THUNDER BAY TIMBER OPERATORS ASSOCIATION

LOG BOOK

JANUARY
FEBRUARY
1951

PORT ARTHUR, ONTARIO

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Edited by
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President's Message

The most common subject of conversation in the world is "the weather" and I think that it would be a mistake, if in this, my Annual Report to you, I did not briefly review the weather conditions in the past year that have added to operating problems more than is usual.

A late Spring delayed the opening of drive and peeled wood operations and rainy weather throughout the Spring and Summer interrupted — seriously in some cases — road building and improvement construction. With this rain and the abnormal number of flies and mosquitoes in the woods, Summer cutting conditions were not of the best.

The rainy wet Spring, Summer and Fall was an asset in so far as fire prevention was concerned and this is shown by the fact that there were fewer fires and the fires were of smaller acreage than has been the case for many years. This subject will be covered later in my report.

After enduring the unusually bad weather of Spring and Summer, it was hoped we would be more fortunate with the coming of Fall. Instead we have had an exceptionally heavy and early snowfall. This coupled with the lack of early frost has further hindered cutting operations.

Despite the weather, conditions in the woods industry in Northwestern Ontario changed considerably from the 1949 season. The demand for forest products rose sharply this Spring and practically all operators are now working to produce more forest products than last year.

By visits to various operations, improvements and more permanent type buildings are evident at depots and camps. Such places as Nipigon, Beardmore, Caramat, Stevens, Long Lac, Black Sturgeon Depot, Regan, Heron Bay, Hemlo, Marathon, Terrace Bay, Auden, Armstrong, Kowkash, Ycliffe, Hearst, Mead, Clarkdon, Linko, Reba Peterbell, Valora, Umfreville, Hansen, Martin, Savanne, Vermillion Bay, Flanders, McIntosh, and Atikokan and Dryden are centers of woods operations in Northwestern Ontario.

Most areas are now being operated towards a sustained yield plan with the purpose in mind of maintaining our forests in perpetuity. Forest management plans and operating plans are being developed and these plans are subject to the approval of the Department of Lands and Forests. Aerial photography is being used more and more by operators and photographs are being used in some operations by foremen in camps. Mechanical means of producing wood are being developed to suit local conditions and great improvements have been made this past year.

Forest fire is one of the greatest hazards in the woods and loss from fire — not only destruction of mature timber but particularly the loss of young growth — is something which, while it may never be stopped altogether, can certainly be cut down. This Association in co-operation with the Department of Lands and Forests district officials has taken the lead in preaching fire prevention to employees of the industry and in urging all operators that camp areas be organized and the men trained as fire crews.

In 1950, out of 168 fires in the Western and Mid-Western Regions of the Department of Lands and Forests, there were 20 fires on operators' limits and of these only four were attributed to employees of woods operators. This would indicate that the prevention work that has been done has not been in vain. In addition, the fires that did occur were held to a very small acreage and this speaks highly of the organizing and training of the Department of Lands and Forests fire organization and the operators' fire crews in getting the fires out.

There were more men in the woods last Summer than for many years past and weather conditons were a great factor in the small number of fires. We may not have the weather on our side next year and it is the intention of this Association to strive for better fire prevention precautions, better fire crew organization and training, so that, in so far as operators are concerned, the loss to the forests will be reduced to a minimum.

In addition to fires, our forests are being attacked by insects and in this connection woods employees have assisted the Forest Insect Laboratory, Sault Ste. Marie, Ontario, by collecting insect samples and sending these to the laboratory. This is a great help to the scientists working on this great problem and we will continue to urge employees to continue this good work.

Productions costs have risen considerably during the past year. In addition to a substantial increase in the fire tax, dues payable to the Crown (commonly called Crown Dues) for timber cut on the ungranted public lands and for timber cut on patent lands when the timber on them remains the property of the Crown were all increased effective 1st April, 1950. This increase, in addition to the increase in wages, negotiated effective September 1st, 1950, raised the cost of forest products considerably. The inclement weather will add to this increase in cost and, as I mentioned last year, operators in Northwestern Ontario must compete with other areas of Canada and the United States which are able to produce wood at a lower cost than we can. American mills have also discovered that they can use species of wood including hardwoods grown in their own locality which they never used before. Other costs such as board and lodging, machinery and equipment, have all increased. A serious item to operators has been the increase in freight rates.

Woods wages were increased as a result of negotiations with the Lumber and Sawmill Workers' Union, A. F. of L. in August, 1950. The settlement of wages by negotiation must be a source of satisfaction to all concerned. In December last, there were over 13,000 men employed in the woods industry in Northwestern Ontario. We were dangerously short of men in the best cutting months (September, October and November) due to the late Prairie harvest. It is estimated that approximately 60% of woods employees come to Northwestern Ontario in the Fall to work in the woods camps from the Prairie Provinces and Quebec. Addresses of employees

(Continued on Page 21)

Sloop Hauling in Relation to Forest Management

By R. W. B. THOMSON

Introduction

Yesterday you saw the self-loading sloop in operation, and quite naturally most of the discussion and comments on its work have been concerned with the mechanical ability of the machine and its labour and money-saving capacity. Now I would like to discuss it for a few minutes in regard to its place in the general scheme of Forest Management here on our Black River Limit.

Operations

Our sloop hauling operation is essentially a clear cutting operation and, as is evident, reaches its maximum production in even-aged regular sized wood, such as Black Spruce Swamps, or as you saw yesterday, in a Jackpine-Black Spruce flat. It has been used to some extent in our side-hill mixed wood stands, but here with the strip roads longer and the piles further apart, we get a loss in production. Therefore in laying out a cut to be operated with sloops, that fact must be borne in mind, and where possible the amount of mixed-wood cutting kept to about one-third of the pure softwood stands. Also because we are using trucks all year round, a great deal of attention must be paid to the location of all-weather roads in order to be able to haul the wood that can be slooped out in the Summer and Fall, leaving the swamps and other wet places to be worked after freeze-up.

This necessity for roads and trucks is the factor which, more than anything else, changes our basic plan of operationg. Where previous plans called for perhaps three camps within a radius of 10 miles, we can now plan on only one camp for the same amount of wood trucking men to work when the distance exceeds a mile and a half or two miles. A camp thus now becomes a more permanent installation in the bush and will, we hope, attract a more stable type of woods-worker, more content to remain for longer periods of time in the one camp. This situation comes closer to year round employment than we have ever had previously. Also with the further development of mechanical methods, we feel that perhaps small communities will be encouraged to grow at the centre of our mechanical operations, ensuring the workers of full year round employment, and ensuring the company of a supply of steady labour.

Utilization

It can readily be seen that sloop hauling involves only a very minimum of handling individual sticks of wood, once it has been cut and piled. This almost total lack of man handling separate sticks gives us much less **loss** of sticks. The danger of a hauling crew leaving large sticks or even whole pile bottoms is entirely eliminated, because as you have seen, the entire pile is mechanically moved onto the sloops. In fact once a stick is in the pile it remains as a part of a whole pile and is handled as a unit until its delivery to the river or final landing, with a minimum of wastage.

Silviculture

We have not been using this system of logging for a long enough time to state whether or not the logged over land will reproduce any better for having been logged with the sloops. This being only the second season that they have been used during the summer and fall, we have no evidence, silviculturally speaking, either for or against it.

It would seem, however, that some beneficial results should be forthcoming simply on the basis of past observations of mechanical operations in other places. Most observers agree that one of the best ways of ensuring reproduction of most of our native species, is to expose mineral soil, or at the least, to sufficiently disturb the duff to allow seedlings once started, to reach their roots through to the mineral soil. I think that you will agree that the tractors and sloops certainly accomplish that. It now remains to be seen whether or not enough seed reaches this mineral soil.

I am almost afraid to say that I don't think that it will, at least not in all cases. White Spruce and Balsam cut prior to the 1st or 2nd week in September have not had sufficient time for the cones to ripen and therefore cannot be expected to release viable seed. Areas cut at this time of year should have the best chance of reproducing from seed as right now the cones are ripe and merely hitting the tree with an axe produces a cloud of seed. This is not the case every year however. White Spruce and Balsam do not seed every year and areas cut over during seedless years are not likely to benefit from any soil disturbance, unless care is taken to leave seed trees. We have not found the seed tree method entirely feasible here as trees left standing after the surrounding areas have been cut will not withstand the terrific winds that we are subjected to. It would seem evident therefore that some other silvicultural treatment is necessary on at least part of our logged over areas to ensure adequate regeneration.

Of course the foregoing does not entirely apply for areas of mostly Black Spruce or Jackpine, as these species hold their cones for some years. Here again, however, I think that further treatment of the logged over areas will be required. Our system of cutting for a sloop haul is not very different from conventional cutting methods. The tops and cone bearing branches tend to be piled in windrows where they do not obtain sufficient heat to release the seed and are therefore, practically a total loss. Probably the best treatment would be some method of having the slash broken up or scattered so that the cones would open and the seeds fall on the soil exposed by the tractors and sloops.

In the case of the Pure Black Spruce swamps, I am afraid that, in as much as they are logged with tractors and sloops during the winter, they do not even get the benefit of having the duff disturbed as they are usually under several feet of snow at the time.

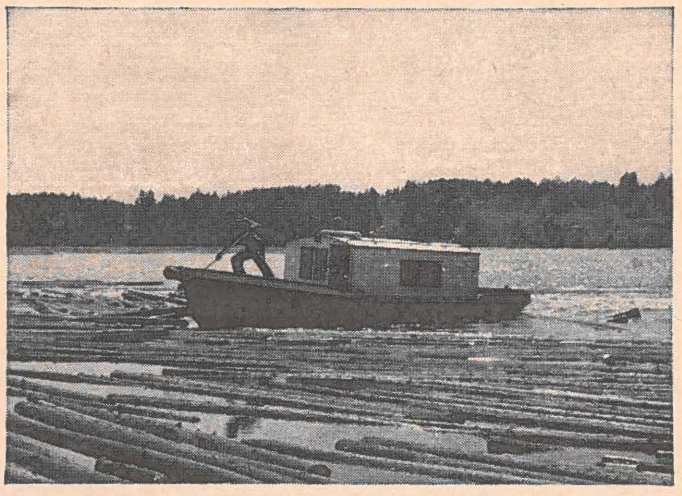
I hope that I have not painted too black a picture of the effects of our mechanical hauling on regeneration. Certainly it will not hinder regeneration but it remains to be seen whether or not it will be of any great benefit in directly encouraging the establishment of seedlings from natural sources. Smithers of the Dominion Forest Service summed up a report on his observations of mechanical logging on the Quebec North Shore with the statement that "Mechanical logging is not more injurious to the forest than conventional Methods." That probably applies here.

(Continued on Page 20)

An address delivered at the C P P A Woodlands Section Mechanical Hauling Meeting at Heron Bay, Ontario.

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The Density of Wood

By J. C. Hitchman and Alex Johnson

By density of wood we, in the Pulp Mills, usually mean specific gravity. Simply expressed, this is the weight of dried wood in a known volume of green wood, as compared to the weight of the same volume of water.

The specific gravity varies in a tree, generally getting smaller or lower from the butt to the top of the tree. Wood is not a solid material, since it is made up of hollow cells. It consists of solid material and air spaces. The weight of the solid material is roughly one and one-half that of water while the weight of the air is practically nothing compared to water. Since the specific gravity of woods runs roughly between 0.3 to 0.5 (that is from one-third to one-half the weight of water) it can be seen that more volume of wood is made up of air space than of actual wood material. Many things can cause a variation in wood density, but it is the thickness of the individual wood cell walls and the proportion of these thick walls that is the chief cause of variation.

As an example of this, let us consider the annual ring of a tree. It is made up of two parts, the spring-wood and the summer-wood. The spring-wood is formed in the early part of the growing season and consists of cells with thin walls which enclose a large air space. This, then, contributes to low density of a piece of wood. The summer-wood is formed during the later part of the growing season and is made up of cells with thicker walls which do not enclose so much air space. This would then contribute to a higher density for the piece of wood. From this, it can be seen that several things will affect the density or specific gravity of the wood. For instance, the type of growing weather, the location of the tree, such as swampland, high land, different water sheds and, of course, the latitude have a marked effect on the density, which is what we are interested in.

While there are many points to be watched and controlled in changing wood to a pulp form used in making paper, the amount of pulp obtained from a certain amount of wood is dependent on the density of the wood used. The density of the wood is continually checked, so that the yield or production of the pulp mills is kept as high as possible for the wood being used at the time. If the yield drops down, and the same density wood is being used, then it is an indication that some part of the pulp mill operation is faulty. Similarly mills that are fortunate enough to have a high density wood supply can expect a higher yield of pulp than those mills less fortunate in using lower density wood.

As an example, in a groundwood or mechanical pulp mill a wood of 0.43 density might produce 2,600 air dry pounds of pulp per cord of wood, while one of 0.36 density might produce only 2,200 air dry pounds of pulp per cord. This means an increase of roughly 20% in yield of pulp due to the different density of the woods used.

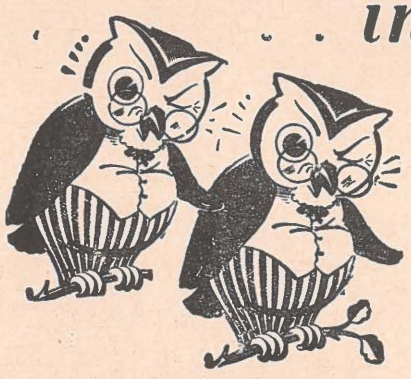
Similarly, the density of the wood has a pronounced effect on the yield of pulp from a sulphite or chemical pulp mill. The accompanying chart shows the experience of one Lakehead Mill in this respect.

While the word density may seem a small one and is spoken of in casual terms, it plays a major part in our business of **conver**ting wood to a form used in the manufacture of pulp and paper.

(One of a series of articles by members of the Mid-West Branch, Technical Section, CPPA).

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EXTRACTS FROM THE ABITIBI PORT ARTHUR WOODS DIVISION REPORT IN "THE ABITIBI"

"Scaler E. Ayr has a four-cord-a-day cutter Carl C. Wood who wields a smooth Precision power saw."

"There were quite a few cars in the yard with Saskatchewan licenses, and the clerk told us many of the men returned to the camps each year, filling their cars with relatives and friends."

"There were also 20 men from Newfoundland in these camps. Mostly farmers themselves, they were used to chopping the trees down, but found the handling of a saw a novel experience. However, they were rapidly acquiring the "know how"."

"At Camp 148, which houses 78 men, we met Charles Bustrom, a 70-year-old lumberjack, who still knocks out a regular two cords every day and looks none the worse for it. Eino Lanko is a regular three-cord producer at this camp."

"Edward Kinnunen, the sawfiler, has an artificial left leg, and Aaron Braun, the nightman, has an artificial right leg. And we were told that the sawfiler at Camp 144 had an artificial leg, too. His name is William Skoog, an old sawmill and dynamite man."

"We met Ilmar Manners, mechanical foreman in this area. He has been with us the past 10 years, an engineer on tugs in the summer, and mechanic in the winter. Another person of dual abilities is Morley Lanktree, who scales in winter and is a boat operator in summer. He has been with the Company the past five years, previously worked with the Provincial Paper woods department."

ADVERTISERS' NEWS

The Powell Equipment Company Limited advise that they will be glad to supply on request the following booklets:

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BOOKLET — CARE OF TOOLS USED IN WOODCUTTING

The Woodlands Section, Canadian Pulp & Paper Association are distributing a Booklet, "Care of Tools Used in Woodcutting" (cost $1.00). This booklet gives the job breakdown on care and maintenance of cutting tools as used at the Duchesnay (Quebec) Instructor Course given to Industry-trainees each summer.

This booklet is a useful addition to the material available to instructors and may be ordered from the Woodlands Section, Canadian Pulp & Paper Association, Sun Life Building, Montreal, P.Q.

Mr. J. H. Merrill, formerly Woods Manager of the Brompton Pulp & Paper Company Limited at Nipigon, Ontario, and now Woods Manager of the Anglo-Canadian Pulp and Paper Mills Limited, was featured in the December 1950 issue of the Pulp and Paper Magazine of Canada as one of the "prominent men in the Industry."



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C.P.P.A. Woodlands Section's New Bulletin Reports

RECENT PUBLICATIONS

1. Pulp and Paper Research Institute of Canada, 3420 University Street, Montreal — "Report on Measurements on Plantations of White Spruce and Red Pine" at the James Maclaren Co. Ltd. — by Leif Holt (25 cents).

2) Farm Woodlot Management — by A. Bickerstaff, Forestry Branch, Ottawa.

The Woodlands Section, Canadian Pulp & Paper Association have on hand a few mimeographed copies of this very practical paper on woodlot management, which may be obtained by writing this office.

3) Finnish Bulletin on Pulpwood Bundling. — The Woodlands Section, Canadian Pulp & Paper Association, have a Finnish bulletin with English summary dealing with bundling pulpwood for driving.

Three methods are described:

a) Hauling on to ice and using cradles there.
b) Bundling on shore and hauling on to ice with self-loading (hand winch) sleigh.
c) Bundling on carriages hauled on to ice on rails.

4) B.C. Forest Service — Research Note No. 17 — "Rodent Control in Direct Seeding Through Use of Poisons," by A. L. Orr-Ewing.

Co-operative Utilization

The Abitibi Power & Paper Company Limited have installed a Fitchburg chipper at the Cache Bay sawmill of the Gordon Lumber Co. The chipper reduces to chips the edgings, trimmings, etc. from the mill, which were formerly burned. They now go to the Sturgeon Falls pulp mill.

UNEMPLOYMENT INSURANCE

Two major changes in unemployment insurance regulations, as they affect bush workers, were announced by Labour Minister Gregg on November 14:

1) An insured worker chiefly occupied in seasonal industry can get benefit in his off-season, if he registers for other employment available in that off-season.
2) A worker whose chief occupation is non-insurable may be exempted from payments into the insurance fund while employed in seasonal industry if he makes application.

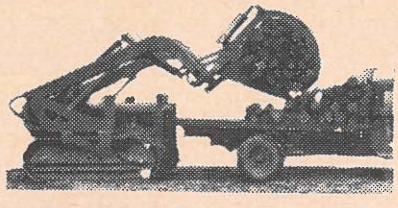
Wife in the midst of an argument with hubby: "There's no use discussing things with you! We can't agree on a single thing."

Hubby: "You're wrong. For instance — if you entered a room with two beds in it, a woman in one and a man in the other, in which would you choose to sleep?"

Wife: "With the lady, of course!"

Hubby: "That proves my point — we agree. So would I."

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NEW LOGGING HEADQUARTERS AT ATIKOKAN

The Ontario-Minnesota Pulp & Paper Company, Limited, Fort Frances Division, has transferred the Seine River logging headquarters from Flanders to Atikokan. The planning of this move dates back about three years to the development of Steep Rock Lake iron ore deposits and the subsequent growth of the town of Atikokan itself.

The move from Flanders to Atikokan is a natural one, in that Atikokan geographically is located almost exactly in the middle of the south boundary of the Seine River limits whereas Flanders is located adjacent to the extreme southwest corner of the limits.

The "Mandonian."

MECHANICAL PROGRAM DEVELOPING IN O - M PATRICIA AREA

Logging operations on the Ontario-Minnesota Pulp & Paper Company Patricia areas were further mechanized last summer with the addition of five new tractors and logging sulkies. In addition, a 31-passenger Reo bus for transporting men to the cutting areas and returning them to camp daily was put into service.

A lumber and tie sawmill was constructed at the Cedar Lake location. Essential equipment in the mill consists of a Frick No. 1 saw rig turning a 60-inch circular saw. The edger is a Diamond Iron Works product, 48 inches in width, and is a combination of edger saw and bull-edger saw. A moder trimmer feeds the lumber to the 125-foot sorting table. Power for the mill is supplied from an International 82 hp diesel unit which drives the edger and trim saws. The head saw is powered with a 75 hp caterpillar diesel power unit. This unit also supplies power to operate the jackladder and other auxiliary conveyors in the mill.

The C.P.P.A. "Industry."

Missed from DIRECTORY OF KEY PERSONNEL IN THE WOODS as reported in the November LOGBOOK —

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Phil Farley	Woodbuyer, Hearst
J. Sacheski	Purchasing & Supplies
Otto Hill	Foreman, Camp 14
V. Nenonen	Clerk, Camp 14
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IN THE DAZE OF PAUL BUNYAN— KING OF THE LUMBERJACKS
(TM Reg. Pat. Office)



"BARREL" BODUNK WAS THE ONLY, MAN OF PAUL'S CREW WHO COULDNT FIND A CAMP DOOR LARGE ENOUGH TO GO THROUGH. HIS ONLY MEANS OF ENTERING WAS TO PASS THROUGH TWICE.

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.

Air Survey and The World Forest Inventory

By J. F. CUNNINGHAM, Control Forester,
The Photographic Survey Corporation Limited.

The total forest area of Canada is estimated at 1,300,00 square miles. This seems a rather astronomic figure, yet it is but approximately one twelfth of the world's total forested area of 15,500,000 square miles.

It is with figures such as these in mind that we may gain some conception of the task facing the Food and Agriculture Organization of the United Nations.

The Division of Forestry and Forest Products has been set up within this organization to study the critical situation of world forestry to-day. The ultimate aim of this group is a comprehensive world forest policy directed toward the knowledge of sufficient forest areas to ensure the benefit of their protective measures and the permanent and abundant supply of forest products.

The first step toward this goal is the world forest inventory to establish present volumes of timber and to form a basis for all future study. This is an undertaking which demands complete international co-operation from all member governments with respect to assisting the smaller countries which are not technically or financially competent of dealing with the situation.

It must be realized that while some of the European and North American forests have been developed along sound forest management lines, the great bulk of the world's forest potential lies in the countries which are reasonabaly unexplored and hence undeveloped. These forest areas are believed to possess vast stands of valuable timber and their development is essential if the world's wood budget is to be balanced.

First and foremost it is desirable that an inventory of this magnitude be conducted as rapidly and as inexpensively as possible. In achieving this end the air photograph has no peer. The technique of forest photo-interpretation has proven itself invaluable to the forester in conducting inventories on a large scale.

The area should first be flown at small reconnaissance scale. These photographs are examined and areas of no importance deleted from the inventory. The forest areas are then broadly classified to show major differences in forest composition. This type of survey will furnish preliminary information regarding the location and extent of forested areas, along with their corresponding economic importance, at a minimum cost. No attempt is made at estimating timber volumes and maps may or may not be prepared. It would suffice simply to prepare an uncontrolled mosaic which would provide the information necessary for the planning of the more detailed inventory.

When the areas of commercial importance have been defined, the work of the detailed inventory can proceed. The photography should be flown at a scale of 1320 feet to 1 inch, since this scale is presently regarded as being best suited to detailed forest interpretation. Mapping should also be carried out at the same scale. The cost of this survey will be higher than the original reconnaissance operation, for costs vary directly with the amount of detailed work.

Field work in tropical regions will present many problems to the forester. Conventional methods of sampling stands will not be humanly possible, due to the difficulties of ground travel and the remoteness of these areas. It is believed that these hazards may be most successfully overcome by the incorporation of the helicopter into field operations. This procedure would call for intense planning of the sampling operation. By this means it will be possible for field parties to reach areas that normally would be hopelessly inaccessible. It follows that a fine degree of accurracy must be attained in carrying out the original forest interpretation in order that field sampling may be kept to a minimum without seriously affecting the accuracy of the volumetric analysis.

On completion of this inventory the nucleus of sound forest management has been laid. It will then be the task of the Division of Forestry and Forest Products to integrate all national working plans into a world-wide program to ensure that mankind's needs for wood may be met in perpetuity.

A hillbilly came to town carrying a jug of liquor in one hand and a shotgun in the other. He stopped a man on the street and said: "Here, friend take drink outa my jug."

The man protested he didn't drink.

The hillbilly leveled his shotgun at the stranger and said: "Drink."

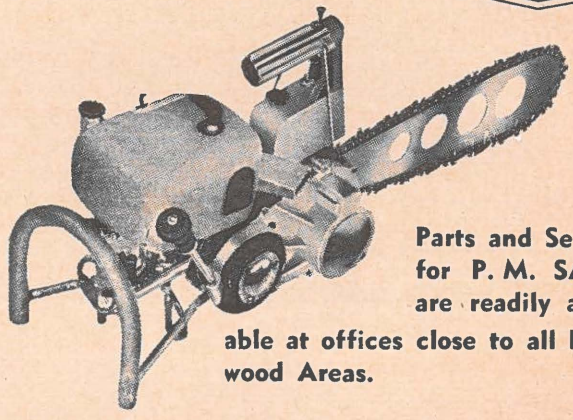
The stranger drank, then he shuddered, shook, shivered and coughed.

"Gad, that's awful stuff," he spluttered.

"Ain't it tho?" said the hillbilly. "Now you hold the gun on me and I'll take a gulp."

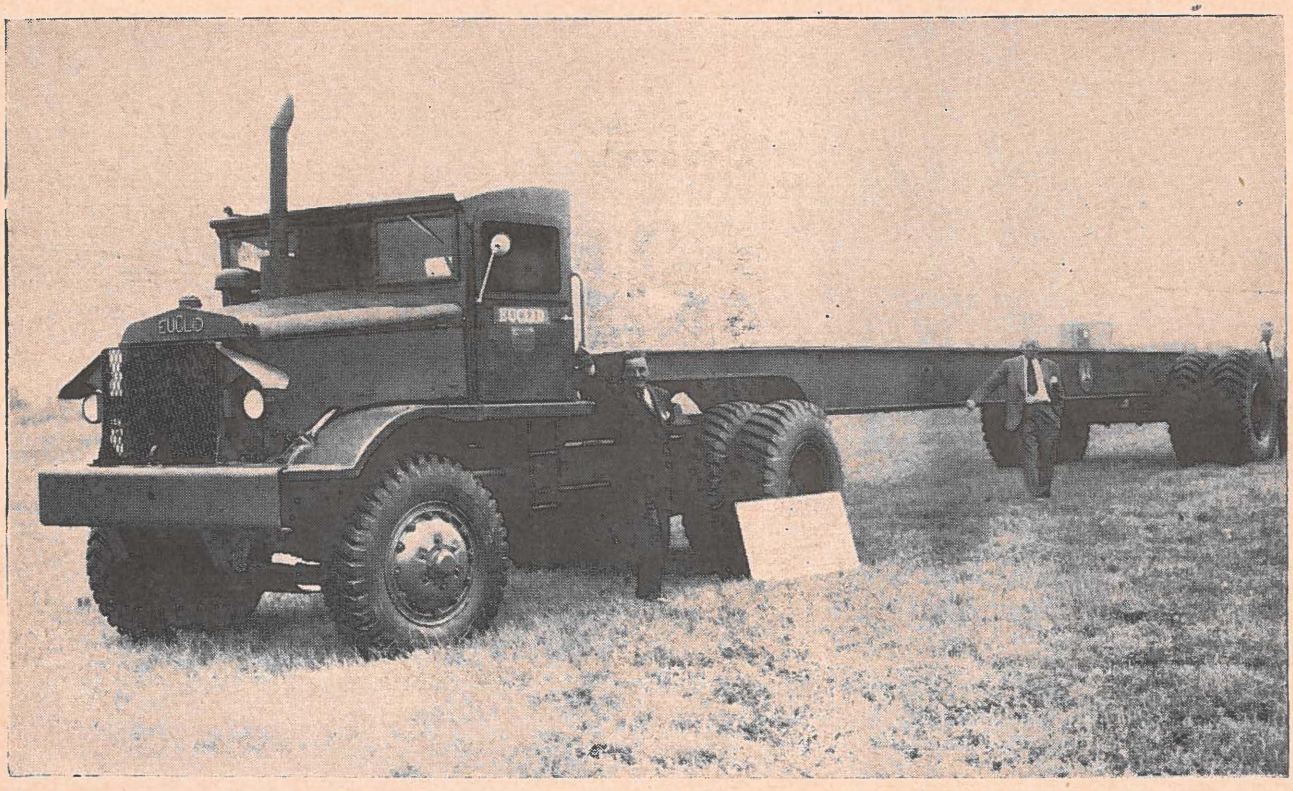
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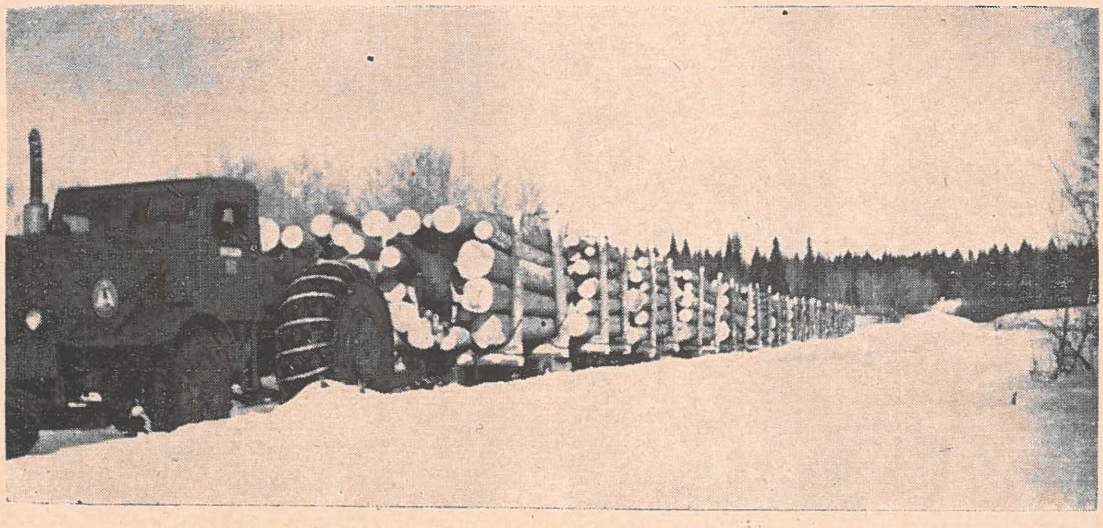
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Tractor and trailer shown used to haul 20 cord loads of 12' pulpwood 15 miles at AVERAGE loaded speed of 20 M.P.H.

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TRAILER — Length - 41', Capacity Pulpwood 20 cords, Weight - no load - 16,000 lbs.



Pictures taken on The Pas Lumber Co. operation at Reserve, Saskatchewan, where this Euclid Tractor again proved its ability to go out and produce against terrific odds and elements.

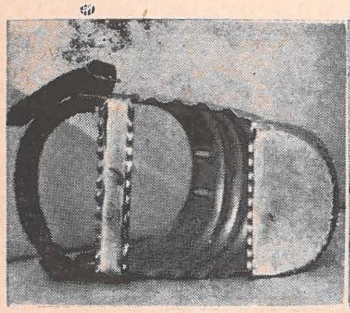
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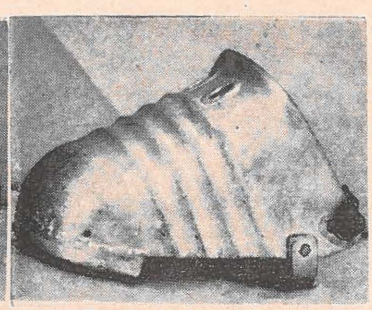
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ONTARIO-MINNESOTA SAFETY DEPARTMENT REPORTS
Toe Guards and Shin Pads Used in Unloading Operations



Bottom view of Toe-cap



Side view of Toe-cap

Unloaders at the Ontario-Minnesota plant at Fort Frances all used toe guards and shin-pads. Employees know by experience that they have been saved many nasty cracks and saved from disabling injuries by wearing these safety guards.

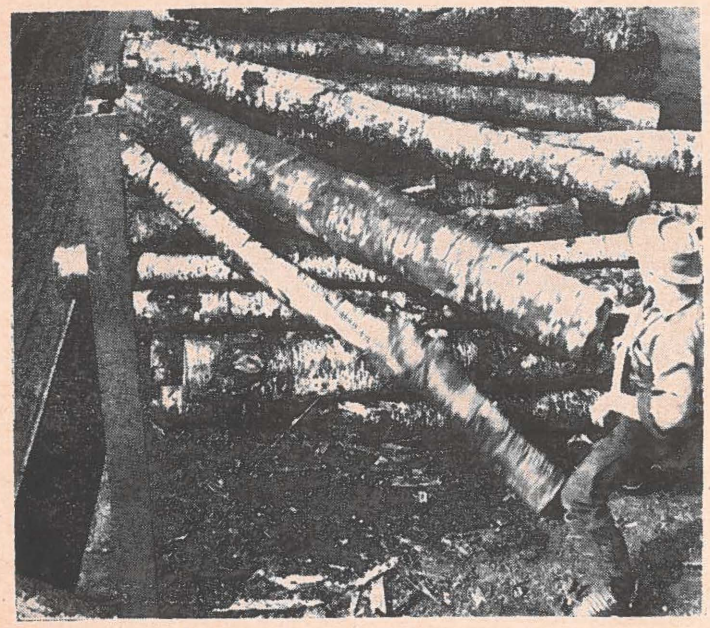
The toe guard shell and rubber strap are purchased from a Winnipeg firm (name on request) and the other parts are made by the Ontario-Minnesota Safety Department. Aluminum and thin steel toe guards have been tried but the men prefer the heavy steel which is a little less than 1/16" thick.

Picaroon Handles Cut to Suit

Three lengths of picaroon handles are in use — 32", 34", and 36". It has been found that by supplying the various lengths as required for the individual workman, picaroon injuries have almost disappeared.

Hard Hats Being Tried

An experiment in the use of hard hats for pulpwood logging operations has been started. As opinions are reached on this venture, accounts will be reported in this booklet.



Note: Unloader using Shin Guards and Toe-caps

Safety

All Supervisory Personn

WOODS SAFETY ASSOCIATION MEETS

The Ontario Pulp & Paper Makers' Safety Association, Northwestern Ontario (Woods) Branch, held a quarterly meeting in Port Arthur, November 23rd. Chairman, John Currie, presided. In addition to two excellent papers presented, (see page) the following discussions took place:

F. T. Morrish, Ontario-Minnesota Pulp & Paper Company representative from Fort Frances, Ontario, outlined the safety materials either currently available or in the process of preparation by the National Safety Council. Mr. Morrish is Chairman of the Pulpwood Logging Division, Pulp and Paper Section, National Safety Council.

Mr. Morrish reported that the N. S. C. has a committee working on information re the use of hard hats in logging, safety and sanitation in logging camps and a series of sound-slide films on pulpwood logging.

Mr. Morrish showed pictures of a specially designed toe-guard (see page) and reported that hard hats have been introduced on a trial basis in the Ontario-Minnesota Pulp & Paper Company (Fort Frances) woods operations.

K. Smith presented a report on the Inter-Divisional Woods Safety Competition being conducted by the Abitibi Power & Paper Company Limited and T. S. Jones reported on the x-ray survey of woods employees to date.

Following a discussion period, the Canadian Pulp & Paper Association, Woodlands Section film "Training for Teamwork" was shown.

The Ontario Paper Company Limited with W. I. Turner acting as host entertained the delegates at dinner.

Present were:

J. Currie	Great Lakes Paper Co.
S. Young	" " " "
H. P. Klinestiver	Marathon Paper Mills
G. K. Eoll	" " "
D. P. Hamilton	" " "
G. Pipher	" " "
W. I. Turner	Ontario Paper Co.
H. E. Lilly	" " "
M. Cochran	Lumberman's Safety Assoc.
E. E. Crandall	Ontario-Minnesota Pulp & Paper Co.
F. T. Morrish	" " " " "
R. A. Hallonquist	Brompton Pulp & Paper Co.
D. R. Stevens	" " " "
W. Baker	" " " "
A. J. Auden	Abitibi Power & Paper Co.
K. Smith	" " " "
N. W. Hardy	Dryden Paper Co.
J. Brown	LongLac Pulp & Paper Co.
F. O. Soughton	" " " "
T. S. Jones	Thunder Bay Timber Operators Assoc.
D. B. Chant	Ontario Pulp & Paper Makers' Safety Association

T.B. X-RAY SURVEY CONTINUES

To date 1668 employees in the following companies have been surveyed:

Long Lac Pulp & Paper Company, Limited.
Marathon Paper Mills of Canada Limited (Stevens and Caramat).
Brompton Pulp & Paper Company, Limited.
Nipigon Lake Timber Company, Limited (Beardmore Camp).
Ontario-Minnesota Pulp & Paper Company Limited (Atikokan District).

(Continued on Page 13)

News

el - - Read These Pages

SAFE CLOTHING

D. P. HAMILTON

In most industries where the occupational hazard is high, special clothing of one kind or another is worn, with but one exception — the eastern lumberjack.

Here you see men working in any and every type of shoes, pants, gloves, mitts, coats, shirts, hats, governed only by the individual's sense of responsibility for his personal safety. Too many, however, think the woods is the place to wear out all old city clothing, and our accident rate suffers accordingly.

Poor footwar is the worst offender. A well-made caulked boot with at least a 10" top, combined with a mining safety shoe, can now be obtained, and many causes of accidents could be eliminated if a shoe of this nature were to replace the old oxford sneakers and low shoes. In the winter the old type rubbers could be replaced with rubber shoes, caulked, and equipped with safety caps common in mines and some factories. This would cut down on accidents caused by slipping and falling, cut toes, etc.

Any pants are dangerous if not worn properly. By this I refer specifically to belt wearers and rolled-up cuffs. Belts cause the pants to hang lower than where they were intended and create an excellent hobble when a man is trying to step over a high windfall or climb on to the high back of a truck. Sooner or later someone winds up with a bad knee from bumping it because he couldn't lift his leg high enough. Pant cuffs or pant legs, rolled up and outward, cause many a stumble or trip. These two hazards could be eliminated by the use of braces and cuffs turned inward and sewn up or cut off, preferably above the ankle. Pants should be made of a tough, smooth fabric to deflect snags, limbs, etc. They should not tear easy, and they should be **wat**erproof.

Coats should be made of a similar material for the same reasons.

Ski caps aand old soft caps should be replaced with a hat with a full crown and brim. The full crown would give protection against falling limbs and the brim against falling rain.

Gloves and mitts should fit snugly around the wrist and not extend halfway to the elbow in the form of a gauntlet. The reasoning here is that any extra protection given from a gauntlet is more than offset by the catching on knots, limbs, not to mention forming a perfect funnel for snow, pine needles and dirt.

Statistics concerning the value of safe clothing in the logging industry are few; however, I am sure you will agree that some of the preceding points are common causes of accidents and if given more attention would be a step towards fewer accidents.

*Paper presented at the November meeting of the Ontario Pulp & Paper Makers Safety Association Northwestern Ontario (Woods) Branch.

T.B. X-RAY SURVEY CONTINUES ..... (Cont'd)

The Mobile Unit will next do woods employees of the Abitibi Power & Paper Company Limited, Great Lakes Paper Company Limited and the Northern Forest Products Limited in the Black Sturgeon Area.

The assistance and co-operation of foremen, clerks, camp stewards and camp committees is very much appreciated by the x-ray technician and all concerned.

HAULING ACCIDENTS

By J. A. Brown

The subject which I have been asked to deal with this afternoon is most timely now that snow is in the woods again and operators are prepared to commence another winter hauling season. My subject: Hauling Accidents.

We have two basic methods of hauling throughout most operations in this District, the horse sleigh haul, possibly involving some mechanization, and the mechanized haul utilizing powered loading apparatus together with truck or tractor transportation. Each of the basic methods has developed a group of accident-types pecoliar to the method and present to each of us a challenge to analyse the causes of accident and then do everpthing possible to avoid the loss of life, limb or wages.

First, let us remember that while hauling force is generally smaller than a cutting crew the individual hazard is greater due to several facts.

Men are working closer together. Of two hauling men who spend a great deal of their time at opposite ends of an eight-foot pulpwood stick, each man is liable to mishap not only by careless move of his own but also the careless or unfortunate action on the part of his partner.

Then, too, during the hauling season we battle winter weather. This is a factor usually detrimental to the accident frequency rate of any operation. Freezing temperatures mean, to begin with, frozen faces, hands and feet, usually compensation cases of more than average severity. During below zero weather man, animal or machine cannot be expected to work safely at peak efficiency without maximum caution at all times. Such an item as bulky winted clothing alone increases the chances for accident.

Let us look at some of the accidents which are common to both types of hauling.

First in order of frequency according to our accident records, are those disabilities caused by the sudden rolling or sliding of wood in the process of being loaded or unloaded, resulting the numerous crushed hands, feet and bruised bodies. What do these occurrences indicate? I submit that they mean our employees are taking too many unsafe chances in the process of attempting to reduce loading or unloading time. Here is one opportunity where front line personnel, your foremen and sub-foremen, can do a large chore in accident prevention. The foreman must be coached, if necessary, to recognize unsafe working practice and endeavour to convince the haulers that one minute saved on the job cannot be compared to possible days or weeks wasted on a hospital bed.

The second most frequent type of injury revealed by our 1949 hauling records are those in which winter weather played a part.

Here we have the old bugbear of team hauling — leather mitts slipping on frosty axe and pulphook handles, feet slipping on ice or snow while lifting, producing strains or ruptures, axes or pulphooks being deflected from frozen wood, and the usual frozen hands, feet and faces. All of these injuries seem to be inevitable but most, I am sure, are pure cases of the workmen not being safety conscious every minute of his working

(Continued on Page 21)

MR. OWL says . . .

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The First Logging Operation in Thunder Bay

By J. P. Bertrand

Trading Posts were erected in our District as early as 1678 and 1679 in the Nipigon district and on the delta of the Kaministiquia River. These Posts were of a modest construction. These early traders nevertheless were the first Europeans to make use of our forest resources.

These wilderness trading posts were much of a type and their designs remained a standard in construction to well in the nineteenth century. They were built and rebuilt and abandoned and rebuilt again, to meet the need of the time and the condition of the fur trade.

They usually consisted of a stockade fifteen feet in height, or there about. On one corner and in some cases in two corners they had a bastion with loopholes for protection against hostile Indians to be used in defense against them.

The usual area of land covered by the stockade was 75 x 100 feet and within the enclosure there were three or four buildings. A dwelling house for the post Commandant, one for his men, a storehouse and a shop in which canoes were constructed or repaired as well as snowshoes and sleighs which were used in winter trading. Open grates in stone chimneys were used for heating and cooking purposes and for windows a caribou or deer skin was used. All told it was a snug and comfortable establishment for the traders.

At a much later date in 1800 Alexander Henry, The Younger, gave us a great deal of information containing the timber which was used in the construction of one of these individual wilderness trading posts. He listed twenty-three hundred and forty-four pieces of timber which were used in the stockade, in the walls, roof and floors of these buildings, plus seven hundred and seventy pegs of one and a half foot length.

In the later part of the Eighteenth Century the indiviual traders from Montreal, who had been carrying out extensive operations in what is now the Northern part of our Western Provinces, grouped together to protect their trade under the leadership of Simon McTavish of Montreal, the financial genius of his time, to form the famous North West Company, popularly known as the Nor'westers. And established a rather large Post at Grand Portage. A few years later there were disagreements among the partners and another organization was formed by Alexander McKenzie, as the "XY" Company, the Little Company, or the Alexander McKenzie Company. The also erected a warehouse at Grand Portage to supply their western post. In 1802 at the death of Simon McTavish (The Marquis) as he was known, the

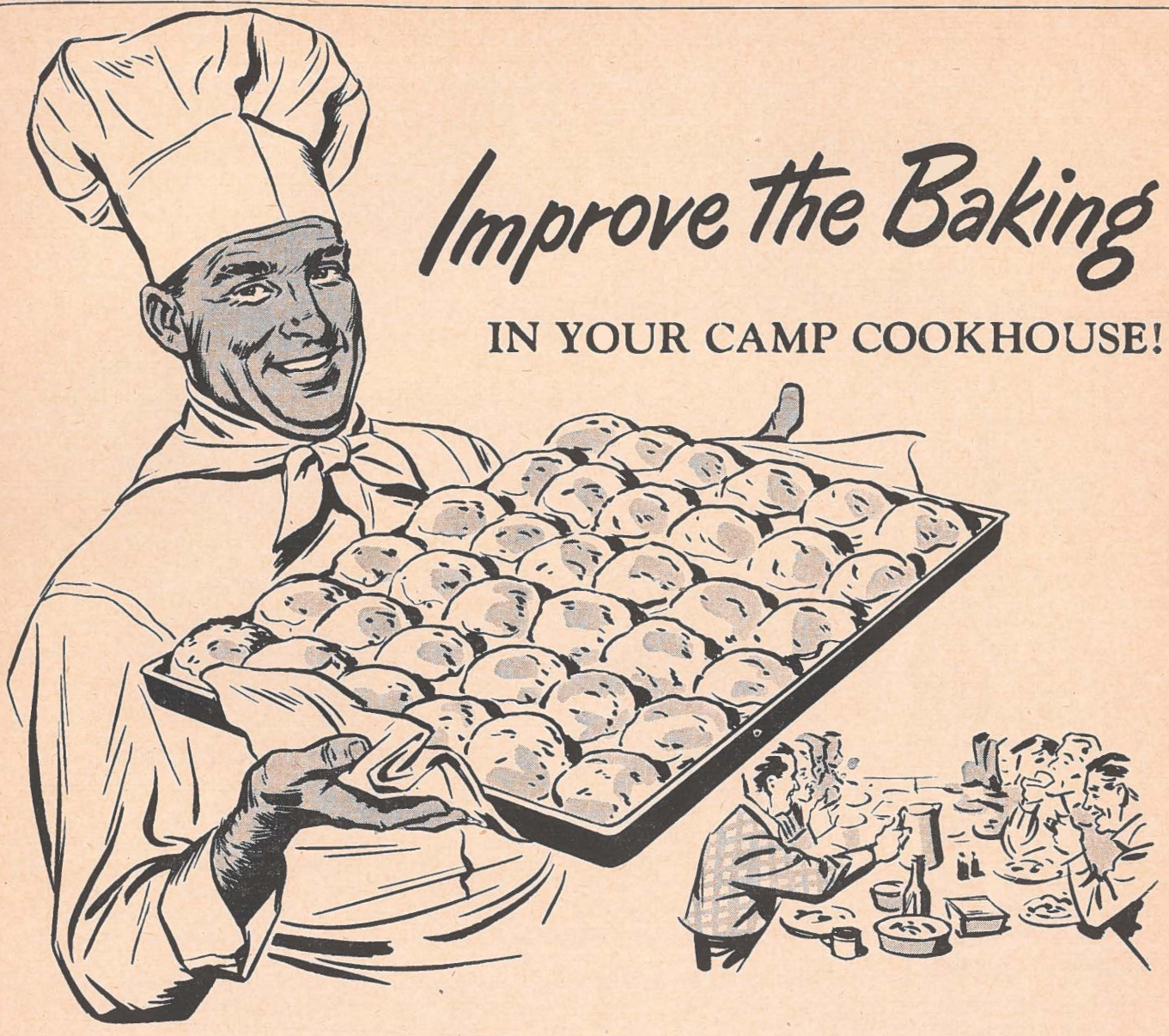


two firms were again brought together under the name of the North West Company.

As early as 1785 these famous fur traders and explorers had decided on another site for their wilderness headquarters on British territory, since they were threatened with Custom duties in the shipping of their goods to their western post. And Edward Umfreville was despatched to explore and locate a new route to the West by way of Lake Nipigon. His recommendations didn't seem to be accepted. In 1799 Roderick McKenzie, a first cousin of Sir Alexander, succeeded in tracing the old canoe route, via Lac des Mille Lacs, Dog Lake, and the Kaministiquia River and recommended that the new Fort be constructed on the bank of the Kaministiquia River. His reconmmendation was accepted by the partners.

The construction of this new Fort, the third to have been erected on the Delta of the Kaministiquia River and which was called Fort Kaministiquia, or the New Post, began in 1800, by 1802 it was being used; but it wasn't completed until 1807. Daniel Harmon who was at the new Post that year wrote in his Journal that a thousand workmen were rushing its completion. It was during the same year that its name was changed from Fort Kaministiquia to Fort William to honor William McGillivray, one of the principal partners of the North West Company, a nephew of the late Simon McTavish and a director-general of the firm, which position was the equivalent of the Presidency of a modern corporation.

(Continued on Page 20)



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"The Ontario Forest Industries Association"

by C. R. Mills, Manager

The company you work for has a lot in common with its competitors; they are in the same business and they have the same problems — problems like insects and blight, forest fires and transportation.

No matter how strongly they may compete in other ways, it is good business — and good common sense — for them to help each other solve those common problems. By sharing their experience and their knowledge they can work out newer and better ways of overcoming the many difficulties met with in their woods operations.

They are alike in another way. Nearly 95 percent of all the forests in Ontario are owned by the people of Ontario and that means the trees you cut and the wood you use in your work probably come from lands owned by the public.

For that reason it is important that the public know what those who work in the forest industries are doing. Most people do not know, for example, that Canada's forests produce more wealth for Canadians than any other industry in the country. They do not know that the forests are Canada's biggest source of United States dollars, and many of them do not know that their daily newspaper is dependent on the forests for its paper.

Why should they know? Well, they are entitled to know what is happening to their forests and those in the industry should be proud to tell them about the work they are doing. It helps those who work in the forests if the public has an intelligent knowledge of what they are doing, why they are doing it and of the many difficulties met with in the doing.

These are some of the reasons for the formation of the Ontario Forest Industries Association. It was set up a few years ago by a group of firms — big and small — in the lumber and pulp and paper business.

Part of the Association's job is to give information to the public, but that is only part of it. It collects and supplies information on forest problems such as fires and diseases. It discusses forest problems with the Ontario Government which represents the people who own the forests. It promotes the best possible use of our forest resources, at the same time seeking to preserve them for the use of future generations.

The O.F.I.A. is a corporation without share capital — which means it is not a commercial venture. It has offices in both Toronto and Port Arthur. A board of 24 directors forms the management committee.

The directors represent every aspect of forest industries. Nine of them are lumbermen or sawmill operators; nine are pulp and paper producers or operators and six are pulpwood exporters or independent operators. Each year the board elects a president and two vice presidents from among its members. The day-to-day business of the O.F.I.A. is administered by a manager, an assistant manager and a treasurer.

The membership includes large and small corporations, partnerships and individually-owned enterprises which own or lease timber lands in Ontario. It includes lumbermen, pulp and paper producers and operators and pulpwood exporters and independent operators.

Through the Association members exchange ideas on the best ways of using and conserving forest products. The Association represents members when dealing collectively with the government and the public, and is constantly seeking to promote legislation and educational programs to conserve forest resources. It may also join any other organization with similar objectives.

Among the subjects coming within the scope of the O.F.I.A. are such varied things as protection of forests from fire, insects and disease and legislation dealing with the numerous matters related to the forests. These include dams, river rights, tenures, taxation, classification of lands, colonization, water powers, lumber sales and transportation. The Association is also concerned with you as an employee and legislation and plans dealing with your hours of work, vacation with pay and compensation in case of injury. It must also collect statistics dealing with the forests and forest products.

Since its formation, the Association has been active in studying the problems of men working in the woods and finding jobs and training for potential workers in forest industries. It has established a scholarship in Forest Entomology at the University of Toronto's School of Forestry. As a result of the efforts of the O.F.I.A. and three non-member companies some three thousand workers from Displaced Persons Camps in Europe have come to Ontario to work in the woods.

The O.F.I.A. does everything it can to promote the best interests of the general public which owns the forests, its 58 member companies which conduct operations in the forests and the thousands of employees whose livings come from the forests.

THANK GOD FOR THE CHURCHES

From the Post-Advocate of Alhambra, California

Thank God for the Churches. They are far from perfect, but they are the nation's first line of defense They maintain a standard of honesty and decency without which the nation would not be worth saving, nor would its citizenry care for any interest beyond their own selfish personal gratifications.

A nation with strong, moral convictions and deep reverence for God is able to defend itself against all enemies within and without.

But this is not the time for complacency regarding the religious life of the nation. The forthcoming census (figures) will reveal some startling facts regarding the millions of children who are receiving no religious instruction of any kind, while other millions receive only fragmentary portions of such instruction.

America would become overwhelmingly pagan in a few years should the churches fall into decay and ruin. Every communicant, yes, every well wisher of the churches, should be actively supporting the churches and all that they are defending in the fields of moral and spiritual development.

A good-natured tolerance is not enough. Active participation should be the resolve of every citizen.

Throughout the world the forces of enlightened religious groups provide an atmosphere of good-will and confidence that is worth more than armaments and international treaties. Remove from the minds and hearts of men and women everywhere the religious convictions and practices of Jews, Catholics and Protestants, and civilization would crumble like a house of cards built upon the shifting sands of treachery and greed.

Thank God for the churches, but do more than that. So live that the churches will thank God for you and your co-operation in the task of establishing peace and justice.

The "Abitibi."

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PORT ARTHUR COMMUNITY CHEST CAMPAIGN GREATLY ASSISTED BY WOODSWORKERS CONTRIBUTIONS

The Community Chest wishes to thank all woodsworkers who so generously contributed to the campaign in November. In addition, thanks are extended to all who assisted and made the actual canvass — supervisors, clerks and camp stewards.

It is very heartening to know that woodsworkers are taking a part in community life — some of the organizations helped by the Chest, particularly the Sailors' Institute and the Salvation Army, are very helpful to bushmen when they run into a "streak of hard luck" and need a little help. The generous contributions have made the canvass worthwhile for all who took part.

THANK YOU ONE AND ALL!

Final Returns from the Camps (not including the contributions from the companies or head office canvass) were:

Marathon Paper Mills of Canada Ltd.	$1,122.40
Ontario Paper Company, Limited	675.30
Abitibi Power & Paper Co., Ltd.	618.35
Brompton Pulp & Paper Company, Ltd.	361.50
Hammermill Paper Company	250.00
Newaygo Timber Company, Limited	215.00
Oscar Styffe Limited	90.00
Northern Forest Products Limited	69.75
Nipigon Lake Timber Company Limited	33.00
Alexander-Clark Timber Company, Ltd.	7.00
	$3,442.30

Employees in The Great Lakes Paper Co. Ltd. woods camps donated $300.00 to the Fort William Community Chest.

"JOE BEAVER" By ED NOFZIGER



Forest Service, U.S. Department of Agriculture

"Maybe some folks can hibernate, but winter is a good time to cut and skid!"

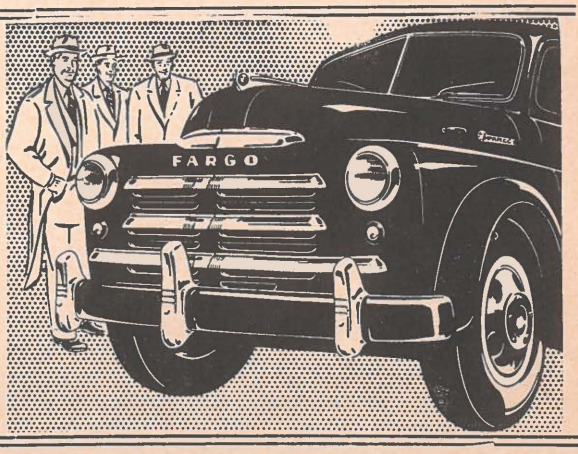
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Man of the Month

The Great Lakes Paper Co. story is applicable to all other operators. The Log Book joins in —

A Salute to the Woods Mechanic

The pages of the Link have carried the story of woods operations as they are on our various limits. It is our interesting story. As it unfolds before us in all its glamour, it captures our interest and we begin to realize what great strides have been taken in this vital part of the great pulp and paper industry. The whole operation is dependent upon an organization whose countless small units must dispense their various duties accurately and efficiently. From the moment a certain cut is planned until the pulpwood stick arrives at the mill by rail or water, this organization is functioning. The closer we study the woods operation, the more we realize how vast and varied are its duties.

This month we thought we would visit our genial chief mechanic in the Woodlands Division.

The mechanics are chaps we don't hear too much about but on every hand we see the results of their efforts and after a "chat" with the chief and some of his very able crew, we thought perhaps you would find their story as interesting as we did.

In this modern day and age, man has pitted his ingenuity against the forest in an effort to harvest the crops of millions of mature trees. The trend in bush operations has been to mechanize the operation as much as possible. Where years ago the muscles of men and horses were predominant, today we find man bringing with him more and more mechanical marvels to make the job easier and faster.

The result of this trend is seen on every hand. Giant wood loaders that lift a cord of wood from skidway to truck platform, in one operation, road building machinery, giant tractors, hundreds of trucks, lighting plants, auxiliary machinery, and boats ranging from the outboard motor size to giant steam and diesel tugs are a common sight wherever you go.

This march of man and machinery in the battle of the forest harvest depends a great deal on our man of the month — the woods mechanic. His skill and ability to effect repairs and adjustments under any conditions keeps the tremendous amount of mechanical equipment rolling and the whole organization functioning smoothly.

From the chief mechanic, Albert Sideen, with headquarters in the Woodlands building in Fort William, to the mechanic in the farthest camp, these men are ready for any emergency. They are called upon at any time to cope with various troubles and situations — and like the "unsung hero" they go out and put things right again and again.

Some of the situations they have had to contend with are as follows: The timbers of a bridge fail and a truck-load of awaited supplies goes through. With the men in the camps depending on the food, the mechanic must see that the load goes through — the truck has to be lifted out of the river and put on the road in running order as soon as possible.

Or a tractor, building road through the treacherous swamp, hits a soft spot and sinks out of sight in the morass. It has to be taken out, cleaned off and repaired so that the road is completed in time for the important hauling operation.

A truck breaks down on the road miles back in the forest. The mechanic is the man who must go out and repair it — whether it's raining or snowing, a summer day or below-zero, winter weather.

Tractors go through the ice on the lakes, jammers break down at the most unexpected times, pile drivers have been known to develop that habit, too. Washing machines in the laundries develop internal troubles on washday, lighting plants must be kept in good running order, graders and snowplowing equipment must be kept in top notch shape ready for work at a moment's notice, pumping units for road icing in the winter and fire fighting in the summer and the boat and tug engines have to be maintained.

The list is endless — and the jobs are many. This month we salute the woods mechanic — an important man behind the scenes. As we read this column, a mechanic may be working on a tractor that went through the ice at Valora; there may be one of these gents working on a truck away back in the bush at Black Sturgeon. But, wherever they are,

We salute the woods mechanic!

The Link.

—o—

PULPWOOD LOADERS AND STIFF BOOM ARCHES BEING DEVELOPED IN MICHIGAN

The American Pulpwood Association has reported on attachments developed by the KOSKI REPAIR WORKS of Keweenaw Bay, Michigan.

Mr. W. S. Bromley, Forest Engineer, comments on the attachments as follows:

KOSKI STIFF BOOM ARCH

"While the first unit provides for an attachment that does not lift the bundles of pulpwood as high as it should to provide for maximum loads on some trucks, it does provide an excellent means for cutting down the manpower requirements for producing 100 inch pulpwood in the Lake States under many difficult conditions. In those sections where the use of horses is dying out and where teamsters are not available, units of this type may very well be considered. It is essential for the use of a unit of this type to have piece cutters prepare the wood in such a way that the Bardon hook and cable can be easily placed under the load of pulpwood when the skidding unit backs up to it. Also, it is important to consider the fact that the use of a unit of this type which skids and loads the same bundle which it picks up in the woods eliminates the separate piling and handling of pulpwood by the roadside."

KOSKI PULPWOOD LOADER

"The Koski Pulpwood Loader deserves the careful consideration of anyone interested in a mechanical pulpwood loader which can be mounted on tractors with the operator having complete control of the position and angle at which the pulpwood is to be placed upon the truck or trailer bed. It gives promise of being able to load 100-inch pulpwood on trailer beds and 4 and 5 foot wood in ranks on trucks or railroad cars more carefully and more rapidly than most any unit of this type now in use. This unit was brought to our attention by H. R. Palmquist of the Marathon Corporation."

NORTHWESTERN ONTARIO SECTION, CANADIAN INSTITUTE OF FORESTRY HOLDS ANNUAL MEETING

The Northwestern Ontario Section, Canadian Institute of Forestry held its Annual Meeting in Port Arthur December 16th at which Mr. C. J. Campbell, Master in Forestry, Lakehead Technical Institute, was elected Chairman.

Others elected were:

Vice Chairman — P. J. Ward
Councillors — F. L. Stevens
R. Boultbee
K. W. Hearnden.

Mr. R. Boultbee, 1950 Chairman, conducted the meeting.

The Section plans to undertake a project to better woodlot management and the first step will be to complete arrangements with one of the rural schools to plant trees on an area.

Following the business meeting, the members attended the banquet dinner at the Port Arthur Golf and Country Club. Dr. M. W. Bartley, the guest speaker, was introduced by Mr. P. V. LeMay and thanked by Mr. A. L. K. Switzer. Dr. Bartley, in his address, "Lakehead Technical Institute and its place in Northwestern Ontario," outlined the steps leading to the establishment of the Institute, its purpose and explained how members of the C. I. F. could assist Lakehead Technical Institute.

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TIMBERLAND MACHINES LTD.

MECHANIZED LOGGING SPECIALISTS **WOODSTOCK, ONTARIO**

THE FIRST LOGGING OPERATION IN THUNDER BAY

(Continued from Page 14)

The stockade itself covered two and a half acres of land. Its location was on the left bank of the Kaministiquia River near the mouth of the river. A granite monument at the foot of McTavish Street marks the spot of its location. These proud, exacting, and resolute Nor'westers did not do things by halves. They had discovered the McKenzie River, they had gone over land to the Pacific Coast, they had explored, mapped out, and established trading posts on nearly half the western part of the American continent. Their pretentious headquarters on the bank of the Kaministiquia was worthy of their achievements.

There were no sawmills at the time anywhere along the basin of the Great Lakes. All the timber, lumber and shingles used in the construction of the buildings in and about this great Post had to be cut, and worked by hand. Trees had to be felled and cut into logs and logs into lumber by means of whip saws. Lumber had to be piled and dried and made into finished material, such as doors, windows, frames, flooring, ceiling and moldings. An unusual task in that period of our history. The Company opened up a quarry across Thunder Bay along the Dolomite formation which forms the outer fringes of the Sibley Peninsula where they prepared the stone which was required for the chimneys and two of the large buildings and the lime which they needed as mortar and plaster. When its construction was completed it was the pride of all the partners of the North West Company and it evoked the admiration of all the travellers who had seen it at the time.

Gabriel Franchere who stopped on his journey at Fort William from the Pacific Coast in 1813, Ross Cox in 1817, wrote extensively in their Journals about Fort William. Both of their descriptions fairly well agree. Meanwhile in 1816 the Post had been seized by Lord Selkirk with the assistance of his Des Meurons soldiers and Captain D'Oresenen, the officer in charge, also left us an interesting description of this famous historic fortified Trading Post.

There were thirty buildings in all. All were arranged and divided into streets forming a square. There were also a number of other smaller buildings and huts outside the Post proper, and across the river, which were tenanted by the Voyageurs.

The buildings of Fort William consisted of a large house in which a dining-room was situated and in which the Gentleman in charge resided. The Council-house arranged of snug buildings for the accommodation of the people from the interior. A large counting-house; the doctor's residence; extensive stores for the merchandise and furs; a forge; various work shops; with the apartments for the mechanics, a number of whom were always stationed there. There was also a prison for refractory Voyageurs. The whole was surrounded by wooden fortifications or stockade, flanked by bastion and was sufficiently strong to withstand any attack from hostile natives.

Outside the Fort was a shipyard in which the Companies' vessels on the lake were built and repaired. There were extensive fields of corn and potatoes as well as vegetables of all types. They kept several heads of cattle, horses, sheep, hogs and poultry. In the spring of the year the maple trees in the vicinity of Mountain McKay were tapped and the sap reduced into Maple Syrup and Sugar. All and all it was a thriving community. It was more than a wilderness headquarters for the Nor'westers, in practice it was the capital of their great trade Empire.

In 1820 after many years of incessant trade war with their great rivals the Governor and Company of Adventurers of England Trading into Hudson's Bay, both organizations had sustained great losses and arrangements were made for a union between the two Companies and like a bride the powerful North West Company lost both her name and her identity. The former wilderness headquarters of the North West Company became a District Post of the Hudson's Bay Company, a position of minor importance compared to the days of its glory. It continued to be operated until the advent of railway construction.

Mr. J. P. Bertrand is a former president of the Thunder Bay Historical Society and a pioneer logger in the early 1900's.

SLOOP HAULING

(Continued from Page 4)

However, if at some future date it is decided that further silvicultural treatment is necessary, the roads used for the operation will still be there to make large areas cheaply accessible to men and equipment.

Fire Protection

It needs hardly be pointed out how this operation affects the fire protection picture. Certainly with more men and vehicles in the bush during the summer months the chances of man made fires starting are greatly increased and much more attention must be given to making the workers conscious at all times of the fire hazardous conditions under which they are working. More fire fighting equipment has to be kept handy to an operation of this sort and a neucleus of a good firefighting crew trained.

On the other side of the picture we have the advantage of the fact that most of the cutting areas are readily accessible by road before any cutting is done and any fire outbreak can be dealt with very quickly as trucks and tractors are on hand to transport men and equipment. Also on an operation of this sort there is usually a more or less permanent crew of men on the job who can be organized into a firefighting neucleus and be expected to stay on the job for some length of time.

Conclusion

In conclusion I would like to point out that the self-loading sloop operation is still in the development stage and it seems a little too soon to predict just exactly what effect it will have on our overall plans for managing and operating our limit. Certainly if future observations show that this type of operation is to become our standard method of operating certain types of timber stands, adjustments will have to be made in cutting plans. Research as to how best to ensure further stands of desirable species will have to be carried out and I have no doubt at all, that given time and money our forests can be made to respond to treatment and ensure, as nearly as possible, for an adequate future stand.

DEPARTMENT NURSERIES IN ONTARIO

Existing tree nurseries have been expanded and new ones established at Kemptville in Southeastern Ontario and Fort William in the Northwest to bring the capacity from 11 million yearly to nearly 600 million.

Combining forest nurseries and attached demonstration forests, provincial forest stations are listed as follows:

Norfolk station, 400 acres of which 300 comprise the nursery and 100 forest plantation; Midhurst, 400 acres of nursery and 1,800 forest plantations; Orono, 300 nursery and 700 plantation; **Thunder Bay, 400** acres; Angus seed plant, forest tree seed extraction, storage and germination; Kemptville, 1,500 acres of which 300 are nursery and the balance being reforested.

HAULING ACCIDENTS

(Continued from Page 13)

day and particularly so when the elements are conducive to the types of occurrences mentioned.

In the matter of poor footing or slippage, perhaps here is another boost for Bill Baker's suggestion of suitable form of ice creeper. The number of disabilities caused by a mere slip of a foot warrants serious study of the ice creeper development.

In considering horse sleigh hauls and accidents most common to that operation, our Compensation Forms Seven continually tell us a story of the inexperienced teamster and an excitable animal both working under pressure. I suppose that as long as the horse is used as a means of transporting wood this problem will be with us. Probably one ray of sunshine here lies in the fact that we can usually rely on the horse to own a sense of caution not always found in the teamsters riding behind. Another common source of injury during a horse sleigh haul originates in the insistence on the part of the crew to ride on empty sleighs — vehicles not designed to carry passengers. Possibly the answer is to fit our sleigh racks with some proper riding platform and insist in turn that the men use the platforme if they must ride.

The purely mechanized form of hauling presents, to my mind, an opportunity to make same real gains in the prevention of accidents in winter woods wook. Here we have a crew of men reduced to a minimum, they are usually mechanically minded, generally younger and therefore can be trained or directed with more ease.

It has been our experience that most accidents in a mechanized force can be traced to a laxity in maintenance or carelessness. In dealing with contract truckers and their equipment we found that if the owner or operator was not systematically checking his equipment sooner or later he ran into trouble. Frayed cables, weak or worn chains and in particular worn quick-release mechanism or short quick-release pull chains, all took their toll in lost time accidents. After some directed maintenance, occurrences in the nature of failures were reduced to a minimum.

Here once again is our chance to prove that close supervision in the field will save us from many accidents at the proper time — before they happen.

I presume we all agree that it is our job to prevent every accident possible and I suggest that the greatest single factor we have in this struggle lies with the Camp Foreman, team bosses or hauling bosses, and their close contact with the woods employee. We must first convince the Foreman, if necessary, that the safest way is usually the best way. After the Foremen are in agreement, then we must back to the limit their work to prevent that accident — before it happens.

There is one particular point I would ask that you note, and to spread a preventative word when you return to your operation. Last winter we had one employee who insisted on hurrying a camp stove by throwing in a little of what he believed was kerosene — **once** it wasn't kerosene — and he died of horrible burns. The season in which more people light more camp stoves is with us and I'm sure that every employee could stand what may be a saving reminder of the dangers involved in the combination of fire and an inflammable liquid.

*Paper presented at the November meeting of the Ontario Pulp & Paper Makers Safety Association Northwestern Ontario (Woods) Branch.

PRESIDENT'S MESSAGE

(Continued from Page 3)

cover Canada from coast to coast. Due to this late migration many operators are behind in their production schedule and it is our sincere hope that all will make up their losses and deliver fhe wod as planned. In addition to the migration of workers from other parts of Canada, approximately 500 Displaced Persons have been employed by the woods industry as well as a number of men from Newfoundland brought to this area by the N.E.S.

As well as the production from Crown lands, many thousands of cords of farmers' and settlers' wood and a great deal of lumber are purchased annually from farmers and settlers throughout Northwestern Ontario. The production of forest products by these people to-day is a vital part of their living. Combined with produce from their farms, the production of forest products in some cases ensures a year-round occupation for farmers and settlers in this part of the country. In addition, of course, many farmers and their horses work in the camps during the winter or in their off seasons.

Two years ago this Association passed a resolution to the Department of Lands and Forests recommending that an extension forester be appointed in Northwestern Ontario to assist the farmers in managing their woodlots. Last year it was announced by the Minister of Lands and Forests that an extension forester had been appointed in the North Bay area and we are hopeful that something will be done in Northwestern Ontario in the near future

One project that is a new development this year, is the T. B. Survey of Woods Camps. The Fort William Sanatorium, which is responsible for the care of T. B. in Northwestern Ontario, now have a mobile x-ray unit and arrangements are made through this Association to x-ray employees in woods camps. This is a project which is meeting with the utmost co-operation of all concerned.

Looking towards the future, I am both optimistic and pessimistic. The demand for forest products with world events taking place as they are to-day will probably increase. (We must not forget though, how optimistic we all were in 1948 and then came the sharp decrease in production in 1949 because of high inventories and a lack of orders.) On the other hand, increased production will mean more labour necessary.

If international events continue and war industries start up, competition for labour will be extremely keen. We will be short. A shortage of labour diminishes volume of production, and this in turn means a loss to every family in Canada.

In closing I would like to briefly express my feelings towards our Industry.

I personally am proud to be a woods operator in Northwestern Ontario. I am proud to be President of this Association. The changes in this industry in the last ten years have been immense. Things are happening to-day that many of us, as foresters, have advocated throughout our lives. A forest inventory is being taken in Ontario. For the first time in history we will soon know what we've got in the way of forest resources. Management plans and operating plans are being made on a long terms basis. Gradually, more species are being utilized. (This is one subject — Utilization of Species — about which we all hope the Research Institutes will soon learn enough to find an economic use for all species in Northwestern Ontario.) Our employees are receiving

(Continued on Page 22)

1950 Slasher Big Improvement

F. BRADY

As the year 1950 comes to a close, we are happy to report that slashing has taken on more of the air of a picnic when compared with last winter's operations. It will be impossible, of course, to go into any great detail concerning the changes involved. We will endeavour to give a clear picture in the space allowed to this phase of the mechanical logging program.

In the spring of '49 most of the slashers were converted from cross-haul to end-haul. This proved to be a step in the right direction, and marked the beginning of a new era in slasher design. One more slasher was revamped this spring, and this brought to an end the major changes in outward appearance. Standardization, however, brought to light many of the internal weaknesses that had heretofore been hidden by the variations in the individual units. We were now able to deal with these problems collectively, and the resultant saving in time and money made itself very apparent.

The actual reconversions this year consisted of approximately eleven major changes, a brief description of which follows:

Hypoid gears, flexible couplings and heavier shafts have now replaced the original right angle drive, which was of a much lighter construction.

The rollers have all been equipped with deflector plates. These rollers, originally with a 1-7/16" shaft throughout, have now had the shaft diameter at the driven end increased to 1-15/16", the cast-iron pulley blocks have been replaced by steel, and breakages thus far have been conspicuous by their absence.

The roller bumper which has been subject to so much breakage now consists of a ½" steel toe plate, and has proven to be extremely successful.

The Skyline has been equipped with ferrules. A sliding box with adjustable rod placed at the front end, makes this cable readily interchangeable and lengthens the life considerably.

The three shaft, gear driven, screw feed winch has been replaced by a single shaft, double drum, friction feed winch of much sturdier construction.

The loading conveyors are now driven by means of a slipclutch, and can now be controlled by either the top-loader or the sawyer.

The telo-flex tubing in the hydraulic system has been replaced by ¾" pipe and flexible hose, thus increasing the speed of the saw beam, and removing many of the cold weather complications.

We are now using the International Blue Diamond Power unit. The unit itself has been moved from its original berth below the conveyor assembly. The belt driven winch has been dropped, and has been replaced by direct drive through transmission and flexible couplings. This new position of the motor gives us much better performance and eliminates another great source of trouble, namely sawdust.

And finally, the top-loader's platform is now part of the slasher, a great time-saver on long moves as well as the short changes of position at the cold-decks.

The "Courier."

PRESIDENT'S MESSAGE

(Continued from Page 21)

good wages negotiated annually with the woods union — our depots are becoming more permanent, our camps have more and more facilities in them to make for better living. Our industry is the backbone of this part of Ontario and yet, because we operate mostly on crown lands, we operators and our industry seem to be wide open to public criticism. I maintain that a new era in woods operations has been born and we are now growing up in the new era. Critics should take this into consideration, visit and study the operations as they are to-day, know the problems facing this Northwestern Ontario Industry and then, basing their conclusions upon solid fact, (not on hearsay evidence) make any criticisms conconstructive.

In closing, I would simply say that while operators have by no means reached perfection, substantial progress has been made and is being made. That as a group we can all be proud of rather than ashamed of our operations as they are carried on today. At the present rate of progress even our severest critics will soon have to admit that our group is one of the Lakehead's greatest assets.

H. H. "Bert" STYFFE.

Opening address by Pres. H. H. "Bert" Styffe at the Annual Meeting of the Thunder Bay Timber Operators Association.

GOOD TIMBER

The tree that never had to fight
For sun and sky and air and light,
That stood out in the open plain
And always got its share of rain,
Never became a forest king
But lived and died a scrubby thing.

The man who never had to toil,
Who never had to win his share,
Of sun and sky and light and air,
Never became a manly man
But lived and died as he began.

Good timber does not grow in ease:
The stronger wind, the tougher trees.
The farther sky, the greater length;
The more the storm, the more the strength;
By sun and cold, by rain and snows,
In tree or man good timber grows.

Where thickest stands the forest growth
We find the patriarchs of both,
And they hold converse with the stars
Whose broken branches show the scars
Of many winds and much of strife —
This is the common law of life.

—Selected.

At Snag in the Yukon Territory a temperature of 81 degrees below zero has been recorded. — Quick Canadian Facts.

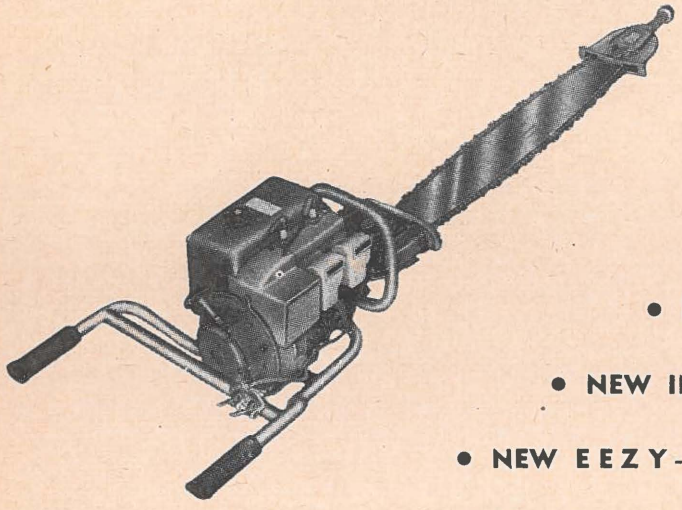
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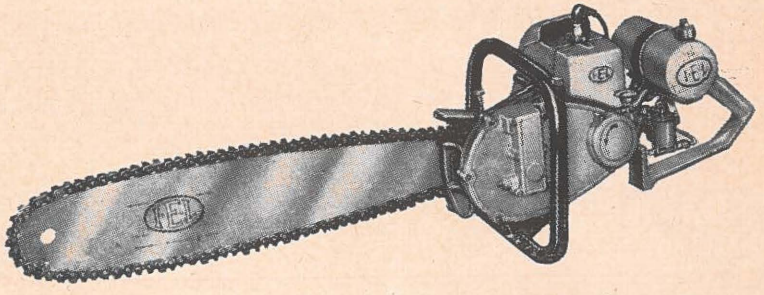


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ABITIBI POWER & PAPER COMPANY (SAULT STE. MARIE DIVISION) LOG SAWING CONTEST

Two Swede-saw cuts in a stick of pulpwood has netted Romeo Garneau of Bouchette, Quebec, a sweater with the Company crest and $50. No, the rates for piecework cutters haven't been increased but Romeo is this **season's Divisional Log Sawing Contest champion.** Congratulations to our new winner, now on his third season in Sault Woods at Lauri Tahti's Camp at Regan.

Camp Contests were held on Sunday, Nov. 5, in all camps. Winners received prizes of a sweater bearing the Company Crest, then met for the Divisional Contest on Sunday, Nov. 12. Prizes for the first three in the Divisional Contest were awarded, **$50, $25 and $10 respectively.**

Only one second behind the winner's time of 8½ seconds required to cut the ten-inch rough spruce log came Valoire Thibodeau of Brantville, N.B. This is Valoire's first season with us and besides congratulations we wish him the best of luck at Aho's Camp.

Also a newcomer to Sault Woods, Romuald Gendron, from Joe Lefebvre's Camp, placed third in the Divisional Contest after winning the camp contest. No doubt Romuald, like the other winners will have a special story to tell when he returns to his home in Maniwaki.

To all those who entered into the spirit of the contest, both participants and supporters, our congratulations for making the contest a real success.

CAMP CONTEST WINNERS

Name	Camp
Valoire Thibodeau	Aho
Henri Duguay	Hayward
Benoit Rheaume	Lacourciere
Maurice Roussin	C. Lampi
John Brillant	Larocque
Romuald Gendron	Lefebvre
Janis Anitans	Rajala
John Laakso	Saarinen (Shackers)
Romeo Garneau	Tahti

The "Abitibi."

WHY NOT HAVE A CAMP BUCK-SAW CONTEST IN YOUR CAMP?

All it takes is a little organizing. It is good clean sport and a lot of fun, and the men get a kick out of it. If you want a copy of the Rules and Regulations used at the Canadian Championship, write to the Editor of this Booklet. If you do run a contest, report the results to the Editor and it will be a pleasure to report the event in this booklet.

CANADIAN BUCK-SAW CHAMPIONSHIP SET FOR MONTREAL

The 1951 Canadian Bucksaw Championship finls will be held in the evenings of March 28-29, 1951, at the Mount Royal Hotel, Montreal, coincident with the Woodlands Section Annual Meeting.

This event, first sponsored by the Woodlands Section in 1949, has been a feature attraction at the Montreal Sportsman's Exhibition for the last two years. This year, by bringing it closer to home, we hope that more of our own members and more company executives will be able to see it, enjoy it, and realize its personnel relationships value.

The final round of the contest on March 29 will be held in conjunction with a banquet, and possibly some other entertainment. The following prizes will be presented at the conclusion of the contest:

1. **Canadian Bucksaw Championship Trophy—** Presented by the Woodlands Section, CPPA **+ $100 in cash**
2. **Precision Trophy** — Presented by Mr. Alistair Grant (Precision Power Chain Saws) to the winner of the Canadian Bucksaw Championship. This trophy is held by the employer company for a period of one year.
3. **Runner-Up** — Cash prize of $50.00.
4. **Best Single Cut** — (during the 2-day contest) — Cash prize of $50.00.

NEW YEAR'S MESSAGE FROM SHANTYMAN MISSIONARY

"I would like to pass on this prayer for the New Year.

Thou, Oh Lord who are the creator of the Sun, the Moon, the Stars, the Earth and the Sea, the whole Universe and all the living things therein, we acknowledge our dependence upon Thee for our life, our health and our happiness, and we ask that Thy wondrous light of understanding be given us, guide our every footstep, direct our every thought and bring us into a better understanding of our fellowman, both near and far, and help us to try to understand the view of another before we take issue against him; keep us from greed and teach us Thy will and to do it.

That I might help them help themselves
To find the light that truth reveals
So in that helping, I may find
A greater love for all mankind.

Greetings of the Season and Prosperity for the coming year.

Sincerely yours in Christian service,
JAMES H. ALLEN,
Shantyman Missionary."

PUBLICATION REPORTS —

Forest Products Division — Department of Resources and Development

A list of publications and reports of the Forest Products Division — which includes the two research units — Forest Products Laboratory, Ottawa, and the Forest Products Laboratory, Vancouver, is available. These publications cover all phases of forest products research and include those bulletins and circulars, mimeographs, and reprints of articles and papers which are available for distribution. It **excludes** papers and articles in periodicals for which copies are not available for distribution and those publications for which distribution copies are no longer available.

The publications are listed under the following subject headings:

1. Mechanical Properties, Panel and Laminated Construction.
2. Plywood, Adhesives and Dielectric Heating.
3. Containers and Packaging.
4. Wood Preservation and Other Treatments.
5. Wood Pathology (including Sap Stain and Mould Prevention).
6. Wood Paints and Coatings.
7. Wood Technology, Timber Physics.
8. Wood Uses, Manufacture, and Waste Utilization.
9. Wood as Fuel.
10. Lumber Seasoning.
11. Wood Chemistry.
12. Miscellaneous.

(A copy of the list of publications is in the Editor's Office. We will be glad to assist anyone wishing to check these publications.)

ONTARIO FOREST INDUSTRIES ASSOCIATION ANNUAL MEETING ELECTS NEW BOARD OF DIRECTORS

At the Eighth Annual Meeting of the Ontario Forest Industries Association, Mr. K. O. Roos of Booth Lumber Limited was elected President succeeding Hon. W. E. Rowe, and Messrs. Malcolm Cochran, Hammermill Paper Co., and C. B. Davis, Abitibi Power & Paper Company, Limited, were elected Vice-Presidents.

The Board of Directors for 1951 is:

Representing lumbermen or sawmill operators:

J. W. Austin	S. J. Staniforth	K. O. Roos
D. R. Rogers	J. W. McNutt	A. E. Wicks
D. A. Gillies	B. F. Merwin	R. J. Prettie

Representing the pulpwood exporters or independent operators:

R. V. Perry	M. Cochran	H. H. Styffe
W. H. Nasi	H. S. Mosher	E. V. Woollings

Representing the pulp and paper producers or operators:

B. F. Avery	J. W. Fries	J. F. MacKellar
Hon. W. E. Rowe	Lorne Goodall	H. A. Sewell
A. E. H. Fair	H. P. Klinestiver	C. B. Davis

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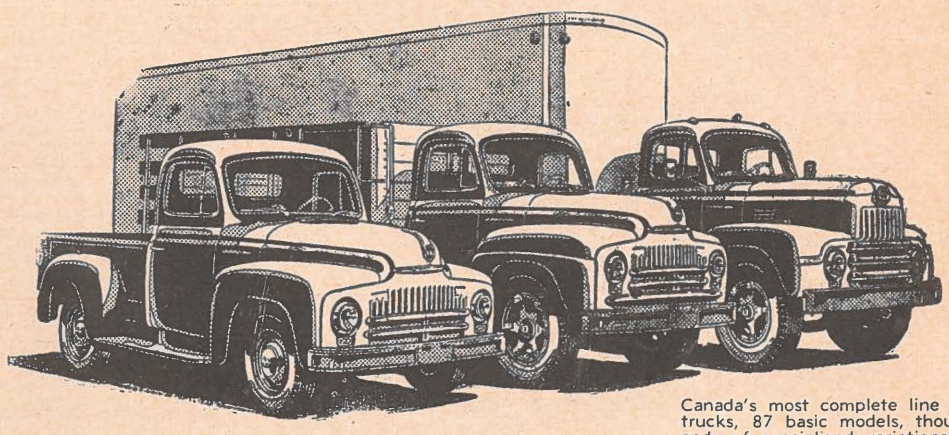
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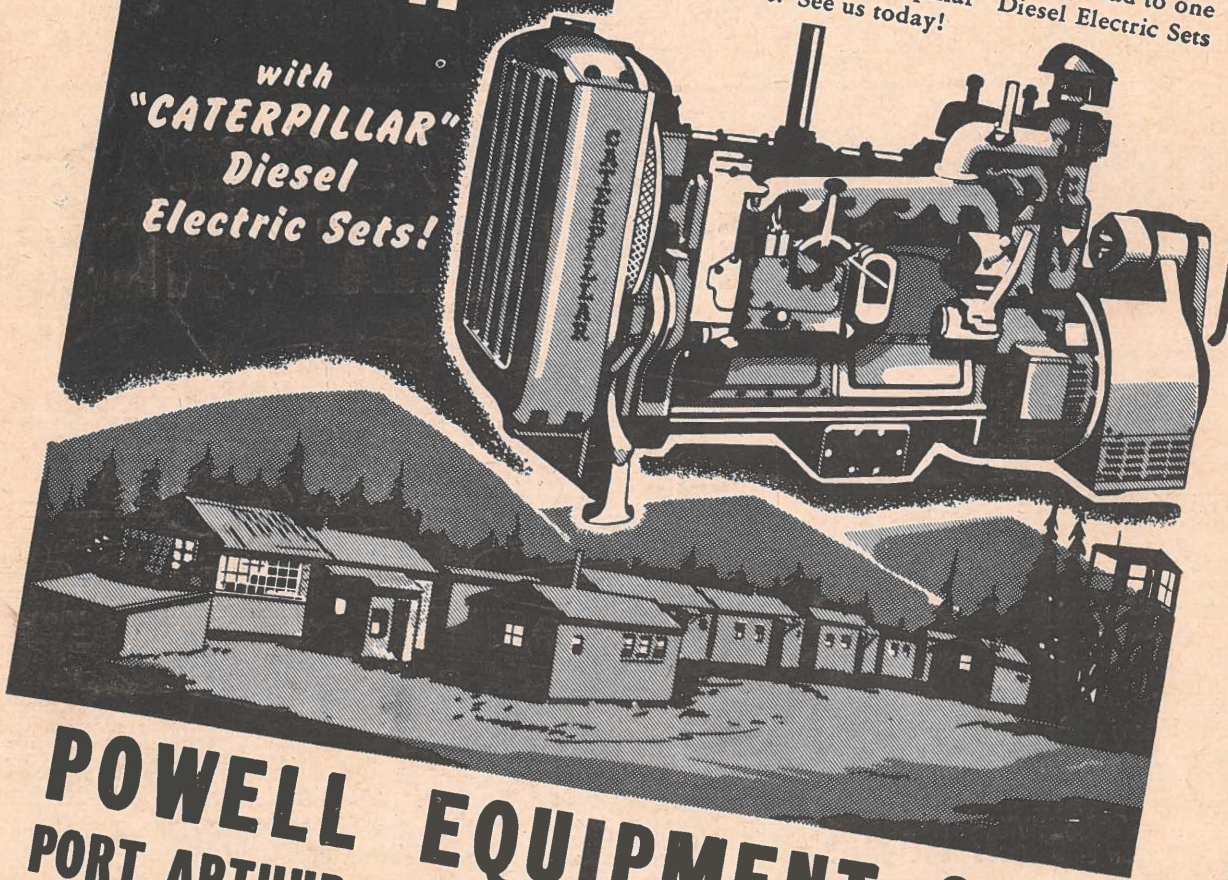
with "CATERPILLAR" Diesel Electric Sets!

Kerosene lamps—fresh air meat lockers—washing socks in 5 gallon cans—are strictly for tourists in this day and age. Instead, it's electric lights, electric refrigerators and washing machines, and radios—thanks to low-cost electric power from "Caterpillar" Diesel Electric Sets.

Put a set in place—connect the loads through a simple circuit breaker—and you're in business. And it's just as easy to operate! It requires no attention or adjustment and stays right on the job!

The cost of this comfort is conveniently low, too. The sets run on small helpings of low-cost non-premium fuels. Large, single orifice injection valves are clog-resistant. "Caterpillar" safeguards, such as air cleaners, fuel filters, oil cooling and others, keep the engines on the job year after year. Veterans of 60,- 70,- even 80,000 hours are still hard at it.

Put your camp on the same modern basis as your logging. Switch your lighting load to one of the several "Caterpillar" Diesel Electric Sets available. See us today!



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PORT ARTHUR WINNIPEG

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