TS
801
N87
REGIONAL

THUNDER BAY TIMBER OPERATORS ASSOCIATION

LOG BOOK

SEPTEMBER
OCTOBER
1950

VOLUME 2 PORT ARTHUR, ONTARIO NO. 3

RETURN TO
FORESTRY LIBRARY
Woods Division
Marathon Corp. of Canada Ltd.
Port Arthur, Ontario



Mr. George Sonley,
Marathon Paper Mills,
Public Utilities Bldg.,
Port Arthur, Ont.

CANADA

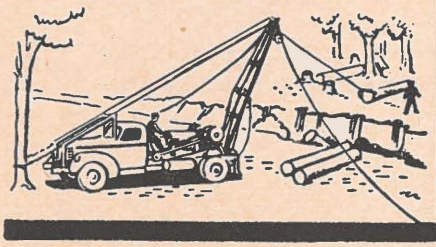
Remember - Only YOU can PREVENT FOREST FIRES

RECEIVED
OCT 2 1950
GENERAL
OFFICE

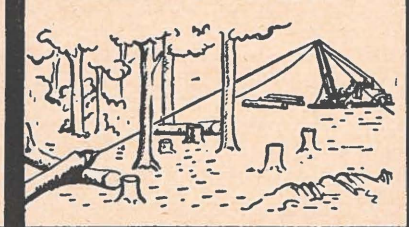
LOGGERS DREAM

The All-around Answer To Your Logging Problems

HANDLES EASILY IN STEEP OR MARSHY LAND

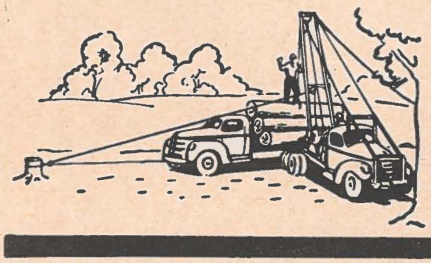


BUNCHES FROM ANY DISTANCE UP TO 800 FT.

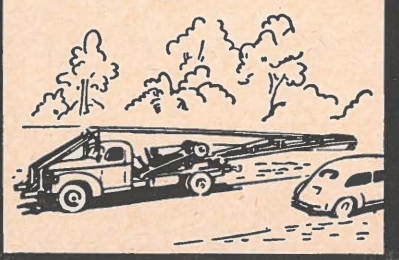


FASTER EASIER LOGGING

QUICK SELECTIVE STACKING AND LOADING



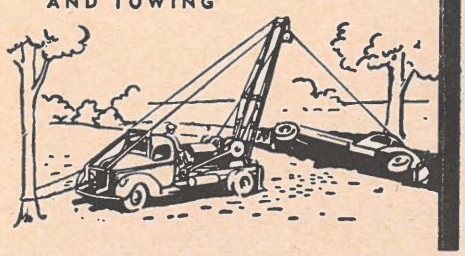
TRAVELS AT TRUCK SPEEDS ON THE HIGHWAYS



QUICK AND EASY TO SET UP AND TAKE DOWN



USEFUL FOR HEAVY LIFTING AND TOWING



NOW ON DISPLAY AT

Twin City Industrial Equipment Ltd.

LOGGING — INDUSTRIAL — CONSTRUCTION
MUNICIPAL and MINING EQUIPMENT
Offices and Shops — 915 Memorial Avenue
PORT ARTHUR, ONTARIO PHONE 5-5495

CHECK THESE FEATURES

Crane is operated with a 100 HP Ford Industrial Motor

Main drum has a capacity up to 800 ft. of 5/8 inch line

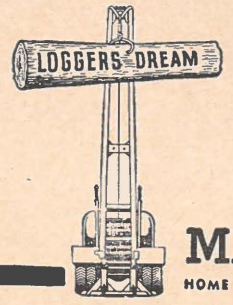
Rear support drop stand takes all operating weight from truck springs

Parts can be quickly and easily replaced

Mounted on a standard type re-inforced truck chassis

If your pay roll has gone sky high, and profits have taken a dive — then it's time for you to take a look at what a three-man crew can do if you equip them with a LOGGERS DREAM. It's a tough, fast piece of equipment that saves man power, does a wider range of jobs, and helps you lay down more logs at the mill in shorter time. With a LOGGERS DREAM your men can put big, high loads on your trucks in 10 minutes. That means more loads per day, lower overall costs and more profits.

Write for Information Today!



MACHINE WORKS
HOME OFFICE AND FACTORY — LOUISVILLE, MISSISSIPPI

THUNDER BAY TIMBER OPERATORS ASSOCIATION

OFFICERS:

H. H. STYFFE ..... President
A. J. AUDEN ..... Vice-President

EXECUTIVE:

A. M. JONES — W. B. SOUTHON
H. P. KLINESTIVER — M. COCHRANE — H. S. MOSHER
Secretary-Manager, T. S. JONES

Published by
THE THUNDER BAY TIMBER OPERATORS' ASSOCIATION

Edited by
T. S. JONES

RETURN TO FORESTRY LIBRARY Woods Division Marathon Corp. of Canada Ltd. Port Arthur, Ontario

President's Message

Negotiations between certain Pulpwood producing companies and the Wood's Union have once again been concluded. The new agreement becomes effective from September 1st, 1950, to September 1st, 1951.

It can be said to the credit of the participants in the eleven days' session at Toronto, that their work is a good example of collective bargaining — resulting, as it has, in a fair settlement or agreement, without resource to arbitration or strike action. Strikes are like wars — nobody wins, nobody gains — everybody loses. Therefore, those who bargain successfully make gains for all.

The decks are now cleared for the new operating season. The weather this spring and summer has been the worst in history, but we can reasonably expect good operating weather this fall and winter. So over again, the "Log Book" wishes one and all "good operating" for the coming year.

H. H. "Bert" Styffe, Pres.

C. P. P. A. MEETINGS TO BE HELD IN NORTHWESTERN ONTARIO

The Woodlands Section, C. P. P. A., will hold a meeting at Heron Bay, October 12th and 13th. This meeting will view the slooping operation of the Ontario Paper Company Limited.

The Industrial Relations Section, C. P. P. A. will hold a meeting in Port Arthur, October 18th and 19th.

DeWOLFE MOVES BACK TO B. C.

Mr. A. H. (Al) DeWolf, formerly of the Arrow Land & Logging Company Limited, and son, Jack, who has had experience in the industry with the Northern Wood Preservers Limited of Port Arthur and the Arrow Land and Logging Company Limited, have taken over the management of the Nicola Valley Sawmills Limited, Merritt, B. C.

SHANTYMAN MISSIONARY TO SERVE IN NORTHWESTERN ONTARIO AGAIN THIS WINTER

Mr. James H. Allen, Shantyman Missionary, plans to return to Northwestern Ontario this year. Mr. Allen has spent the last few winters touring the camps and is a familiar and welcome figure to the woodsworkers. Mr. Allen has spent the summer visiting incoming ships at Montreal.

COVER PICTURE

A spar tree being rigged on Marathon's high lead operation.

WOODSWORKERS REQUESTED TO SUPPORT COMMUNITY CHEST

The 1950 Community Chest Campaign will be conducted October 9th - 20th.

Since the inauguration of Community Chest Drives in Northwestern Ontario, the timber industry and woodsworkers have generously supported this effort and once again, all will have an opportunity to financially assist this worthy effort.

This campaign is conducted by voluntary efforts and in the Lakehead Area, camp foremen and clerks will be asked to again make a canvass of the men. Money raised is divided amongst agencies which do welfare work in our own territory.

Among the agencies which the Community Chest helps to support and which are of interest to woodsworkers are the Sailors' Institute and the Salvation Army. Both of these agencies are of great help to individual woodsworkers from time to time.

YOUR HELP IS REQUESTED
GIVE GENEROUSLY TO THE COMMUNITY CHEST

CAMPS SUPPLIED BY AIR-LIFT DURING RAIL STRIKE

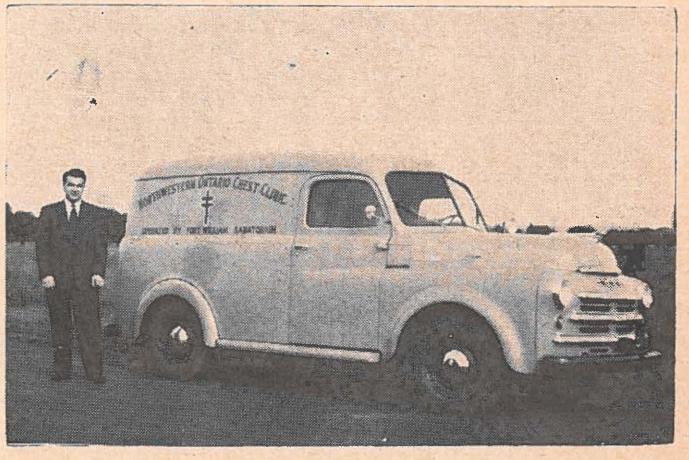
Woods operations serviced by the railroads and not accessible by road were affected to a certain extent by the recent rail strike. In many cases, companies organized an air-lift service to supply isolated camps with food and other essentials.

FREE T. B. X-RAY SURVEYS MAY BE ARRANGED

The Fort William Sanatorium now have at their disposal a mobile x-ray unit which is to be touring small communities, bush camps, mines, etc., in Northwestern Ontario which were missed in the recent T. B. X-Ray Survey.

This machine was sent to Camp No. 27 of the Brompton Pulp & Paper Company Limited on a trial run and in September covered the camps of the LongLac Pulp & Paper Company Limited.

This machine is available to go to camps accessible by road or arrangements can be made to ship it in by rail. Any company wishing to take advantage of this service may make arrangements by contacting the Manager, Thunder Bay Timber Operators' Association.



The new Mobile X-Ray Clinic that will be touring small communities and camps in Northwestern Ontario.
John Kazoroski, the technician, is in charge of this Mobile X-Ray Clinic.

BARK AS FUEL

By W. J. TAMBLYN

In the Boiler House of The Great Lakes Paper Company Limited in Fort William, bark has replaced coal as a fuel to the extent of some 60 to 70 tons of coal a day.

This replacement of coal by bark has been brought about by extensive tests and by the development of efficient means of burning this former waste material. There have been many changes in the methods involved over the last 10 years and the final plant was only completed a year and a half ago. These changes have resulted in the conversion of bark from a useless waste material, with a difficult disposal problem, to a valuable fuel. The reduction in coal consumption by 60 to 70 tons a day, the elimination of the problem of disposal and the fact that wet barking can be carried on during winter months are the results of the system developed.

Approximately 1,000,000 lbs. steam per day are produced by the combustion of about 572 tons of wet bark per day. The wet bark is the bark coming directly from the barking presses and containing about 65% water. On the basis of bone-dry bark there are about 3 lbs. of steam produced per pound of bone-dry bark.

The various stages involved before combustion are as follows:

1. Passing the bark through presses to reduce the moisture content from 80% to 65%.
2. "Hogging" the bark or reducing the particle size for more efficient burning.
3. Mixing the bark that has been reduced in particle size, with hot gases from the boiler to reduce the moisture content from approximately 65% to 35%.

There are four "NEKOOSA" plunger type presses in the Wood Room for the initial moisture reduction. These four presses handle the bark from 1,000 to 1,500 cords per day. For methods of calculation, based on average bark coverage, the dry weight of bark is taken as 225 lbs. per cord or approximately 22,500 tons dry weight for a consumption of approximately 200,000 cords.

The "hogs" or "shredders" are essential to the operation as the efficiency of combustion varies directly as the particle size of the fuel particle. The only obstacle to obtaining really fine particle size is the high power requirements for this reduction. The method employed at The Great Lakes Plant involves Mitts & Merrill hogs. In this hog revolving knives on a drum reduce the bark to any desired size by varying the distance between the revolving knives and a stationery bed knife.

All of the bark going to the boiler is passed through the hogs. Immediately following the hogs, the bark is conveyed to what is called an "active bottom bin." In the bottom of this bin there are seven screw conveyors driven by a variable speed drive. These screw conveyors feed the bark to the flash dryer where it is instantaneously mixed with the boiler gases. By varying the speed of the screws any rate of feed to the dryer can be obtained, depending on the temperature of the boiler gases and conditions in the Dutch Ovens, where the bark is finally burned.

The construction of these ovens is such that bark has to be fed into both the back and the front. The bark that passes through the flash dryer is conveyed to the front of the Oven. The feed rate to the dryer is adjusted so that there is always an excess of bark which can be conveyed to the rear of the ovens. This bark does not pass through the dryer and has a moisture content of about 65% instead of about 35%. The heat and gasses from the burning bark pass into an old conventional type boiler.

Although there is a considerable stockpile of bark from over 20 years' operation, it is hoped to convert all of this material to useful steam in the next 5 to 10 years.

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

—o—

NEW CFA MANAGER

Appointment of J. L. Van Camp as general manager of the Canadian Forestry Association, is announced by D. A. Gillies, association president. Mr. Van Camp succeeds Norton Anderson, and will make his headquarters in the national head office in Montreal.



J. L. VAN CAMP

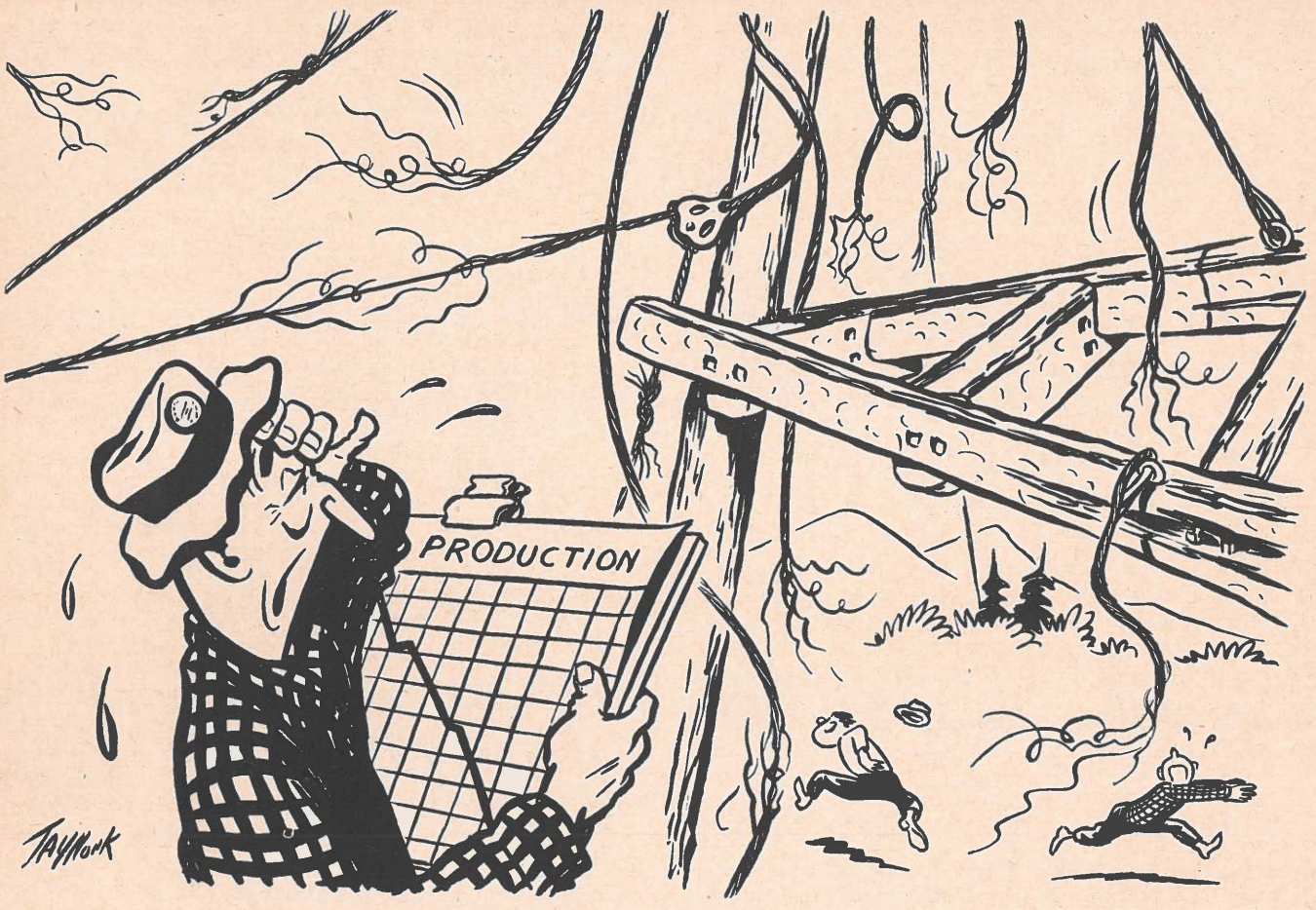
A graduate of the Faculty of Forestry, University of Toronto in 1922, Mr. Van Camp returns to Canada after 18 years in forestry in the United States. In 1932, he took the position of instructor and forest nursery superintendent at Michigan State College, and four years later moved to Purdue University in Indiana, where until his new appointment this month, he has directed a staff of foresters in state wide conservation work.

The new head of the Canadian organization has had extensive experience in the forests of Canada from Alberta to Quebec. After graduating from U. of T. he was attached to the Dominion Forest Service in the west, where he was forester on The Crows Nest Forest Reserve, Alberta. Then came another session at university, where he did post graduate studies in forest pathology. Subsequently he went to the federal government tree-planting nursery at Indian Head, Saskatchewan, where he gained first hand knowledge of the prairie shelter belt requirements.

In 1925, Mr. Van Camp was working on an investigation of disease in spruce seedlings at the Laurentide nurseries at Grand'Mere, Quebec, and two years later he made a pulpwood survey of Manitoba, travelling by canoe routes from Winnipeg to Hudson Bay.

More recently, Mr. Van Camp was selected by Major-General Howard Kennedy to supervise an investigation of the Ontario farm woodlot situation on behalf of the Royal Commission on Forestry.

In his new task, Mr Van Camp will be directing the nation-wide program of the Canadian Forestry Association and its several provincial branches, to educate Canadians in the value of their forest resources.



Production Daze or Production Pays?

Faulty wire ropes cause breakdowns in the industry with resultant time loss in replacement and soaring costs in production.

Protect your operation now by specifying Wrights' Greenheart for the job. Manufactured to rigid factory specifications from top quality English steel, acid grade, to ensure long, hard service and low operating costs. Call your nearest Wrights' representative today — he's at your service to aid you in selecting your requirements.

STOCKS OF WIRE ROPE FOR IMMEDIATE SHIPMENT ARE CARRIED BY

BRITISH COLUMBIA:
Marshall-Wells Companies
Vancouver, New Westminster, Victoria, Prince George

SASKATCHEWAN:
W. F. Fuller Machinery Co., Ltd.
Regina

ALBERTA:
Wilkinson & McClean Ltd.
Edmonton, Calgary, Lethbridge

Lucey Export of Canada Ltd.
Edmonton, Calgary

MANITOBA:
Kipp-Kelly Ltd.
Winnipeg

NORTHWESTERN ONTARIO:
Port Arthur
Twin City Industrial Eqpt. Ltd.

WRIGHTS' Greenheart

CANADIAN ROPES LTD · VANCOUVER B·C·

SWEDISH FORESTER TOURS UNITED STATES AND CANADA

Ulf Sundberg, B.F., a graduate of the Royal College of Forestry in Stockholm, Sweden, who is making a six month survey of forest products production operations in the United States and Canada, was a recent Duluth visitor.

Sundberg is Chief of the Publicity Section of the "The Job Study Department of the Forest Employer's Association and the Board of Crown Lands and Forests of Sweden." This is a joint organization of big timbe companies in Northern and Central Sweden, totalling some 35 firms, and the Board of Crown Lands anc Forests, the latter corresponding to our U. S. Forest Service. The purpose of the Sweden organization is, to improve logging equipment and methods and to choose a fair and objective basis for determining wage agreements between employer and employee.

He says Sweden lacks woods machinery and that there is too much work done by hand. Nearly all forest products are hauled by horse drawn sleighs to rail sidings, mills or river banks, very few trucks being employed. The high cost of powered equipment and the low wage scale makes it difficult to justify mechanized equipment expenditures. Sundberg was very much impressed with our mechanized forest products transportation methods.

Since last January, when Sundberg landed, he has visited the forest regions of eastern Canada, the New England States, New York and Pennsylvania, a month in the Southern timber area, a month in the West coast forests and in completing the last phase of the trip, stops were scheduled in Wisconsin, Minnesota and Ontario, Canada.

Sundberg returned to Regeringsgatan, 45, Stockholm, Sweden, the last of July.

—Lake States Timber Digest.

Editor's Note: Mr. Sundberg was in Port Arthur in July and after visiting a paper mill and the Northern Wood Preservers Limited plant in Port Arthur proceeded to Stevens to view the Marathon mechanical operations

FRICTION OF SLEIGH RUNNERS ON SNOW AND ICE

The Woodlands Section, C. P. P. A., has issued to all members an English Summary of a paper entitled, "Friction of Sleigh Runners on Snow and Ice" from publication 34 - 35 (1949) of Foreningen Skogsarbetens och Kungl. Domanstyrelsens Arbetsstudieavdelning (S.D.A.).

Anyone wishing to read this interesting paper should ask for it at their Company Head Office or write to Mr. W. A. E. Pepler, Canadian Pulp & Paper Association, Woodlands Section, 2280 Sun Life Building, Montreal 2, P.Q.

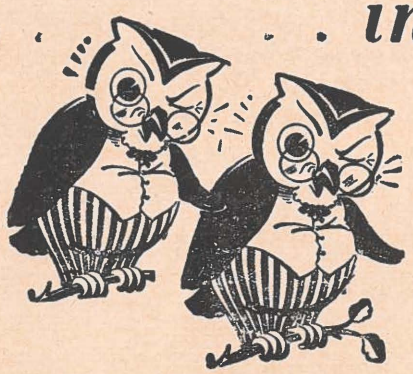
WORLD CHAMPION WOOD CHOPPER RETIRES

Peter McLaren, world champion wood chopper from Australia, is retiring at the age of 68. In thousands of contests since 1905 he has only been defeated three times; never in the U.S. He has appeared before Europe's kings and has been engaged as instructor at Cornell, Yale, Penn., and Mich. colleges.

Genuine FORD

PARTS and ACCESSORIES

"Best . . . . . in the Long Run!"



Gibson Motors carry the largest stock of Genuine Ford Parts and Accessories 'twixt Toronto and Winnipeg.

For your convenience, Gibson Motors maintain a speedy shipping department. All orders are given prompt attention so that you will not be subject to costly lay-up. You can depend on Gibson Motors for Service—Plus!

PORT ARTHUR GIBSON MOTORS FORT WILLIAM

Authorized Ford Dealer—Thunder Bay District

Forest Insect Survey Reports On Insect Infestations

Monthly reports are issued by the Forest Insect Laboratory, Sault Ste. Marie, Ontario, on the findings of Insect Rangers who are assigned to the forest districts of Ontario. In the field this year are twenty one men reporting on insect infestations and mapping areas In addition to these rangers, Department of Lands and Forests personnel, timber operators and woodsworkers send in insects found in the course of their regular work. Collections received at the Sault Ste. Marie Laboratory this year are reported as follows:

1950

May and June	— approximately	1,600
July	— approximately	2,300
August	— approximately	1,900

The 1950 collections to date are less than last year due principally to the unusually late season this year and the extensive outbreaks of the forest tent caterpillar. The severe defoliation of trees in such areas has made the collection of many deciduous defoliators very difficult.

YOU can assist this work by sending samples of forest insects to the Forest Insect Laboratory.

Boxes for the forest insects may be secured from the Forest Insect Laboratory at Sault Ste. Marie, Ontario. Collections are usually made by spreading a ground sheet or tarpaulin beneath the tree being sampled and then shaking the tree vigorously. Large trees may be jarred by striking the trunk with the back of an axe or the branches may be shaken by using a long pole. It is necessary to place some of the foliage on which insects have been feeding in the boxes. Spiders or ants should not be placed in the boxes as they will eat other insects. Special Insect Rangers make trips through all districts and these men are always glad to give advice or instructions regarding collections.

Insect Species received during July are as follows:

Insect Species	No. of collections
Forest tent caterpillar	424
Spruce budworm	403
Yellow-headed spruce sawfly	200
Green-headed spruce sawfly	132
Larch sawfly	102
European spruce sawfly	97
Hemlock looper	65
Red pine sawfly	59
Black-headed budworm	57
Western Tent caterpillar	54
Spruce coneworm	51
Balsam fir sawfly	41
Black-headed jack pine sawfly	34
Jackpine budworm	24
Green-striped maple worm	19
Basswood looper	16
Birch sawfly	7
Red-headed jack pine sawfly	7
Eastern tent caterpillar	6
False hemlock looper	4
Red-headed pine sawfly	3
Marlatt larch sawfly	1

PATRONIZE OUR ADVERTISERS!
THEY MAKE THIS BOOKLET POSSIBLE.



Nesco Equipment Ensures
Economical
Speedy
Continuous
Operation

NESCO GRAPPLERS FOR HANDLING LOGS, RAILROAD TIES, PULP AND OTHER TIMBER PRODUCTS
(Made in Canada)

Pulp, Logging & Sawmill Machinery

THE NORTHERN ENGINEERING & SUPPLY COMPANY LIMITED

FORT WILLIAM ONTARIO CANADA

We Never Printed for Paul Bunyan . . .

BUT WE DO A GREAT DEAL OF PRINTING FOR MODERN PULPWOOD AND TIMBER COMPANIES THAT, WITH THE AID OF OUR PRINTED FORMS DO A COMPARABLE JOB TO PAUL.

WRITE, PHONE OR WIRE

CONSOLIDATED PRESS

DIAL 3-8323 137 SOUTH MAY STREET — FORT WILLIAM DIAL 3-8323

Tractor For Fire Line Being Developed

With eager eyes, many of Ontario's forest rangers are watching the operation of a small caterpillar tractor which is transporting substantial loads of steel for forestry towers through the rugged Temagami country in tests conducted by the Research Division, Ontario Department of Lands and Forests.

The tractor, developed at the southern research station near Toronto, is intended to "take the pack of the back" of the ranger. Driven by a six horsepower motor, it carries loads up to 800 pounds through some of the roughest country in the province and is intended, primarily, for use during the forest fire season. It has already been used on some fires and carried a complete power pump unit, including rotary pump, two cylinder gasoline engine, 1000 feet of hose, couplings, tool kit and fuel.

On occasion, it has carried a man in addition to the other load and thus, officials believed, could be used as a means of removing injured personnel from fire lines where necesasry. The tractor is guided by one man who walks behind it and directs it through handles similar to those used on a horse-drawn plough. Intricate clutch mechanism developed by departmental mechanics allow it to be turned within its own length of about four feet.

Considerable interest in the machine has been evinced by forestry organizations in Canada and the United States and already many enquiries regarding it have been received by the Ontario Department.

Sleigh Runner Maintenance

Extract from a letter from Mr. J. L. Kelly of Price Bros. & Co., Ltd., to Mr. W. A. E. Pepler, Manager, Woodland Section CPPA., dated 15th May, 1950.

"The following method of polishing sleigh shoeing and preventing them from rusting might be interesting to the members of the Section.

"We have found that when shoeing has been renewed on sleighs or the old ones become rusted, the sliding resistance is greatly increased until such time as they become polished. Sometimes the coating on new shoeing, when hauling is done on soft snow roads, does not become removed until the end of the season. Thus the loading capacity is decreased and a greater pull is required to move the sleigh.

"We have tried using a sandpaper machine but found this method of polishing was expensive and slow. A simple method that has been devised and has proven satisfactory is as follows: the sleighs, on being repaired during the spring and early summer, are dragged over a sandy road by either horse or farm tractor, and when the shoeing becomes sufficiently polished a coating of liquid is applied with a brush. This consists of cup grease or motor oil mixed with resin, in the proportions of 2 gals. of the former to 2 lbs. of the latter, the whole heated until it becomes a thin liquid. This mixture will harden on the steel surface (it is not influenced by summer heat or winter cold), forming a thin film which is easily removed as soon as the sleigh is used, and thus enabling the horse or machine to haul a full load almost from the beginning of hauling, particularly when this is done from strip or branch roads."

ROY GIBBON AGENCIES

INDUSTRIAL MACHINERY & SUPPLIES

REPRESENTING

Armco Drainage & Metal Products of Canada Limited
Henry Disston & Sons Limited
James T. Donnolly Company Limited
General Supply Company of Canada Limited
Dominion Rubber Company Limited
Viking Pump Company of Canada Limited
S. N. Bridges & Co. Limited
Flexrock Company
Forano Limited
Monarch Belting Company
H. O. Trerice Company
Sunshine Waterloo Co. Ltd.

YOUR ENQUIRIES ARE SOLICITED AND EXPERT ADVICE OBTAINED FOR YOUR PROBLEMS.

45A Cumberland St. S. Port Arthur, Ontario Phone 5-8352

COCHRANE'S • Dial 5-7345

HEADQUARTERS FOR ALL YOUR

Fall Hardware Needs

GLIDDENS QUALITY PAINTS and VARNISHES
CORBIN HOUSEHOLD HARDWARE
BARRETTS SHINGLES and READY ROOFING
FINDLAYS (OIL) SPACE HEATERS
GENERAL ELECTRIC RANGES and APPLIANCES

Save Time and Money — Shop at

COCHRANE HARDWARE (PORT ARTHUR) LIMITED

ABOUT WRITING A LETTER

Before

TAKE TIME TO THINK:

What do I wish this letter to do?
What are the interests of the man I'm writing to?
What are the facts I must tell him?
What is the best point of interest for the first paragraph?
What striking fact can I use to catch attention?
What can I do to show him that I am thinking of him as a person and not just as a name on a sheet of notepaper?

After

CHECK THESE POINTS

Have I made my points clearly?
Have I given all the information needed?
Is the letter so worded as to place the emphasis properly?
Have I avoided withered phrases and dead words?
Have I eliminated excess verbiage?
Has this letter a friendly feeling in it?
Does it carry conviction of my sincerity, my interest and the worthwhileness of what I say?
Have I told definitely what the point is?
Does this letter show that I understand his viewpoint?
Does it give the impression of me as a considerate, urbane and human person, a man of broa interests and knowledge, understanding and adaptable?

And

Make a note in your diary every three months: "Am I writing the kind of letters people **like** to receive?"

—The Royal Bank Monthly Letter.

CANADA SAVINGS BONDS FOR BUSHWORKERS

The fifth series of Canada Savings Bonds is to be offered to the Canadian public during a three week period commencing October 10th. In the four issues offered each fall since the war, these bonds have recorded a steadily increasing popularity with small investors particularly those employed in industry where payments can be made over a period of months through payroll deduction. Lastt fall no less than 8180 employed persons bought a total of $2,287,900 of bonds in the Thunder Bay, Kenora and Rainy River district alone.

With bush work becoming a more steady occupation there should be an increasing demand on the part of bush workers for the privilege of buying bonds through Payroll deduction. The bonds are most attractive. They bear 2¾ per cent interest, nearly twice the bank rate, and can be turned into cash at any time at 100 cents on the dollar plus interest.

The Bank of Canada wish to extend Payroll Deduction privileges to the bush workers and it is more than probable that arrangements will be made to do this.

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



Copyright 1948 Clyde G. Yeadon

Once Old Paul had a terrible mishap. His twenty mile long saw, which cut everything in its path, accidently cut two moose in half. In his eager haste to sew them up, he got the parts mixed and sewed the two front halves together. The back halves soon starved to death, as there was no way to feed themselves. The two front halves never got along, as they both kept snorting, "You go your way, and I'll go mine."

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.

NUMBER OF FIRES CAUSED BY LOGGING OPERATIONS IN ONTARIO TO AUGUST 31ST, 1950

	District	Division	Township	Acreage	Fire Report — Actual Cause
1.	Algonquin	Whitney	Hunter	2	Faulty Machinery
2.	Cochrane	Cochrane	Mann	85	Unextinguished permit fire
3.	Cochrane	Timmins	Newmarket	2	Vicinity of pulpwood pile (unknown at present)
4.	Cochrane	Timmins	Macklem	60	Vicinity of men pealing pulpwood
5.	Geraldton	Longlac	2½ miles W. of Klob Lake	1,000 sq. ft.	Smokers
6.	Geraldton	Nakina	Nakina	½	Vicinity of sawdust pile
7.	Kapuskasing	Kapuskasing	Parnell	110	Lunch fire
8.	Kenora	Kenora	Willingdon	1½	Unextinguished fire permit
9.	Sault Ste. Marie	Blind River	"W"	10	Employees smoking
10.	Sault Ste. Marie	Blind River	6D	20 sq. ft.	Poor spark arrester
11.	Sioux Lookout	Sioux Lookout	Island in Lac Seul	5	Company admits responsibility
12.	Sudbury	Skead	Telfer	5	Drive Crew
13.	Sudbury	Skead	Street	2,246	Spark — Open burner
14.	Timiskaming	Elk Lake	Hincks	20	Smokers
15.	Timiskaming	Swastika	Bayly	30	Burning slabs last winter
16.	Timiskaming	Swastika	McFadden	½	Camp Site burning
17.	Timiskaming	Swastika	Teck	300 sq. ft.	Attempting to destroy wasp nest
18.	Trent	Minden	Monmouth	40	Faulty spark arrester on stack
19.	Trent	Minden	Harvey	100 sq. ft.	Smokers
20.	White River	Mobert	48 deg. .56' - 85 deg. .55'	140	Smoker on Work trail
21.	White River	Mobert	McGill	¾	Smoker on Work trail
				2,758	

District	No. of Fires		Area Burned Acres
Sioux Lookout	32		174
Kenora	48		267
Fort Frances	6		1
Port Arthur	43		1195
Geraldton	13	142	78
Kapuskasing	14		443
Cochrane	48		899
White River	12		164
Timiskaming	82		11227
Sault Ste. Marie	39		104
Gogama	6		35
Chapleau	7		7
Sudbury	121		7926
North Bay	74	403	1112
Parry Sound	97		2445
Lake Simcoe	11		59
Algonquin	54		1109
Trent	55		6210
Quinte	43	260	3522
Totals	805	805	36977

FIRES ON WOODS OPERATIONS

District	No. of Fires
Algonquin District	1
Cochrane "	3
Geraldton "	2
Kapuskasing "	1
Kenora "	1
Sault Ste. Marie District	2
Sioux Lookout District	1
Sudbury "	2
Timiskaming "	4
Trent "	2
White River "	2
	21

WATCH OUT FOR DRY SPELLS DURING THE FALL. KEEP YOUR FIRE CREW ORGANIZATIONS UP TO STRENGTH AND DO NOT LET UP ON YOUR FIRE PREVENTION EDUCATIONAL WORK AMONGST EMPLOYEES.

REMEMBER, THE NECESSITY OF GETTING ON FIRES WHICH DO OCCUR WHEN THEY ARE STILL SMALL. SUCH ACTION USUALLY EXTINGUISHES THE FIRE BEFORE IT GETS OUT OF CONTROL.

1950 FOREST FIRE PICTURE TO SEPTEMBER 1st, 1950

(Statistics have been provided by the Division of Forest Protection, Department of Lands & Forests, and are compiled as accurately as possible for the 1950 Fire Season up to September 1st, 1950.)

The rainy weather this Spring and Summer has been probably the greatest influence in keeping the number of forest fires as low as they are this year. Despite the weather conditions, there have still been, as shown in the table, 805 fires n Ontario.

It is interesting to note that only 21 of these fires occurred on woods operations. While it is interesting to note this factor, it is also seen by the table that all of these fires were due to some failure to provide proper safety appliances or to exercise proper care in the handling of fire and burning smoking materials. Still further educational work is necessary amongst woods employees so that eventually fires such as these will not happen.

It is also interesting to note the acreage of the fires caused by logging operations. The small acreage concerned speaks well of the fire fighting organization in camps.

It is realized that to keep fires confined to a small area requires quick action on a pre-arranged plan. It would seem that definite headway has been made in this regard.

DEPARTMENT OF LANDS AND FORESTS EXPERIMENTS WITH FIRE LINE PLOUGH

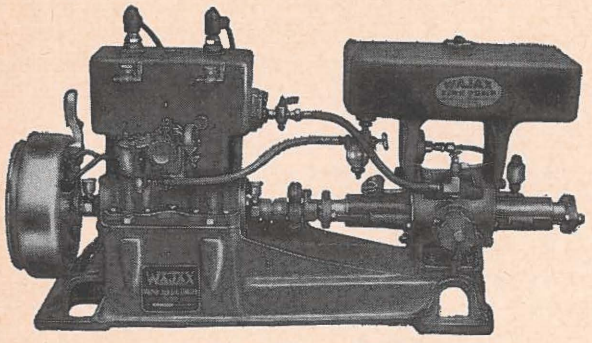
A Michigan Fire Line Plough, which was designed by Mr. Gilbert Stewart of the U. S. Forest Service, has been used experimentally in fire districts in North-western Ontario this summer. There are approximately 24 of these units in use in Michigan and they are particularly adapted to making fire lines in cut-over sandy slash areas.

This plough was used in experiments on the Long Lac Pulp & Paper Company limits and the Brompton Pulp & Paper Company limits.

YOU DON'T HAVE TO BE CRAZY TO TAKE CHANCES — BUT IT HELPS!

All Across Canada It's "WAJAX"

By Popular Acclaim for FIGHTING FOREST FIRES



. . . from Newfoundland to British Columbia the WAJAX PORTABLE SELF-PRIMING High Pressure PUMP is on the job fighting destructive forest fires. They are used by various Government Departments, Pulp and Paper Companies, Forest Protection Associations, etc. . . . the most widely used forestry pump in Canada. The WAJAX is light in weight . . . simple in design . . . dependable . . . economical . . . and has abundance of power . . . instantaneous self-priming up to 22 feet. Economical in fuel consumption. Under heavy load conditions, the unit consumes only .75 or ¾ gallon per hour, resulting in a considerable saving both in cost of fuel and in the transportation of the necessary quantity of fuel into the bush.

Normal operating speed of the WAJAX pump is 1,200 to 2,800 r.p.m., thereby reducing operating and maintenance costs to a minimum.

Maximum Pressure: over 200 lbs. per square inch.

Maximum Discharge: over 65 Imperial gals. p.m.

Weight: complete with gas tank, 75 lbs.

Also . . .

WAJAX Double-Weft Long-Line Linen HOSE stands pressures up to 1000 lbs. per square inch.
Sizes — 1" - 1½" - 2" - 2½" - 3"

HAJAX — Semi-portable centrifugal pump.

JACKO — general purpose 2" and 3" pump.

JACKMITE — light-weight portable pump.

FLAMEBUSTER — high velocity nozzle.

DRENCH — wetting agent.

GENERATORS from 500 to 17,000 watts.

Write for illustrated literature
WATSON JACK & COMPANY LIMITED
Established 1898

Remember . . .

"One tree can make a million matches"...
"One match can destroy a million trees!"

WATSON JACK & COMPANY LIMITED

ESTABLISHED 1898

WAJAX HOUSE - 1543 CRESCENT STREET - MONTREAL, QUE.

Canada's oldest and largest specialists in Forest Fire-Fighting Equipment

HORSE SENSE

If you work for a man, in Heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, and stand by him, and stand by the institution he represents. Yes, if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to the pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn, and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are part of an institution do not condemn it. Not that you will injure the institution — not that — but when you disparage the concern of which you are a part, you disparage yourself, and don't forget — "I forgot" won't do in business

ELBERT HUBBARD

He serves most, who serves best.

Recent Union Agreement

Article I — General Purpose

1.01 The general purpose of this Agreement is to secure for the Company and the Union the full benefits of orderly and legal collective bargaining, and to ensure to the utmost extent possible the safety and physical welfare of the employees, economy of operation, quality and quantity of output, and protection of property. This Agreement, moreover, seeks to provide for fair and peaceful adjustments of all disputes that may arise between the parties. It is recognized as a duty of the parties hereto and of all employees to co-operate fully, individually and collectively, for the advancement of the conditions set forth herein.

Article II — Period

2.01 The Company and the Union agree one with the other that they will abide by the Articles of Agreement from the date of signature to August 31st, 1951, inclusive, and from year to year thereafter unless either party desires to change or terminate the Agreement, in which case the party desiring the change or termination shall notify the other party in writing sixty days prior t September 1st of that particular year that such is its desire. Either party opening the Agreement in the manner provided above shall notify the other party in writin as to the changes desired.

Article III — Recognition

3.01 The Company recognizes the Union as the sole collective bargaining agency for those employees specified in Article IV for the purpose of collective bargaining with respect to wages and working conditions for the period this Agreement remains in force and effect.

Article IV — Jurisdiction

4.01 The jurisdiction of the Union shall pertain to the woods operations of the Company and shall cover only those job classifications included in the attached Schedule "A" forming a part of this Agreement, plus any new job classifications which may be added to this Schedule by agreement between the parties hereto. As new classifications become permanently established, rates therefor shall be discussed by both parties, and if both parties agree, shall become supplementary schedules applying to the particular operation involved.

4.02 Jurisdiction of the Union shall cover job classifications which may be set out in any supplementary Schedule "B," which schedule shall apply to operations outside of Schedule "A" and upon which a mutual agreement has been reached between the parties to this contract to cover specific and individual operations.

4.03 In the event that differences should arise between the parties to this Agreement concerning a supplementary Schedule "B," such differences may be referred to conciliation in accordance with the following procedure: The Company and the Union shall each select one man; these two shall select a third party who shall act as Chairman of the Conciliation Committee. In the event of a failure of the two (2) men selected by the respective parties to select a third party, as provided above, they shall ask the Provincial Minister of Labour to appoint a third party. This Conciliation Committee shall convene and render a recommendation within fifteen (15) days. Such recommendation shall not be final and binding on the parties to this Agreement. The powers of the Conciliation Committee shall be limited to specific questions concerning Schedule "B" only. Sundays and holidays shall not be included in any time limits in this section of this Article of the Agreement. Each party to this Agreement shall pay all expenses of the member of the Conciliation Committee selected by it and share equally in the fees and expenses of the third member of the Committee.

4.04 It is agreed that company operations shall not be interrupted as the result of any jurisdictional dispute that may arise between the Union and any other union affiliated with the American Federation of Labour. Questions of jurisdiction shall conform to the regulations covering such matters as fixed by the American Federation of Labour and the Company will not be asked to act upon any matter of jurisdiction between organizations of the American Federation of Labour.

Article V — Union Membership

5.01 The Union agrees that it will encourage Union members to refrain from moving from camp to camp and from company to company.

5.02 The Company agrees that it is in favour of its employees covered by this Agreement becoming members of the Union and will facilitate Union membership solicitation as hereinafter provided.

5.03 If an individual employee, who is a member of the Union or wishes to become a member so desires, the Company agrees that it will, on his behalf and upon his written request, pay Union fees from monies due him from time to time to the Union during the terms of his continuous employment. This authority for deductions from monies earned by the employee must be authorized by him in writing.

5.04 Remittances of all deductions shall be sent to the local Union each month accompanied by itemized lists of names and amounts by camps.

5.05 Representatives carrying proper credentials shall have the right to visit all operations in connection with Union business as it pertains to this Agreement. Credentials carried by Union representatives shall consist of a Certificate of Authority signed by the General Representative of the Union along with an authority signed by the President and Secretary of the Local Union concerned.

5.06 The Local Union shall furnish the Company with a list of local officers and representatives approved by the General Representative of the Union as of September 1st, 1950, and shall amend this list promptly as changes occur.

Article VI — Vacations with Pay

6.01 In consideration of the provisions of The Hours of Work and Vacations with Pay Act of Ontario, all employees covered by this Agreement shall receive, in lieu of vacations with pay, vacation credits on the following basis:

6.02 The vacation allowance for each employee covered by this Agreement shall be two (2) percent of his gross earnings during his period of employment

THE UNION AGREEMENT IS PRINTED ON PAGE TAKEN OUT OF THE BOOKLET AND

This shall be paid to each employee in the form of Vacation with Pay Credit Stamps to be affixed by the employer in the employee's Vacation with Pay Stamp Book. Vacation with Pay Stamp Books shall be made available by the employer securing same from the Industry and Labour Board of Ontario and supplying same to the employee at cost.

6.03 In order to qualify for vacation credits, each employee must work a minimum of seventy-five (75) days within a four-month period with the same company, or, where a company has divisions, with a division of that company during each vacation year, or from July 1st this year to June 30th next year.

6.04 This time limit shall not apply in the event that work is discontinued or in the event of a lay-off by the employer.

6.05 Upon completion of five years of continuous service, all employees shall receive two (2) week's vacation with pay effective September 1st, 1950. For the purpose of this Article, one year of continuous service shall not be less than 250 days of work.

6.06 All companies whose woods departments have been operating for a period of fifteen years, will give all employees who have completed fifteen (15) years of continuous service three (3) weeks' vacation with pay effective September 1st, 1950. For the purpose of this Article, one year's continuous service shall not be less than 250 days of work.

6.07 If an employee moves from one employer to another during the vacation year, he shall not be entitled to vacation credits until after seventy-five (75) days of work within a four-month period with the new employer.

Article VII — Adjustment of Grievances

7.01 The Union shall arrange for the election from its working membership at each camp by the members therein of a Union Grievance Committee of three headed by a Union Steward who shall act as spokesman for that committee. Immediately after an election, the Grievance Committee in the camp will notify the fore man in writing as to the names of the Union Steward and the members of the Grievance Committee elected, and the foreman will acknowledge in writing the receipt of such notice. The Company foreman shall not be required to recognize either the Union Steward or the Grievance Committee until such time as this procedure is carried out. The Union will confirm in writing within a reasonable period the election of the Steward.

7.02 To be eligible for election as Union Steward, an employee must have been employed with the Company for at least 15 days.

7.03 A grievance under the provisions of this Agreement is defined to be any difference between the parties or between the Company and employees covered by this Agreement as to:

(1) Any matter relating to wages or working conditions covered by this Agreement;

(2) Any matter involving the interpretation or violation of any provision of this Agreement and shall be settled in the following manner and sequence:

7.04 Grievances, as defined above, between employees and the Company shall be taken by the employee himself, or, together with the Union Steward having jurisdiction, directly to the employee's immediate supervisor for adjustment outside of working hours. No grievance shall be recognized unless the employee concerned follows this procedure. Any grievancee submitted to the foreman, in accordance with this procedure, in writing, will be disposed of by the foreman in writing. Failing a satisfactory adjustment within forty-eight (48) hours, then,

Stage 2 — the matter shall be taken up by the Camp Grievance Committee with the Logging Superintendent within ninety-sir (96) hours in writing on forms to be supplied by the Union. The Logging Superintendent shall make a reply in writing within a further ninety-six (96) hours. Failing a satisfactory adjustment, then,

Stage 3 — the matter shall be taken up by the officers of the Local Union with the Woods Manager of the Company, or his representative. Failing a settlement within seven (7) days, then,

Stage 4 — the matter shall be referred to the General Manager of the Company, or his representative, and a Union Committee accompanied by the Union's General Representaive. Failing a settlement within fifteen (15) days, then,

Stage 5 — either party may, within the following fifteen (15) days, refer the matter to arbitration.

7.05 In arbitration the Company and the Union shall each select one man; these two shall select a third party who shall act as Chairman. This Arbitration Committee shall convene and render a decision within fifteen (15) days. Such decision shall be final and binding on both parties to this Agreement. In the event of a failure of the two (2) men selected by the respective parties to select a third party as provided above, they shall ask the Provincial Minister of Labour to appoint a third party.

7.06 It is understood that the function of the Arbitration Committee shall be to interpret and apply this Agreement, and that it shall deal only with the specific questions as submitted and shall have no power to alter, add to, or amend this Agreement.

7.07 Sundays and holidays shall not be included in any time limits in this Article of the Agreement.

7.08 A grievance arising from a claim by an employee that his discharge or suspension was unjust and contrary to the terms of this Agreement, must be dealt with in writing by both parties through all stages and must be presented to the Company not later than six (6) days after the discharge or suspension became effective.

7.09 Each party to this Agreement shall pay all expenses of the member of the Arbitration Board selected by it and share equally in the fees and expenses of the third member of the Board.

Article VIII — No Strike — No Lockout

8.01 It is agreed that all disputes shall be settled in accordance with the procedure set forth in Article VII of this Agreement and that there shall be no strikes caused, called, or supported by the Union or its members, nor lockouts by the Company during the life of this Agreement.

Article IX — Working Conditions

(1) All camps shall have single beds.

(2) Pieceworkers shall be provided with scale slips after each scale. The Company agrees that the wood shall be scaled as expeditiously as possible.

(3) The charge for board and lodging shall be $1.75 per calendar day.

(4) All tools will be made available by the Company to pieceworkers and others. All hand tools will be charged to the employee's account at the time of issue. Full credit will be given for all tools returned. All tools not returned will be charged for in full.

Worn out or broken tools will be replaced with serviceable tools free of charge, provided that worn out or broken tools are returned. In the case of broken saw blades, the Company agrees to supply free of charge a

(Continued on Page 20)

S 12, 13, 19 AND 20 SO THAT IT MAY BE PLACED ON THE OFFICE WALL, ETC.

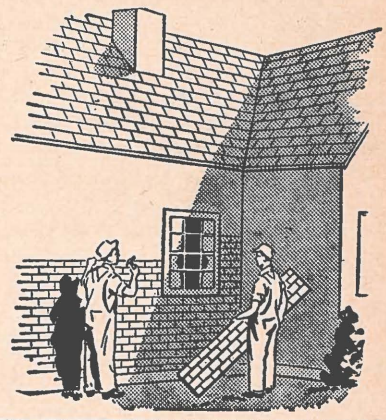
Your Guarantee of **SATISFACTION!**

"B.P. Building Products"

- 3 - 1 ASPHALT SHINGLES
- INDUSTRIAL SIDINGS
- FIBRE-GLAS INSULATION
- ROLLED ROOFINGS
- BUILDING PAPERS
- ROOF COATINGS

MARSHALL - WELLS

Lakehead Distributors for B. P. Products



Wood Preservation

By R. J. PRETTIE*

One half of the world doesn't know how the other half lives. Very few of us realize how the other fellow sitting next to him in this room makes his living. For example, while most people have heard of wood preservation, I am convinced that the majority of people presume it is accomplished by some method of painting with special preservative paint or, if it is to be done on a large scale, by some extensive form of dipping.

Hence, I will outline my subject in a very elementary way by describing not only the purpose but also the process and finally come to the uses of treated timber.

Over the years, wood has been the most adaptable and most generally used of all construction materials. Until recently it had greater strength for its weight than any other material. It is now surpassed by aluminum and magnesium.

When the subject of wood comes up most of us automatically **think of housing.** We wonder how much wood goes into the house. The thought occurs to us that brick, stone, aluminum, prepared building boards, etc are replacing wood so rapidly that little thought need be given to its preservation.

Actually, very little treated wood goes into house construction. There is a greater volume, however, goes into factory construction. Such wood is treated against not only decay but also against fire.

However, when we get into the extensive uses of wood, that is, the places where it is used in the greatest cubic foot volume — we find that enormous quantities are used for railroad ties, telegraph and telephone poles, for bridges, culverts, mine shafting, wharves, docks and other such structures.

Hence, wood and timber is very adaptable to most forms of construction but the **greatest detriment to its use is its limited life** — when used untreated.

Consequently, much study has gone into ways and means of extending the life of timber.

Timber can be and is destroyed by fire. Great strides have been made in developing fire retardant and fire proofing chemicals. Timber which has been treated under pressure with Zinc Chloride will not support flames. Other more costly and more complicated treatments will prevent the timber from damage when exposed to flames. Nevertheless, it has often been pointed out that heavy beam construction with timber is safer than construction with other materials when a structure is subjected to an intense heat of burning materials from within that structure.

The loss of timber due to fire is spectacular but the volume loss is relatively small when compared to that which is lost to decay and to insect attack.

Decay is caused by small microscopic growth known as fungus (fungi). The fungus begins as a seed or a spore. It sprouts roots known as myceluim which in turn sends out feelers called hypha. These hypha penetrate the cell walls of the wood and dissolve the cellulose for food thereby weakening and eventually destroying the wood.

Proper conditions of moisture, air, temperature and of course food supply are necessary for the fungus to germinate properly. Consequently, its growth can be retarded or prevented by restricting any one of these factors.

For example, if timber is kept constantly dry it will last for years and years. Furniture has been found in the tombs of the ancient Pharaohs which after several thousand years is still free from decay.

Timber pilings which have been driven in fresh water will remain sound for years below the water line because the water **shuts off the air** and the fungus cannot germinate.

Insofar as **temperature** is concerned, it is a well known fact that decay is less rapid in Northern climates than in Southern climates. There is no advance at all during the Winter months. However, in practice it is very difficult to control the air, the moisture or the temperature in timber that is to be used for railroad ties, poles, pilings or for other such purposes. Hence, we turn our attention to the food supply of fungus.

We can't cut off this food supply but we can poison it. The preservation of wood against decay is actually accomplished by injecting solutions into the wood which will poison the food supply of the fungus. There are hundreds of solutions which will be toxic enough to prevent decay.

However, a wood preservative to be of any **commercial value** must not only be **(1) toxic** but it must also be **(2) easy to handle, (3) economical to use,** and it must **(4) remain in the wood for long periods of time.**

(Continued on Page 15)

*An interesting address given to the Port Arthur Rotary Club by Mr. R. J. Prettie, President and General Manager of the Northern Wood Preservers Ltd.

WOOD PRESERVATION

(Continued from Page 14)

turn, comes from the cooking ovens of steel mills where it is a by-product.

Timber which is to be creosoted or otherwise preservatively treated is always framed prior to treatment. That is, all cuts are made and all holes bored before treatment so that the preservative will penetrate all exposed surfaces. The Creosote does not go through the timbers but it will penetrate from one half to three quarters of an inch into the surface and thus provide a protective coating through which fungus cannot penetrate.

Surface or paint treatments with Creosote Oil or any other preservative are only of very temporary value when wood is exposed to the elements.

After framing, the timber is loaded onto the treating trams and run into large treating retorts. These retorts are about six feet in diameter by one hundred and forty feet long. They hold from eight hundred to one thousand railroad ties in one treating charge or approximately two carloads. Our plant treats some six thousand ties a day.

A heavy air-tight door is bolted on securely with numerous large bolts which run around the rim of the door. Air is then pumped into the treating retort and the pressure brought up to 50 or 60 pounds per square inch. Creosote Oil is then pumped into the retort against this air pressure and the pressure inside the retort is then brought to 170 or 180 pounds per square inch. This pressure is maintained for a period of four to six hours. Hence, air is forced into the wood first, then Creosote Oil is forced in afterwards.

When the various gauges indicate that sufficient gallonage has been pumped into the wood to assure the poundage of treatment required, the pressures are released. Pressure treating is commonly sold on the basis of eight pounds of Creosote Oil to a cubic foot of wood treated. In order to obtain this net poundage it is necessary to pump in about ten pounds of Creosote Oil for every cubic foot of wood in the retort because as the pressure is released, the air which was pumped into the wood initially will tend to force out some of the oil. This is what is known as "kick-back."

Finally, a vacuum is drawn on the cylinder for the purpose of extracting the remainder of the surplus oil and drying off the wood. The theory of this treatment is that the tiny wood cells will be lined with Creosote but not full of the oil. It is known as the **Empty Cell Process.** It was devised in order to obtain maximum penetration of preservative in the wood with a minimum concentration of oil. Creosote Oil is costly so the final net retention is kept to the lowest economic point.

The Full Cell Process is used to prevent timber from attack of animal borers such as termites, Limnoria and Toredoes. A net retention of at least 10 pounds of Creosote Oil per cubic foot of wood on the basis of a full cell treatment is required to prevent toredo attack in Coastal waters.

Railroad ties, on the other hand, are treated with a mixture of 50 percent Creosote and 50 percent Petroleum to a net retention of seven pounds per cubic foot of wood. The theory, in this case, is that the mechanical life of a tie may run about thirty years so there is no particular purpose in spending extra money to preserve the tie against decay for fifty or sixty years.

(Continued on Page 16)

VULCAN

MACHINERY & EQUIPMENT LIMITED

A DIVISION OF VULCAN IRON AND ENGINEERING LTD.

Manitoba and Northwestern Ontario

DISTRIBUTORS FOR

ALLIS-CHALMERS -- GENERAL MOTORS

CRAWLER TRACTORS
MOTOR GRADERS
POWER UNITS
IND. WHEEL TRACTORS
BAKER BULLDOZERS
GAR. WOOD INDUSTRIES INC.

SALES
PARTS
SERVICE

INDUSTRIAL — MARINE
DIESEL POWER
HOLMAN BROS., LIMITED
TRACTO-MOTIVE CORP.
PACIFIC CAR & FOUNDRY CO.
DROTT MANUFACTURING CORP.

Head Office
171 SUTHERLAND AVE. PHONE 594316
WINNIPEG, MAN.

Branch
725 NORTH MAY STREET PHONE 2-1061
FORT WILLIAM, ONTARIO

WOOD PRESERVATION

(Continued from Page 15)

Service records on treated timber extend back for over one hundred years. The treatment of timber com-

The preservative which has best answered these qualifications has been Creosote Oil. Creosote Oil is obtained from the distillation of Coal Tar. Coal Tar, in menced first in England and on the Continent early in the nineteenth century.

On this continent, service records extend back sixty and seventy years. One classic example of service life is the Lake Pontchartrain Trestle. This is a railway trestle, over eleven miles long, built over a brakish swamp near New Orleans in 1882. A recent inspect.or and test of its timbers established that they still have 90 percent of their original strength. Untreated timber installed under similar conditions has not lasted over two years.

Pole service records are more recent but already these indicate a service life of 50 years and upwards.

Highway culverts and bridges have had similar service records. Treated timber is particularly adaptable to these uses since it is more resilient and consequently not subject to cracking and crumbling from continuous freezing and thawing. Nor is it affected by corrosion, rust, alkali or ground acids. In cases where roads have to be changed (and new construction is seldom located in a place where it does not have to be changed) treated timber has a very high salvage value. Structures can be dismantled and moved to a new location.

It is interesting to note that one pole line in England was moved three times in a period of some 60 years. It was a rural line when originally installed. Later it was replaced with a heavier lead. The poles were transferred to another rural location. The same replacement took place again some years later with little if any loss of the original material.

The Company with whom I am associated — Northern Wood Preservers Limited of Port Arthur, Ontario — I hesitate to mention for fear of being charged with commercialism. However, this company was established in 1935 on the basis of straight custom creosoting of customer's products. Port Arthur is a very logical and strategic location for such business since it is the furthest point West that Creosote Oil, Tar or other such preservatives can be moved by water (that is, by boat) to meet the large timbers coming from the West by rail Furthermore, it is a focal point for local timber production in areas from Kenora and Rainy River to as far East as Hornepayne and Sudbury.

Since 1935 we have expanded into Zinc Chloride, Chromated Zinc Chloride, Pentechlorophenol and we now contemplate treating with what is known as Greensalt. This is a preservative recently developed by the Bell Telephone Company.

Competition forced us to **produce our own Creosote Oil** so we now bring Coal Tar up the lakes by tanker from Hamilton and Sault Ste. Marie which we distill into Creosote Oil and other by-products ot Port Arthur. One by-product is a domestic Coke, another is a Pitch. This latter product is a new diversion for us. It is being used as a base for making pipe enamel. The Koppers Company of Pittsburg have erected a plant at Port Arthur for making this enamel and are now supplying the coating for the new inter-provincial pipe-line.

Our company is also **engaged in the woods** end of the business. We operate our own timber limits from which we cut poles, pulpwood, sawlogs. We operate our own sawmill, dry kiln and planer mill at Port Arthur.

Hence, from a small and single purpose beginning we are now in a position to furnish a very complete service and have built up a very nice industry at the Head of the Lakes. We employ approximately 300 men in the plant when operating to capacity and about the same number in the woods.

We maintain an office in Toronto and we also have the controlling interest in a small plant in Prince Albert, Saskatchewan.

In conclusion, I will repeat again my introduction, "One half of the world doesn't know how the other half lives."

Sweeping Compound Made at Northern Wood Preservers

A new by-product manufactured by the Northern Wood Preservers in Port Arthur is GO DUST Sweeping Compound (Disinfected). This product is distributed by the Northern Distributors, Port Arthur.

—o—

A. L. K. SWITZER APPOINTED TO FORESTRY SUB-COMMITTEE OF THE LAKEHEAD TECHNICAL INSTITUTE

To fill the vacancy created by the resignation of Mr. J. H. Merrill when he moved from Nipigon to Quebec, Mr. A. L. K. Switzer of the Woodlands Department, LongLac Pulp & Paper Company Limited, has been appointed by the Thunder Bay Timber Operator's Association.

"SERVING THE TIMBER OPERATORS OF NORTHWESTERN ONTARIO"

Merchants Distributors Limited

WHOLESALE

LUMBERMEN'S CLOTHING, BEDDING AND FOOTWEAR.

GROCERIES, FRUITS & VEGETABLES, TOBACCO, ETC.

Fort William

McCAIG & GODSALL LTD.

MINING, INDUSTRIAL, LOGGING, CONTRACTORS AND MUNICIPAL EQUIPMENT

213 BAY STREET, PORT ARTHUR, ONT.
BOX 187 TELEPHONE 5-6752

AUGUST 28, 1950

Gentlemen:

This Company has been established for the purpose of servicing and distributing machinery and equipment. The territory covered is Northewestern Ontario and the Provinces of Manitoba and Saskatchewan. We have been appointed sole distributors in the above territory for Lima-Hamilton Corporation and the Michigan Power Shovel Company. The products manufactured by these two companies, including excavating and material-handling machines, range in size from 3/8 cubic yards to 6 cubic yards, crawler or rubber-tired mounted, gas, electric or diesel drive. Parts for these machines are carried at our warehouse at Port Arthur and factory trained servicemen are available at Port Arthur.

Your enquiries for excavating and material-handling machinery are earnestly solicited.

In addition to these two new machine accounts, we handle a complete line of used machinery and equipment for sale or rental. The services of G. H. Godsall Equipment Limited, distributors for The Euclid Road Machinery Company, will be available at all times to McCaig & Godsall Ltd.

An opportunity to serve you in the field we cover will be greatly appreciated.

Yours very truly,
McCAIG & GODSALL LTD.

Safety News

4 WAYS TO WIN WORKER SUPPORT

Getting workers to use the safety equipment that management spends millions each year developing and procuring has always been the most persistent worm in a safety director's apple barrel.

Building employee cooperation in safety programs is a tough supervisory job: it takes the diplomacy of an ambassador, the firmness of a traffic cop. Disregard of regulation is often a deep-seated attitude. The lathe hand who balks at wearing safety goggles probably drove his school-teachers wild, too. By the time he gets to you, he has a fine disregard for regulations that is hard to shake. Here are four pointers that have worked in other plants. Perhaps your methods should include them:

1—Have as Few Rules as Possible

Keep your list of safety rules as short as you can, but see that the ones you do have are observed. Don't let your men confuse its brevity with its importance.

When a regulation no longer makes sense, junk it. Don't keep a rule on the books simply because its always been there.

Let your supervisors in on the job of setting up a list of workable rules: their closer contacts with job hazards will make them invaluable.

2—Speak to Offenders Privately

Respect a man's dignity — never dress him down in front of other employees. Humiliating him before a crowd of gawking onlookers turns a serious job into a sideshow, makes the offender resentful, anxious to get even. Have the worker come to your desk — or at least take him away from his work area — if you have something to say to him.

Be as inconspicuous as possible about calling men aside: don't bellow at them over the roar of shop noises

3—Be Completely Fair Always

Favoritism is fatal — steer clear of it whatever you do. Treat all workers alike. Consistent fairness in your supervision is one sure way of gaining worker confidence and cooperation. When you discipline a worker, let him know that he is getting exactly the same treatment anyone else would receive under similar circumstances

Do everything possible to get at the root of each problem: try to find out why the man does what he does

Make sure the employee knows which rule he broke — find out whether he knew about it when he broke it If he doesn't know the rule, set him straight and see that everyone else who should know about it is properly informed.

4—Crack Down When You Have To

See to it that everyone knows where you stand on safety regulation infractions, what you intend to do about them. Don't be vague. Let workers know how you feel about constant offenders. Be consistent: stick to your guns.

Investigate each offense carefully. Double check your information to avoid having to change your decision when overlooked evidence is dug up. If something in favor of the man you've punished turns up, however, don't hesitate to set things straight.

If the offender has been warned before, do what you warned him you'd do: warnings are effective only when people know they'll be carried through.

—Timber Producers Bulletin

ENGLISH CLASSES IN CAMP MAY BE ARRANGED

"Leisure Time Learning" is offered to New Canadians willing to avail themselves of this opportunity.

English and Citizenship classes will be set up in bush camps this winter wherever the need exists and where a suitable instructor can be found.

The Community Programmes Branch of the Ontario Department of Education, will provide books and pay instructor's fee.

During the past three winters several thousand newcomers in Northwest Ontario attended these classes in bush camps, mines, railroad extra gangs; and in established schools. These "leisure time" students are off to a good start in the process of becoming Canadian citizens.

While thes classes are designed especially for the **newcomer, anyone** is welcome.

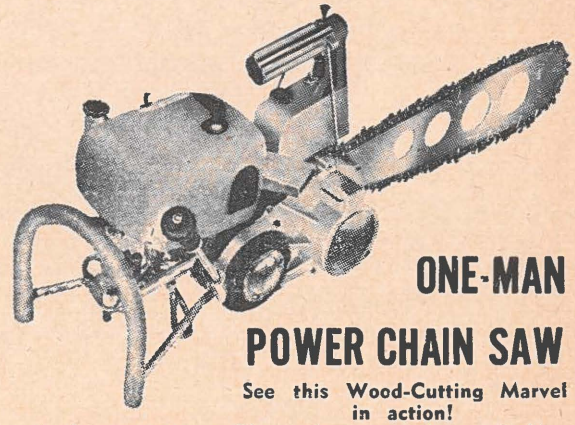
Advisory services in connection with establishing other programmes for leisure time learning are available.

Further information may be obtained from **Community Programmes Branch, Ontario Department of Education, 400 Catherine Street, Fort William.**

Mr. H. E. Thomas has recently replaced Mr. Ernie Ross as representaive of Community Programmes. Mr. Ross was transferred to Ottawa.

POWERFUL! ECONOMICAL! Light-Weight!

PM WOODBOSS



ONE-MAN POWER CHAIN SAW

See this Wood-Cutting Marvel in action!

A demonstration will convince you that a P. M. WOODBOSS is your most efficient pulpwood cutting tool!

P.M. PRODUCTS (1947) LTD.

VANCOUVER, B. C.

FOR DEMONSTRATION, SALES or SERVICE CONTACT
278 Bay Street, PORT ARTHUR, ONT. or HEARST ONT.
Other P. M. Offices in Orillia, Ont.; Quebec, P. Q.; Vancouver, B. C.; and Regional Distributors across Canada.

We Distribute and Stock . . .

BAY STATE ABRASIVE PRODUCTS

GRINDING WHEELS and POINTS CUT-OFF WHEELS

NORTHLAND MACHINERY SUPPLY CO. LTD.

203 HARDISTY ST. FORT WILLIAM, ONT. Phone 3-7407

JUST FOR TODAY

Just for today I will try to live through this day only, not to tackle my whole life problem at once. I can do things for twelve hours that would appall me if I had to keep them up for a lifetime.

Just for today I will be happy. This assumes that what Abraham Lincoln said is true, namely, "That most folks are about as happy as they make up their minds to be."

Just for today I will exercise my soul in three ways: I will do somebody a good turn and not get found out. I will do two things I don't want to do and don't have to do, as William James suggested, just for experience. And I will be agreeable.

Just for today I will take care of my body. I will exercise it, care for it, nourish it, not abuse it nor neglect it, so that it will be a perfect machine for my bidding.

Just for today I will try to adjust myself to what is, and not try to adjust everything to my own desires. I will take my family, my business, and my luck as they come, and fit myself to them.

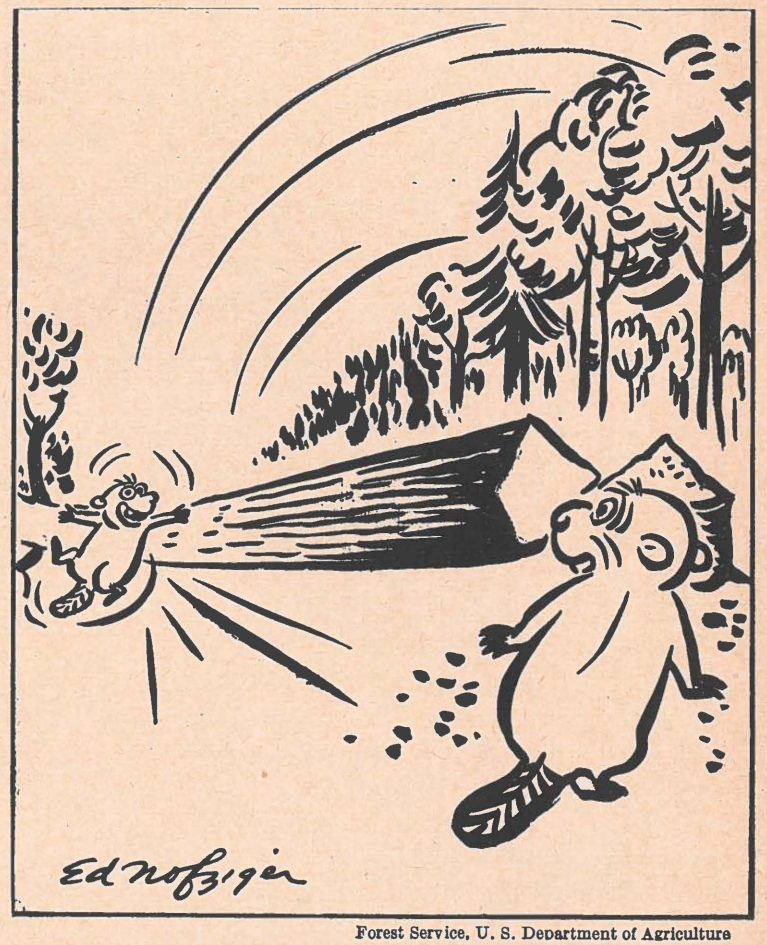
Just for today I will look as well as I can, talk low, act courteously, be liberal with praise, criticize not at all nor find fault with anything, and not try to regulate nor improve anyone —

Just for today I will have a quiet hour all by myself and relax. In this hour I will think of God,so as to get a little more perspective to my life.

Just for today I will be unafraid. Especially I will not be afraid to be happy, to enjoy what is beautiful, to love and to believe that those I love, love me.

—Author Unknown

"JOE BEAVER" By Ed Nofziger



Forest Service, U. S. Department of Agriculture

"Ha — you missed me!"

J. T. Russell Motors Ltd.

120 N. Archibald St. -:- Fort William, Ont.

Distributors for

THE FAMOUS FARGO TRUCKS

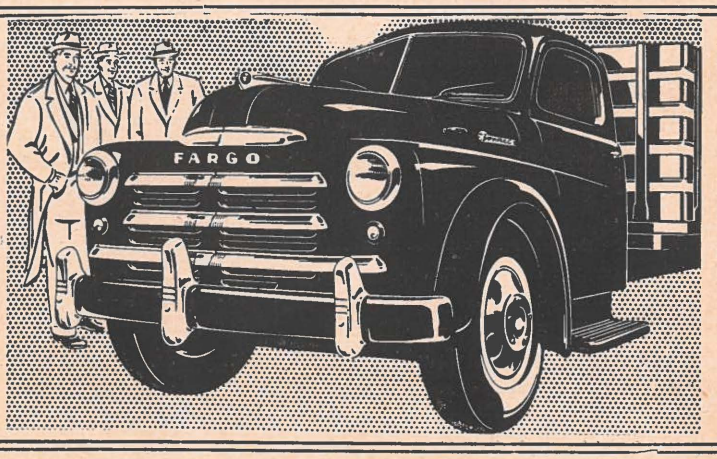
'Built to Fit the Job'

A FARGO BUILT FOR EVERY JOB

GROSS VEHICLE WEIGHTS

From 4,600 lbs. to 40,000 lbs.

For Complete Information
DIAL 3-7421



RECENT UNION AGREEMENT

(Continued from Page 13)

maximum of one replacement during each monthly period.

(5) The Company agrees to maintain a policy of good conditions in respect to cleanliness, sanitation and health. The Company recognizes that clean bedding, laundry service, and health inspection are important factors.

(6) The Company agrees to discuss with the Union in each particular operation ways and means of improving conditions for all employees covered by this Agreement and also the interpretation of the Agreement.

(7) It is considered by both parties to this Agreement that the general improvements in working conditions in this great industry during the last few years, despite varying circumstances, have been highly beneficial and should continue and shall be facilitated by both parties to this Agreement.

Article X — Wages

10.01 Schedule "A" is the wage schedule as agreed upin between the Union and the Company and is attached hereto and is a part of this Agreement.

10.02 Schedule "B," where such schedule is agreed to, is attached hereto and becomes a part of this Agreement.

Article XI — Hours of Work

(1) This clause applies to day workers only.

(2) The standard work week shall consist ot forty-eight (48) hours.

(3) The standard work day shall consist of eight (8) hours per day.

(4) Walking distance up to one and one-half miles each way or riding time up to one-half hour each way shall not be included in the above eight (8) hour day and forty-eight (48) hour week.

(5, Any time worked in excess of eight (8) hours per day or forty-eight (48) hours per week shall be paid for at the regular rate of pay.

(6) The following classifications are exceptions to the eight (8) hour day and forty-eight (48) hour week:

(a) Cooks
(b) Cookees
(c) Chore Boys
(d) Watchmen
(e) Barn Bosses
(f) Raftsmen, Inland Waters Logmen

In addition to vacation with pay benefits provided in Article VI of this Agreemnt, it is agreed that after three (3) months if continuous employment, cooks shall be entitled to seven (7) days' time off with pay and cookees, chore boys, watchmen, barn bosses, raftsmen and inland waters logmen shall be entitled to three (3) days' time off with pay, such time off with pay to be taken at a time mutually satisfactory to both the employer and the employee. Payment for such time will be made upon return to employment at the termination of time taken off. If, for any reason, such time is not taken, cooks will receive seven (7) days' pay and cookees, chore boys, watchmen, barn bosses, raftsmen and inland waters logmen will receive three (3) days' pay in lieu thereof.

(7) It is also understood that during the following seasonal periods men will work as many hours during the week as may be necessary to do the work in hand:

(a) Driving season;
(b) Ice and snow hauling season.

Article XII — Seniority

12.01 In lay-offs and in promotions, length of service shall receive due consideration. When labour is required, local workers experienced in the jobs to be filled shall be given hiring preference. Nothing herein shall be deemed to restrict the Company's right to recognize merit and ability, to retain key workers, and to generally promote the efficiency of operations.

12.02 Sickness, authorized leave of absence or injury disabling an employee for work during any season shall not alter his seniority rights for that season.

SCHEDULE "A"

Apprentices	$6.00
Cookees	$6.25 - 6.80
Cooks	8.20 - 9.60
Second Cooks	8.20
Bull Cooks or Chore Boys	7.65
Camp Watchmen	6.75
Barn Boss - 10 or more horses	8.20
- Less than 10 horses	7.85
Night Watchmen	7.05
Dam and Storage Ground Watchmen	6.75
General Labourers	7.65
Loaders and Unloaders	7.85
Skidders and Rollers	7.95
Teamsters - Less than 4 horses toting	7.85
- 4 horses or more toting	8.15
- Hauling and loading	8.20
Blacksmiths	8.20 - 9.60
Handymen	7.95 - 8.95
Mechanics	8.20 - 9.90
Camp and dam construction workers	7.65 - 8.75
Tractor Drivers - Portaging	7.90 - 8.95
- Break roads	7.90 - 8.95
- Hauling trains	7.95 - 8.95
- Forwarding from strips	7.85 - 8.95
- Using scrapers, graders	8.55 - 9.90
Truck Drivers - Hauling trains, trailers, etc.	7.90 - 8.95
- Portaging, hauling on body	7.90 - 8.50
- Four-wheel drive	8.55 - 9.90
Compressor Operator	8.80 - 9.35
Mechanical Jammer Operator	8.55 - 9.90
Jackhammer Drillers	8.00
Hand Drillers	7.85
River Drivers, Watering wood on drive	8.25
Boatmen, Bow and Stern	8.55
Outboard Motor Operators on Drive	8.55
Sorters, sluicers, jackladder feeders	7.85
Raftsmen, Inland Waters Logmen	8.75
Storage Ground Logmen	8.25
Tank Men Icing Roads	7.90
Pump Men for Water Pump	7.90
Men Working on Jammer	7.90
Top Loaders on Jammer	8.15
Saw Filers	7.90 - 8.95
Powder Men	8.20

HANDICAPPED WORKERS:

A special rate may be established by agreement between the Company and the Union for aged and handicapped workers.

APPRENTICES:

Employees coming into woods operations for the first time shall receive the apprentice rate until able to do the job, with a maximum period of four (4) weeks in the case of those learning to cut, skid, or pile pulpwood, and two (2) weeks in the case of all other occupations except general labour. In the case of promotion from one classification to another, an employee shall receive his current rate of pay until he has learned to do his new job before receiving an increase in pay providing, however, that this shall be done within the above-mentioned time limits.

(Continued on Page 21)

RECENT UNION AGREEMENT

(Continued from Page 20)

JOB CLASSIFICATION:

Cutting Pulpwood	Rate Per Single Cord
50" Rough Spruce and Balsam	$5.20
50" Peeled Spruce and Balsam	7.70
50" Rough Jackpine	4.60
50" Rough Poplar	3.75
50" Peeled Poplar	5.50
100" Rough Spruce and Balsam	4.60
100" Peeled Spruce and Balsam	6.90
100" Rough Jackpine	4.05
100" Rough Poplar	3.45
100" Peeled Poplar	4.65

Cutting Fuelwood	Split
4-ft. Poplar	$3.75/cord
4-ft. Jackpine	4.30 "
4-ft. Birch and Tamarac	4.85 "
22" to 30" Poplar	$3.00/face cord
22" to 30" Birch	3.50 " "

(NOTE: — Face Cord — 4' x 8' x 22" to 30" in length.)

In addition to above, strip roads to be paid for at the rate of 1c per foot for 7-ft. road, and 1½c per foot for 10-ft. road. Strip width shall not exceed 66 feet.

WALKING DISTANCE:

Payment will be made for walking distance at the rate of five cents per cord for each 500 feet walked in excess of 1¾ miles to start of strip.

CUTTING BONUS:

When a man has cut and piled 75 cords of rough pulpwood or 37 cords of peeled pulpwood in any one camp, he will be paid the following bonus in addition to the above rates:

Rough Wood — 55c per cord
Peeled Wood — 75c per cord

LOADING, HAULING AND UNLOADING:

By the same crew, loading and hauling and changing sleighs at spotting grounds, or where unloading is done by mechanical means, rates are for single cords:

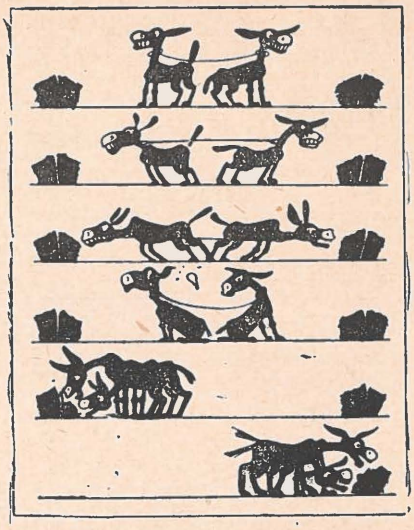
	Peeled Wood	Rough Wood
Up to one-quarter mile haul	$ .90	$1.00
Up to one-half mile haul	.95	1.10
Up to three-quarter mile haul	1.00	1.15
Up to one mile haul	1.10	1.25
Up to one and a half mile haul	1.45	1.55
Up to two mile haul	1.65	1.80
Up to two and a half mile haul	1.90	2.10
Up to three mile haul	2.10	2.40
Up to four mile haul	2.55	2.95
Up to five mile haul	2.95	3.55

When wood is unloaded by hand add 16c per single cord to above rates for rough wood and 13c per single cord to the above rates for peeled wood.

HAULING FUELWOOD OR SKIDDING shall be paid the same rate as for rough wood.

For the purpose of this Agreement, a stacked cord of 4-ft. rough pulpwood shall be 50" x 50" x 8'; a stacked cord of 8-ft. rough pulpwood shall be 50" x 100" x 4'; a stacked cord of peeled pulpwood shall be 50" x 48" x 8' or 100" x 48" x 4'.

Where rough wood is cube scaled, 85 cu. ft. of solid wood shall constitute a cord without allowance for over lengths.



ADVERTISERS' NEWS

Watson Jack and Company Limited have two new fire fighting accessories to offer: hose tongs, selling for $2.95 a pair and a portable hose winder, selling for $57.00. The latter was developed from an idea suggested by Ken Switzer and a model made by Norm Skinner and Bruce Sloan — all of the LongLac Pulp & Paper Company Limited.

Arnold McCaig, well known to the timber operators of Northwestern Ontario announces the establishment of **McCaig & Godsall Limited.** This company will distribute and service machinery and equipment in Northwestern Ontario, Manitoba, and Saskatchewan. The company is the sole distributor for the Lima-Hamilton Corporation and the Michigan Power Shovel Company. In addition, the services of the G. H. Godsall Equipment Company Limited, distributors for the Euclid Road Machinery Company, will be available at all times to McCaig and Godsall Limited.

The Vulcan Machinery & Equipment Company of Winnipeg and Port Arthur, Ontario, have been appointed distributors for the General Motors 2 Cycle Diesel Engines. These compact, powerful Diesel Engines are available as stationary Power Units—Marine Propulsion Units or Generator Sets.

D. W. Mooney is sales manager with Oscar Sigurdson, Sales Manager for Northwestern Ontario. Both are well-known to timber operators.

1950

Annual Meeting

CANADIAN SOCIETY OF FOREST ENGINEERS

Sault Ste. Marie, Ontario

October 26, 27 and 28, 1950

The Program will stress discussions of the practical application of silviculture under existing Canadian forest and economic conditions.

FIRE FIGHTING CERTIFICATES PRESENTED TO BROMPTON EMPLOYEES WHO COMPLETE FIRE FIGHTING COURSE

A certificate, printed on linen paper and of a size to fit a man's wallet, is presented to Brompton employees who complete the company fire fighting course. On completion of the course, each employee is certified as being qualified to fill one or more of the following positions:

1. Fire Boss
2. Line Foreman
3. Unit Crew Foreman
4. Pump Crew Foreman
5. Pump Operator
6. Pump Crew
7. Unit Hand
8. Tool Gang

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

Oscar Styffe Limited Camp No. 7

Nels Berg
A. Dahl
Hans Giesbrecht

———o———

The Manitoba Paper Company Limited has recently issued a booklet entitled "Fire" which has been circulated to people in the Pine Falls district in the hope that it will serve a useful purpose in having the people in that area become more conscious of the danger and the devastating results of forest fire.

THE WORLD'S MOST PORTABLE SAWMILL

"Proven in the Woods"

§ SETS UP FOR SAWING IN 30 MINUTES

§ READY TO MOVE 15 MINUTES AFTER SAW STOPS

§ CAN BE TOWED BY TRUCK AT 45 M. P. H.



JACKSON LUMBER HARVESTER

A real aid to good Forestry practise, the Jackson Lumber Harvester makes selective cutting practical. A precision-built one-piece machine that requires no costly dismantling or reassembling. Only one skilled man is required. The sawyer rides the carriage and can see and control the entire operation and cut to higher yield per log, fewer mis-cuts. The Jackson Lumber Harvester manufactures accurate lumber at 5 man-hours per 1000 board feet. No slab or sawdust disposal expense. Costly loghauling virtually eliminated. Feature by feature, it actually excels mills costing 3 times as much — gives you bigger profits — the first new sawmill in 50 years!

Now used by large Lumber Companies, commercial operators, Farm-to-farm Custom Operators.

WRITE TODAY FOR FULL ILLUSTRATED LITERATURE

TIMBERLAND MACHINES LTD.

MECHANIZED LOGGING SPECIALISTS **WOODSTOCK, ONTARIO**





PICTURES OF THE HELICOPTER IN ACTION DURING EXPERIMENTS CONDUCTED BY THE DEPARTMENT OF LANDS AND FORESTS NEAR SUDBURY, ONTARIO.

THERE'S A NEW INTERNATIONAL

OF EVERY SIZE FOR EVERY PURPOSE

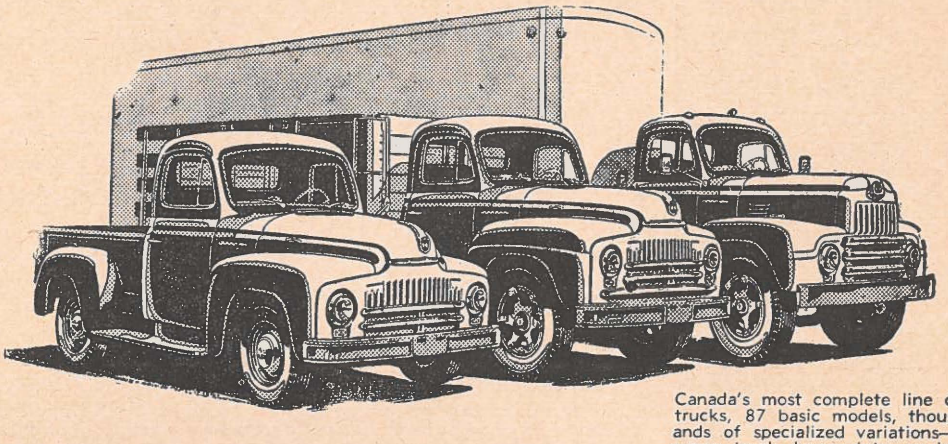
Construction Work

Mining and Lumbering Operations

Wherever the Work is Heaviest

Heavy-Duty Engineered

INTERNATIONAL TRUCKS



Canada's most complete line of trucks, 87 basic models, thousands of specialized variations—every truck heavy-duty engineered.

The All New 1950 INTERNATIONAL TRUCKS

ARE AVAILABLE NOW AT

S. J. HILL & SONS LTD.

Member of Canada's Largest Exclusive Truck Service Organization

ALSO DISTRIBUTORS FOR FRUEHAUF POLE, SEMI, LOGGING, VAN, AND CARRY-ALL TRAILERS

PORT ARTHUR
Red River Road — Phone 5-5488

FORT WILLIAM
North May at Cameron — Phone 3-6457

POWELL EQUIPMENT COMPANY LIMITED

Enquire About Our Rental and Rental - Purchase Plans

7 DAY LOAN

Write for Complete Listings of Used and Rebuilt Machinery

Directory of *Quality Bargains* BY YOUR "CATERPILLAR" DEALER

1ST IN QUALITY
These equipment bargains, thoroughly inspected by your "Caterpillar" Dealer, reconditioned when necessary, give many hours of profit-production.

1ST IN SERVICE
The unequalled service of trained personnel, modern facilities and correct tools make your "Caterpillar" Dealer the best place to buy equipment, new or used.

1ST IN INTEGRITY
The service and honesty record of your "Caterpillar" Dealer guarantees that the equipment offered is exactly as described.

1ST IN FACILITIES
Your "Caterpillar" Dealer has the best facilities for service. Shops, tools and equipment give you fast, efficient service at low costs.

"INTERNATIONAL" Model "TD9" Diesel Tractor, 60" Gauge, Serial No. TDCD-268257CC. Equipped with "Bucyrus Erie" Front End Hydraulic Bucket Loader. Tractor in splendid condition having worked only two summers since being purchased in 1947. Its owner has kept it in good mechanical condition and it has been inspected and newly painted at our shop.

PRICE **$7,500.00**

"INTERNATIONAL" Model "TD9" Diesel Tractor, 60" Gauge, Serial TDCB:32436T7BJ. Equipped with Hydraulic Angle-dozer and "Carco" Towing Winch. Tractor as equipped was purchased new in 1948. It has been inspected in our shop and found to be in good running order. A new machine as above would sell for approximately $10.500.00 today.

PRICE **$5,300.00**

"INTERNATIONAL" Model "TD-14" Diesel Tractor, 56" Gauge, Serial No. 22601T11N. Equipped with "Isaacson" Hydraulic Angle-dozer and "Isaacson" Towing Winch. This tractor was originally purchased new in the summer of 1948. Deductions will be made if the Angledozer or Towing Winch are not required.

PRICE **$6,500.00**

"CATERPILLAR" Model D2 Diesel Tractor, 50" Gauge, Serial No. 5U2221. Equipped with "Hyster Model "D2N" Towing Winch, One of the new "Caterpillar" D2 Series, it was originally purchased new in January of 1949 and has an hour meter reading of only 2302 hours. A deduction will be made if the Towing Winch is not required.

PRICE **$3,500.00**

"CATERPILLAR" Model "D-13000" Diesel Engine, 6-cylinder, 5¾" bore, 8" stroke, maximum horsepower — 150. Equipped with standard gasoline starting engine, extended base with open clutch and pillow blocks — 14" diameter x 13" Face Belt Pulley and all standard equipment. Used three months. GUARANTEED.

PRICE **$6,900.00**

"CATERPILLAR" Diesel No. 11 Auto Patrol (47 horsepower), Single drive Model with 14-foot blade assembly. This "Grader" has been put in good operating condition in our shop and for this reasonable investment it is an excellent buy. Ideal for logging road maintenance.

PRICE **$3,000.00**

