms as they munch their way across our poplar stands.

However, there has been a good deal of preparatory work taking place by most companies in preparation for future operations. The peeling camps have been going strong as well as companies with mechanized operations. This corner still believes there will be a substantial program of woods work by all producers underway by September.

Tie, log and pole production will take up much of the slack due to decreased pulpwood cutting, so that we should see a fairly sound volume of work even though somewhat under last year's record cut.

Unfortunately, there are many factors besetting our industry today —the threats of war —the American elections —the comparatively unstable cost-of-living index —the major strikes in major industries — all of these add to a certain hesitancy on the part of business in general. Similarly, there is also a feeling reflected in the hearts of individuals of uncertainty, of this same hesitancy. Are we going backwards or shall we continue to go ahead?

It would appear that there is a partial answer to all of this. If we could only stop the trend of attempting to **GET** more for less (in this regard the reference is to both capital and labour) and instead **GIVE** more for less we would in short order have smooth sailing for years to come. The childish habit of always wanting the biggest piece of pie has not yet left most of us and soon there may not be a pie to share.

Wouldn't it be a grand thing for Canada and our industry, if we could lead the way, and, even though the pieces might be smaller, have as our motto "a piece of pie for all."

H. H. "Bert" Styffe, President.

TEST YOUR KNOWLEDGE OF CANADA

1. What percentage of Canadians are urban dwellers?
2. How many Canadians live in the Yukon and Northwest Territories?
3. By area, rank Canada, continental U.S.A., Brazil.
4. Our forest industries provided what portion of our 1951 exports?
5. Which industry consumes more of our forests annually — lumber or pulp and paper?
6. Name in order the largest population groups in Canada by countries of origin.
7. Which is the largest all-Canadian lake?
8. Our dollar loss from forest fires is how much in a year?

(Answers on Page 8)

O-M ANNOUNCE WOODS PROMOTIONS IN WOODS DEPARTMENT

Mr. J. F. MacKellar, Vice-President and General Manager of the Ontario-Minnesota Pulp & Paper Company Limited announced the following promotions:

Mr. George A. Potts — to be Woods Production Manager for O-M's logging operations.

Mr. C. W. Roark — to be General Superintendent, Woods, Kenora Division.

Mr. S. N. Golder — to be General Superintendent, Woods, Fort Frances Division.

Mr. Potts, formerly woods manager of the Fort Frances division, is now responsible for wood production in the firm's four Ontario logging limits. Mr. Potts is a 25-year veteran in the O-M logging division. In 1936 he was appointed assistant to the logging superintendent at Kenora. Six years later he supervised logging in the Lake of the Woods area. In 1946 he became the general logging superintendent at Kenora. In 1949 he was promoted to woods manager at Fort Frances.

Mr. Potts was born in Troon, Scotland. He came to Canada with his father when he was 16 years old. He started at O-M as a shipping clerk in the Kenora logging warehouse.

Mr. Roark is a 23-year veteran with O-M. He started in 1929 as a bookkeeper at Kenora. He served as assistant to general logging superintendent and administrative assistant to woods manager before he was promoted to assistant woods manager at Kenora in 1950.

He was born in Camolin, county of Wexford, Ireland.

Mr. Golder, the new general superintendent, woods, at Fort Frances, was born in Regina, Saskatchewan, in 1909. His first job at O-M was as a cruiser in 1936. A year later, he wa advanced to forester and five years later he became chief forester. In 1943, he became the assistant to the logging superintendent in the Lake of the Woods area, and in 1950, he was promoted to logging superintendent of the same area.

Mr. Golder holds a Bachelor of Science degree in forestry from the University of Toronto.

HAMMERMILL ANNOUNCES CHANGES

Mr. Malcolm Cochran announces the following changes in the organization of the Hammermill Paper Company at Port Arthur.

Effective July 1st, 1952 he is transferring the responsibility of the supervision of the production operations for pulpwood to Mr. R. I. Young who will assume the responsibility for cutting, delivering and shipment of pulpwood as well as for the staff organization.

Mr. Cochran will still retain in an advisory, supervisory and consulting capacity an active part in the Company affairs as its Canadian Representative.

Mr. George Neill will be Marine Superintendent, in charge of all loading, unloading, and rafting operations here in Port Arthur.

Mr. Allan Miller will become General Superintendent over the entire Sturgeon Lake area, with the exception of the new division at Clarkdon, which for the present at least will remain under Port Arthur jurisdiction.

Husbands prefer clinging gowns — the ones that cling for at least five years.

Bull-dozed Strip Road Logging

By W. E. Cuff

To get to where you want to go at a cost — that is the problem. There are no doubt various opinions from all quarters as to how is the best way to get there. It is the intention of the writer in the following article to express his opinion as to a probable solution of BULLDOZED-STRIP ROAD LOGGING.

Economical logging of an area means to carry on operations within that area suitable to terrain and cover type — to fall head-over-heels in love with one method is sheer folly. If the block in question is a skid-chance, skid it, if an 8' chance cut it as such, if swamping chance, swamp it, or if some variation of a high-lead system, log it accordingly. The 8' Bulldoze-Strip Method of logging is a very economical one and has gained great popularity in the past decade.

Most of the readers will be more familiar with the 8' Bulldoze-Strip Method in sandy country however, unusual as it may seem, the writer will tend more to discussing the above method in clay country. Everyone will agree this method is at its peak in sand and the author is not recommending it in clay. However he should like to expound on its possibilities — a person can get his fingers burned pretty badly carrying on this type of operation in clay, especially if you hit a bad summer. It is surprising what a person will do and can do if you are in a hole. This method keeps you guessing and switching tactics all the time.

As a general rule, this method works best on level or gently rolling country in comparatively pure conifer stands. Depending on the loading equipment used and the method in which the strips are laid out, quite rough country can often be tackled, for example where a dragline is being employed using its reach to best advantage. This method will also work to a certain extent in early winter where freezing snow and dirt will smooth out the rough country considerably.

Methods for laying out the strips for bulldozing are quite varied. Again, your layout will depend on your available equipment. Hand loading means bulldozing every strip. Drott-loading means bulldozing every strip with the piles placed at an angle to facilitate loading. Dragline loading means bulldozing every second strip and reaching out. Several methods of cross-hatching (roads at right angles to the strip roads and wood placed accordingly for machine or hand loading) can be worked to advantage. Ideas are a great thing but the trick is to get the chap who can put these ideas into practise and thus to get to where you want to go at a cost. The writer prefers this dragline system.

In this system a combination of systems are used. In some cases the operator bulldozes every second strip; in other cases he cuts across a strip, runs jibs, reaches up a side hill, skirts a rock or cross-hatches the end of strips.

The wood is cut and piled in a manner necessitated by available equipment. If you are fortunate enough to have a three-quarter yard dragline piles can be as large as two cords — a half yard dragline will only handle one cord with ease depending on roughness of the terrain.

Piles should be well off the ground — the snow may be quite deep before you get all out. It happens like that sometimes. It is not necessary for strip roads to be cut. This point will keep you guessing as to know when to start cutting strip roads again. You may have quite a bit of wood opened up ahead and you can only handle so much before the stumps start to bou back, surprising what a jolt a very small froze can give you. Piles have a tendency to settle bit. There are a variety of tools that can be enable you to get the chains or cables around t Cleaning out the ends of the piles before load add to your production considerably.

Production of course is primary. A good da ing is assured by getting a greater concentra wood at the ends or the sides of strips, where sible. This is accomplished by skidding with h chain from mixed stands where the timber is s This skidding cleans up all your timber which otherwise be too scattered for 8' stripping an would ordinarily cost too much to cut strip road a considerable amount of poplar and birch are there would be quite a bit of manouvering to the strips which doesn't help production. Wh amount of poplar or birch exist it is quite dif bulldoze without making a jackpot. This skidde may be skidded in lengths (multiples of 8) and in skidways with stickers to enable cable or cha ing with the same loading equipment. The size bundles would be proportional to your marchine power.

A good bulldozer operator can save you p headaches. There is quite a difference in an o who sits on the seat and bangs his way up the str one who works on the stumps properly and m strip road so you can run on.

In clay in midsummer it is wise policy t approximately 200 cords opened up ahead. This is sufficient as water will lay on the surface and stump holes. Later on towards fall the pressure put on and you can open up as much ahead as handle before the frost sets in and the snow g deep. Just how long you can go in the fall a much wood you can handle depends on your as to stock piling before your iced dumps are r is a case of getting out the long pencil and your cost of stock piling compared with mone on your bulldozed-strip operation. Demand fo and your hauling position may influence your d one way or another. Late in the fall when it beg freeze is a great time to move wood off the str the frost gets more severe you can sneak closer edges of swamps and pick up quite a large quan wood. It is quite interesting to figure out ho snow you can shovel and how many piles you can out carrying on in winter and still be ahead of th of swamping — this wood by this time will g ice. If you have decided to bulldoze strips and haul is not too long you will have to face the p of a well graded main road with all the culverts

Unless gravel is sitting on the side of the r unless you are prepared to put a good coat on t just as well forget it — a sprinkle of gravel is trouble than it is worth as it has a tendency to p water where it otherwise would drain off. If you the water from the main road it will dry in a atively short time after a rain. When the cool August begin, drying is slowed down considera road water is not quite so important as you c to run on a strip once. With discretion you can wet clay off the surface of a strip road and run again.

(Continued on Page 15)



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The Muskeg Express

By A. R. Wiley

As the name implies, this is a tote railroad of light steel running from our Mead (Newaygo Timber Co. Ltd.) headquarters to our back camps. The farthest camp this year being a distance of seventeen miles. The rail is, for the most part, twenty-lb. steel in twenty foot lengths. (Twenty-lb. steel means the weight is twenty lbs. to a yard.) We have no road bed but lay our ties right on the muskeg sometimes using stringers under the ties where necessary due to uneven nature or wetness of the ground.

Our means of transportation on this line are speeders and trailers made in our own shops. The speeders are powered by Chrysler T-120 engines taken out of our snowmobiles which are not used during the summer months. As you can see from the picture, there is a set of double trucks in the front end and single drive wheels on the back end. Our trailers are made up of two sets of double trucks, a wooden bunk fastened to each set on which the trailer box rests, held on by means of a loose pin through the floor of the box and into each bunk. The trailers are covered with a canvas roof and canvas sides that can be rolled up in fair weather. The average load for the trailers is about two tons but if necessary they could take three tons. It isn't the fact that we lack power for a heavier load but it is due to the type of muskeg swamp on which the track is laid.

We have a fleet of two large speeders and trailers (the type covered above), three small four-h.p. Sylvesters, and one 1-cylinder Sheffield speeder. In order to turn the speeders around on the single track, they a portable "turn-table."

Our average speed on the track is about fo miles per hour. Some, of course, with a little more than others, take it faster but, after the speedsters the track into the muskeg just once, their hands b a lot lighter on the throttle.

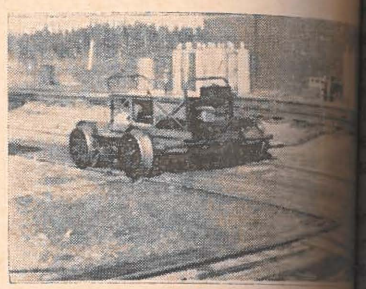
Other Companies along the Algoma Centra way who use a similar type of transportation are wood Lands & Forests Ltd., Ripco Timber Co. Northern Paper Mills, and Upper Canada Timbe Ltd.

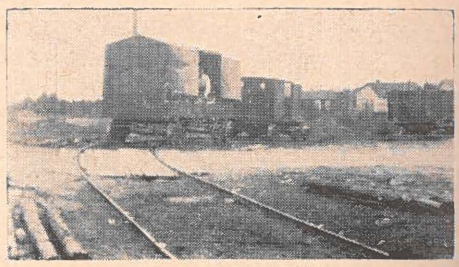
Right

"Trouble Shooter" Speeder

Below

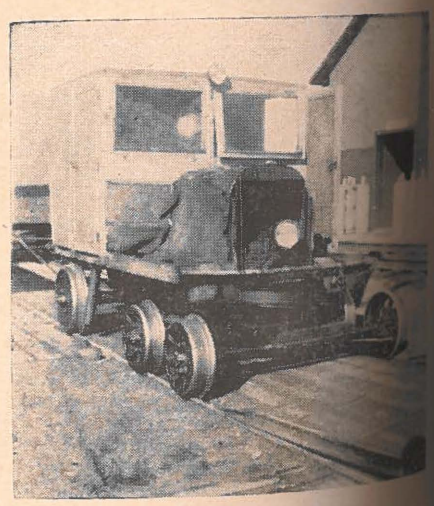
Trailer and Speeder Off to the Camp





Below

Muskeg Ex
About to p
on Turn-T

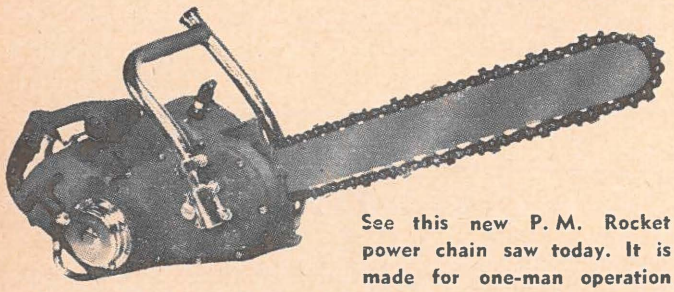


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SAWMILL MANUAL

The U.S. Forest Service has issued a "Small Sawmill Operator's Manual," Agricultur book No. 27 (65c), which contains a wide information designed to help any small mi set up and manage his mill. This Handbook purchased for 65c in American funds from th intendent of Documents, Government Printing Washington 25, D.C., U.S.A.

hantyman's Message

By JAMES H. ALLEN

MISSING THE MARK

The English word "sin" comes from a word meaning to miss the mark, and this is the basic meaning of sin, for all have sinned and come short of the glory God. Rom. 3:23.

Sin includes transgression, over-stepping God's undry between good and evil. Psalm 51:1. It includes lessness, and any denial or setting aside of God's thority over us, it includes unbelief, which is the one m of sin that brings man under the condemnation God. He that believeth is not condemned; but he t believeth not is condemned already, not because is a sinner, but because he hath not believed. He t believeth in Him is not condemned, but he that eveth not, is condemned already, because he hath believeth in the name of the only begotten Son of d. John 3:18. Sin began with Satan, when he said, will against the will of God. I will ascend above the ights of the clouds. I will be like the most high." iah 14:14.

The scriptures declare that it was by one man that entered into the world, wherefore, as by one man entered into the world and death by sin and so th passed upon all men, for all have sinned. Truly e was the first in the transgression, but God always gards Adam and Eve as one flesh. Therefore sin entd the world through Adam. Man's sin is in rejecting God's remedy by not accepting the provisions God has made in His Son, the Lord Jesus Christ. His blood cleanseth us from all sin.

Salvation is deliverance from the penalty of Sin, for the wages of sin is death but the gift of God is eternal life through Jesus Christ our Lord. Rom. 6:23. Christ on the cross delivered us from the penalty of sin.

Salvation is deliverance from the power of sin.

Because Christ rose from the dead and ever lives to make intercession for us.

Wherefore he is able also to save them is the uttermost that come unto God by Him, seeing He ever liveth to make intercession for them.

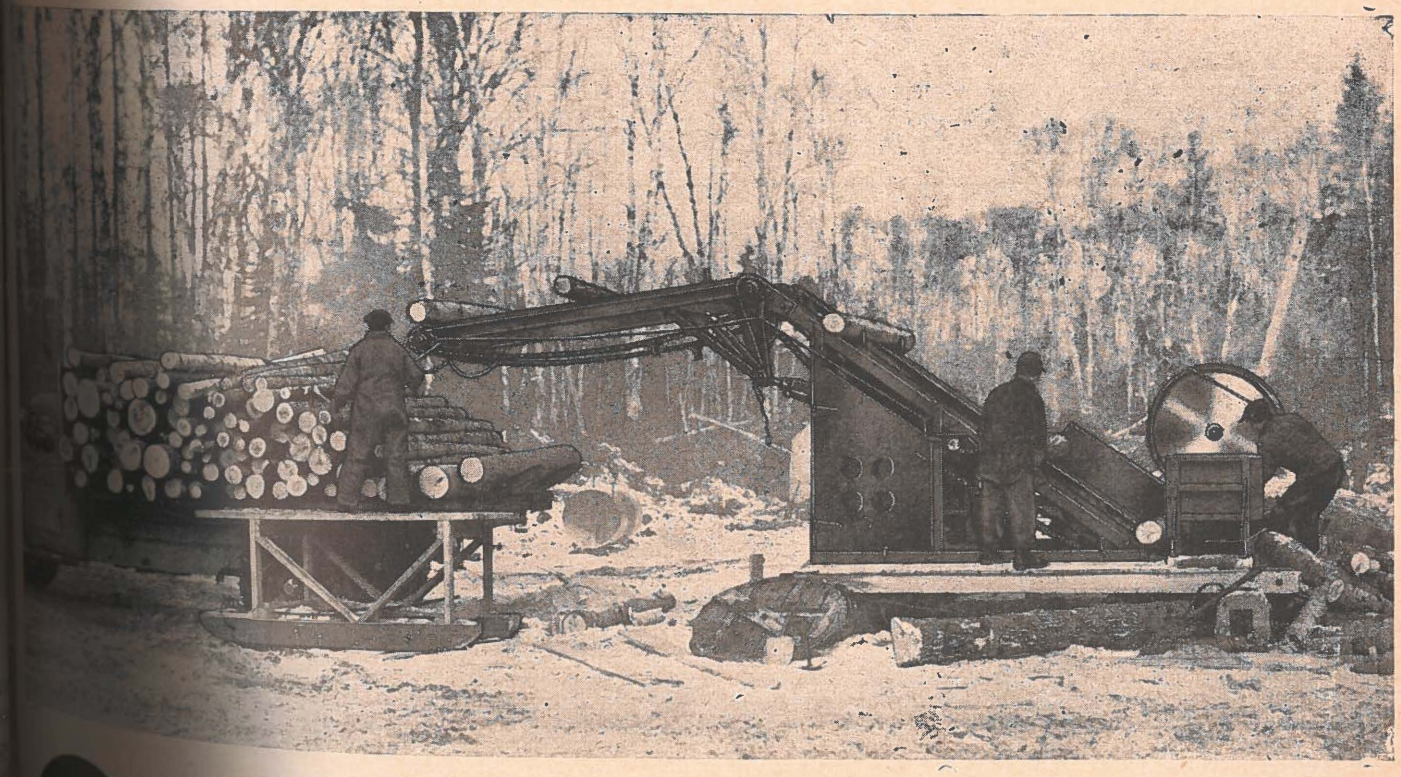
A christian is one who believes not only about Christ but in Him and on Him. That includes His teaching concerning Himself as Saviour, Lord and Friend but also His teaching that all are sinners and must repent and accept Him in order to be redeemed. It also means believing His promises of salvation, leadership, help, blessing, eternal life and His presence within us.

Because the Lord Jesus said, "Whosoever therefore shall confess me before men, him will I confess also before my Father which is in heaven; But whosoever shall deny me before men, him will I also deny before my Father which is in heaven." Matt. 10.32:33.

Mr. Ernest Giles of Toronto, second-year student at the Central Baptist Seminary, is assisting Mr. James H. Allen in his Shantymen Missionary work this summer. Mr. Allen and Mr. Giles will be covering the operating camps in Northwestern Ontario.

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During the months of April and May a total of 600 samples were received at the Sault Ste. Marie Laboratory. This number reflects the rather early season and the renewal of support from co-operators.

The relative occurrence of the more important forest insect species in the samples received at the Sault Ste. Marie Laboratory for April and May is shown in the following table:

Insect Species	No. of Collections
Forest Tent Caterpillar (Malacosoma disstria)	340
Eastern Tent Caterpillar (Malacosoma americanum)	101
Spruce Budworm (Choristoneura fumiferana)	37
Larch Casebearer (Coleophora laricella)	20
Western Tent Caterpillar (Malacosoma pluviale)	7
Jack Pine Sawfly (Neopridion americanus banksianae)	3
Balsam Fir Sawfly (Neopridion abietis)	2
American Poplar Leaf Beetle (Phytodecta americana)	1
Basswood Looper (Erranis Tiliaria)	1
European Spruce Sawfly (Diprion hercyniae)	1
Spruce Foliage Worm (Dioryctria reniculella)	1

Forest Biology Rangers have been assigned to the following forest districts for 1952:

NAME	DISTRICT	ADDRESS
P. E. Buchan	Sioux Lookout	Box 714, Sioux Lookout, Ont.
W. J. Miller	Kenora	Vermilion Bay, Ontario
J. McPhee	Fort Frances	210 Butler Ave., Ft. Frances
H. R. Foster	Port Arthur	c/o Dept. Lands and Forests, Port Arthur, Ontario.
K. C. Hall	Geraldton	c/o Dept. Lands and Forests, Geraldton, Ontario.
J. Belcher	Kapuskasing	Box 69, Moonbeam, On
D. F. Lynn	Cochrane	c/o Provincial Air Servi Dept. of Lands and For South Porcupine, Ontari
M. Thompson	Timiskaming	c/o Dept. Lands and For Swastika, Ontario.
H. Weir	White River	c/o Dept. Lands and For White River, Ontario.
J. E. MacDonald	Sault Ste. Marie	Box 490, Sault Ste. Ma
R. Sillers	Chapleau	c/o Dept. Lands and For Chapleau, Ontario.
C. Vaillancourt	Gogama	c/o Dept. Lands and For Gogama, Ontario.
E. O. Clinton	Sudbury	Box 72, Sudbury, Ontar
A. A. Harnden	North Bay	Box 112, Temagami, On
F. A. Bricault	Parry Sound	c/o Dept. Lands and For Dorset, Ontario.
L. S. MacLeod	Algonquin	Dom. Forest Experiment Chalk River, Ontario.
H. G. McPhee	Lake Simcoe	c/o Dept. Lands and For Angus, Ontario
A. S. Danard	Lake Huron	R R 2, Chatsworth, Onta
A. G. Donaldson	Lake Erie	c/o Dept. Lands and For St. Williams, Ontario.
J. C. Charbonneau	Trent and West Part of Quinte	c/o Dept. Lands and For Minden, Ontario.
R. J. DuBreuil	Rideau and East Part of Quinte	c/o Dept. Lands and For Mountain Grove, Ontari

ANSWERS

1. 60%. 2. 25,000
3. Canada, Brazil, continental U.S.A.
4. About one-third; newsprint was leading expo
5. Lumber, about 39 per cent of total cut.
6. British Isles origins, French, German, Ukrai Scandinavian, Netherlands, Polish.
7. Great Bear, in the Northwest Territories.
8. About five million dollars.

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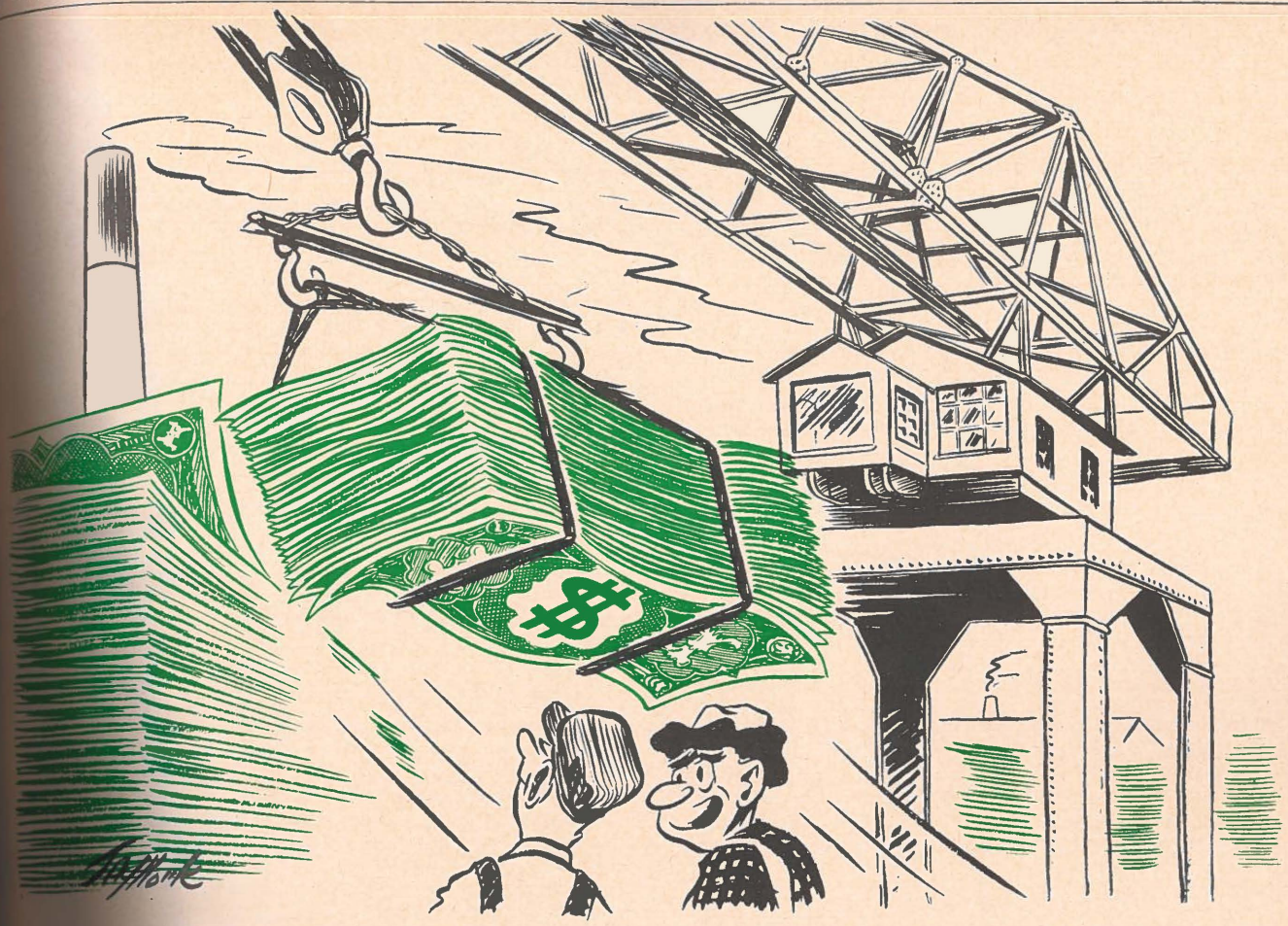
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Fort William

SAFETY NEWS

SAFETY MEETING OF THE NORTHWESTERN ONTARIO (WOODS) BRANCH, ONTARIO PULP & PAPER MAKERS SAFETY ASSOCIATION HELD IN KENORA

The Safety session was opened with Mr. John Currie, Chairman, and Mr. Ken Eoll, Secretary, officiating.

Mr. E. E. Crandall, Resident Manager, Ontario-Minnesota Pulp & Paper Company, Kenora, welcomed the delegates to Kenora and then a round-table discussion was conducted and a survey made of safety practices used in the last year. These practices were tabulated on a blackboard and all members of the Branch were circulated with the concise overall picture of the safety work being done amongst member companies in the woods.

In the afternoon session, Mr. G. R. Potts, Inspector, Lumbermen's Safety Association, gave an address entitled "How the Other Half Lives" which is printed elsewhere in this booklet.

Mr. F. T. Morrish, Safety Supervisor, Ontario-Minnesota Pulp & Paper Company Limited, Fort Frances, reported on a trip to Florida at which the Pulp and Paper Section Executive Meeting of the National Safety Council meeting was attended.

Mr. E. E. Sparrow, Chairman, Ontario Workmen's Compensation Board, gave an address and Mr. D. B. Chant a report. Both of these are reported on this page. this page.

Mr. T. S. Jones drew attention to the need for safe practices when fighting forest fires.

The meeting ended with a discussion period and a motion picture "Fire Power," courtesy of the Ethyl Corporation of America.

The O-M Pulp & Paper Company Limited were host to the meeting at a reception and buffet dinner.

D. B. CHANT, SECRETARY-ENGINEER, ONTARIO PULP AND PAPER MAKERS' SAFETY ASSOCIATION, REPORTED THE ORGANIZATION OF A "SAFETY RESEARCH AND DEVELOPMENT COMMITTEE FOR WOODS "OPERATIONS"

On the recommendation of the Northwestern Ontario (Woods) Branch of the Association, the directors have authorized the formation of a Safety Research and Development Committee for Woods Operations.

The functions of the Committee shall be to study, investigate, experiment with, develop and report upon accident hazards, causes of work injuries, mea prevention, safety devices, protective clothing, imp tools, equipment or techniques, safe working pra and related matters in the woods operations o Association's member companies.

Appointed to the Committee are the follow

C. W. R. Day, Ass't Div. Woods Manager, Abitibi Power and Paper Co. Ltd., Iroquois Falls, Ontario.

Mr. R. A. Kenshol, General Superintendent. Abitibi Power and Paper Co. Ltd., Sault Ste. Marie Ontario.

Mr. L. M. Lein, General Logging Superintendent, St. Lawrence Corporation Ltd., Nipigon, Ontario.

Mr. Norman McMillan, Woods Manager, Dryden Paper Company Ltd., Dryden, Ontario.

W. E. Mair, General Logging Superintendent, Marathon Paper Mills of Canada Ltd., Caramat, Ontario.

G. W. Mundy, Assistant Div. Woods Manager, Abitibi Power and Paper Co. Ltd., Smooth Rock Falls, On

Robert Potts, Woods Production Manager, Ontario-Minnesota Pulp and Paper Co. Ltd., Fort Frances

Mr. J. T. Sniezek, Logging Superintendent, Ontario-Minnesota Pulp and Paper Co. Ltd., Kenora Div., Camp Robinson

Mr. W. B. Southon, Woodlands Manager, Great Lakes Paper Co. Ltd. Fort William, Ontario.

Mr. F. L. Stevens, Assistant Div. Woods Manager, Abitibi Power and Paper Co. Ltd., Port Arthur, Ontario.

Mr. G. M. Stewart, Logging Superintendent, The K V P Company Ltd., Espanola, Ontario.

T. Summers, Woods Superintendent, Ontario Paper Co. Ltd., Heron Bay South, Ontario.

A. L. K. Switzer, Assistant Woodlands Manager, LongLac Pulp and Paper Co. Ltd., LongLac, Ontario.

Mr. G. Taylor, Operation Superintendent, Spruce Falls Power and Paper Co. Ltd., Kapuskasing, On

CHAIRMAN, WORKMEN'S COMPENSATION BOARD ADDRESSES MEETING

At the Spring Meeting of the Northwestern ario (Woods) Branch, Ontario Pulp and Paper Safety Association, Mr. E. E. Sparrow, Chairman Ontario Workmen's Compensation Board, deliv stirring address to the meeting.

In his address, Mr. Sparrow gave a brief h the development of the Workmen's Compensation lation and the organization of the Board in O pointing out how our plan has been made, th for countless other programmes instituted by states and countries in the world. He revie powers of the Board and the responsibility of em as laid down. He outlined the policies of the and explained how it operated. Mr. Sparrow point of the importance of the role of the

(Continued on Page 16)

ADDRESS GIVEN AT THE MEETING OF THE ONTARIO PULP AND PAPER MAKERS' SAFETY ASSOCIATION HELD IN KENORA

By G. R. Potts

Mr. Chairman, Mr. Sparrow, Honored Guests, Gentlemen:

I first want to thank you Mr. Chairman and your Directors of the Ontario Pulp and Paper Makers' Safety Association for inviting me here today.

In looking around me I can see that we have some very interesting speakers present, so I feel there is something very enlightening in store for us.

With this in mind I will only take up a few minutes of your time.

I would like to deal with, first: the accident record of Class I for the past four years. These figures have been gathered from the records kept by our Branch Office at Port Arthur, namely, "The Lumbermen's Safety Association", and may I add these figures are dealing with the Northwestern District only, and as I mentioned before only with Class 1.

1948:	Class 1 Accidents - - - -	Fatal	4
		Major	163
		Minor	1079
			1246
1949:	Class 1 Accidents - - - -	Fatal	4
		Major	126
		Minor	678
			808
1950:	Class 1 Accidents - - - -	Fatal	3
		Major	113
		Minor	924
			1040
1951:	Class 1 Accidents - - - -	Fatal	10
		Major	190
		Minor	1603
			1803

Then the experience of the last four years shows that there is a remarkable increase in the numbers of minor accidents with the numbers of major accidents much more staple. This indicates that our control of accidents should be directed at the minor injury. If these can be controlled our costs will go downwards.

Also by these figures it can be determined that the minor accident which in the case of 1951 was 88% of the total and in each of the other years mentioned the percentage is, in each case, about 80% of the total.

We are then ready to believe that in Class 1 at present the frequency of the minor accident is the one which is keeping our accident costs in a very high category.

This indicates to me that we require throughout the industry more "Trained First-Aid Personnel".

I do feel that in the case of the minor accident, whereby the victim acquires a cut, scratch, bruise of a minor nature, and we have a trained first-aid attendant on the job who dresses this injury in a manner that satisfies the victim to the extent that he knows that the first-aid man understands what he is doing, the workman will then not want to leave his job and go miles into town to see a doctor.

Another thing, of course, that is very important is "First-Aid Kits."

If the first-aid kit is kept right up to standard and the trained first-aid man has the necessary things to work with when these injuries do occur, this, of course, adds to our impression upon the workman.

Some people might say, the workman never notices whether we have proper first-aid facilities or not. Gntlemen: I do believe these people are wrong. The workman notices far more than we give him credit for, and these impressions that we leave with him are very important,not only from the standpoint of impression, but also he (the workman) feels that in case he does become a victim of injury he will get the proper first-aid treatment right on the job. This, to me, is one factor which pertains to the curtailment of accident costs.

Now let us deal for a few moments with accident prevention.

Of course we all know that in order to practise accident prevention the first people that we have to interest are the Big Boys, or as the workmen call them, "The Brass". Without his interest we can not get to first base.

Then, of course, he in turn must interest the superintendent, district foremen, strip bosses, and so on down the line.

If in our woods and mills we could get the constant interest of all people in authority, and they in turn would teach safety practices to the people under them and see that their teachings were carried out, I know we could greatly reduce our ever mounting accident costs.

I know that our very high labour turnover, and also the employing of inexperienced and foreign labor has in the immediate past, had a great bearing on our now high costs, but I do feel that we can alter this situation greatly by our constant teachings of safety to these people.

Language is one thing that has been a bad feature.

For instance, a group of people who have been employed by the Company are, let us say, German, and the foreman or strip boss, who is to instruct these people, is Finnish. One does not understand the other, so we just have to go along and hope for the best.

Even under these difficulties we can still improve the status of these people by constant correction, in showing the right and wrong ways of working, and watching to see that these teachings are carried out. If not, some more drastic steps can be taken, such as sending of the repeating offenders down the tote road.

In closing may I again add that these experiences referred to are some which exist in Class 1. I do not know whether the folks in Class 2 have these difficulties, however, I felt some good might be gained from mentioning them.

Our old slogan answers most all of our problems, and one to which all of us should give a lot of thought: "Accidents don't happen. they are caused. Prevent accidents by correcting the cause."

Lumbermen's Safety Association Inspector's address before the meeting of the Ontario Pulp and Paper Makers' Safety Association in Kenora.

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Woods Personnel - Key

Listed here are the names or Woods Industry pe... of Lands and Forests of the Province of Ontario ... courtesy of the Department of Lands and Fores...

The men listed hereunder, in addition to their r... due these men for carrying out their duties of K...

GOOD LUCK TO YOU AND MAY YOU CAR... FEWER FIRES THIS YEAR.

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J. O'Malley — " 23
R. Sellers — " 11
W. Zapior — " 9
W. Mikola — " 10
M. Lukach — " 6
L. Farnetto — " 3
S. Kamet — " 1
H. Carnahan — " 31
M. Oster — " 18
T. Dale
W. Campbell — Road
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- Key In Forest Fire Prevention

Honourary Fire Wardens by the Honourable Minister 1952. These lists have been supplied through the ials.

ve undertaken additional responsibility and credit is Wardens.

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(Continued on Page 22)

Foremen, Clerks, Personnel and Safety Men:- Here's the second of a series of articles by a member of the S of the Workmen's Compensation Board of Ontario.

Workmen's Compensation in Ontario

Specially written for Thunder Bay Timber Operators' Association by G. J. Beach, Chief Assessment Officer, The Workmen's Compensation Board (Ontario)

The Workmen's Compensation Act of Ontario on January 1st, 1952, reached its 37th birthday. Sponsored and passed by the government of Sir James Whitney, it became effective on January 1st, 1915. From a very modest beginning in the first year of its operations when less than $1,000,000.00 were awarded for only 17,000 accidents, the benefits have expanded until in 1951 the awards totalled $24,999,520.75 in compensation and medical aid for the 202,645 accidents reported.

The purpose of this article is to acquaint the employers in the Lumbering industry and Allied Operations with their responsibility with respect to the Act inasmuch as it refers to the filing of pay roll statements, and rates of assessment.

Employers in Ontario are classified and assessed according to the risk involved in their respective industries. There are 25 classes in all. The industry of Lumbering and Allied Operations are included in Class 1. The assessment collected from the employers in these industries is a source of revenue for the payment of claims arising out of such industries.

At the present time, there are approximately 48,000 employers registered with the Board, and of this number 2,300 are included in Class 1.

Since the inception of the Act, employers engaged in the following operations were not required to file a pay roll statement with the Board if less than six workmen were employed.

Lumbering	Booming
Saw-logging	Cordwood Cutting
Bark-peeling	Rafting
River-driving	

But from January 1st, 1953, due to a revision in the Act, employers engaged in these industries will be required to file a pay roll statement with the Board as soon as one workman is employed whether temporary or permanently. It is important that the pay roll should be filed prior to the commencement of operations, for until such time that the pay roll is filed, the employer is subject to the total cost of the claim arising out of and during the course of employment of each of his workmen. Once the employer is registered with the Board and as long as he continues to employ workmen, it is necessary to file an annual pay roll statement showing the actual amount of wages paid out in the pre year and an estimate of the probable pay roll fo current year. This pay roll is to be filed by January If it is not received in the Board's Office by that the employer is subject to a penalty of 5% of the as ment. If the default continues after February 20 that year, an additional 1% of the assessment is a for each month or portion thereof. It is for this re it is important that the annual pay roll be file January 20th.

The annual assessment for each employer is c puted from his estimated pay roll and from the p isional rate for that year, which is established by Board and based on the previous accident experi of the industry. This assessment is payable in two e instalments; the first due one month from the issu the assessment, and the second (without further no within two to six months from the date of issue. If assessment is under $50.00 it is to be paid within month after issue. The minimum assessment under Act is $5.00.

The prime purpose of the Act is to protect in workmen, but the employer may also take advantag coverage if he so desires, by stating definitely on yearly pay roll statement filed with the Board he w to be covered at a stated salary, which must not be than $1,200.00 nor more than $4,000.00 per ann He thereby puts himself in the same position a "workman" in respect to receiving compensation accidents. Coverage for a specified period during year may be obtained. This is based on a salary w the previously stated limits, and assessment is cha only for the period covered.

Rates and Method of Rating

The function of rates is to provide a fund for payment of compensation and other costs of accid in the industries in Schedule I of the Act. While Accident Fund is one and indivisible and the liab rests upon all industry collectively, yet for the pu of assessment and compensation, industries Schedule 1 of the Act are divided into classes, tw five in all. The classes are numbered from 1 Each class contains one or more groups, all of are also numbered.

(Continued on Page 15)

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ORKMEN'S COMPENSATION IN ONTARIO

(Continued from Page 14)

A separate account is kept by the Board for each the classes and for each of the groups in each class, d into that account are entered all assessments re- ved and all compensation and medical aid awarded. roadly speaking, therefore, each of the 25 classes of dustry is in effect a mutual insurance association of e employers in that class, but there is provided a Dis- ter Reserve to meet the case of a very severe disaster curring in any one class which might be more than e class alone could well sustain, and in such cases the saster Reserve comes to the aid of the unfortunate ass.

At the beginning of each year each employer is quired to send to the Board an estimate of his prob- le pay roll for that year, and upon the pay rolls so ceived assessment is made. The first assessment is ade by the application to the pay rolls of a provisional te. At the end of the year the actual amounts of the y rolls are ascertained and the final rates struck and e adjusted rate applied. If necessary the provisional te is altered to meet the requirements of the year.

For the purpose of fixing the rate of assessment each group and class a study has been made of the perience of the past years and from that experience s been computed a rate for each class and for each oup which rate, if applied to the total of the pay rolls each class and group, would have met the accident d other costs upon each class and group, and upon s experience rate the actual rate for the year is based. addition to the experience rate, provision requires to made for the costs of administration, the costs of cident prevention associations where the class has ch an association, and a small provision for con- gencies.

In fixing the rate consideration has to be given to the present financial position of the class or oup — has it a deficit or has it a surplus? Upon a nsideration of all these the adjusted rate for 1951 has en fixed and the provisional rate set for 1952.

ULLDOZED-STRIP ROAD LOGGING

(Continued from Page 4)

The author prefers the tandem drive truck for lldozed-strip road logging. Bobtails have a tendency pick all the stump holes. The truckers play a great t in getting production in loading, since wherever ssible strips are laid out so as to load two trucks at time — one truck backs in on either side of the drag- e. By stating a preference for the tandems the writer es not exclude the bobtail for strip work. In a highly anized trucking setup there are right days for the ht truck in the right place; that is why the individual cker can not compete.

In bulldozed-strip logging in sandy country drain- is not such a problem as in clay country. In some es moisture has a tendency to help rather than hinder in fine sands. Strips can be opened up sooner than clay and more of them which will give them a chance et. Even in sand the above method has its wrinkles, example, on fine sand slopes where planking and ssers are required. Where these crossers are used ure that they are only short ones and well dug into sand. It is important that these crossers are short as to enable each track to move independent of the ers.

The author is not prepared to discuss at length silvicultural aspect of this type of logging. However, there are many pros and cons as to the effects of the bulldozed-strip methods. Some parties believe that this system cuts too deeply into the top soil rendering it useless. This party believes that the questionable detrimental effect is somewhat exaggerated as he has seen many very encouraging examples to bolster his belief.

If you are not prepared to give this method your fullest attention (in clay that is) my advice to the reader is to leave well enough alone. However, if you are in a hole just get the proper man to work your ideas and with a little luck you can get to where you want to go at a cost.

NOTE: It is so much simpler to wake up in the morning in winter and plough a little snow to get going again. Stopping and starting can run a fellow into quite a bit of money.

— NOTHING LIKE BEING AHEAD EH, BOYS?

THE UNKNOWN QUANTITY

Perhaps one of the best arguments against attempts to equalize the fruits of human labor under a collectivist society is the infinite variety of human nature. It should be obvious that each person's desires and aspirations defy measurement — in both quality and quantity — by any other person. And since it is impossible to equate what cannot be measured, the collectivist society must fail in this announced objective.

It is perfectly possible, of course, to divide a pound of steak equally between two persons. That is a task requiring only a pound of steak, a set of scales, and a knife — and someone to do the dividing. It is also possible to decree that the two individuals shall have a certain number of leisure hours each day. But it is quite another matter to measure the relative value that two persons will place upon steak and upon leisure, for one is certain to be more fond of steak — or leisure — than the other. What satisfies the soul of one person may have little or no appeal to another — certainly not to the same degree.

Now suppose the purveyor of equality realizes that equal portions of steak will not accomplish this equality which he has set out to attain. He might then undertake to divide the steak unequally by weight, and to reapportion the total number of leisure hours, so that both individuals would be satisfied to exactly the same degree. By what means could he determine what quantity of leisure for one is equal to a certain quantity of steak for the other? At this point, he will have to abdicate from his collectivist throne, realizing that he has no scale by which he can measure any value for any other person.

If it is impossible for a third party to solve even this one simple equation for two persons, it is fantastic to believe that he could solve the infinitely more complex problem of equally satisfying all the desires of all the people. This egalitarian objective could be attained only if all people wanted the same quantities of all things in life. But they do not. Our forefathers sought to preserve the freedom of each individual to pursue to the best of his ability, the satisfaction of his own particular set of desires — known only to himself. They had the wisdom to realize that in designing a society in harmony with this variation in human wants they were working with, rather than against, a principle of nature.

Timber Producers Bulletin

A person brings nothing into this world and takes nothing out of it. And considering the kind of world it is, he's extremely lucky to break even.

What Happened To Diesel?

By Doris Moore

Was Diesel purposely pushed off a ship one bleak night in September 1913?

His story reads like that of a fairy tale.

The Diesel engine may be said, literally, to have begun with a bang. When Dr. Rudolph Diesel tried in 1897 to start the creation upon which he had worked for five years the result was a terrific explosion that completely wrecked the engine and almost killed Diesel.

That mishap, however, did prove that the compression-ignition engine would work. Apparently, it needed only a stronger cylinder to withstand the combustion pressure generated within its cylinder walls. A new engine was finally completed in the same year. It was a single cylinder 25 horsepower unit, was patented and given the name of "Diesel" after its inventor. Dr. Diesel was then only 39 years old.

He was born in 1858 of German parents living in Paris. There he went to school until the War of 1870 between Germany and France forced his family to move to England. When he was old enough, he attended the Munich Technological College where at twenty-one he graduated as an engineer.

It was while attending college he had as his professor in thermodynamics the famous Von Linde, the first man to liquefy air. Listening to Von Linde's description of the low efficiency of the steam engine he determined to develop a better engine. He wanted to obtain more of the useful energy stored up in fuel. First he proved mathematically that such an engine was practical. Then he went and built it.

Unlike many inventors, Dr. Diesel gained a fortune from his engine. Everywhere he went he was acclaimed and honored. In the spring of 1913 he visited North America and gave a paper on the Diesel engine. When he returned to Europe he was again busy with the English and German engine manufacturers.

In the fall of 1913 only a few months before the start of the Great War he was called to England to attend an important meeting of English manufacturers.

On the evening of September 29, 1913, Dr. Diesel boarded the cross-channel steamer "Dresden" at Antwerp, bound for London. It was a clear night and the water was calm. He had many important papers with him.

Dr. Diesel himself was in good health and at the height of his success. Diesel engines were being used more and more. They had made the submarine possible. As far as is known he strolled round the deck and then retired to his cabin.

When the "Dresden" docked the next morning Dr. Diesel was missing with all his important papers. His bed had not been slept in. No one had seen him during the night. Passengers and crew could give no information.

At first his disappearance was called suicide. It is said, however, the next day his family received a telegram saying he was safe in London, signed with his name. A check-up showed the wire had been sent from Geneva, Switzerland. Was it murder?

Several weeks later a body was washed up on the coast which was felt might be Dr. Diesel by the gold rimmed glasses which were found upon it.

Many stories have been told but none can be verified. Was it suicide, as first reported, or did he accidently fall off the ship? Or did he deliberately run as the Munich newspaper said when it printed of his disappearance?

The story said that Dr. Diesel had been seen ing the ship dressed as a member of the crew. H gone to Canada where he was hiding on a ran was the story given by a former member of a G submarine crew in 1917 correct? This sailor s Dr. Diesel had been pushed overboard becau knew too much about the new submarine.

But even though the fate of this great inve not known, the future of his engine is assured. T alone, more than a billion dollars worth of Diesel were built on this continent.

— Forest and M



CHAIRMAN, WORKMEN'S COMPENSATION BOARD ADDRESSES MEETING

(Continued from Page 10)

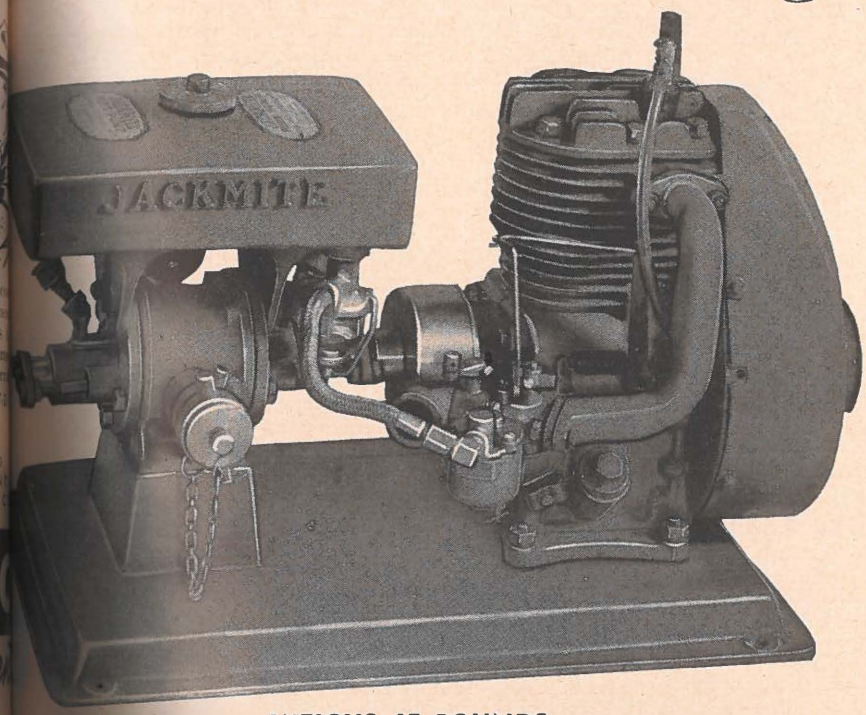
accident prevention in the woods and how beh must stand top management giving him full s He expressed the opinion that unions should definite role to play in respect to accident prev

Mr. Sparrow pointed out that the trend to be shaping up towards "get wood out safely cost." Instead of what used to be "get wood cost."

(Editor's Note: Readers of the LOG BOOK will Safety Slogan printed from time to time on the cover BOOK and also shown throughout the booklet — uction with Safety."

The bulls-eye safety boards in camps last winter first step in publicizing this slogan and is serving as a daily reminder to all employees to work safely.)

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ADVERTISERS' NEWS

CALCULATOR FOR LOGS, LUMBER, PULPWOOD

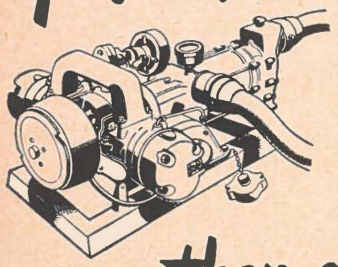
A "Forest Products Calculator" which measures logs, lumber and pulpwood is being distributed by the Chicago and North Western Railway System, Chicago.

By using one side, it is possible to get the board foot log measure (based on Scribner Decimal C) for any given diameter up to 40 inches and length up to 20 feet. On another scale, the board feet (lumber measure) is given.

On the reverse side, a pulpwood scale is featured, based on 8 foot wood, for any given length and height of load or pile. Also featured are tables showing approximate number of sticks per cord, number of trees per cord, and weight per gross cord. This handy circular scaling device, 6½ inches in diameter, sells for 25 cents, and may be ordered from the Chicago and North Western Railway System, 275 E. Fourth Street, St. Paul 1, Minnesota.

While the log board foot measure is based on Scribner Decimal C, nevertheless some bright scaler in Northwestern Ontario may adopt this idea and substitute the new Ontario rule for the Scribner C and would be an addition for any scaler to have.

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Vulcan Machinery & Equip Limited have recently moved into new quarters located at 145 N. Cu land Street. The new building en 7200 square feet of floor space, than ¾ of this area being devote Parts and Service Department.

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The Lay-out of the various de ments has been designed to acco odate a top flight Sales and Servic ganization; particular emphasis b placed on the economical servicin the various lines of equipment ha by Vulcan, which include:

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Vulcan is an old established any which has serviced Canadia over 75 years; principally in W Canada with Head Offices in W and within the last few years, western Ontario. Mr. O. Sigurd the Northwestern Ontario manag

Check Your Fire Plan.

Redouble Your Fire Prevention Efforts.

ANNUAL FIRE TRAINING MEETING

By W. R. Cooke

LongLac Pulp and Paper Co. Ltd. held its fourth nual Fire Training Meeting on May 8th and 9th. The e School once again proved itself to be most inter- ing and instructive.

In his opening address, Mr. A. F. Buell, Wood- ds Manager, set the challenging pace for the ensuing o days of lecture, discussion, demonstration and ctice. The various phases of fire prevention and e suppression were ably presented by Mr. J. E. C. ngle and Mr. A. C. Poole.

The leading theme of the entire meeting was itial Attack." This was discussed in the lecture room d practiced during fire problems in the field, with ss being placed on the use of hand tools. The dem- stration and competitive operation of fire pumps on e fire line was perhaps the most exciting item on the gram. It is just possible that the prize for the win- ning team had something to do with the terrific enthusiasm displayed at this time.

Our sincere thanks and appreciation go, once again, to the Department of Lands and Forests for their unstinted assistance and co-operation. Their movie "Fighting Fire With Hand Tools" was excellent as was the calibre of their main speaker, Mr. George McAdam, Fire Protection Specialist. Mr. McAdam put the punch of hard experience into his talks and was extremely interesting and instructive.

The finishing touch to the Fire School was added by a most delicious Turkey Banquet, at Birch's Hall, Longlac.

It is felt that the entire effort was very much worthwhile, and that all delegates left the meeting feeling much more fire conscious than before.

—o—

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PLANTING TREES IN NORTHWESTERN ONTA

The Thunder Bay Nursery of the Department Lands and Forests again this year supplied trees planting in areas in Ontario.

IT IS HOPED THAT ALL READERS OF THE L **BOOK** REALIZE THAT IN PROPER OPERATIONS T AIM IS TO OBTAIN A SATISFACTORY SUSTAI FOREST YIELD THROUGH NATURAL REGENERA ION. HOWEVER, NATURAL REGENERATION DO NOT ALWAYS RESULT. This is particularly so a forest fires, etc. and in such cases artificial regene ion, seeding or planting of trees is the only way to sure that the site which does not naturally regene or is devestated will return to be tree-bearing la

A survey was made of Northwestern Ontario co paanies receiving trees from the Thunder Bay Nur and here is a review:

Ontario-Minnesota Pulp and Paper Company — 35,000 red pine and white spruce in the Patricia, L of the Woods and Seine River Concessions.

Oscar Styffe Limited — 9,000 white spruce on Arrow River watershed.

LongLac Pulp and Paper Company Limited — 100,000 2-2 white spruce stock. In addition the K uskasing Nursery of the Spruce Falls Power and P Company Limited supplied 60,000 2-2 Black Spr stock and 15,00 2-0 Black Spruce stock. The was an experimental planting. It is planned to p an additional 200,000 2-2 Spruce from the Kapus ing Nursery this fall.

Newaygo Timber Company Limited — 50,000 White Spruce stock at the Prince and Jarvis locati **Marathon Paper Mills of Canada** — 100,000 W Spruce stock planted near Marathon, Ont. Also school childrn of Stevens and Caramat, and the Scouts and Girl Guides of Marathon planted 14 Red and Jack Pine and White Spruce. This is fourth year of the children's planting and 50,000 h hape been planted to date.

Great Lakes Paper Company — 80,000 trees; 50,0 on lease hold land near Savanne and 30,000 on h hold land in O'Connor and Paipoonge Townships. proximately 4,500 Red and Scotch Pine were pla in Paipoonge Township and the rest was White Spr stock, — all stock 2-2 from the Thunder Bay Nurs

In addition to company planting, the Depart planted 365,000 trees; 326,300 White Spruce, Pine, White and Jack Pine near Beardmore and 30 White Spruce in the Black Sturgeon aarea.

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