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THUNDER BAY TIMBER OPERATORS ASSOCIATION

LOG BOOK

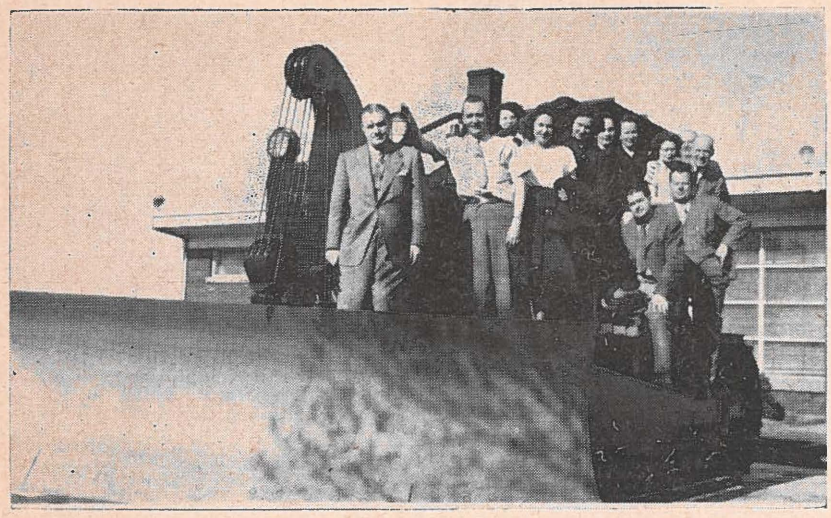
JULY
1948

VOL. 1 PORT ARTHUR, ONTARIO NO. 3

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Published by
THE THUNDER BAY TIMBER OPERATORS' ASSOCIATION

Edited by
T. S. JONES

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The President's Message

At the last general meeting the executive and manager were pleased to receive the complete endorsation of all members for past and future issues of the "Log Book". I trust each member and recipient will continue to benefit from the useful information contained therein

The theme of the last issue of the "Log LBook" was "Fire Prevention." From the experiences of the past few weeks the theme was obviously well chosen. The fire hazard throughout the province has created an explosive situation with a number of serious outbursts close to home. In other parts of the province the fire losses in green timber have been nothing short of catastrophic. Only through the hard work and efforts of the various Forestry Departments in cooperation with the timber companies has the situation been brought under control

It becomes obvions, however, that the situation may again break out more seriously this year. It behooves every single agency and citezen to become more conscious than ever of the terrible danger which confronts the No. 1 industry of the Province.

It occurs to me that the Tmber Operators' Association as an agency can be of greater assistance than in the past in meeting the problems of prevention of serious forest fire outbreaks and their suppression. I am not prepared to say what direction such assistance should take but I would like to suggest here that every member come to the next general meeting with as many constructive ideas as possible as to how we, as an association, can help to bring about total "Fire Prevention'

CONGRATULATIONS—

To the Marathon Paper Mills of Canada Limited, on the publication of the Booklet "Mechanical Logging for Pulpwood" Mr. H. P. Klinestiver, Mr. P. V. Lemay, the editors, the artist, the industrial firms, all who took part in the planning and publishing of this Booklet deserve great credit. This booklet marks a forward step in the woods industry and will be of great interest to other companies in planning a mechanical operation. It will also be of great assistance as a hand-book to the individual man.

Copies may be ordered from the Marathon Paper Mills of Canada Limited, Public Utilities Building, Port Arthur at a cost of $2.00 each.

STATISTICS—NIPIGON RIVER DRIVE

	1947	1948
First wood sluiced over Virgin Falls - June 9,	May 20,	
First wood sluiced over Cameron Falls - May 28,	May 18,	

Forest Technician Course to Open

Dr. M. W. Bartley, Principal, Lakehead Technical Institute

The Lakehead Technical Institute, Port Arthur and Fort William, Ontario will commence classes in the first-years coures of technical forestry in September 1948. The course as presently outlined, will be of two years' duration and is planned to fit high school graduates and men already employed in the forest industry for sub-professional supervisory positions in that vocvation.

Northwestern Ontario district is now, more than ever, the nucleus of the forest industry and all indications suggest that the area will enjoy top place in the industry for many decades. This great advance has been achieved under the guidance of a few trained and professional men who have toiled diligently with a minimum of assistance from technicians. These men long ago realized the necessity for technical aid if the pulpwood and saw logs were to be won economicallq from our forests. They urged the establishment of a training school from which they could obtain rangers, cruisers, junior forest engineers and similar subprofessional assistants.

The faculties of forestry in our universities could not meet the demand for trained personnel. The graduates from these institutions could not adequately fill the myriad of jobs with the result that unskilled employees had to be trained as well as possible under difficult conditions.

A brief concerning the type of training desired for forestry technicians was presented to the departments of education and lands and forests with the result that the present coure is being offered. The brief was based on the urgent need for trained personnel to fill the gap between the professional man and the rank and file of labour. It also stated the type of men required to fill the gap and what these men must have and be able to do. The various suggestions were made bearing in mind that the students would be principally men from Northwestern Ontario and would, upon graduation, put their training to use in the Lake Superior region.

The Department of Education, who are sponsoring the Lakehead Technical Institute, requested that a selected committee form industry in our area, be appointed to make certain that the type of training is adequate and desirable. This committee will have an active part in recommending the curriculum and choosing instructors.

It has been decided that the prime object of the course is to train men in the practical phase of forest work and forest management, so that they wll be capable of doing supervisory work in the woods and keeping our forest lands productive. The student will be thoroughly educated in the theory of forestry and the practical application of this theory.

It is the intention and onus of the Institute to provide the operating companiest with desirable employees and to provide the ambitious forest workmen and desirable students with a source of training which will allow them to advance to positions of responsibility in forestry.

Applications to attend this course should be submitted to the principal, Lakehead Technica Institute, Port Arthur, Ontario.

Thunder Bay Timber Operators Association representatives in this committee are Messrs. P. V. Lemay, P. A. Clark and J. H. Merrill.



Hauling Pulpwood on Semi-Trailers

by D. E. Graham

In the Valora District of the Great Lakes Paper Company, approximately 25,000 cords of pulpwood are hauled to railhead every winter.. On this haul, sleighs were drawn by three ton trucks.

During the 1945-46 season, one semi-trailer was built and a few trips made with approximately 6 cords per load. The results were very satisfactory.

Twelve semi-trailers were built in the company workshop during the summer of 1946 in order to change over the Valora haul from sleighs to all semi-tailers

The past two winters, the winter rail wood has been delivered from bush jammer at the strip road to railway cars, Valora, by semi-trailerrs.

A very substantial saving has been realized as compared to hauling sleighs with the same type and number of trucks. The saving has been realized from reduced ice road maintenance, sleigh maintenance, truck chains, tires and general truck maintenance.

The semi-trailers were used on two summer hauls during 1947. One, a ten mile haul from Dog River, Savanne District, while the other was a four mile haul at Martin, Gull Lake Limit. The trailers proved very satisfactory as to operating cost and reduced the number of vehicles on the road thus reducing the accident hazard

The semi-trailers were built in the Company workshop to the following specifications:

Deck — 24 feet divided into four pockets.
Fifth Wheel — Freuhauf, Serial No. 102492.
Trailer Dolly — Frame-8" Channel 34" by 60"
...Axle—3 15/16" Shafting

Standard 3 ton Ford or Mercury Truck Parts:
- Springs 14 leaf.
- Chuckles
- Hangers
- Wheelbearings
- Hubs

Wheels—Budd Tires—900 by 20

Fifth Wheel mounted 10% of the wheelbase ahead of the rear axle on any standard 3 ton truck.

Valora Haul (Winter Haul)

Type of Road — iced road.
Grade — Maximum adverse grade 12% (Length of grade 100 feet)
Length of haul — 11.35 miles
Cordage hauled — 26,480 cords.
Average Cordage per trip 6.5 cords.
Cost per mile per cord hauled 8.7 cents.
Loading — Bush Jammer from strip road sleighs
Unloading — Jammer from semi-trailers to railway cars.

Dog River Haul — (Summer Haul)

Type of road — Gravel.
Grade - An adverse grade of 230 feet in three miles, maximum adverse grade at any point 5%
Length of Haul — 10 miles.
Cordage hauled — 18,000 cords.
Average cordage per trip — 6.0 cords.
Cost per mile per cord hauled — 10.7 cents.
Loading — Jackladder from water.
Unloading — Crawler Crane 1cu. yd. capy., semi-trailers to railway cars.

Above costs include truck and trailer rental, drivers wages, gasoline, oil and maintenance. They do not include road cost or maintenance, loading or unloading of pulpwood

"JOE BEAVER" By Ed Nofziger



"You could at least give us two weeks' notice."

Lecturer Covers Nipigon Drive for Material

Mr. J. M. Humphrey of Vancouver, noted lecturer, covered the Nipigon River from Cameron Falls to Virgin Falls to obtain material for a lecture on the pulp and paper industry in Canada.

Mr. Humphrey has crossed Canada 102 times in the course of seeking facts and material for lectures but this is the first time he has stopped off in this area. Mr. Humphrey stated that his lectures are prepared and used to sell Canada to the Canadians; In other words to tell Canadians what is going on in their own country

Mr. Humphreys certainly picked out a beautiful country, with the drive crews meeting all possible natural obstacles, in which to obtain his material.

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Piet M. Vooges, Branch Manager

Scaling Is a Profession

By Courtesy of the Timber Cullers Assn.

The origin of scaling or measuring timber is probably as ancient as logging. When that timber-operator King Solomon logged the Forest of Lebanon, he no doubt used scalers to keep him informed periodically as to the quantity and quality of timber cut.

No records exist as to the units of measurements used in those far-off days, but one can presume that King Solomon, with all his wisdom, had no knowledge of the Doyle rule or the cord system of wood measurement. These were a 19th century creation of the logging industry on the North American Continent.

The Doyle rule has been adequately explained in the Scalers' Manual issued by the Department of Lands and Forests, Province of Ontario. In common with other log rules, a scaler take's no less than two measurements and records same. They are the length and diameter of the log. The cord system of measurment is another story. Its origin is obscure but the following explanation is probably the truth. After the early settlers landed on this continent, in the course of time they were called on to produce fuelwood for the town dwellers. They used one-horse sleds for transportation. A load was piled on a rack with stakes eight feet apart and four feet high. The wood was cut four feet long. In a short time the purchasers and sellers of this fuel-wood referred to a load as a cord Eventually this unit of measurement was adopted by large scale buyers of rough cut wood products, particularly pulp and paper mills, largely because (a) the cutters of wood knew from experience what a cord meant, (b) it was a quick, simple method of measuring. The efficiency of this method of wood measurement is proven by the fact that most of the pulpwood produced is sold on a cord basis.

However, it has its drawbacks. The solid wood content of measured stacked wood varies. This variation is caused by loose piling, poor trimming of limbs etc. This often produced a difference of opinion as to quantity between the buyers and sellers of rough cut wood products. Disagreements became so common it was found necessary to hire men whose sole job in the woods was to measure the wood produced. An interesting sidelight to the above is that scalers have occasionally been referred to as rogues with rules in their hands. Both buyers and sellers have been equally guilty of this pratice

Times are changing, however, and scaling now is regarded as a profession. Is taught by competent instructors in established Forestry and Wood Ranger schools. The big theme stressed by scaling instructors is fairness. Wherever a timber scaler's serices are required, whether it be for arbitration between companies and cutters or for revenue between companies and the Crown, the competent scaler records his measurements accuratelq, speedily and without fear or favour. In addition, he organizes his work so that the movement of timber from the stump to its ultimate destination is not impeded

Finally, a scaler is a referee between the buyers and sellers of rough cut wood products whose main duty is to reduce the difference of opinon as to quantity and quality which might exist between the aforementioned buyers and sellers to a minimum.

AN EASY JOB

As nearly everyone knows, an executive has practically nothing to do. That is, except to decide what is to be done, to tell somebody to do it, to listen to reasons why it should be done by somebody else, or why it should be done in a different way; to prepare arguments in rebuttal that shall be convincing and conclusive; to follow up to see if the thing has been done; To discover that it hasn't; To inquire why; To listen to excuses from the person who should have done it; To follow up a second time to see if the thing has been done, only to discover—

That it has been done incorrectly; to point out how it should have been done; to conclude that as long as it has been done it may as well be left as it is; to wonder if it is not time to get rid of a person who cannot do a thing right; to reflect that the person at fault has a wife and seven kids, and that certainly—

No other executive would put up with him for another moment, and that in all probability any successor would be just as bad and maybe worse; To consider how much simpler and better the thing would have been done had he done it himself in the first place; To reflect sadly that if he had done it himself he would have been able to do it right in twenty minutes, but that as things turned out he himself spent two days trying to find out why it was that it had taken somebody else three weeks to do it wrong, and then realized that such an idea would strike at the very roots of the belief of all employees that "An executive has nothing to do!'

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A Loggers Handbook of Instructions

Reprinted herewith is the material on the front inside cover of the Northeastern Loggers Handbook which has for its motto "easier and safer work, greater production (more pay) and better living conditions".

"If you want to be a mechanic, you will easily find plenty of good books which will tell you what you need to know. You will also find plenty of instructors and training shops."

What about the young man who wants to make his living by logging? For him there is no good source of information to which he can turn. The books and courses on logging are for the logging engineers—not for the fellow who uses the axe and crosscut.

Why shouldn't there be a simple illustrated hand book which will tell the young woodsman (or the green woodsman) what he needs to know about the care and use of his tools and the best of the old and the new techniques of, and devices for logging? He needs to know the "tricks of the trade" as much as anyone.

We hope that these pages, together with other short papers like it, will finally be put together in a printed Northeastern Loggers' Handbook. We are putting it out in this form first because there seems to be an urgent need for this sort of information; and because we need the help and advice of persons who know about logging in our region before printing. We want the the experienced logger to tell us what important things we have missed and where our advice is not good. We want the young man going into the woods for the first time to tell us what parts of it he finds hard to understand, to suggest how it can be made more useful to him. We would like the equipment manufacturers to check our recommendations for use of their products and tell us about new devices they are developing.

Please send critisisms, questions, and suggestions to: the director, Northeastern Forest Experiment Station, 614 Bankers Securities Building, Philadelphia 7, Penna. Additional copies of this and other publications in this series can be obtained from the same address."

To date there are sixteen pamphlets issued as follows.

Section 1	How To Choose and Use Your Axe.
Section 2	How To Choose, Use and Sharpen a Crosscut Saw.
Section 3	How To Select and Take Care of Your Bow Saw.
Section 4	Wedges and Their Use in Logging —— Splitting Wood
Section 5	Peavies, Cant Hooks and Pulp Hooks.
Section 6	Tools for Peeling Wood
Section 7	Some Pointers on Power Saws for Logging
Section 8	Pointers on Felling Trees
Section 9	Limbing and Bucking the Tree.
Section 10	Ground Skidding with Horses.
Section 11	Skidding with Tractors
Section 12	Wire Rope and Accessories.
Section 13	Cable Skidding.
Section 14	Loading
Section 17	All Weather Roads.
Section 18	Glossary of Terms

EDITORS NOTE:

If you are interested in the training of woodsmen write direct for these pamphlets. They are well-illistrated and informative and will be a great help in any training program.

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Pulpwood Sinkage Loss

The Great Lakes Paper Company, Limited Woodlands Department have been and are conducting some tests to check the sinkage loss of pulpwood. These tests are under the supervision of Mr. L. Murphy, Chief Scaler and for the information of all companies here is a brief report from Mr. Murphy.

It is emphasized that these Tests are far from complete but is hoped that the information published herewith may lead to other companies making tests or, if tests have been made, to pass this valuable information to others through the medium of this booklet.

PURPOSE.

The purpose of these sinkage tests was from an operational viewpoint only. Soil conditions, wood densities, age classifications, etc. were not taken into consideration and the logs used were selected only as to species

METHOD:

Each log was numbered by means of a small metal tag before being placed in the water. Notes were recorded showing (1) the species, (2) whether the log was butt, centre or top, (3) the date cut, (4) the average diameter and (5) any apparent defect. The logs were securely boomed in a sheltered bay and each month thereafter a test for sinkage loss was carefully made.

RESULTS·

The results to date are recorded here. During the month of June 1947, the water level at Camp 117, Dog River, dropped several feet during the river drive so that it was impossoble to complete the test. However, at Valora, the monthly tests will be made through out the summer of 1948 to show the effects when this pulpwood is left in the water for two seasons.

It is planned to make further tests in the various areas where delivery of pulpwood and logs is made by water transportation.

CONCLUSIONS

Sufficient tests have not as yet been made upon which to base definite conclusions. However, it is conceivable that much of the annual sinkage loss on balsam pulpwood could be eliminated by early cutting.

It is assumed that balsam cut during the winter season would suffer the same sinkage loss as green balsam cut in the summer and watered immediately.

Note: Statistics to date are on page 9 (opposite page)

"We must beware of trying to build a society in which nobody counts for anything except the politicians and the officials, a society where enterprise gains no reward and thrift no privilege."

—WINSTON CHURCHILL.

PAPYRUS - March - April Issue

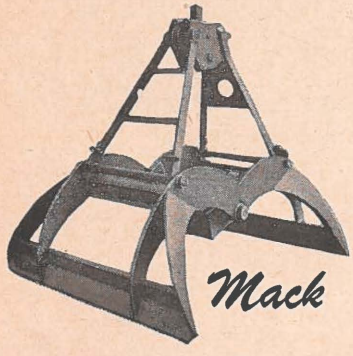
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RECORD OF SINKAGE TEST ON SPRUCE AND BALSAM 8FT. PULPWOOD

LOCATION, CAMP NO. 117, DOG RIVER CONCESSION

Species	No. of Logs	Cubic Cont.	Date Cut	Date Watered	% Sinkage After 1 mo.	2 mo.	3 mo.	4 mo.	Total % Sinkage June 1, 1947
Balsam									
Green	57	94.67	June 21/46	June 21/46	16.59%	28.98%	28.98%	30.64%	
Seasoned 1 mon.	57	96.02	June 22/45	July 23/46	1.95%	2.65%	2.65%		
Seasoned 2 mon.	51	94.59	Apr. 25/46	June 21/46	14.47%	23.08%	26.18%	29.51%	
Seasoned 3 mon.	51	60.69	Apr. 25/46	July 24/46	3.53%	8.12%	8.12%		
TOTALS	216	345.97			9.66%	16.40%	17.24%		25.60%

NOTE: By June 1, 1947 some of the metal tags had been lost from a number of logs so that they could not be identified except according to species.

Spruce									
Green	9	18.67	June 21/46	June 21/46	nil	7.07%	7.07%	7.07%	
Seasoned 1 mon.	10	13.04	June 22/46	July 23/46	nil	nil	nil		
Seasoned 2 mon.	10	23.04	Apr. 25/46	June 21/46	nil	nil	nil	nil	
Seasoned 3 mon.	10	26.21	Apr. 25/46	July 24/46	nil	nil	nil		
TOTALS	39	80.96			nil	1.63%	1.63%		1.63%

RECORD OF SINKAGE TEST ON SPRUCE, BALSAM, AND JACKPINE 8 FT. PULPWOOD

LOCATION, CAMP 307, VALORA

Species	No. of Logs	Cubic Cont.	Date Cut	Date Watered	% Sinkage After 1 mo.	2 mo.	3 mo.	4 mo.
Balsam								
Green	51	88.63	June 23/47	June 24/47	8.60%	17.60%	35.76%	40.39%
Seasoned 1 mon.	51	92.13	May 23/47	June 24/47	nil	2.39%	6.03%	12.82%
Spruce								
Green	8	9.87	June 23/47	June 24/47	nil	nil	nil	nil
Seasoned 1 mon.	10	17.89	May 23/47	June 24/47	nil	nil	nil	nil
Jackpine								
Green	55	79.99	June 23/47	June 24/47	nil	3.49%	3.49%	3.49%
Seasoned 1 mon	77	125.63	May 23/47	June 24/47	nil	nil	nil	1.25%

CLASSIFICATION OF SUNKEN LOGS

	Butt Logs	Centre Logs	Tops	Totals
Balsam Green	8 (15.25%)	11 (17.18%)	9 (7.98%)	28 (40.39%)
Balsam Seasoned 1 mon.	2 (3.76%)	4 (6.59%)	3 (2.47%)	9 (12.82%)
Jackpine Green	1 (3.49%)	nil	nil	1 (3.49%)
Jackpine Seasoned 1mo	nil	1 (1.25%)	nil	1 (1.25%)

FORT WILLIAM, Ontario
y 14, 1948

COMPILED BY: L. MURPHY

News Headlines, May and June 1948

FIRE BATTLED NEAR NIPIGON

SAWMILL FIRE LOSS $70,000 AT GERALDTON

ABNORMALLY DRY SPRING WEATHER CAUSES CONCERN

FIRE HAZARD IN FORESTS HIGH, 9 NEW BLAZES

900 MEN FIGHT FIRES, RAIN BIG HELP

FIRE AT FRANZ BLAZES FIERCELY

FLAMES COVER 117,000 ACRES

330 MEN BATTLING DRIVEN FLAMES EAST LONG LAC

HIGH WIND FANS DOG LAKE FIRE

MISSISSAGA FIRE ONE OF LARGEST EVER IN ONTARIO

PERMIT AREAS CLOSED

300 BATTLING BLAZE RUNNING THROUGH TREE TOPS

3 N. ONTARIO FIRES "CATASTROPHIES," - RAGING UNCHECKED

LOSS OF PULPWOOD REPORTED, $300,000 IN LONG LAC FIRE

MAN'S CARELESSNESS IN WOODS IS CAUSING MILLIONS LOSS

Woodsmen Remember!

YOUR RESPONSIBILITY IS GREAT

The Forest Fire Prevention Act States:

(Sec 19) For the purpose of controlling and extinguishing any fire, an officer may employ or summon the assistance of any male person between the ages of eighteen and sixty years, excepting only trainmen, boat crews, local telephone operators, telegraphers and despatchers on duty, doctors and persons physically unfit. R.S.O. 1937, C. 325, S. 17 (4); 1946, C. 32, S. 14, Amended.

(2) Every person who refuses or neglects to render assisstance when required under this section shall be guilty of an offence against this act. R.S.O. 1937, C. 325, S. 17 (5), Amended.

KEEP OTHERS FROM SETTING FIRES AND YOU WON'T HAVE TO HELP PUT THEM OUT.



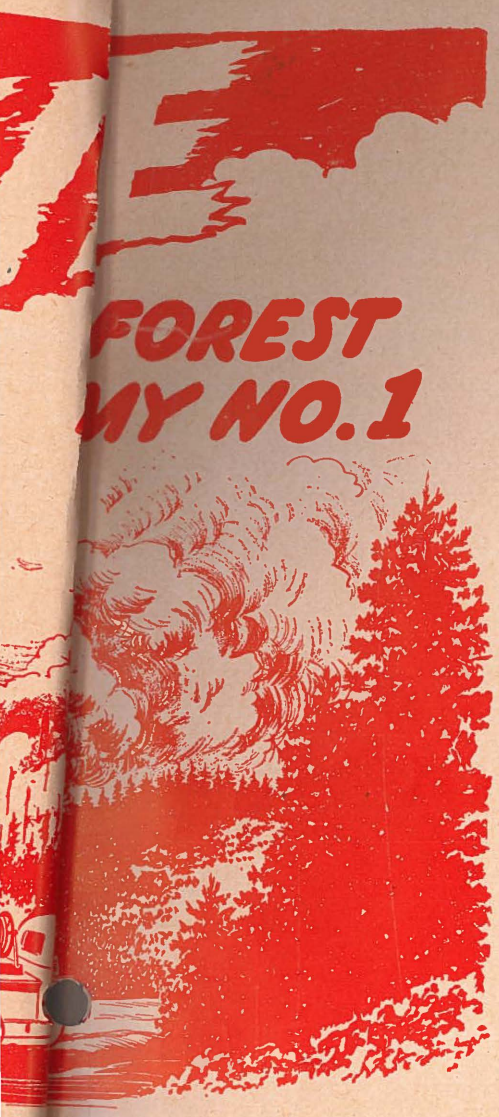
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company employees but also on
Ensure that they, too, understand
to your camp Fire Warden any
disregards or disobeys forest fir

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YOUR CAMP BULLETIN BOARD)

1948 - The Record Is Bad

DISTRICT	DATE & NO. OF FIRES-1948		APRIL, MAY & JUNE, 1947
Port Arthur	To June 19, 1948	87	54
Geraldton	" " " "	42	13
Kenora	To June 24, 1948	56	6
Sioux Lookout	" " " "	87	25
Fort Frances	" " " "	21	4
Chapleau	To June 23, 1948	15	—
Sogama	" " " "	12	8
North Bay	" " " "	88	18
Sault Ste. Marie	" " " "	105	29
Sudbury	" " " "	149	54

(Reprinted from June Issue of The Marathon Courier.)

Notice

The use of tailor-made cigarettes, pipes, Vogue, Egyptian, Zig-Zag and/or other heavy cigarette papers is strictly forbidden during the fire season.

Anyone found using any of the above will be immediately dismissed.....There will be no exceptions.

E. A. LUNAM,
District Superintendent.

Suggestions Wanted

The prevention and suppression of forest fires is a matter of concern to every citizen and especially to citizens who earn their living as a result of woods operations.

If you have any suggestions or constructive criticism to offer in respect to the prevention and suppression of forest fires in Ontario, please write to the editor of this Log Book and your remarks will be taken up at the next meeting of the Operators' Association.

Please co-operate.....Remarks and ideas from men with practical experience will be extremely helpful.

The First Pres-to-Logs

by Albert Sideen

A number of years ago when I was living on my father's farm, an American tourist gave me ten dollars to look after his fish worms for the winter.

I fed the worms oat meal every day and they grew large and became very fat. One day I was hauling sawdust for the icehouse. The wagon-box had some holes in it through which the sawdust trickled out along the road. The worms were out playing in the yard and started to eat the sawdust.. I was very busy and forgot to put the worms in their box that night. The next morning the worms were all gone. I located them down by the sawdust pile at the mill. They had eaten so much sawdust during the night, they were all dead.

I borrowed an extra team of horses from our neighbour and we skidded the worms up to the yard where we sawed them up for firewood.

The sawdust filled worms produced enough firewood to keep our three box-stoves going all winter and we sold eleven cords to our neighbours.

New Forest Products Business In Operation

The Thunder Bay Wood Producers owned by Messr. Ness and Martinsen, has now been operating since last November manufacturing birch railway shims.

The owners leased a concrete slab which was formerly the floor of a war time storage elevator from the city of Port Arthur and have built a small building to house the saw and other machinery.

They purchase 50 inch birch bolts, 8 inches and up from local farmers. At the prestnt time the C. N. R. are purchasing their entire output of shims and the sawdust is sold to ice houses and people owning sawdust burners. The slabs are sold for firewood so that the entire birch log is utilized. The Thunder Bay Wood Producers are presently employing 11 men

Messrs. Ness and Martinsen are laying plans for the future and are planning to produce mine wedges and other finished forest products for sale in the district.

Newsprint Made From Wheat Straw at Thorold Plant

Newsprint made in part from wheat straw - instead of wood pulp has been produced in quantity at the Ontario Paper Company Limited, plant at Thorold it was announced.

The announcement, in a prepared statement, said 50 tons was manufactured—"First commercial tonnage in North America" of such newsprint.

The production is an outcome of the straw-pulping technique developed at the Peoria, Ill., laboratory of the United States Agriculture Department

"The experiment disclosed that while use of straw as a substitute for wood pulp raised newsprint production costs somewhat, straw fibre could be used more advantageously in producing higher-grade papers which would improve wood supplies for newsprint manufacture" the statement said

"Research officials say that if the new techique is developed on an extensive commercial basis it will open lucrative markets for straw, especially in the American mid-west and Canadian prairies."

Passerby: "Why do you ride while your wife walks?"

Indian: "She no gottum horse."



ONE TREE CAN MAKE A MILLION MATCHES !

ONE MATCH CAN DESTROY A MILLION TREES !

"JOE BEAVER" by Ed Nofziger



"I wish some people would learn that it's easier to prevent a fire than it is to put it out!"

ADVERTISERS' NEWS

As a service to our advertisers (Who make this Booklet possible) and as additional information to the men of the woods' industry, space will be alloted in this booklet for any interesting information about equipment, supplies, changes or innovations, etc., that advertisers may wish to tell about.

The editor reserves the right to judge which items are of general interest and these will be published.

Advertisers are invited to make use of this service in future issues.

NESCO SLASHERS—

The Northern Engineering and supply Company, Limited announces that there are now 12 slashers at work in the district — 10 with the Marathon Paper Mills of Canada Limited, — 1 with the Ontario-Minnesota Pulp & Pape Company, Limited, — 1 with the Brompton Pulp & Paper Company, Limited.

Ligerwood Equipment Controls Booms on the Pic River

The Marathon Paper Mills of Canada Ltd. succesfully controlled the flow of Pulpwood in the Pic River during the high water period last spring by installation of 3 log booms, one located at the mouth and the other two upstream. These booms were constructed in sections connected by heavy chains and of sufficient length to permit closing the booms accross the river during flood stage to hold back the wood. One end is anchored to a "deadman" on the bank and the other end is attached to a two inch diameter wire rope spooled in by a 100 H.P. compound geared gasoline powered haulage unit capable of withstanding a static pull on the drum of 217,800 pounds.

These haulage units and fairleads were sold by Timber Producers Equipment, Duluth, Minn. and manufactured by the Superior-Lidgerwood-Mundy Corporation at Superior, Wisconsin, U. S. A. who are at present manufacturing five Diesel Powered Multi-speed yarders for skidding tree length logs at the Stevens and Caramat operation of Marathon.

The Superior-Lidgerwood-Mundy Corporation is the result of combining the manufacturing facilities of the Lidgerwood Mfg. Co. formerly of Elizabeth, N.J., the Superior Iron Works Co. of Superior, Wisconsin and the J. S. Mundy Hoisting Engine Co. formerly of Newark, N. J. into one unit providing a combination of years of experience in the respective fields of each of the various companies. Personel, facilities, methods, engineering and experience have been grouped and interwoven to provide the best in design and manufacturing.

THIS BOOK IS PRINTED BY THE CONSOLIDATED PRESS, 137 S. MAY ST., FORT WILLIAM, ONT.

VISITS OPERATIONS—

Mr. J. W. B. Sisam, Dean of the Faculty of Forestry, University of Toronto and Chairman of the Advisory Committee on Forestry Research, Ontario Research Council visited woods operations at Heron Bay, Black Sturgeon area and Valora during the latter part of June

INTERNATIONAL MOTOR TRUCKS

FROM HALF-TON TO 45-TON HEAVY DUTY GAS AND DIESEL MODELS

Dominion Logging Sulkies - Dominion Trailers

SEMI, LOW BED, POLE AND SPECIAL LOGGING TYPES

DIFFERENT TYPES OF HYDRAULIC HOISTS - TRUCK BODIES
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RED RIVER ROAD PORT ARTHUR, ONT.

The Pulpwood Salvage Association

Wherever there are wood storages, rafting and towing operations, there is bound to be a certain amount of loss. A heavy wind rolling the booms, a broken boom, rounding-up a raft or a loading operation-tion—any one, or a combination of these, may cause sticks of pulpwood or logs to get loose, drift away and become salvage wood.

Each stick of pulpwood and each log is supposed to be stamped with the ownership mark of the company which cut the wood. (In actual practice, all sticks are not stamped). Under the laws of Canada and the United States, the ownership right to this wood is retained by the company whose stamp is on the stick and it is against the law and punishable under the criminal code for any unauthorized person or persons to take this wood without authority from the owner.

To look after this salvage wood and to simplify and co-ordinate the distribution of salvage wood which is picked up, the Pulpwood Salvage Association was formed in 1938 as a non-profit organization by companies who had towing or rafting operations on Lake Superior and Lake Nipigon

This year the shore-line from the Inter-national Boundry the Pigion River to Sault Ste. Marie is divided into nineteen areas and the shore-line of Lake Nipigon has been divided into six areas. Contracts are made between contractors (known as wood-pickers) and the Association, alloting the contractor a certain area and stating the terms and conditions of picking the shore-line and delivering the wood.

There is very litttle towing and rafting on the south (United States) shore of Lake Superior now but some pulpwood is still towed across the lake. A check is kept on the south shore and when there is sufficient salvage wood accumulated in an area, a contract is let by the Pulpwood Salvage Association to cover the the salvage of the wood.

When a wood-picker has filled his booms, the Pulpwood Salvage Association is notified and an officer of the association proceeds to the salvage storage and and checks the wood for ownership. After this check arrangements are made for the nearest company to take over the wood, or, if one company has a majority of wood in the raft, they have first opportunity to take delivery

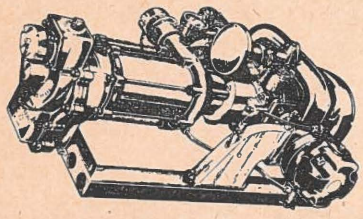
The company which takes delivery of the raft is charged with the wood and pays the wood-picker. Companies who have wood in the raft are credited with their wood and at the end of each season an accounting takes place. Companies which have received the wood pay up for the percentage of it belonging to other companies and payment is made to the original owners of the wood.

This arrangement works out very well and the salvaging of merchantible wood is controlled. Last year approximately 25,000 cords of pulpwood and logs were salvaged.

SOUND REASONING AND GOOD PRACTICE BY AN OLD-TIMER—OVERHEARD IN A NEWAYGO TIMBER COMPANY CAMP ON BLACK BAY PENNISULA—

Young Lad: "Got a match, Old-timer?"
Old-timer: "No, don't carry them in summer-time."
Young Lad: "Got a lighter then?"
Old-timer: "Nope. Smoke in winter time. Summer-time chew snuff. Too dangerous to take chance with fire."

Introducing . . .



THE "PARAMOUNT" CUB PORTABLE FIRE PUMP

BUILT TO LAST--BUILT TO FUNCTION CONTINUOUSLY FOR LONG PERIODS WITH LITTLE ATTENTION

Equipped with automatic primer and weighing less than 70 lbs. net, the PARAMOUNT Cub will supply water for effective fire fighting to eight close-range lines or through a mile of single hosellne

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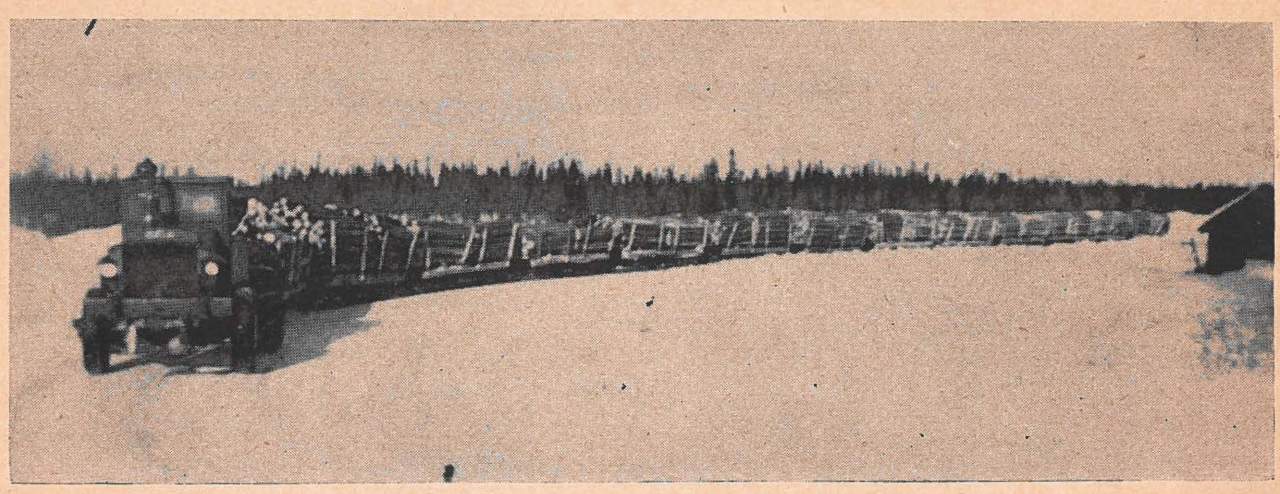
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Euclid's



"EUCLID" pulling 60 cords of green jackpine at Kowkash, Ont. OWNER: Nipigon Lake Timber Co., Ltd.---Operator E. Sobush.

One of the Many types of Operations Our EUCLID Tractor can be Applied to for the Pulp and Paper Industry.

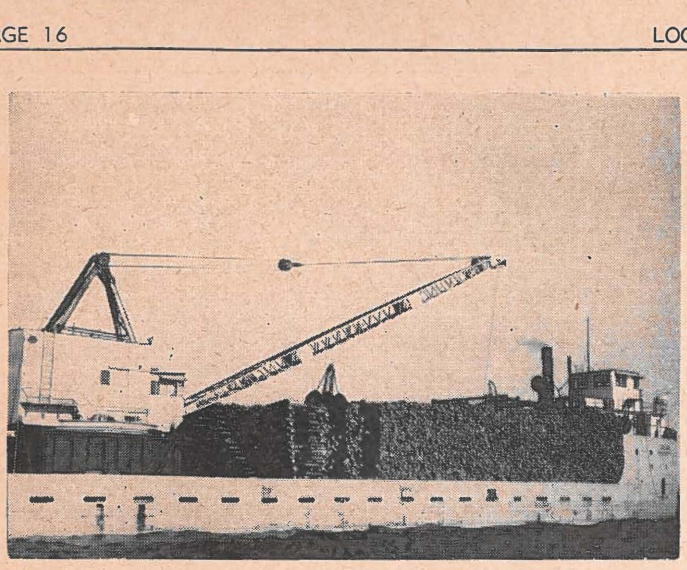
A RUGGED, POWERFUL, AND DEPENDABLE UNIT, THAT HAS PROVEN IT'S CAPACITY TO GO OUT ON THE MOST ISOLATED TERRITORY AND "STAY ON THE JOB."

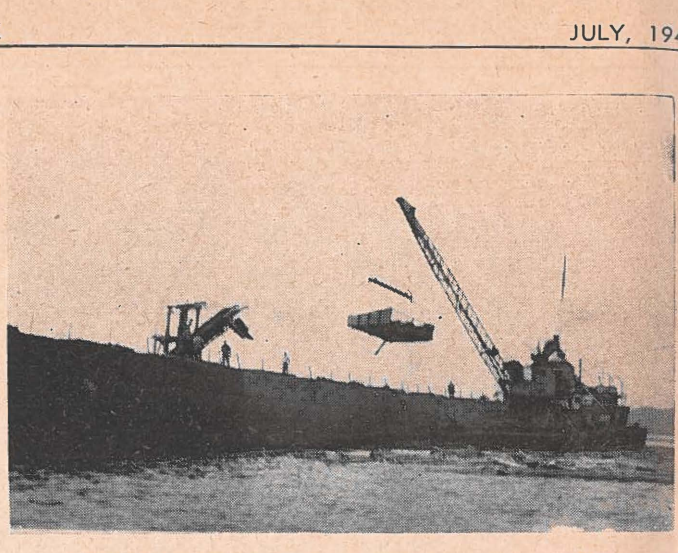
REVOLUTIONARY LOW COSTS FOR OPERATING AND MAINTAINING TREMENDOUS POWER AND SPEED, COMFORTABLE AND EASY TO OPERATE, ARE SOME OF THE MANY REASONS EUCLID OWNERS CLAIM "COMPLETE SATISFACTION" WITH THE PERFORMANCE OF THIS UNIT

FOR FURTHER INFORMATION, WRITE PHONE OR WIRE

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Loading Pulpwood On Vessels

From the mouth of the mighty Nipigon River, pulpwood and logs are either made-up into rafts and towed away or loaded on vessels and transported to their destination.

Nipigon is the scene of probably the largest loading operation on Lake Superior this year. Other loading points are Michipicoten Harbour, Heron Bay, Slate Islands, Port Arthur and Pigeon Bay.

There are three methods of loading pulpwood—

(1) The most common—by use of a floating jack-ladder

(2) By use of a crane at Nipigon a crane with a 60 foot boom is mounted on a scow. The cran operates a basket 16 feet by 18 feet with thre sides 2½ feet high. The fourth side is ope and the basket is used like a scoop - droppe in the raft and swung until full and then raise and dumped in the hold or on the deck. The Roen Steamship Company of Sturgeon Ba own three self-loading barges, the Hilda, th Lillian and the Maitland. Each barge has crane with a 105-foot boom mounted in th centre which operates a basket to load the boa For unloading, if the wood is to be dumped in the water, a bucket or grapple is substituted fo the basket.

(3) By use of a permanent loading dock. Fo

(Continued on page 18)

DONALD Pre-Lubricated WIRE ROPE

The tougher the job - the rougher the tugging - the greater the need for PRE-LUBRICATION - as Donald does it.

WE CARRY THE MOST COMPLETE STOCK OF WIRE ROPE IN NORTHWESTERN ONTARIO

JAEGER "Sure Prime" PUMPS

Self-Priming high pressure Fire Fighting and Water Supply Pumps carried in stock.

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PULP AND PAPER AND LOGGING EQUIPMENT

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2 only Hyster Double drum winches for Caterpillar D-4 tractor in first class operating condition.

1 only Lincoln Zephyr Marine Engine complete with Scripps reverse gear

1 only clear vision hand gas pump complete with 500 gallon tank and fittings.

20 sets no. 1 heavy logging harness completely overhauled and repaired.

For further information or personal inspection contact Newaygo Timber Company, Limited, Port Arthur, Ontario.

FOR SALE: New and used sets of heavy logging harness, collors and spare parts.

Logging Sleighs 3" and 3½" also RIGGING.
Pulp Racks, Industrial Coal Heaters, Lewis Oil Burners, Space Heaters

One shallow-draft all-steei warping tug powered with 90 HP Cummins diesel — 38' 8" long, 11' 7" beam.

Three custom-built logging semi-trailers with tandem axles, dual wheels, hydraulic loading wheels, vacuum brakes, upper 5th wheel. Rated capacity 15 tons...

...built tractor dolly with lower 5th wheel ... dual wheels. Used with above trailers to snake loads by track-type tractor over secondary roads.

For particulars contact B. Midgley, Purchasing Agent, Marathon Paper Mills of Canada Limited.

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CLIFTON	10 H. P.	Marine Motor
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RUSSEL	40 H. P.	Marine Motor
WAUKESHA	DR 17	Gas Power Unit
WISCONSON	KS 3	Gas Power Unit
WISCONSON	B 2	Gas Power Unit
INTERNATIONAL	PD 80	Industrial Power
UNIT	100 H. P.	Diesel

This Booklet is printed on "Thrift-Coat Enamel" produced at the Provincal Paper Limited, Port Arthur Mill, Ontario, out of wood produced in North-Western Ontario.

FIRE PREVENTION POSTERS—

The April issue of this Log Book featured a double page spread on fire prevention entitled "No Fires This Year By Human Hand." Twelve hundred copies of this feature were ordered by member companies and have been placer on camp notice boards, and other strategic points throughout Northwestern Ontario.

In addition the Ontario Department of Lands and Forests had 500 copies printed which were distributed by the Public Relations Officer, Port Arthur District

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June 28, 1948.

Dear Mr. Logger:

On October 10, 1943, the "NEWAYGO TIMBER CO." installed their first "Caterpillar" Diesel Electric Set at Mead, Ontario. Since that time they have invested in five additional "Caterpillar" Diesel Electric Sets.

Loyalties like this, just don't happen -- there have to be reasons! One reason is "Caterpillar" itself who for years through constant on-the-job research have built the Electric Sets you've demanded. Rigid standards and constant checking by superior and experienced Craftsmen combine to turn out "Caterpillar" Electric Sets, Electric Sets that produce electricity costing approximately 1¢ PER KILOWATT HOUR, depending on local fuel prices and load.

When you invest in a "Caterpillar" Diesel Electric Set you become part of the "Caterpillar" family, a family that puts at your disposal factory-trained servicemen who know their products and who are experts in their field. You as part of the "Caterpillar" family are assured of getting genuine "Caterpillar" parts to the same high standards as the original.

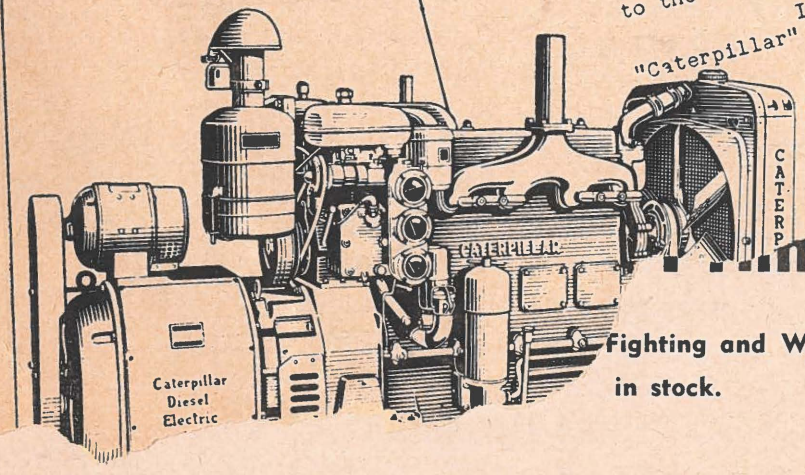
It's reasons like these th[illegible]PE "Caterpillar" Electric Set User our b[illegible]

Yo[illegible]er the

THE POWEL[illegible]

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The Caterpillar Model D-315 Diesel Electric Set. Self Regulated 110 220 Volts Alternating Current.



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