TS
701
N87

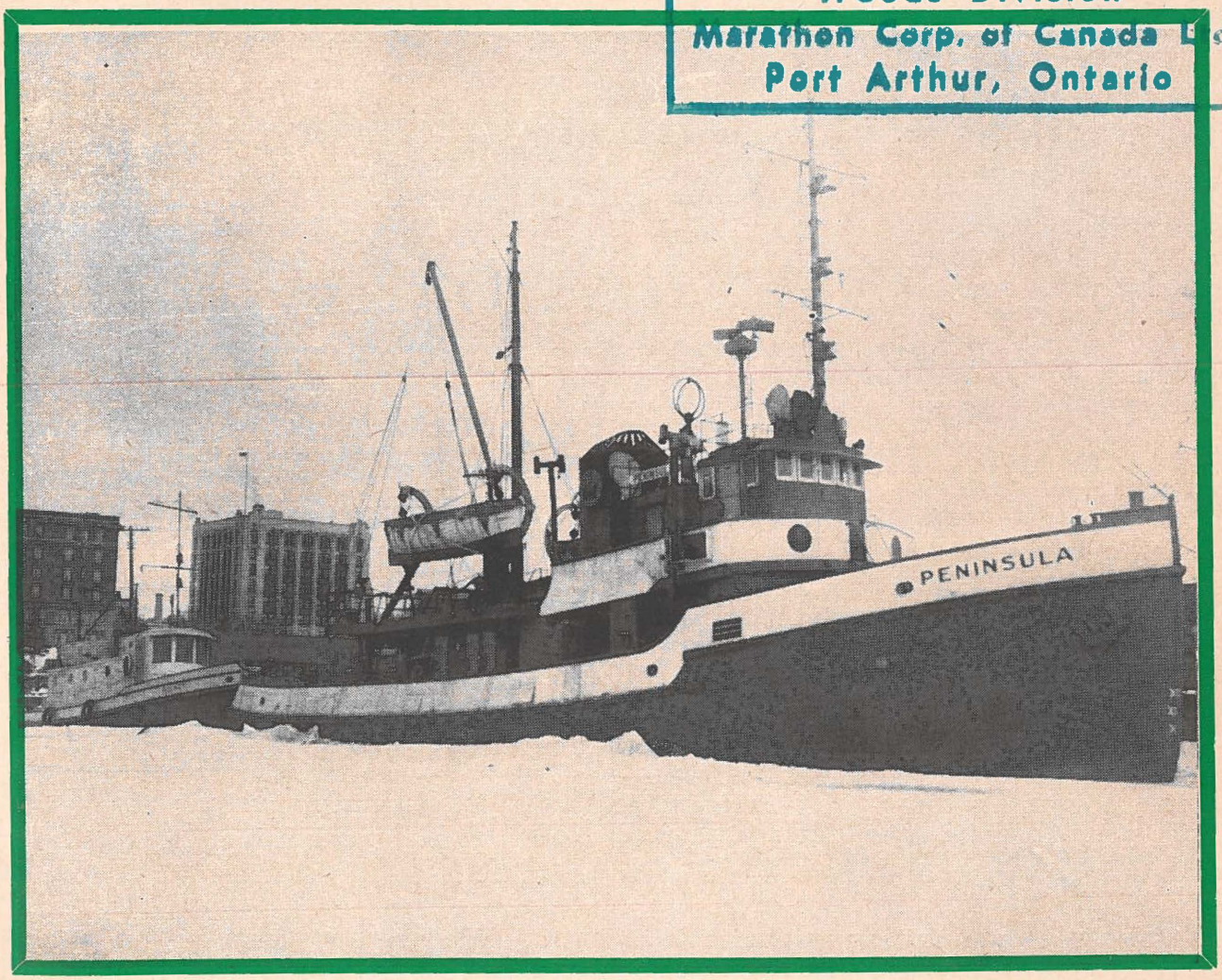
NORTHWESTERN ONTARIO TIMBER OPERATORS' ASSOCIATION

LOG BOOK

MARCH
APRIL
1955

UME 6 PORT ARTHUR, ONTARIO No. 6

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

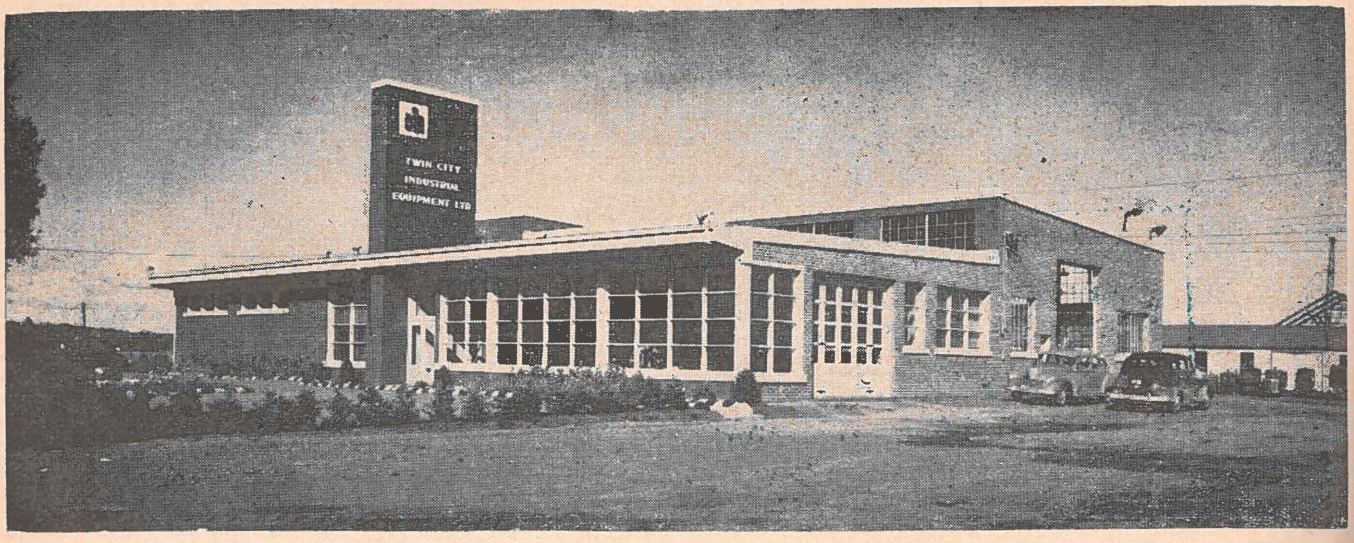


LL HELP
SMOKEY
REVENT
ST FIRES!

Mr. G. R. Sorley,
Marathon Corp. of Canada Ltd.,
Public Utilities Building,
PORT ARTHUR, Ontario.

CANADA POSTAGE PAID
3 c.
Permit No. 16
PORT ARTHUR

QUALITY
PRODUCTION
WITH
SAFETY



TWIN CITY INDUSTRIAL EQUIPMENT LTD.

DISTRIBUTORS FOR

INTERNATIONAL
INDUSTRIAL POWER

Crawler Tractors - Diesel Engines - Power Units

I. E. L. POWER SAWS

Johnson Motors - Ken Mac Boats

Bucyrus-Erie Cranes, Shovels and Draglines

Adams Road Graders - Michelin Tires

Attention Tractor Owners:

Our Service Department is composed of experienced and factory trained mechanics. Our special shop equipment and complete working facilities enable us to repair your tractor from a minor repair to a complete overhaul.

PROMPT AND EFFICIENT SERVICE — ALL WORK GUARANTEED

TWIN CITY INDUSTRIAL EQUIPMENT LTD.

LOGGING — INDUSTRIAL — CONSTRUCTION — MUNICIPAL and MINING EQUIPMENT

OFFICES AND SHOPS — 915 MEMORIAL AVE. PORT ARTHUR, ONTARIO

NORTHWESTERN ONTARIO TIMBER OPERATORS ASSOCIATION

OFFICERS

H. H. STYFFE ..... President
P. V. LEMAY ..... Vice-President

EXECUTIVE

COCHRAN D. GRAHAM A. M. JONES
MACLAGGAN H. S. MOSHER W. THOM

Secretary-Manager — T. S. JONES

Published by
Northwestern Ontario Timber Operators' Association

Edited by
T. S. JONES

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

esident's Message

Soon we start another operating year.

With the re-opening of operations comes the fire ason. I would ask every operation to give this sub- t early attention. The Association office and our rest Protection Committee have prepared a folder of REV-FIRE" material which has been circulated to all mbers. Make use of this material and review your ining and suppression efforts so that our woods in- stry can keep up its excellent record.

Safety is another subject at which we have all been rking hard. I believe our efforts are paying off in uced accidents and if we continue with our safety thing efforts we will do better. However, the costs accidents have risen and this year our provisional essment rates have been increased sharply by the rkmen's Compensation Board. We must re-double efforts. Such an increase in costs further affects competitive position and this we cannot stand. 's do more about "SAFETY."

H. H. "Bert" Styffe.

ntractor Wins Buck-saw Contest

At the first annual Lakehead Sportsman's Show nry Poirier, 28-year-old contractor of St. Lawrence rporation, won the buck-saw contest by averaging /10 seconds for his two best cuts out of three. The 5 pound Poirier won out over nine other entrants luding the 310 pound Mrs. Annie Massey of Port hur. John Sajna, former Abitibi woodsman and cur- tly emplyoed at Abitibi Mission Mill finished sec- d. Third place winner was Marcel Bois of Oscar Styffe nited.

rrection.....

In the last issue of the LOG BOOK the report of woods workers' support for the Northwestern Ont- Canadian National Institute Home for the Blind wed the Abitibi Power & Paper Company, Lakehead ision, contribution as $124.40. This should have d $780.10. Actually the Abitibi employees contrib- d the largest amount to the fund as compared to er woods operations.

The donations from the Great Lakes Paper Corn- y woods camps was unfortunately omitted. The eat Lakes Paper Company contributed the sum of 5.00 to the Home.

New Officers Elected by Northwestern Ontario Section, Canadian Institute of Forestry

The annual meeting of the Northwestern Ontario Section, Canadian Institute of Forestry was held in Port Arthur in March. President Norm Kissick conducted the meeting which was the best-attended C.I.F. gathering ever held in Northwestern Ontario. The attendance at the meeting shows the increase in the number of foresters now employed in the area and the interest there is in the C.I.F.

Mr. G. Ashenden gave the treasurer's report; Mr. E. R. Humphries reported on the LongLac Sub-section; Mr. D. Fisher, Librarian, reported on the Forest Library; Mr. M. Cressman reported on the Tree-Farm movement and Mr. T. S. Jones thanked the members for contributing articles to the LOG BOOK and requested their co-operation in 1955.

The report of the Nominating Committee was submitted by Mr. J. Haggerty and the following were elected:

Chairman—George Breckenridge
Vice-Chairman—E. R. Humphries
Councillors—J. Campbell, N. Kissick and A. L. K. Switzer.

Mr. C. J. Campbell conducted a panel discussion on the subject "The Implications of Bill 89". Panel members were: Prof. R. C. Hosie; Dr. J. B. Thomas; Mr. J. Baron; Mr. E. R. Humphries; Mr. B. Thomson.

At the dinner meeting Mr. J. F. Sharpe, Chief, Division of Timber Management, Ontario Department of Lands and Forests gave an illustrated lecture on "Forestry in Switzerland."

First Aid in Schools

At the annual meetings of the Woods Safety Associations which were held in Port Arthur in February, it was reported that both Woods Safety Associations have approved the recommendation sent to them by Northwestern Ontario Safety Branches that First Aid be taught in the public schools of Ontario. This recommendation was made to the Safety Associations on the basis that a person trained in first aid is more safety conscious than a person who is not. If this is true, then people going into any industry would be in a better position if they had some training. It is believed practical to train people in the last year in public school so that whatever industry they enter in the Province of Ontario would benefit from this practical training.

In addition, the basic principle of Civil Defence is Self-Help. The next principle is Mutual Help. Self Help really means being able to look after one's self and Mutual Help means being able to help one's neighbour. The basis of Civil Defence training is first aid and it is felt that, if the Safety Associations in Ontario and the Civil Defence organization push this recommendation, the Department of Education would include First Aid as a subject to be taught in the public schools.

It is hoped that this recommendation will be given to the Minister of Education as soon as possible. Untold numbers of accidents being prevented and injuries being less serious could be the only result of this First Aid training.

Here's A Report On Our Far North Region . . .

Aerial Timber Mapping Over the Far North

By H. H. Parsons, B. Sc. F.

No few licensed operators and pulp concessionaires in Ontario have of late been scanning the untapped timber supplies in the more remote and extreme northern sections of our forested areas.

Stands of timber located over these distant regions, which a short few years ago were disregarded and considered as inaccessible, are being slowly blocked out into licensed and concession limits.

Of the total area of 412,000 square miles contained within the Province, some 180,000 square miles lie beyond the northern limit of the Fire Administrative District. North again of the 52nd parallel of latitude and included in the above, are 130,000 square miles; and from this latter area only very meagre and fragmentary information exists, as to the forest potential of this vast area. It is well recognized that a large section of this area, bordering the James and Hudson Bay shorelines and extending well inland, is given over mainly to open muskeg, pot holes and floating. bog.

There are, however, large areas of relatively well drained soils, upon which merchantable or potentially merchantable values are known to exist and even extensive timbered escarpment areas, lying within the more poorly drained regions to the eastward.

With this background, the Provincial Department of Lands and Forests, Division of Timber Management, has embarked upon a program of reconnaissance and general stock taking of areas from which possible sources of forest products might be available in the years to come. The Dominion Government, under agreement, participates in this up tto 50% of the cost under the authority of the Canada Forestry Act of 1949.

As a preliminary to this project, the southern fringes of the James Bay coastal belt region were examined during the 1954 summer months.

Prior to this program some 100 flying hours were spent in mapping in detail for private industry some 450 square miles of limits in the Chapleau district during May and part of June.

The area examined in the James Bay region w comprised of some 18 blocks of 400 square miles eac roughly half of this 7200 square mile area was inven oried by aerial sketching with ground sampling of th representative types in conjunction.

This area was located between latitudes 50° an 50° 30'', adjoining the Quebec boundary on the ea and bordering the southern reaches of Kesagami Lak and extending westward some 200 miles, with th north-west boundary some 60 miles north of Hearst.

Some 215 flying hours were utilized in the de tailed examination and type segregation of the eigh scattered blocks involved in the sketching program, a the scale of 40 chains to the inch. Remi Lake was use for a flying base and a Beaver aircraft was employe throughout, during the months of July, August an much of September.

Due to the considerable ferry distances involve from the base to commencement of work on these scat tered blocks, five 10-gallon drums of gas were carrie on each flight. A morning flight consisted of from fou to four hours and thirty minutes, then a landing fo lunch and refueling on some remote northern lake, o or adjacent to the parcel being typed. The afternoo flight then continued, with a days work usually consist ing of from seven hours to seven hours and thirty min utes of actual flying.

Over these scattered eight blocks, that were aerial ly typed in considerable detail by hand, much uppro ductive open and treed muskegs were encountered a were scrub or stagnant black spruce and larch stands.

Prior to commencement of the programme in th spring and to convey some conception of the above, tw aerial photographs were viewed, that covered a sectio of this country. One photograph contained quite a larg lake, the second photograph, taken over the same are a day or two afterwards on the pick up of the stri line of flight showed no lake. What had occurred wa

(Continued on Page 18)

MARSHALL-WELLS
FORMULA 5
HOUSE PAINT!



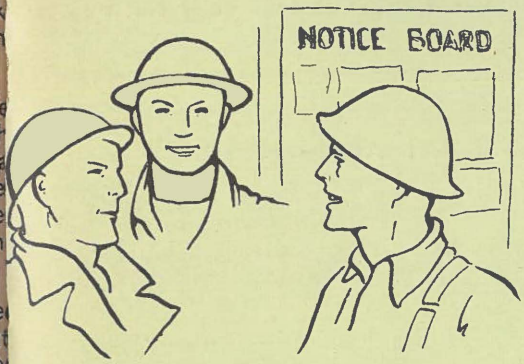
Amazing New Kind of House Paint . . .
Guaranteed 5 WAYS BETTER

1. 100% Blister-proof on New Wood.
2. More Blister-resistant on Painted Wood.
3. Stain-proof — No Rust Marks.
4. Fume-proof — No Discoloring.
5. Self-priming — Its Own Undercoat.

WRITE, WIRE OR PHONE FOR FULL PARTICULARS

MARSHALL-WELLS

the Supervisor's Strip



★ Safety -- When Is A Rule Not A Rule?

There may be many riddles in safety work that don't seem to have any answers. What caused Harry's accident? Why did Jim get careless after twenty-accident-free years on the job? Why does Frank have so many minor injuries and close calls?

But, here is a safety riddle for which there are a number of answers. WHEN IS A SAFETY RULE NOT A RULE?

When a rule is known to one or a few, but not to all. A supervisor may be able to recite the rules. But, unless they are also known by everyone in his department, they cannot guide safety performance.

When a rule is established, but not written or posted. An "unwritten rule" soon ceases to be a rule. People forget or misinterpret it. By reducing safety rules to writing and posting them, supervisors take the first step toward uniform understanding of the rules.

When a rule is seen, but not read. Proper posting means conspicuous posting. Rules are more likely to be read in a well-lighted, well travelled departmental area. Care should be taken to see that postings are not defaced or obscured. To assure readership, some firms also supplement posted rules with written safety rule books so that each employee has his own copy of the rules.

When a rule is read, but not understood. Reading alone does not assure full understanding of a rule. The formation of sound safety habits requires explanation and careful coaching. Experience shows that even long-service employees need continuing reminders.

When a rule is understood, but not followed. Many people are forgetful about safety rules. Some think at the rules. Others just ignore them. The challenge for supervisors is to find new and interesting ways to remind employees of the importance of following the established rules.

When a rule is official, but not enforced. A rule loses its force if violations go unnoticed. Fair but firm enforcement is essential, if rules are to have any meaning at all. Proper enforcement and discipline require that supervisors take the lead by adhering to the rules themselves.

When a rule is enforced, but out-dated. Changing conditions can quickly conceal the need for a rule or create the need for new or revised rules. This suggests that rules be periodically reviewed, updated and re-explained.

A Safety Rule **IS** a rule when it is up-to-date, clearly understood, consistently followed, and enforced. It then becomes a safety habit-former and a key part of the supervisor's accident-prevention program.

★ DEVELOP DEPENDABILITY

When a fellow-worker gets a break, let's not jump to the conclusion that "he had a pull." Or that he "knew the right people."

Getting ahead usually is the reward of proven dependability. True, it is not always the most deserving person who gets advancement. However, getting ahead most often is the reward of dependability.

If you want the odds on your side, be sure to develop your own skills, ability, and dependability.

★ IN STEP WITH CHANGE

No matter how many changes come in 1955, some people will keep on living as if these changes hadn't occurred. Before too long, they will be "living in the past" — and having a harder and harder time to understand what is going on in the world.

This need not happen to you. On the job for example, there will be changes in the coming months. Possibly in working conditions. In job requirements. In methods and machinery. Learn all you can about such changes. How they will affect you. Why they are necessary. How you can adjust to them.

In this way, you can "keep up with the times" instead of falling "behind the times."

ITEMS MARKED ★ ARE RE-PRINTED WITH PERMISSION BY; "MANAGEMENT INFORMATION FOR FOREMEN AND SUPERVISORS"
Published by Elliot Service Company, Mt. Vernon, New York, U.S.A.

Are You Al or Bill?

★ **CASE STUDY**

SAFETY EVERY DAY? SAFETY EVERY DAY? SAFETY EVERY DAY?

Al (foreman): Gosh, Bill, the boss is sure going after safety. Thought he'd take our heads off about that crane accident.

Bill (foreman): Oh, the boss gets riled up about safety every so often. I go back and make some noise in the camp. After a while, things go back to normal until another accident happens.

Al: Well, how can you keep the men "safety conscious", as the boss calls it, that way?

Bill: Actually, I guess I don't. But you can't anyway. He's shouting about faster work one day, safety the next. You can't keep the men safety-minded when you say one day to be careful; the next, to go like blazes.

Al: I don't know, Bill. I don't let up for a minute on safety. I try to sell 'em the idea that safety goes on whether wer're rushing to get out work or whether things are a little slow.

Bill: I used to work on that approach to the men.

Al: How'd it work for you?

Bill: O.K., except one day a couple of 'em stopped me after work and said they were getting down-right sick of safety, safety, safety all day long. I found out that stressing it all the time doesn't work, either.

Al: Maybe, Bill. But you can still make it a day-to-day matter.

Bill: How?

Al: Try to treat it like other problems. For instance, when quality is off, you correct it. When you see something that may be unsafe, you correct that.

Bill: You're dead right, but it isn't as easy as it sounds.

Al: No doubt about that.

Bill: In fact, it's tougher than other problems.

Al: Why?

Bill: Well, the men feel they know all about safety, where with quality or methods, they realize other people know something, too.

Al: What you mean is that you've got to handle safety problems a little more carefully; pay more attention to the men's ideas. Sometimes they can help out a lot. After all, an accident affects them a lot more personally than some production foul-ups.

Some Questions:

Al and Bill hit on several problems that more and more foremen are wondering about: How can safety be kept important all of the time, without seeming to overstress it, compared with other departmental matters? How do you keep up the men's interest? Can safety problems be tackled like other department work problems?

Suggestions:

Some of Al's conclusions are sound. Go back and check them again.

- **Safety must be handled consistently—not big one day, compromised and forgotten the next.**
- **Safety problems must be carefully handled. That is, be realistic. Use common sense. Realize that the men may look upon safety a little differently than other work requirements.**
- **Appeal to each man's self-interest in safety. "The finger he saves may be his own."**

★ YOU AND YOUR PAY

Your company expects to pay you all the wages you are entitled to — but not to overpay you. Sometimes your company makes an unintentional error in paying you. Maybe it's in your favor; maybe it isn't.

If the company finds the mistake, you rightfully expect the mistake to be corrected, whether or not it is in the company's favor.

In the same way, if YOU find the mistake first, let your supervisor know at once so it can be corrected.

★ BOTH ARE NEEDED

"You can lead a horse to water — but you can't make him drink." That old saying brings out a fact that holds true today. Certain things are decided for us. But what we do about some other things is up to us.

For example, on the job, the company may set the requirements, and the supervisor may assign the work. At the same time, how well you apply your skills depends on YOU.

The success of any business, and the satisfaction of its employees, depend on the efforts and decisions of both management and the employees.

GENERAL CHAIN SAW & EQUIPMENT

BOX 99
BEARDMORE, Ont.
Phone 101

122 MATHESON ST.
KENORA, Ont.
Phone 6532

DEALERS FOR

McCulloch Chain Saws

Safety Helmets

Portable Fire Pumps

THE NEW QUIET

JOHNSON SEAHORSE OUTBOARDS

Trailmobile

Pulpwood Trailers -- Lowbeds

Dumpbodies and Hoists

The All-Season All-Purpose Tractor

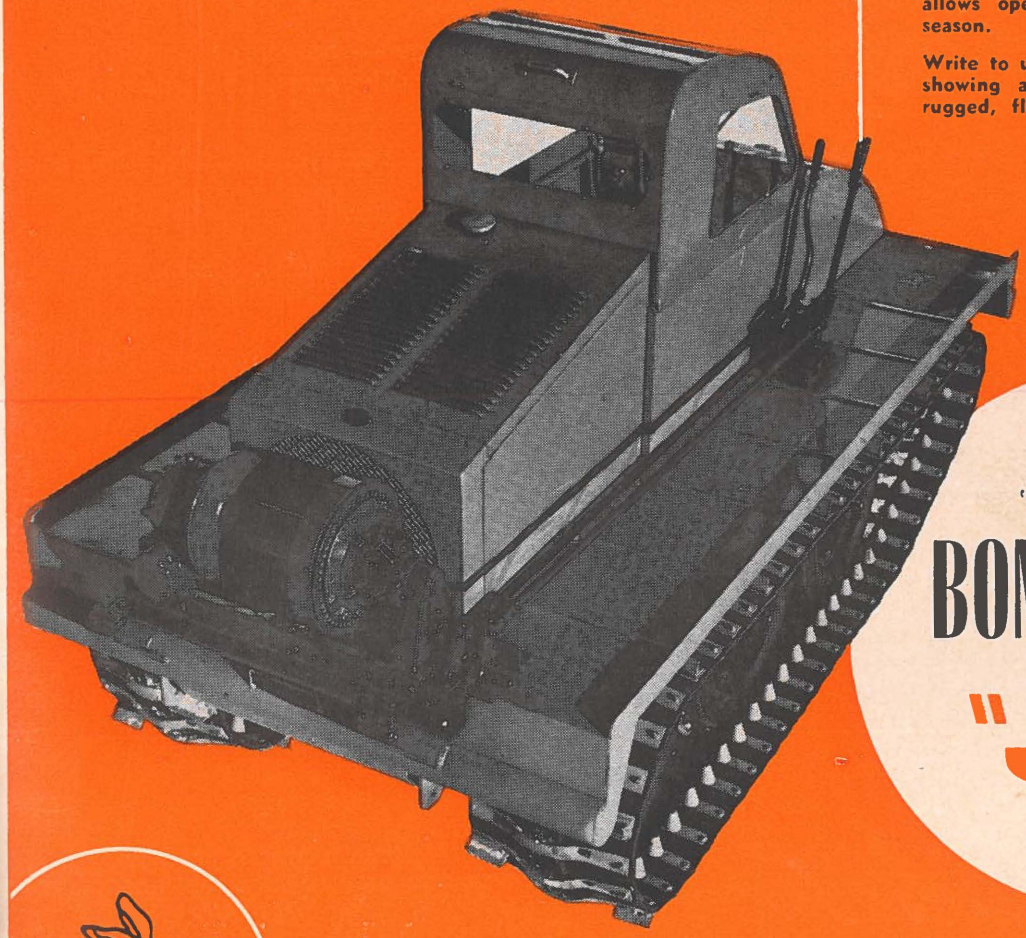
Here's the answer to your traction problems

The all-season Bombardier J5 will crawl its way anywhere — its less than 1 lb per sq. in. pressure permits it to travel over loose snow, mud and steep grades. Ideally suited for all "off - the - road" operations — timber cruising — strip breaking and developing of Dumps, at speeds up to 35 miles per hour.

In the summer, the J5 is the answer for skidding tree lengths and toting supplies in undeveloped areas.

In the fall, its low weight (2700 lbs.) allows operation on ice earlier in the season.

Write to us for full illustrated literature showing all the many features of this rugged, flexible Bombardier "J5".



"ALL-SEASON"

BOMBARDIER

"J5"

TIMBERLAND MACHINES LTD.

Manufacturers of Construction, Logging and Mining Equipment

Head Office and Factory: Woodstock, Ont.

Branch Office: Port Arthur, Ontario

We also distribute

MACK TRUCKS

BLOCKS

YARDERS

HYDRADJUSTERS

JACKSON LUMBER HARVESTER

Here are the causes of last year's logging fires . . . Let's NOT repeat in '55.

Sioux Lookout District — 1 This fire was in a sawdust pile on New Dickenson Mines Timber Berth. It was caused by slabs being burned near the portable sawmill site and the fire had worked under the sawdust and smoldered there from March until June. The surrounding area was budworm killed and the fire could have become serious.

Port Arthur District — 2 Eight miles east of centre of Northwind Lake, one mile north of Pifher Township, on St. Lawrence Corporation limits. The fire started on pulp strips on which men were working 30 minutes previously. The pulp cutters working in the immediate vicinity were questioned by the Chief Ranger and O. P. P., but the guilty party could not be identified.

Geraldton District — 3 Smokers— A fire was discovered in the cutting area after the men had left the area. The fire was put out by the Company crew and held to a ¼ acre.

4 The fire must have been caused by either a cigarette butt or a power saw. The consensus of opinion is that the power saw was the cause of the fire as the cutter admitted that he had ceased cutting with the saw at 1100 hours the day before as he had considerable trouble with it.

5 Defective equipment — Believed to be exhaust on tractor.

Kapuskasing District — 6 Spark from locomotive used for hauling wood, Smokey Line (Spruce Falls Power & Paper Co. 2½ acres.)

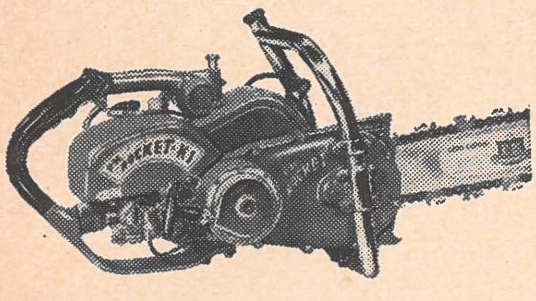
7 Exhaust from speeder used on pole track, Newaygo — 56 acres (freehold).

8 Smokers returning to camp from work, Newaygo, (3½ acres, 25 cords peeled wood)

Other Logging Fires in Province

9 Division - Cochrane (a); May 24— Complete details not yet available. 150 acres.
10 Division - Swastika #5; May 14—Smokers. 20 acres.
11 Division - Swastika #20 May 30— Sawdust pile. ¼ acre.
12 Division - Matheson #3 June 10 Smokers. 15 acres.
13 Division - Gooderham #9 May 25— Fire started in planing mill. 1 acre.
14 Division - Gooderham #10 Complete details not yet available.

Built with Perfect Balance



P.M. ROCKET-K1

- Positive and controlled chain oiler.
- Exclusive air filter location.
- New Diaphragm Carburetor—for work in any position—without adjustment.
- Cuts any timber, at any angle.

● Sizes up to 32" ● Priced from $285
● Phone or write your Dealer

POTTER & KERR
LIMITED
DISTRIBUTORS
1021 Memorial Ave. Port Arthur, Ont.

Forest Fire Protection

The third meeting of the Association Committee on forest fire protection of the National Research Council was held in Ottawa, February 1st, 2nd and 3rd. The Committee is composed of representatives from the Dominion Forest Service and of the Provincial Forest Service, Forest Protection and Forest Industry Associations.

The meeting provided for thorough discussion of such subjects as:

1. Forestry hose failure survey
2. Mast for panoramic photography for proposed lookout sites
3. Young growth evaluation standards
4. Fire causes standardization
5. Monthly forest fire statistics
6. Development of radiometer
7. Forest fire fighting training courses
8. National fire prevention campaigns
9. Reporting of forest fires through Department of Transport radio range stations
10. Reporting of railway fires and possibility of standardizing methods used.
11. Some of the problems involved in using television for detection of forest fires.
12. Large fires: causes, prevention, suppression.

Safety Code Published

The Ontario Pulp & Paper Makers' Safety Association and the Lumbermen's Safety Association recently printed for general distribution the **WOODS SAFETY CODE** prepared by the Northwestern Woods Branch of the Ontario Pulp & Paper Makers' Safety Association.

Posters in French and English are available as well as a mimeographed booklet.

Every supervisor should have a copy of the Woods Safety Code and every camp should have the Code posters well displayed.

MAKE SURE THE POSTERS ARE UP IN YOUR CAMP.

Last Year's (1954) Forest Fire Score

Study This Situation — Let's Better It In 1955!

	Fort Frances	Kenora	Sioux Lookout	Port Arthur	Geraldton	White River	Kapuskasing	Northwestern Ontario Total	Province of Ontario Total
Causes of Fires									
Settlers	3	2	1	4	—	4	—	14	41
Campers	18	22	10	12	—	—	2	64	222
Smokers	1	5	1	4	—	2	1	14	144
Prospectors	—	—	—	—	—	1	—	1	2
Incendiary	—	4	—	—	—	—	—	4	25
LOGGING	—	—	1	1	3	3	—	8	14
Mining	—	—	1	—	—	—	—	1	4
Railway	1	3	1	9	3	—	2	19	83
Road Construction	—	1	1	1	—	—	4	7	11
Lightning	19	25	10	13	9	—	23	99	252
Miscellaneous	2	6	3	—	1	—	2	14	69
Unknown	—	—	—	—	—	3	1	4	10
TOTAL	44	68	29	44	16	13	35	249	877
Fires by Months									
April	—	—	—	1	—	—	—	1	36
May	1	8	3	6	4	5	3	30	273
June	2	17	10	11	2	6	10	58	102
July	27	32	11	17	9	1	9	106	308
August	9	7	5	6	1	—	12	40	116
September	1	—	—	1	—	1	1	4	27
October	4	4	—	2	—	—	—	10	15
TOTAL	44	68	29	44	16	13	35	249	877
Acreage Burnt									
Total Acreage Burnt	11.14	75	145	533¾	30¼	10,587	23,588	34,970.14	54,969
Acreage Burnt by Logging Fires	—	—	900 sq. ft.	10½	4½	62	—	77¼	265
Means of Detection									
Ranger	5	5	4	3	—	2	3	22	
Tower	8	17	4	14	5	5.5	13	66.5	
Air	18	21	9	7	4	1	10	70	
Public	13	25	12	20	7	4.5	9	90.5	
TOTAL	44	68	29	44	16	13	35	249	

Advertisers' News

BEAUTIFUL BOOK BY "CATERPILLAR"

Caterpillar Tractor Co. has written its own history in a brief, well-illustrated and readable book entitled "50 Years on Tracks."

This 104-page, hardbound book is one of the highlights of the "50 Years on Tracks" commemorative program to mark the 50th anniversary of the crawler tractor. A predecessor, the Holt Manufacturing Company, is credited with introducing the world's first practical track-type tractor in 1904.

Perhaps the most unusual feature of the book is its photographs — most of which were selected from Caterpillar's photo files. Some of them, still in remarkably good condition, are more than 60 years old and show the huge combined harvesters and steam tractors of the West Coast nineties at work. One of the steamers pictured is almost 46 feet wide.

Distribution of "50 Years on Tracks" is principally through Caterpillar's dealers. Copies can be purchased from them at approximately $1.25 each.

CATERPILLAR BRINGS OUT NEW TRACTOR

A new, more efficient D8 Tractor — offered in two models — has been introduced by Caterpillar Caterpillar Tractor Co.

The two D8 models have different drives — a torque converter (Series D) and a direct drive (Series E) — making this established earth-moving workhorse even more versatile on construction, mining, logging and agriculture jobs throughout the world.

The many engineering advancements introduced on the new D8 make it more powerful, faster, easier to operate, easier to service and present new modern lines throughout.

In conjunction with the new tractor announcement is the introducttion of matching attachments. For further information, get in touch with Powell Equipment Company Limited, Port Arthur, Ontario.

"IT PAYS TO ADVERTISE"

The S. J. Hill & Sons Limited advertisement in the January-February issue of the LOG BOOK featuring a picture of an International Truck with a semi-trailer load of pulpwood caused an argument.

The boys in Camp 33 at Auden wrote the editor of the LOG BOOK requesting the number of cords on the truck to settle the argument in the camp.

The LOG BOOK has been informed that the trailer carried 17.4 cords of pulpwood.

Call 3-8323

CONSOLIDATED PRESS

137 SOUTH MAY STREET FORT WILLIAM

WE CAN HELP YOU
WITH YOUR PRINTING PROBLEMS

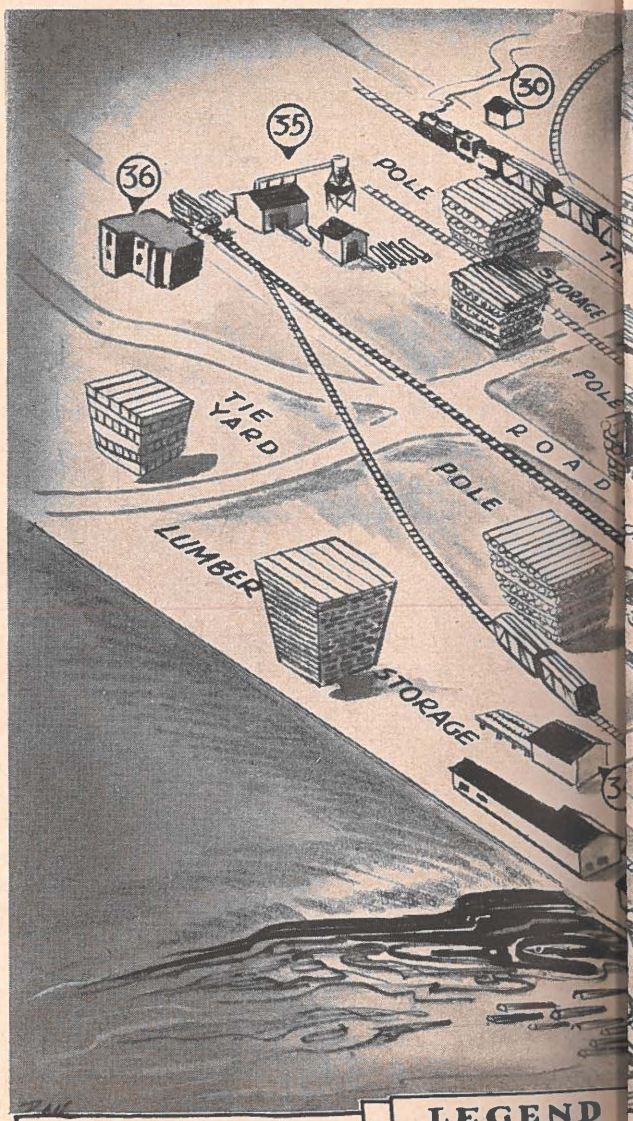
Chamber of Commerce Visits n F

The Forestry Committee of the Port Arth f Com Ltd. Forty members made the trip where they pwood operation.

Shown below is the lay-out of the parent North Chamber members, with the exception of pulpwered f

At Northern Wood Preservers Ltd. any cocies o Poles; Culverts; Fence posts; Retaining walls; Gooring;

Using expert craftsmanship and exacting forest the American Wood Preservers Asssociation, Fevincial



Visitsn Forest Products Ltd.

Port Arthf Commerce organized a trip for its members to the Black Sturgeon operation of Northern Forest Products here they pwood operation; a bundle yarder; a pole haul from a selective cut area; a slasher operation and a sawmill

the parent Northern Forest Products — **Northern Wood Preservers Ltd.** — to which the forest products seen by the n of pulpwered for processing.

Ltd. any cocies of wood of any dimension can be treated and preserved for any structural purpose, including: Piling; g walls; Gooring; Flumes; Sewer pipe; Roofing; Stave pipe; Cross arms; Structural, dock, mine and boat timbers.

l exacting forest products are treated in accordance with customers' requirements or to the specifications approved by ciation, Fvincial governments.



Annual Safety Meeting

A joint meeting of the Ontario Pulp & Paper Makers' Safety Association, Northwestern Woods Branch, and the Lumbermen's Safety Association, Northwestern District was held in Port Arthur in February.

Mr. A. L. K. Switzer was chairman of the dinner session and John Styffe was chairman of the evening programme, at which Mr. E. E. Sparrow, Chairman of the Workmen's Compensation Board gave a very stirring address. In addition, Mr. D. B. Chant, Secretary-Engineer, O.P.P.M.S. and Mr. E. H. Reeves, General Manager of the L. S. A. were in attendance.

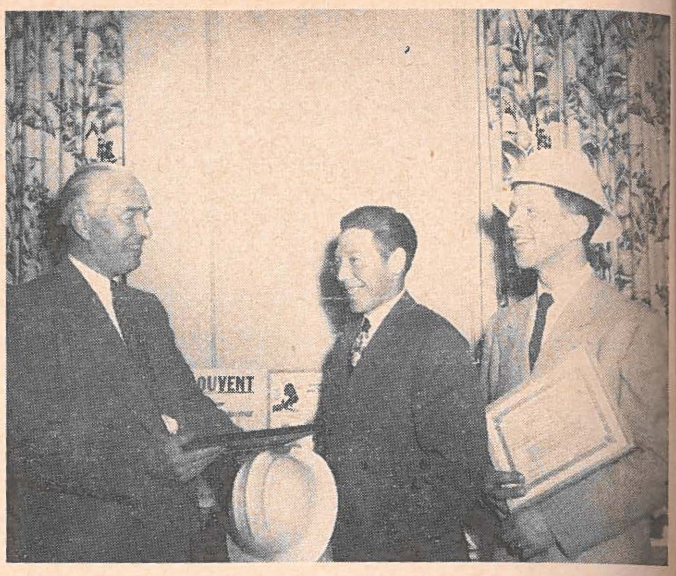
Mr. H. W. Mutch gave an address on "Safety Organization" and C. C. Wright of Spruce Falls Power & Paper Company gave a very interesting "flannel board" demonstration. This is a novel method of putting punch into organizational talks to a group and the subject chosen by Mr. Wright was "Safety in Woods Operations."

Mr. M. MacLaggan, Woods Manager, Abitibi Lakehead Woodlands gave an excellent address at the afternoon session. His subject was "Safety with Insufficient Protection."

In addition, Mr. R. Hallonquist led a discussion on "Safety Posters"; Mr. F. Hedley gave a short talk on "Hard Hats and Winter Liners"; Mr. A. E. Minor spoke on "First Aid to the Injured."

Keep Safety Alive In '55

Memberships in Turtle Club Presented



At the joint annual meeting of the Ontario Pulp & Paper Makers' Safety Ass'n, Northwestern Woods Branch, and the Lumbermen's Safety Ass'n, Northwestern District, Mr. E. E. (Gene) Sparrow, guest speaker, (above left) presented memberships in the **TURTLE CLUB** to Lawrence Champeau of Northern Forest Products Limited and Frank Rupnik of Abitibi Lakehead Division. Membership includes certificate, lapel button and a new safety hat. Both men escaped death when their safety helmets warded off falling trees.

Allis-Chalmers **General Motors Diesel**

Sales -- Parts -- Service

Vulcan Machinery & Equipment Ltd.

Office Phone 4-2483

NORTH CUMBERLAND ST. at McVicar Creek. **PORT ARTHUR, ONTARIO**

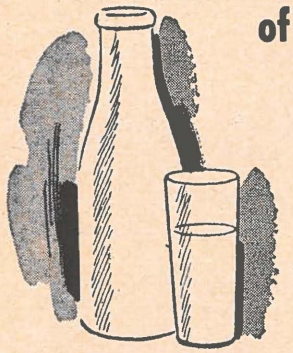
Residence Phones

PARTS: Ray Laine — 4-2243
SERVICE: Ted Jenkins — 4-6143
SALES: D. McIntosh — 5-9949

Thew-Lorain **British Wire Ropes Ltd.**
(Canadian Factory)

Why Borden's Trumilk is the Ideal Milk for your Camp

1. All the food value of fresh whole milk!



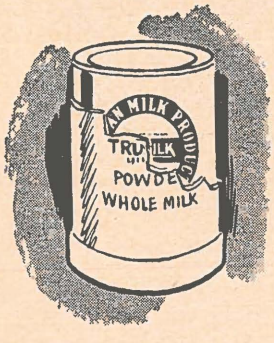
TRUMILK is a powdered whole milk which includes *all* the cream, all the protein and other nutritional value of finest fresh, whole fluid milk!

2. Costs as low as 55¢ a gallon!



Yes, here's delicious whole milk, ready to use *anytime* for as low as 55c a gallon . . . a real saving on your milk bill, especially where large quantities are used. Further saving: there's *no waste* . . . you make up *only* as much as you need *when* you need it!

3. Double-vacuum-sealed for camp use!



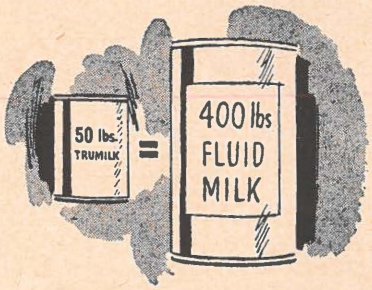
Heavily protected with an outer plywood drum, the inner vacuum-sealed metal container protects freshness of Trumilk *indefinitely!* Also has inner friction-top cover to protect contents after seal is broken.

4. For drinking, cooking and every other milk use!



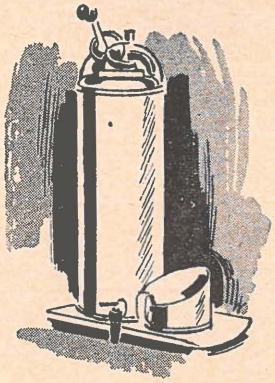
Just add TRUMILK to cold water, mix, and in a jiffy, you have milk ready for drinking. TRUMILK is excellent, too, in soups, puddings, and all baked goods. Can be mixed dry with dry ingredients for cooking convenience.

5. Easy handling—less weight—no freezing!



TRUMILK (whole milk powder) is only ⅛ the weight of fluid milk. This cuts transportation costs to the minimum ...makes handling easier. Under seal, TRUMILK keeps perfectly in summer heat or below zero weather . . . indefinitely.

6. Fluid whole milk in a jiffy!



Now you can mix TRUMILK in any quantity with Borden's new effort-saving hand-mixer. It's a 3-in-1 mixer: (1) mixes (2) stores (3) dispenses. Mixer available AT COST in 2½ gal. capacity. Order from your nearest distributor.

THE BORDEN COMPANY, LIMITED.

DRY MILK DEPARTMENT, Spadina Crescent, Toronto 4, Ontario.

THE BORDEN COMPANY, LIMITED, 407 McGill Street, Montreal, Quebec.

KIRKLAND & ROSE, LTD.
130 Water Street,
Vancouver, B.C.

A. H. BRADBURY
13 North Wharf,
Saint John, N.B.

McKENZIE, STEPHENSON LIMITED
345 Higgins Ave.,
Winnipeg, Manitoba

Harvey & Company Limited
St. John's, Nfld.



Northwesrern Woods Branch Elects Officers

Elected at the annual meeting of the Ontario Pulp & Paper Makers' Safety Ass'n, Northwestern Woods Branch were:

Honourary Chairman: W. I. Turner
Past Chairman: A. L. K. Switzer
Chairman: F. L. Stevens
Vice-Chairman: F. T. Morrish
Secretary: W. Lockhart
Exec. Member: T. S. Jones.

At the Lumbermen's Safety Association, Northwestern Ontario District meeting the following were elected to the Committee:

J. Styffe	F. Thomson
H. Mutch	S. Mack
R. I. Young	D. C. Clark
F. Hedley	T. S. Jones.

At the meeting of the Committee Mr. R. I. Young was chosen as Chairman and Mr. F. Hedley, Vice-Chairmn. Mr. John Styffe is the past Chairman of the Branch.

SUPPORT GIVEN TO HARD HAT MOVEMENT

It is understood that the Department of Lands and Forests have issued a directive to field officers in regard to safety hats. This directive pointed that on operations where the use of safety hats is obligatory by employees of the operating company, scalers, timber cruisers and other members of the Department must conform with the company regulations while on company limits.

This suppo:t is much appreciated by those companies which have a hard hat policy and which are encouraging all visitors to the woods operations to conform with company regulations and wear hard hats as an example to the men in the woods.

It is understood that the Hydro Electric Power Commission of Ontario made the use of hard hats compulsory for their construction crews.

OTHER LIVES SAVED

Fred Flensted, working as a pulp cutter for the Ontario-Minnesota Pulp & Paper Compayn, Fort Frances Division, in the woods near Camp L-309 was cutting a poplar tree. Another tree was hit and a flying limb about three inches in diameter struck Mr. Flenstead on the head and bounced down to his shoulder. The limb fell about 40 feet. Mr. Flenstead was wearing a hard hat which was struck directly on the ground and cracked. It is believed that Mr. Flenstead's life was saved because of the fibreglass hat he was wearing. The case has been reported to the Turtle Club through Mr. D. B. Chant of the Ontario Pulp & Paper Makers' Safety Association.

CANDIDATES FOR THE TURTLE CLUB

Pictured below are cutters Paul Leduc (examining crushed hat with his foreman) and Leo Paul Plante of the Henry Selin operations holding a deadwood branch which fell and cracked his helmet. Both men are candidates for the **TURTLE CLUB.**





ORDER YOUR REQUIREMENTS NOW . . .

Our new Wholesale Hardware warehouse is modernly equipped to serve the Logging, Lumbering and Mining Industries; the Retail Stores; Plumbing, Heating and Building Contractors in Northwestern Ontario.

COCHRANE HARDWARE (WESTERN) LIMITED

105 North Cumberland Street, Port Arthur - Dial 5-7345

Keep On The Beam!

Everyone quite naturally wants to "get the best eal possible" out of his work. That's normal too — want to get all we can for the work we do.

But let's also keep in mind the fact that we get aid for our work only as we produce. Wages and salries don't come out of thin air — they come from roduction. And the more we produce, the more there to divide.

No one can be paid for a real day's work — for ery long — unless he puts in a real day's work. To et, you have to give.

What do we mean by a "real day's work"? Cerainly no one is talking in terms of "slave driving" or nything like that. But a "real day's work" does mean hat we keep ourselves busily occupied all day — workng — not just putting in time.

The work we do must be sold to the customer. Vhat we get back in payment from the customer prodes the funds for wages and salaries. If we don't eally produce, if goods or services aren't available in rge enough quantities for the customer, then business come falls — and that hits all of us in the pocketook.

So, let's keep on the beam, with a real day's work very day.

—The Observation Post

According the the latest estimates, Canada posses 397,313,000,000 cubic feet of merchandise timer. About two-fifths of this total is considered accesble to commercial operations at the present time.

Extracts from a Radio Forum on the occasion of a visit from the Chairman of the Workmen's Compensation Board to the Lakehead—

Question: Is any progress being made in reducing the number of accidents in the province?

Answer: Yes. The number of accidents is on the decrease in relation to the number of hours of exposure in 1954. In 1954 there were 9,000 less work incidents reported to Workmen's Compensation Board than in 1953.

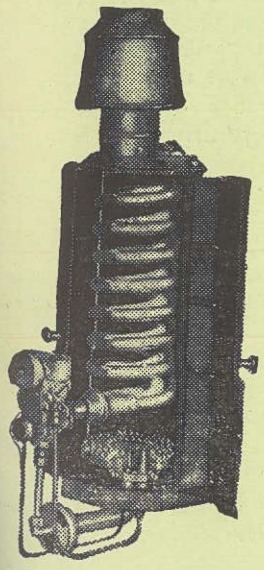
Question: The woods operators and the pulp and paper mills are in Class 2 of the Safety Association and all other woods operators in Class 1 of the Safety Association: How many Classes are there in the Province of Ontario?

Answer: There are 25 Classes in Schedule 1 or Collective Liability Group of Employers and the number of Employers in this Schedule 1 totals about 60,000. In Schedule 2, Employers are much smaller in number but are self assurers and include the railroads, steamship companies, Bell Telephone, Hydro asd the municipalities.

Question: How much of our dollar of assessment is paid to the injured workmen?

Answer: The workmen receive, directly in the form of compensation, medical aid, pension payments, 88 cents of the average employer's dollar contribution.
Two or three cents go for accident prevention and the cost of administering the Board's extensive activities costs another eight cents.

The Facts Say:



"Gas Is Best By Test"

For Timber Camps -- large or small.

A Size for Every Need

PROPANE GAS side-arm water heaters have proved themselves as a sure and economical way of heating water for cookeries and bunkhouses.

See us also re conversion burners for camp steam baths.

USE PROPANE INSTEAD OF WOOD.

Also available: Propane Truck and Tractor Engine Heaters

WRITE, PHONE or WIRE

NORTHERN PROPANE GAS CO. LTD.

BOX 325 FORT WILLIAM, ONTARIO PHONE 2-5318

One Accident per Year — Striving To Be Perfect

The Thunder Bay Wood Products which operates a shim manufacturing plant in Port Arthur are doing something about accidents.

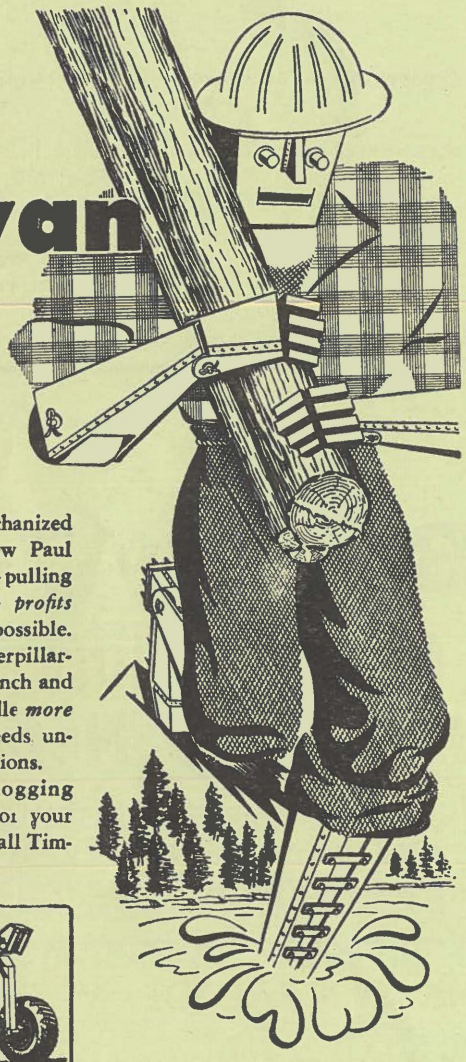
Their record was not very good when they started business after the war but their 1953 and '54 efforts show that progress is being made.

In 1953 there was one accident on February 6th. Man-hours to that date were 2,062. Man-hours from February 7th to December 31st, 1953 were 18,406 accident-free.

In 1954 there was an accident on October 15th. Man-hours from January 1st to October 15th were 15,623 and from October 16th to December 31st there were 3,729 man-hours. Here we have a small outfit doing a good job on safety. They are determined to do better and eliminate the one accident per year.

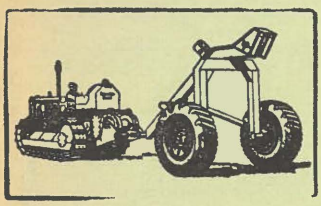
Paul Bunyan

HOW YOU'VE CHANGED!



• Caterpillar-Hyster mechanized logging team is the new Paul Bunyon of the woods—pulling in more *logs* and more *profits* than Paul ever dreamed possible. This modern team—Caterpillar-built Tractor Hyster Winch and Sulky®—is built to handle *more* logs at today's higher speeds under tough logging conditions.

For profit-making logging ideas, call or drop in for your copy of "How to Log Small Timber Profitably".



CALL OR DROP IN FOR MORE INFORMATION

POWELL EQUIPMENT CO. LTD.

115 N. Cumberland St. Port Arthur, Ontario

1060 Arlington St. Winnipeg, Manitoba

Lumbermen's Safety Association News Letter

ORGANIZED FOR SAFETY

You all recall receiving that excellent booklet prepared by the Northwestern District Committee entitled "Organizational Plan For Safety Work". May companies have utilized parts of this plan with beneficial results and some member companies have adopted it in its entirety.

One such company is Henry Selin Forest Products at Hearst. The energetic adoption of the plan has produced excellent results. One of Mr. Selin's camps has exceeded six thousand man-days worked without a lost time accident. Another of his camps is approaching the mark of four thousand man-days worked.

Although production has tripled, accidents have been reduced to 1/3 of the previous frequency. The enthusiasm for accident prevention pervades the whole operation from the head office to the bunk-house.

There are several good reasons for this outstanding success. One is the safety committee composed of management and workmen. Safety committee meetings are held at regular intervals in all camps and are always attended by senior personnel.

Compulsory wearing of hard hats on all operations has assisted materially in this program. Two candidates for the Turtle Club during the last three months attest to the value of hard hats on logging operations.

An excellent and constructive approach to accident prevention has been developed throughout Mr. Selin's operations. Management and workmen are co-operating fully in the safety program. The Association congratulates the entire Selin organization for their fine contribution and we know that they will keep up the good work.

TRACTOR CANOPIES

Mr. Wm. Tough, one of our Directors, reports that the canopy on one of his tractors saved the driver's life. A dry stub fell on the canopy and damaged it beyond repair, but the driver was not injured.

This is another case where a small investment in a safety device paid inestimable returns in saving a man's life.

ANOTHER GOOD RECORD

Mr. Edgar White, an Association member with a sawmill at South River, Ontario, has an enviable safety record.

His mill employs 22 men and produces an average of one and a half million f.b.m. per year. For the past three years Mr. White's employees have not had a single lost-time accident.

This record indicates a high degree of efficiency in all phases of the operation and shows what can be done when organized for safety.

IT CAN BE DONE: The two examples quoted (Henry Selin Forest Products and Edgar White) prove beyond doubt the beneficial effects of an energetic safety campaign. There should be no good reason why all other member companies cannot match these splendid records if aggressive action is taken to prevent accidents. This is the only way to reduce accident frequency and costs.

Forest Library of Northwestern Ontario

The library has recently added three more forestry periodicals to its subscription lists; these are: **Forest Science Quarterly** (pub. by Society of American Foresters); **The British Columbia Lumberman** (monthly); and the French-Canadian montthly, **Foret et Conservation.**

The following are recent additions to the library. All holdings of the library are available on loan by mail.

Chang, Ying-Pe
BARK STRUCTURE OF NORTH AMERICAN CONIFERS
Washington, U. S. Govt. Printing Office, 1954.

Colwell, Robert N.
A SYSTEMATIC ANALYSIS OF SOME FACTORS AFFECTING PHOTOGRAPHIC INTERPRETATION
(In special issue of PHOTOGRAMMETRIC ENGINEERING, June, 1954).

Connell, V.
THE APPLICATION OF RESULTS OF RESEARCH
London, Butterworth Scientific Pubns., 1954
Reviews scientific research agencies in the Commonwealth, reviews obstacles in the way of exchanging information, and suggests ways of bringing research agencies and industries together.

Day, W. R.
FOREST HYGIENE IN GREAT BRITAIN
Toronto, University of Toronto Press, 1954
This is publication No. 4 of the University of Toronto Forestry School. It contains much that will interest foresters concerned with planting.

Eardley. A. J.
STRUCTURAL GEOLOGY OF NORTH AMERICA
N. Y., Harpers, 1951
A large text describing the structural evolution of the North American continent.

Spurr, Sttephen H.
HISTORY OF FOREST PHOTOGRAMMETRY AND AERIAL MAPPING
(In special issue of PHOTOGRAMMETRIC ENGINEERING, June, 1954)
Interesting to Canadian foresters because it outlines contributions to the field made by foresters of this country.

(Continued on Page 19)

Northwestern Ontario Committee on Co-ordinated Research Holds Meeting

A well attended meeting of representatives from Research Agencies, Department of Lands and Forests, and Woods Operators was held in Port Arthur recently.

This committee was formed under the auspices of the Research Council of Ontario. As of March 31, 1955 the Research Council of Ontario ceased to exist by order of the Ontario government. However, it is understood that the Committee on Forestry of the Ontario Research Council is going to continue its activities and it was the decision of the meeting to do likewise.

Mr. N. F. Lyon, Chairman of the Committee of Co-ordinated Research chaired the meeting. There were three main topics discussed.

On the first morning, a discussion on "Tree Planting" was lead by Mr. H. O. Kantola. In the afternoon, Mr. K. W. Hearnden chaired a discussion on "Experimental Cutting Methods". The following morning Mr. N. F. Lyon led a discussion on "Artificial Seeding".

Copies of the Annual Project Summary including Silvicultural Projects established in 1954 and Silvicultural Projects proposed for 1955 were distributed.

Copies of this Annual Project Summary may be obtained from Mr. Lyon, Department of Lands and Forests, Port Arthur, Ontario.

Complete DRUM CLEANER SERVICE at McEWEN'S

All Drums receive a thorough and complete internal cleansing. High turbulence solvent cleaning under pressure removes all particles from inside.

USE OF OUR GILBARCO DRUM CLEANER INSURES YOUR DRUMS OF COMPLETE CLEANLINESS.

Ask us about this service . . .

For the safest, most economical snow tire on the market today ask us about the SEIBERLING COMMUTER TIRE
Solid Grip — No Drone
Long Mileage

McEWEN LTD.
Your Warmest Friend

DISTRIBUTORS FOR
- **Seiberling Tires and Batteries**
- **Veedol Motor Oils**
- **Husky Gasolines**

PORT ARTHUR ONTARIO

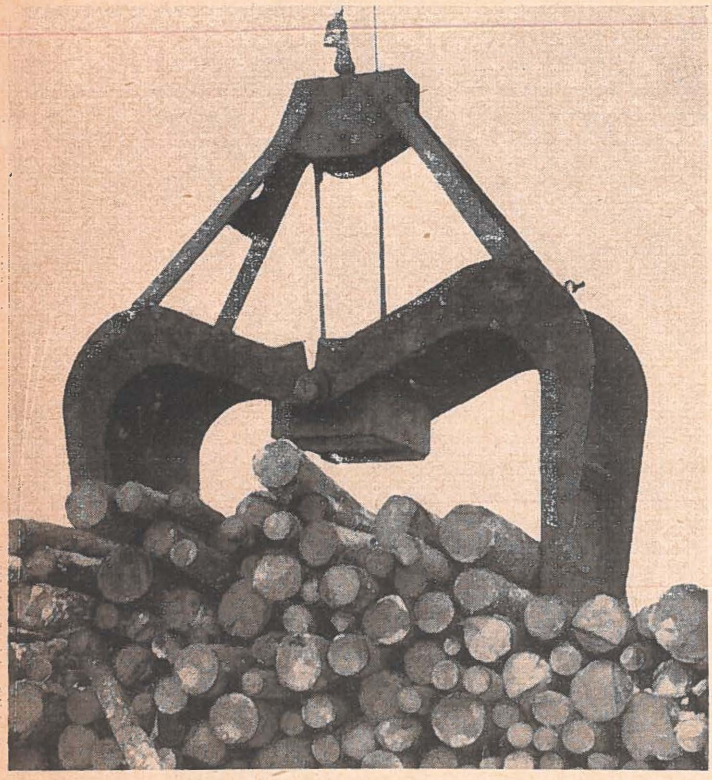
AERIAL TIMBER MAPPING OVER THE FAR NORTH

(Continued from Page 4)

that in the interim, the wind had shifted and blown the muskeg in, to obliterate any evidence of a lake. This floating muskeg propensity is typical of large sections of this coastal belt region, particularly bordering and north of latitude 50° 30''.

The zonation is very marked, on the well drained soil as found on the river banks; and there are many of these; and about the lake shorelines, very good spruce and mixed wood stands occur. This stand composition of white and black spruce, balsam and poplar and birch gives way usually within 200 feet and even up to 600 feet to a narrow belt of black spruce, thence stunted dwarf spruce to open muskeg treed usually with stunted tamarack. As one approaches a lake or river, after negotiating an expanse of muskeg the reverse zonation is encountered.

On one occasion, a high powered hand lens was used to determine a ring count in an average stunted black spruce, bordering a muskeg. This tree was 3'' D.B.H. and 25' in height. The specimen was found to be 330 years old; its shallow but very extensive root system never penetrated the sub soil but remained superficially within the sphagnum moss top layer, which in some instances was checked to 8' in depth. In another instance, what appeared to be a black spruce seedling, protruded but 6 inches above the moss had a root system totalling 24 feet and was determined to be 50 years of age.



NORTHERN ENGINEERING & SUPPLY COMPANY LTD.

FORT WILLIAM **ONTARIO**

The following information obtained from ground sampling by the Forest Resources Inventory over seven of the aforementioned blocks will convey some better conception of the productive forest stand compositions and diameters encountered within this latitude range.

Of the total area examined 33.9% was considered as productive forest, with 29.36% of this coniferous and 4.54% given over to poplar and birch and to mixed wood types. On these timbered areas the average number of trees per acre was computed at 431 of which 389 were 4'' - 9'' in diameter and 42 were 10'' and over. In other words 91% of the species over these sites were black spruce, with poplar, white spruce, balsam, white birch and tamarack making up the remainder and in the order in which they were represented. Larch was very prevalent numerically on the treed muskeg but the bullk of these were found to be stagnant.

Of the total area referred to. non-productive forest area comprised 56.58%, made up as follows:

Brush and alder	0.55%
Open muskeg	3.53%
Bogs (floating)	3.75%
Treed muskeg (usually stagnant larch)	25.67%
Stagnant stands or scrub black spruce	23.08%

Non-forested land was computed at 2.75%. With a total land area of 93.23%, some 6.77% was given over to water.

The black spruce over these latitudes, although small in diameter, is very close grown and is generally recognized to yield the highest cellulose content per cord of any spruce stands in Canada.

The western portion of the above area supports very few lakes; this condition is reversed east of the Little Abitibi River.

Lunch time usually resolved itself into landing on one of these lakes where possibly, in most instances, no one had ever been present. The surroundings looked forlorn, an eerie feeling prevailed and the stillness was oppressive; this silence was just about all one could hear.

West of the Matagami River is located a small chain of lakes, with no other similar water about for many miles. Canadian geese, the big honkers, nest in these lakes in hundreds and on one occasion in late June or early July, we landed on one of these lakes for the lunch break. The geese were moulting at the time and were storming up and down the lake in dozens, unable to, but attempting take-offs.

On another lunch period we had tried several casts after re-fueling and took home two pickerel, leaving two very large and very dead pike on the shore. The following day we again landed at the same spot and on the shore perched on a dead chicot was a bald-headed eagle. We were able to approach within about twenty feet of him before he departed and with a wing span of close to seven feet. The two pike were torn to shreds. It was the opinion that rocky escarpments regions were the usual habitat of these birds and just what he was doing up in that extremely flat country where a great many of the trees would not even support his weight, is difficult to say.

Canadian newsprint production last year totalled 5,984,207 tons—**a 4.6% increase over the 1953 production figure.**

Canadian Foresty Association -- Annual Meeting

Gordon Godwin, Ontario Paper Company was elected President of the Canadian Forestry Association of Ontario at the recent annual meeting.

Northwestern Ontario is represented on the council by the following members: D. E. Graham; E. Lorne Goodall; T. S. Jones; J. F. MacKellar; R. J. Prettie and R. I. Young.

The C. F. A. of Ontario is one of the provincial bodies of the Canadian Forestry Association. As a non-profit organization it is engaged in educating the Canadian public about forest protection problems; development of the tree farm movement; and the conservation of the nation's woods, waters and wild life.

In his annual report, Mr. J. A. Vance, retiring president, referred to "financing" as being the most pressing problem. The organization is mainly supported by private contributions with the bulk coming from the pulp and paper and lumbering industries in the province along with the Ontario Department of Lands and Forests, the Toronto Anglers and Hunters Association, and the railways.

Support from individuals interested in the conservation of our natural resources is being sought by the Association and anyone interested in belonging to the Canadian Forestry Association of Ontario and helping in its work will be welcomed.

Editor's Note: Anyone wishing to know more about the Canadian Forestry Association please write the Editor of the LOG BOOK.

FOREST LIBRARY OF NORTHWESTERN ONTARIO

(Continued from Page 17)

Northeast Pulpwood Research Center.
FOREST PRACTICE SURVEY REPORT
Gorham, N. H., American Pulpwood Association, 1952
How different sites and pulpwood species are handled by New England loggers.

Paper Trade Journal
THE PROGRESS OF PAPER
N. Y., Lockwood Trade Journal Co., 1947
Attractive, well-illustrated volume which emphasizes historical developments in paper-making and the introduction of new raw materials.

Purdue University. School of Civil Engineering and Engineering Mechanics
A MANUAL ON THE AIRPHOTO INTERPRETATION OF SOILS AND ROCKS FOR ENGINEERING PURPOSES.
Lafayette, Indiana, Purdue University, 1953

Thomas, Morley
CLIMATOLOGICAL ATLAS OF CANADA
Ottawa, National Research Council, 1953
A comprehensive outline of temperature and precipitation information planned for the builder or building designer but having possibilities of much wider application.

There's A New INTERNATIONAL

OF EVERY SIZE FOR EVERY PURPOSE

Mining and Lumbering Operations **Construction Work** **Wherever the Work Is Heaviest**



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

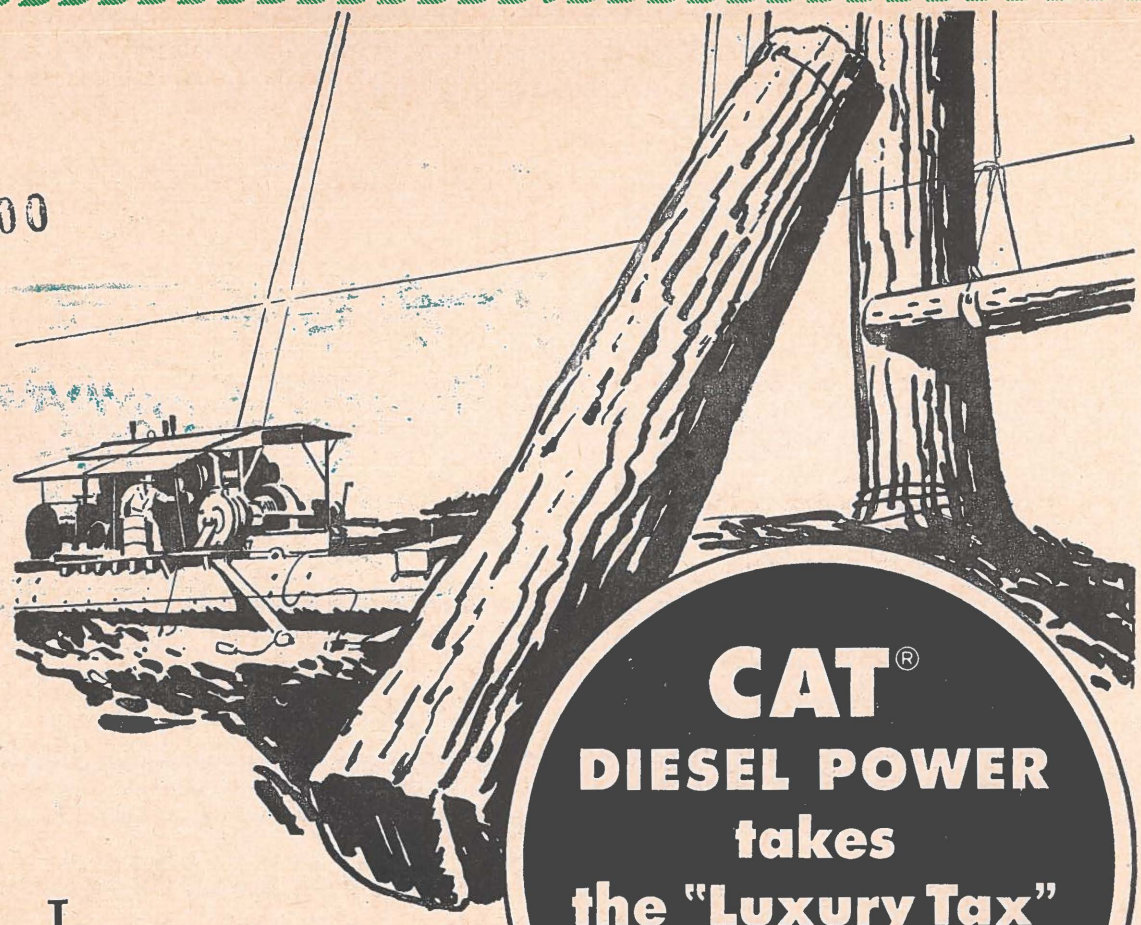
FIRESTONE TIRES

PORT ARTHUR
Red River Road — Phone 5-5488

FORT WILLIAM
North May at Cameron — Phone 3-6457

APR 4 1955 GENERAL OFFICE

267100



CAT® DIESEL POWER takes the "Luxury Tax" out of logging

IF your present power source burns premium fuel, requires constant attention, needs frequent parts replacement—you're paying a "luxury tax" to keep your logging job up-to-date.

Cat Diesel Power adds profits to your operation. 60% to 80% savings in fuel bills—Cat Diesel Engines power-produce on small amounts of low-cost No. 2 furnace oil. Little engine wear—air, lube oil and fuel are carefully filtered of foreign particles. Fast starting in any weather—independent gasoline starting engine pre-conditions the diesel for operation. Quick response to loads—Cat Diesel Engines' sensitive governors react quickly to all changes. Quality construction—keeps them on the job for 50-60 thousand working hours.



Don't pay your power a tax for working. Rely on Caterpillar Diesel Engines to put profits into your job. Let us estimate your power requirements—choose from 12 sizes with HP ratings up to 500.

Powell Equipment Company Ltd.

PORT ARTHUR
115 N. Cumberland St.

WINNIPEG
1060 Arlington St.

Your CATERPILLAR® Dealer