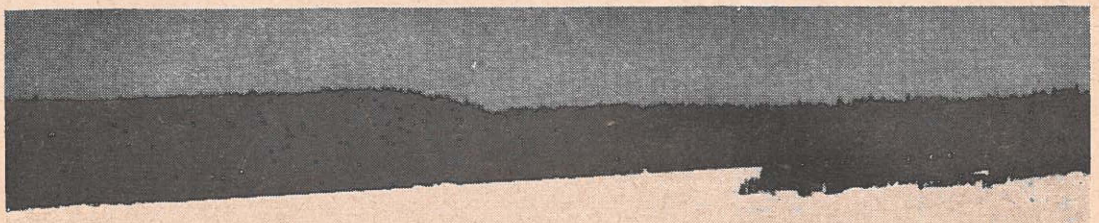
# THUNDER BAY TIMBER OPERATORS ASSOCIATION

# LOG BOOK

JAN. 1950

VOL. 1 PORT ARTHUR, ONTARIO No. 11

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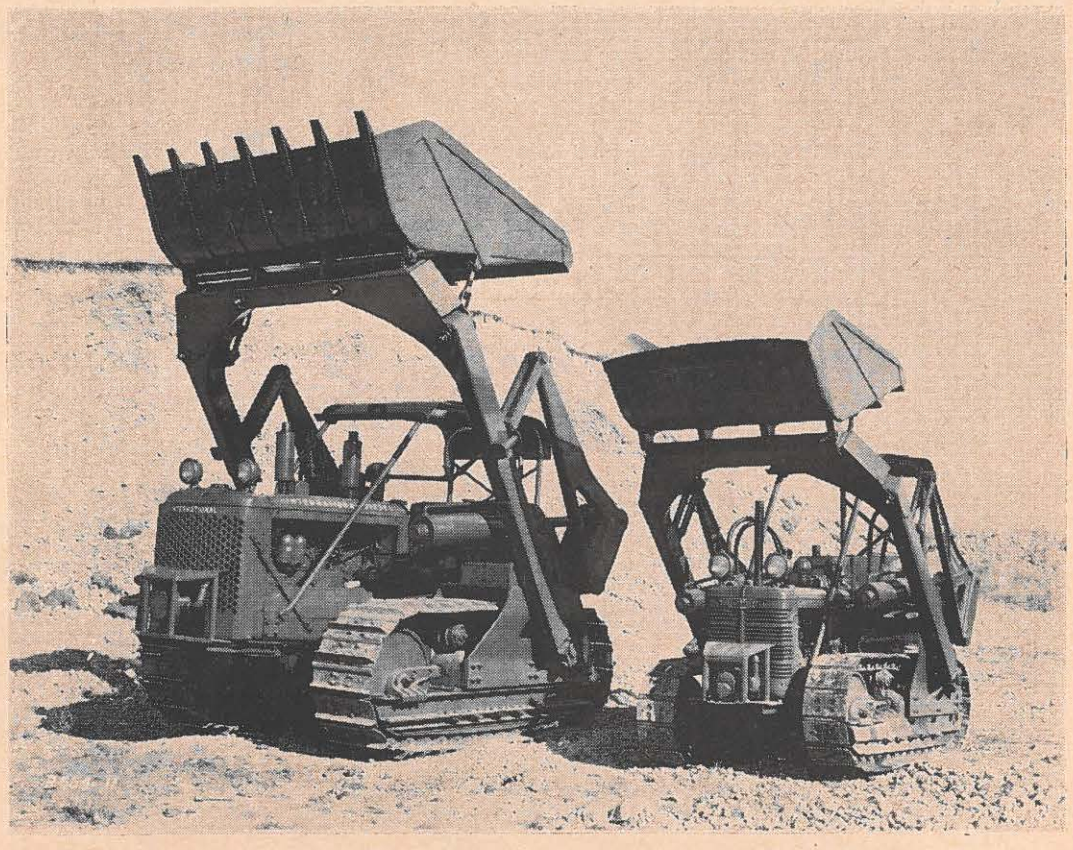
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## *President's Message*

### Excerpts From President's Report to the Annual Meeting of the Thunder Bay Operator's Assn.

President Bert Styffe in his report to the Annual Meeting of the Thunder Bay Timber Operators' Association stated that although woods operations are considerably below that of the last two years, (the 1947-48 season was the peak) woods operations are still considerably ahead of pre-war times. The last 10 years have seen great strides made in the timber industry not only from the production angle but also in the improvement of working and living conditions generally. Depots and camps have been established throughout the district and such places as Caramat, Stevens, Long Lac, Heron Bay, Hemlo, Marathon, Terrace Bay, Auden, Armstrong, Kowkash, Ycliffe, Mead, Clarkdon, Peterbell, Valorra, Umfreville, Hansen, Vermilion Bay, Beardmore, Flander and McIntosh are now well known to suppliers, wholesalers, railway people and bush employees as centres of woods operations

The growing evidence of stability and understanding as has been developing between management and men since the woods union was formed some years ago must be a source of satisfaction to all concerned.

Most areas are now being operated towards a sustained yield plan with the purpose in mind of maintaining our forests in perpetuity. These areas are being developed on forest management plans drawn up by the companies for each area and subject to the approval of the Department of Lands and Forests. It should be remembered too that on all limits, licenses and leases, annual ground rent and fire tax are paid to the Department and, in addition, dues are paid to the Crown for every unit of wood or lumber produced.

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

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

The woods industry is the largest industry in Northwestern Ontario and the 1948-49 season saw approximately 10,000 men employed in 200 camps and the payroll exceeded twenty-two million dollars. This season, 1949-50, due to several factors including the necessity for mills to reduce wood inventories in their stock piles and also due to curtailment of export as well as a slackening in practically all manufactured woods products except newsprint, there has been a considerable reduction in woods operations. This is not exclusively a local condition but is the same throughout the country and also in the pulp and lumber producing areas of the Lake States adjacent to us.

Ordinarily, 6,000 to 7,000 men are needed in Northwestern Ontario in addition to local labour during fall operations. This year in anticipation of the shortage of work here, and through the National Employment Service, men from the Praries and Quebec were discouraged from coming into Northwestern Ontario for bush work in order that our local workers would be given first chance. There is still a considerable turnover of men on the various operation. It is expected that, as last year, the hauling will be completed late in February and camps will start closing then. Employees in the various camps know now the approximate date of closing.

Among the problems facing the industry has been the increasing cost of wood production as compared to other areas of Ontario and Canada. Areas in Quebec and New Brunswick are able to produce wood much cheaper than in Northwestern Ontario. In addition, American mills are able to obtain wood from areas such as Montana and Idaho cheaper than wood can be purchased locally. American mills have also discovered that they can use species of wood including hardwood grown in their own locality which they never used before.

The cost of board and lodging has not, as yet, shown any appreciable decrease. In addition, the cost of wood supplies such as machinery and equipment have increased and one of the most serious items of increased costs has been the increases in the freight rates with another increase pending.

We must combat all of these high cost problems and also at the same time seek ways and means not only to maintain but also to improve our present standard of working conditions in the camps.

Looking toward the future as to what 1950 might bring, President Styffe pointed out that more and more uses for wood are being found every day and in addition more and more species are becoming usable. This has increased our wood producing potential and there is no good reason why we should not be able to market more wood, lumber and by-products than we have heretofor. At this point it would appear that the demand for 1950 will increase somewhat and we hope we may return to what may be termed normal operations. It is forecasted that a considerable quantity of peeled woods will be produced this summer and this will provide more summer work than in previous years.

It is regrettable that some citizens from time to time have been making public remarks which have tended to disparage the accomplishments of the industry and the forest administration in general. This district, more than ever, is dependent upon the continuance of a high level of production in the woods. A great deal has been contributed to the level of our economy by the volume of work performed in the woods. This is a great and importnat industry and certainly we could only ask that those who wish to criticize the methods used, base their conclusions upon solid fact and that the criticism be constructive.

# WOODS USED IN NORTHWESTERN ONTARIO PULP AND PAPER INDUSTRY

By ALEX JOHNSON, Pulp Mill Superintendent
Provincial Paper Mill, Port Arthur

Of what is wood made up? All wood consists of innumerable fibres lying for the greater part parallel to the axis of the tree. These fibres vary in length in the various species of wood with the fibres from evergreen trees being longer than those of the broad-leaved trees. The fibres are held together in the tree by other substances which are not fibrous. A chemical analysis of wood from several varieties of trees has the following constituents:

Cellulose—50 to 55 per cent. The fibre which in its pure state is very white and similar to cotton.

Lignin—28 to 33 per cent. This is one of the substances holding the fibres together.

Carbohydrates—12 to 17 per cent. A long name for sugar-like substances in the wood.

Pitch—1 to 2 per cent. The resinous material present in the woods.

Ash—A very small amount is present.

Pulp making may be defined as the separating of the fibres in the tree from each other, that they may be formed, as desired, into a sheet of paper. From the invention of paper making until the middle of the last century paper making pulps were prepared largely from old rags, chiefly cotton and linen. With the advance of education and the increased demand for books and paper there were not nearly enough rags available to supply the demand for paper making pulps. It was then that the paper making industry turned to the world's forests as the greatest source of fibrous materials. Since that time wood has supplied for the greater part the raw material for paper making.

It is not the purpose of this article to describe the various processes for converting wood to pulp but we will discuss the various species of wood and their suitability for pulp.

**SPRUCE:**

There are many varieties of spruce but those most commonly found in this area are black spruce and white spruce. The fibres in spruces are about 2.6 millimeters in length—that is about one-tenth of an inch. There is quite a variation in the density of spruce or any wood depending on the land on which it is grown. A heavy dense wood will produce more pulp per cord than a larger fast grown wood. The United States Forests Products Laboratory gives an average weight per cubic foot of oven dry black spruce as 23 pounds.

From the time paper makers began using wood as a raw material spruce has been the most popular wood for the purpose. The yield of pulp per cord is good. It can be readily pulped by grinding or by acid or alkaline chemical processes. While pitch is present, it is not as troublesome as in some of the other species of wood.

**BALSAM:**

This species of wood is usually a little lighter than spruce and does not as a rule produce quite as much pulp per cord. The weight per oven dry cubic foot as given in the U.S. Forest Products Bulletin is 21 pounds or 8.7 per cent less than they show for spruce. The fibre length is shown to average 2.7 m.m. or very slightly longer than spruce. This wood is easily reduced to a good quality pulp by any of the ordinary pulping processes. At one time many paper makers thought balsam was not as satisfactory as pulp as spruce but in recent years that theory has been exploded and balsam pulp produces paper of as high quality as that from any other wood.

**JACKPINE:**

This wood is about the same weight per cubic foot as spruce with a fibre about the same lengt.h The U.S. Bulletin No. 1485 gives the average oven dry weight per cubic foot as 24 pounds and the average fibre length as 2.5 m.m. This wood has not in the past been popular as a raw material for pulp making. When used in the sulphite process it tended to give high tailings and was somewhat difficult to cook unless seasoned for a long period. When used in the groundwood process the pulp produced was pitchy and gave trouble on the paper machines. In recent years processes have been devised where chemicals added to the pulp have lessened the pitch trouble and made it possible to use more of this wood. Jackpine is readily pulped by the Sulphate process and produces a pulp of good quality. The building of several Kraft Mills in the district has made possible the use of large quantities of Jackpine.

**TAMARACK:**

Ths wood is of darker colour and somewhat heavier than the other woods mentioned. It has not been used to any extent in pulp making in this district. It produces good pulp by the sulphite process, but is not as satisfactory when used in the sulphite process. In groundwood the colour is lower than that of spruce.

**POPLAR (also called Aspen or Popple):**

This wood has, in the past, been used more extensively for pulp than any other of the broad leaved trees or hard woods. In weight it is about the same as spruce but the fibre is much shorter. The U.S. Bulletin quoted above gives the average oven dry weight per cubic foot as 23 pounds and the fibre length as 1 m.m. or about one-twenty-fifth of an inch. On account of the shortness of the fibre the strength of pulp made from this wood is not as great as that made from the evergreen trees. Where strength is not required it is a very satisfactory pulp. It is usually used as a filler with other pulps of higher strength.

It is reduced readily by the sulphite and sulphate processes and may be ground but the groundwood produced tends to be short and chunky and is only used in small quantities with better pulps.

**BIRCH:**

This wood has not in the past been used extensively in pulp making but in recent years more and more is being used. There is a large quantity of it available. It may be barked in the peeling season and may also be barked without too much difficulty in drum barkers. It is a heavier wood and thus gives a greater yield per cord. The same U.S. Bulletin quoted previously gives an oven dry weight of 31 pounds per cubic foot or about one-third heavier than poplar. The fibre length is given as 1.2 m.m. which is about 20 per cent greater than they show for poplar and almost half as long as spruce. This extra fibre length and extra yield per cord make it one of the more desirable hardwoods for pulp making.

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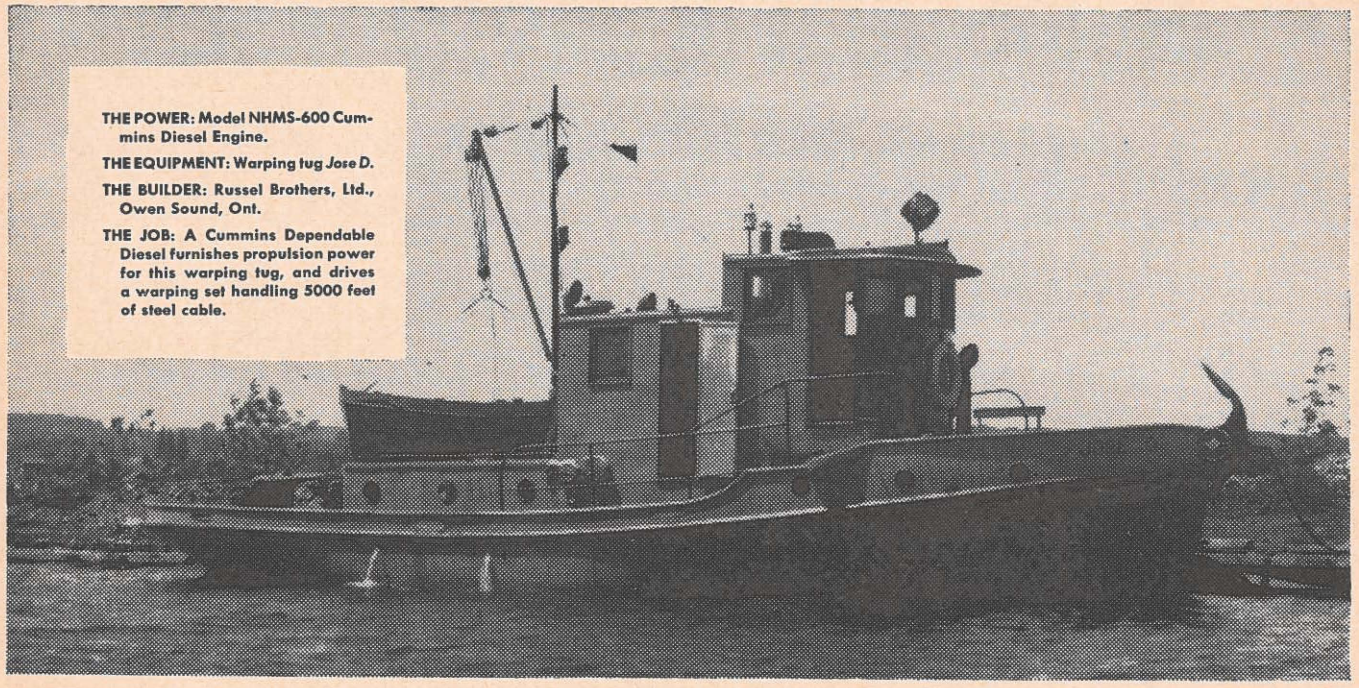
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## Lakehead Technical Institute Forestry Students To Graduate in May

By J. CAMPBELL, Master in Forestry

The first graduates of the two-year Technical Forestry Course, at Lakehead Technical Institute, will take their places in industry in May 1950. The progress of these men is going to play a very important role in moulding the future of the Forestry Course which has been established to fulfil, as adequately as possible, the expressed requirements of industry. We are pleased to entrust this responsibility to our graduates.

In their endeavor to acquire broader practical experience and greater understanding of woods operations, these men are prepared to begin their practical work at a basic operating level, that is as assistant scalers, camp clerks, cruisers, etc.; but their knowledge of cruising, photogrammetry. scaling, utilization, wood technology, silviculture, and woods accounting should shorten appreciably this initial training period. Not only do they have a technical knowledge of these specialized subjects, but also they have demonstrated during their two-year stay at the Institute an academic knowledge and practicability which, if ambitiously applied, will lead them to positions of responsibility in the field of Forestry. These are the men we have trained for you.

As a result of concrete assistance and co-operation from local industry, the practical knowledge of our students has been greatly enhanced. Guest lectures, by qualified men from operating companies and Department of Lands and Forests, have informed them of the varied methods currently employed in coping with forest problems. To support these lectures, industry has made possible student field trips to operations where they have had an opportunity to view first-hand these methods in action. We feel that this essential assistance has been, and will be, necessary to ensure that the course will meet your manifold requirements.

The pride we have in our course, to a large extent, can be attributed to this outside assistance, for which we are deeply appreciative.

---

### REPORTING FOREST FIRES

**Clarify Terms Used—**

Clarification of terms in describing forest fires has been ordered by Lands and Forests Minister H. R. Scott, to assist newspapers, radio, etc., in reporting extent and condition of blazes. All division chiefs and field officers will, in future, standardize reports on fires.

Fires which have just started, on which action is being taken, will be termed **"under investigation."** This will also apply to lightning strikes which show up intermittently but have not developed sufficiently for towers to interesect, aircraft to pinpoint or suppression crews to locate.

**"Not yet under control"** will be used to denote fires which are out of control or fires on which control efforts have not as yet been adequate or successful.

**"Under control"** will mean in the future that the fire is definitely incapable of further spread and there is no possibility of it ever getting out of control, while **"being patrolled"** will indicate the mop-up stage.

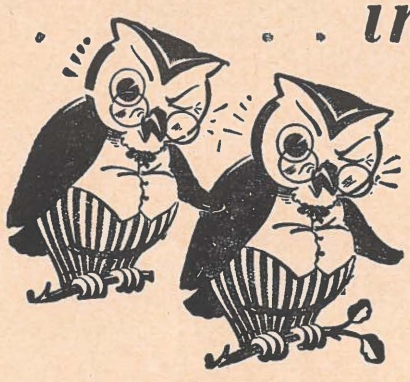
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## Diver Assists Industry--Winter and Summer

E. J. "Doc" Fowler is employed as a carpenter at the Great Lakes Lumber & Shipping Limited but, by arrangement, is available at all times to do the many and various diving jobs that arise in the course of operations.

Amongst the most important tasks undertaken by "Doc" in the last year are:

Raised a tractor at Ghost River for the Hammermill Paper Company last winter.

In June, raised a pulpwood loader for the Great Lakes Lumber & Shipping Limited at Slate Islands.

Recovered a case of dynamite which had fallen into the lake alongside a small dock near Heron Bay.

Made repairs to the dry-dock at Orient Bay.

Raised the tug "Red Rock" which had sunk in 75 feet of water in Lake Nipigon. This was a tricky job as there was no equipment with which to lift the tug and so it had to be dragged ½ mile along the bottom of the lake to shore. This was done by using the winch of a tractor and two alligators hooked to the shore with their winch cables hooked to the tug. The tug was pulled onto the shore, water pumped out and then towed to Orient bay for repairs.

Inspection of the dock front and pipeline at Marathon, Ontario.

Raised a hydraulic dredge for the Steep Rock Iron Mines.

Inspected the dam and repaired the intake pipe for the Canadian Pacific Railway at Schreiber.

"Doc" is known far and wide not only for his valuable assistance in diving jobs, but for his genial personality.

GOOD LUCK, "DOC."

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## Report of Poplar Sinkage Study Carried on by Ontario-Minnesota Pulp & Paper Co., Ltd. on the Seine River Operations

It has always been assumed that excessive losses are inevitable when poplar pulpwood is transported by water. In an effort to reduce this loss it was decided to allow some winter cut poplar to season for several months befor putting into the water and driving to the mill. Approximately 5,000 cords were cut and landed on decks on the banks of the Little Turtle River during the winter of 1948-49.

Before this wood was watered in August a sample of 15 cords was set aside for an experimental sinkage study. The sticks were measured on both ends and a numbered metal tag nailed to one end. This sample was watered on August 17th after the rear had gone down to Mine Centre. It was then towed to Mine Centre Lake and the boom was tied up in a sheltered cove.

The initial inspection was made on August 23rd to determine if any of the 437 sticks had gotten out of the boom in the process of towing. No loss was found. Other inspections were made at approximately 10-day intervals during the following months until the last inspection on November 9th. The first actual loss was noted on October 18th after 62 days in water, with one stick missing and four others bobbing. The missing stick was a top stick 4½ inches in diameter on the small end and the "bobbers" were about the same size. The volume loss including the bobbers was 0.4 per cent of the total.

At the final inspection for the year no other sticks were missing but five more sticks were bobbing. The volume loss after 84 days in the water consists of a sinkage loss of 0.08 per cent and a "bobber" loss of 1.45 per cent or a total of 1.53 per cent.

About 75 per cent of the remainder of sticks in the boom seemed to be floating rather high with 20 per cent of their diameter out of the water. The balance of the sticks are quite waterlogged and will probably sink or "bob" soon after the spring breakup.

In analyzing the data obtained during the study it became apparent that diameter was not the limiting factor in determining the floatability of seasoned wood. Although the sticks which are bobbing are of small to medium size there are others of the same or smaller size which are floating exceptionally high. This probably can be attributed to the relative position of each stick in the pile during the seasoning period. However, with uniform seasoning floatability probably would be directly correlated with diameter. Whether or not this is true will be determined in the pending study to be made on winter cut poplar being watered at breakup time in the spring.

## Interesting Finnish Publications (With English Summaries) Available from Woodlands Section, Can. Pulp & Paper Assn.

The following publications in Finnish (with English summaries) were recently received by the Woodlands Section, Canadian Pulp & Paper Association from the Forest Work Studies Section of the General Association of Finnish Woodworking Industries:

(1) "Investigation into Floating on River Kemijoki of Waterlogged Timber Lifted Ashore," by A. Tuovinen. Results of an investigation on the floatability of waterlogged timber salvaged in the summer of 1947 and floated again in 1948. In a 52-day drive 84.6% of the unbarked spruce logs reached their destination. Following are some of the conclusions: a. Size of logs (diam.) had little effect on degree of floatability. b. Percentage of heartwood has some effect. c. Barked wood floated better. d. Impregnation of ends of logs with Tiosol and Pinquinol improved buoyancy.

(2) "On Freezing of Soil with a View to Building of Temporary Winter Roads," by Aulis E. Hakkarainen. A study of the many factors affecting depth of frost and ways to improve or accelerate frost penetration.

(3) "Time Studies on Making Logs and Pulpwood in Winter Conditions," by Olli Makkonen.

A copy of each of the above publications may be borrowed for a period of two weeks, from the Woodland Section, Canadian Pulp & Paper Association Montreal Office.

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### A SIDEEN TALE

Albert Sideen tells this one: Down at Black Sturgeon some years ago during a bad fire, Albert was down checking fire pumps, and Dave Graham, who was walking boss at the Sturgeon, used to drop over frequently to see the equipment was O.K. This day, Albert was sitting on a log when he heard footsteps behind him. Thinking it was Dave, Albert, who was smoking his old corn cob pipe, moved over on the log to make room for Dave to sit down. Nobody came but Albert could feel something licking the back of his neck, so he turned around to investigate. All he could see was a pair of cold beady eyes and then he distinguished behind the eyes a large black bear. Albert had left his axe in a log about 15 feet away and had no other weapon or means of defence with him. True to the bush tradition, to make use of anything at hand, Albert drew deeply on the corn cob pipe and blew a super smoke ring. As the ring settled firmly around the bear's jaws, holding them firmly shut, Albert secured the axe and polished off Mr. Bruin. Albert is not too sure tobacco is as strong today as it used to be, so doesn't advocate this means of defence, except as a last resource.—The "Link"

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## Shantymen Missionary Visiting Camps

Dear Mr. Jones:

I want to take this opportunity to thank you for your interest in the Shantymen's Association, and its work which it is trying to do in Northwestern Ontario, working in the lumber camps and by the Grace of God whom we serve, with His help we will do our best.

Since my leaving Brantford, Ontario, November, 1948, I have travelled over 6,000 miles by various means of transportation, visiting some 125 camps, lumber and mine, speaking to and giving out literature to over 5,000 men in various language. Also Bibles and New Testaments free of charge. Our Mission is very happy to be in a position to do this to the Glory of God and His Son, The Lord Jesus Christ.

As I travel from camp to camp and in small towns and hamlets, more and more I am convinced of the great need of the Gospel in these Northwestern parts of our own country. The workers are very few and the field is white unto harvest.

Visiting the camps I can truthfully say I have always been received with respect and consideration, and I also want to thank the operators and various men who are in charge for their wonderful co-operation and the interest they take in making our stay in their camps worthwhile, also the hospitality which we are privileged to enjoy. It is a pleasure to work with them.

I also want to speak of the consideration shown by the workmen. They are very happy to have us come in and to talk with them personally and to help them where we can.

Thanking you again for your interest.

Yours In His Service,

James H. Allen,
Shantymen Missionary.

Psalm 118:24

## PIT PROP BUSINESS SEEN FOR ATIKOKAN

A new $250,000-a-year business may be in the making in this Northwestern Ontario mining district.

R. Thew, methods engineer at the Steep Rock Iron Mines, Ltd., told a meeting of the Atikokan Chamber of Commerce board of directors recently, that the company will need a great many pit props in a few years' time.

Mr. Thew said that a large portion of the needed props could come from trees in the district and he estimated that the mine business would amount to $250,000 a year once underground work at the mine is in full swing. To date, the company has engaged only in surface mining.

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




TO GIVE OUR READERS SOME IDEA OF HOW "TOUGH" THE BOYS WERE WHO MADE UP THE CREW AT PAUL BUNYAN'S CAMP—HERE'S A CLOSE-UP OF BURLEY, ROCKJAW JACKSON, WHO ALWAYS SHARPENED HIS AXE ON HIS TEETH.

**This Booklet is printed on "Thrift-Coat Enamel" produced at the 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.**

# 1950 DIRECTORY OF KEY PERSONNEL IN THE WOODS

**Wonder where Mike is this Winter? You remember Bill the Foreman at the Loading Camp last winter and Butch the clerk? . . .**

**The woods industry is a large industry—the largest industry in Northwestern Ontario. Camps are started and camps are closed, conditions change, production is up, production is down, but camp life goes on. This huge industry is directed by men who know their job—foresters, technicians and men of experience.**

**It was thought that a directory of key personnel in the woods industry in Northwestern Ontario would be of interest to Log Book readers and the Editor has done his best to round up this information. We know that we have missed some and we apologize to any key men whose names are not included in our list.**

**GOOD LUCK TO YOU ALL!**

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Robt. Munsie, Clerk
Ernie Zepik, Master Mechanic

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Ike Mutch, Foreman
Bert Rennels, Clerk

**Camp 11**
Bert Vickers, Foreman
Ray Halme, Clerk

**Camp 22**
Hugo Stenlund, Contractor
Tom Atchie, Clerk

**Camp 23**
Frank Sinclair, Contractor
Art Forster Clerk

**Camp 24**
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**Camp 25**
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Dave Green, Clerk

**Camp 28**
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**Camp 30**
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Hugo Kolhonen Clerk

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Bob Moodie, Asst. District Superintendent

**Camp 206 Depot**
Alf Cousins, Clerk
John Coyne, Master Mechanic

**Camp 224**
H. (Red) Craig, Foreman
Leo Sauve, Clerk
Jack Moran, Clerk

**Camp 223**
Karl Ratz, Foreman
Joe Ebata Clerk

**Camp 214**
Curly Brown, Contractor

**Western District**
Buster Davidson District Superintendent
Ken Nielson, Asst. District Superintendent

**Camps 140-1-5 Ghost River**
E. Hill, Contractor
Oscar Salo Foreman
Fred Westerberg, Foreman
Claude McClelland, Clerk
Gordon Sellers, Clerk
Carl Tallon, Clerk

**Camp 139 Umfreville**
Oscar Styffe Ltd., Contractor
Paul Peterson, Foreman
Avro Mendelin, Clerk

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Sonny Nelson Foreman
Paul Ranta, Foreman
H. W. Paavila Clerk
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R. Clerihew, Shop Foreman
W. Baker Safety Inspector
N. Nylund, Chief Fire Ranger
E. Leskinen, Chief Camp Auditor

**Nipigon, Ontario**
T. Peterson, Rafting Superintendent
R. A. Hallonquist, Employment Supervisor

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T. N. Kelley, Clerk, Camp 51, Jellicoe
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Jos. Grenier, Camp 49, Beardmore
Jim Martin, Nipigon

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D. W. Gillies Crief Clerk and Paymaster

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Adrien Noel, Foreman
Martin Molund, Clerk

**Camp 16**
John Fekete, Foreman
Raymond Herckman, Clerk

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Charlie Latimer Clerk
George Eschun Cook

**Dryden**
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Chas. Hodgkinson, Truck Foreman
Tom Sanderson Garage Foreman (trucks)
Ernie Hampe, Garage Foreman (tractors)
Bill Faulkner Chief Scaler
Axel Lindquist, Boat Foreman

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Bill Fishwick Clerk
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Thomas Duggan, Clerk
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**Valora H.Q.**
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W. W. McCallum, Dist. Supervising Clerk
Arvo Hill, Depot Clerk
A. J. Hamm, District Mechanic
Thomas Kelly Check Scaler

**Camp 305A**
Joseph Kutzner, Foreman
Robert Sutherland, Clerk

**Camp 306**
Hans Maki, Foreman
Onni Korpela, Clerk

**Camp 309**
Kusti Maki, Foreman
Waino Poutanen Clerk

**Camp 310**
Allan Squier, Foreman
Ernest Plater, Clerk

**Black Sturgeon District**
**Camp 1 Depot**
James A. "Bert" Sellers District Supt.
W. J. Bouchey Dist. Supervising Clerk
Malcolm McLure Depot Clerk
Arvo Matson Depot Clerk
Gerald Reynolds Depot Clerk
Steve Kamat, Foreman
L. A. Bushey District Mechanic
Ken Porter, Check Scaler
Jack Hogan, Check Scaler

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Eugene Larocque, Foreman
Carl Mossa Clerk

**Camp 8B**
Mike Lukach, Foreman
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**Camp 10**
Dorio Maurice Foreman
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**Camp 11**
George Staub, Foreman
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Horace Carnahan Foreman
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**Camp 27**
Unto Lasn, Foreman
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George Broder, Hiring Clerk
Stanley Dodds, Camp Foreman, Camp 9
John Bulger, Camp Clerk Camp 9
Archie Sherrard Camp Foreman, Camp 10
Allan Boyce, Camp Clerk, Camp 10
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Michael Tracy Asst. Foreman, Camp 47
Paul Thors Camp Foreman, Camp 47
Warren Bowness Camp Clerk, Camp 47
Derreck MacKinnon, Hqts. Clerk, Longlac
Howard Gregoire, Hqts., Clerk Longlac

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William Cuff, Camp Foreman, Camp 35
Nicol Williamson, Camp Clerk, Camp 35
James Reeves, Camp Foreman, Camp 33
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**Kenogami River Area**
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John Pringle, Asst. District Superintendent
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O. Olson Chief Mechanic, Stevens
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Dan Healev Production Foreman
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J. Brydon, Clerk
M. Lecours Clerk

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Nick Husak, Compartment Supervisor
J. Gowan Production Foreman
Alex Doherty Production Foreman
H. Gracie Clerk
A. A. Patterson, Clerk

**Camp 11 Stevens**
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Pete Demache, Strip Boss
D. W. Davidson, Clerk

**Camp 12. Stevens**
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August Kauppi Production Foreman
Russell Brown Production Foreman
Armas Turja, Clerk
E. J. Doyle, Clerk

**Camp 51, Caramat**
Emil Kauhanen, Compartment Supervisor
Ole Laine Production Foreman
D. Whitnev Production Foreman
Wm. Murray Clerk

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A. R. Wiley, Chief Clerk
Mauno Jansson, Payroll Clerk

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Frank Plunkett, Scaler
Paul Ketonen Clerk

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Jack Husband Scaler, Camp 55, Reba

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N. Martinson Clerk, Camp S-106
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W. Owcher Assistant Foreman
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D. McDaid, Clerk

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**Camp 26**
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L. Jacques, Clerk

**Camp 43**
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# Research--As a Co-Operative Project

J. O. WILHELM, Director
Research Council of Ontario

The Research Council of Ontario has been set up to advise the Provincial Government on research within the Province. This involves the integration of research problems in all the fields of the natural resources and in the natural and physical sciences, the co-ordination of the research effort of Government departments, industries and universities, and the stimulation of interest in research on the part of all levels of administration and, finally, assistance in the use of the results of research in development and production.

The Research Council has initiated scholarships and has recommended financial assistance to augment the work of research within the Provincial Government departments, the Ontario Research Fouantdion and the universities in the Province. In addition, it has been instrumental in setting up an industrial extension service in the Division of Industrial Research Service of the Ontario Research Foundation. In this way research assistance is provided to take care of the requirement of individuals.

The Research Council was early conscious of the fact that some stimulation should be given to a co-operative method of doing research. The purpose of such an effort was to provide a mechanism by which smaller industries might join forces in the solution of common problems, in much the same way as is done in the regular activities of industrial associations.

Realizing that co-operative research by a few members of an industry would find general application, the Research Council Act provides for Govermnent assistance in research projects undertaken by two or more industries within a particular field of industrial work. This provides a means by which companies who themselves might not be able to finance research on a problem in which they were interested can get together with other companies and arrange to pool their efforts and do the work. This is somewhat similar to the very successful araringements for co-operation between Government and industry in Britain, where the research organizations obtain regular assistance on a sliding scale of mutual contribution. Organizations with a research program are supported on a long-term basis by public funds. The basis for Government support is discussed at regular intervals and support is either on a project or an association basis.

So much for a general statement; how does the system work out in practice?

Two or more companies in the same field of work get together and decide on a problem of mutual concern and of concern to the industry of which they form a part. They may decide that the problem is one on which it is worth spending some money, and that they are prepared to put up $XX to try and obtain a solution. In addition, they may feel that the problem is of general interest and that the Research Council of Ontario would co-operate in the problem. During this discussion period the companies may contact either the Research Council, the Industrial Research Services Division of the Ontario Research Foundation, or the Trade and Industry Branch of the Department of Planning and Development. The problem is discussed by one of the Research Council committees and a program for its solution is prepared. The best agency to do the work is selected. This may be either a department of Government. Provincial or Dominion, a department of a university, a division of the Ontario Research Foundation, one of the participating companies, a private laboratory or a private consultant. When the agency has been selected, then a plan of attack is agreed on and the cost is estimated.

The companies and the Government each pay their share, and the work proceeds. Direction is under a small committee composed of representatives of the co-operating companies, the agency doing the work and the Research Council. This committee also discusses the publication and application of the results of the research.

The group research plan is not new in principle, but the Province of Ontario is the first in Canada to make legislative provision for co-operative research, following the group research principle.

---

## NATURAL CONDITIONS EFFECT MECHANICAL LOGGING METHODS

In a "Message for the New Year" for the Marathon Courier, H. P. Klinestiver stated:

"Mechanization will be extended into the new operating year, with the result that 75% to 80% of our production will have been harvested by this method.

"During 1950, Camp No. 53, Caramat, will be set up in the Kagiano Compartment, and this will provide us with five fully mechanized camps. This does not mean, however, that all logging will be done mechanically. Where size of timber and ground conditions warrant, horse skidding to slashers and manual cutting will be continued."—The "Courier"

## Ludivig Cyr Buck-Saw Champion Northwestern Ontario Wins Again

The Ontario Paper Company Limited recently conducted sawing contests in 6 camps of the Hemlo Division. 109 contestant entered the comp contests and winners were declared as follows:

Camp No. 15, Ludivig Cyr, 9 3/5 sec.
Camp No. 25, Rubin Dumas, 11 2/5 sec.
Camp No. 26, Harold Dumas, 11 1/5 sec.
Camp No. 43, Arman Hautcoeur, 11 sec.
Camp No. 44, F. Fortin, 13 3/5 sec.
Camp No. 46, Nick Zawada, 12 sec.
Hemlo Depot, Alphonse Poirier, 11 sec.

The above men met at Hemlo and competed for the Company Championship with the grand prize being a trip to Montreal to represent the Ontario Paper Company, Limited in the Buck-Sawing Contest at the Sportsmen's Show, March 4 - 12, 1950.

Ludivig Cyr, who won the Buck-Sawing Championship at the Winter Carnival in February, 1949, was winner with his best timing for that day being 10 1/5 sec.

GOOD LUCK TO YOU, LUDIVIG, IN THE CONTEST AT MONTREAL.

All Woodsmen in Northwestern Ontario will be pulling for you to win.

---

**COVER PICTURE**

Caribou on Ombabika Bay. Picture through courtesy of the Brompton Pulp & Paper Company Limited.



L. Cyr Ontario Paper Company Limited, being congratulated by runner-up Dorio Maurice Great Lakes Paper Company Limited at the Winter Carnival last vear. Dorio is at present a foreman of the Great Lakes Paper Company Limited.

### SAWING CONTESTS

At the recent Northern Ontario Log Sawing championship, Gaeton Duguay of Spruce Falls was declared winner with an aggregate time of 33 1/5 secs. for 3 cuts of a 10" spruce log. He also collected a special prize of $25.00 for the fastest single cut—9 1/5 secs.

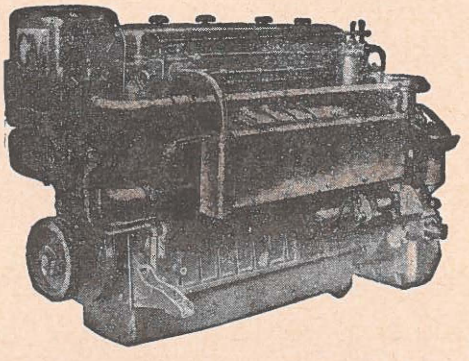
The World's Championship Doubles Sawing Contest was won in Australia recently with a time of 24 secs. for a 24" log (species unknown).


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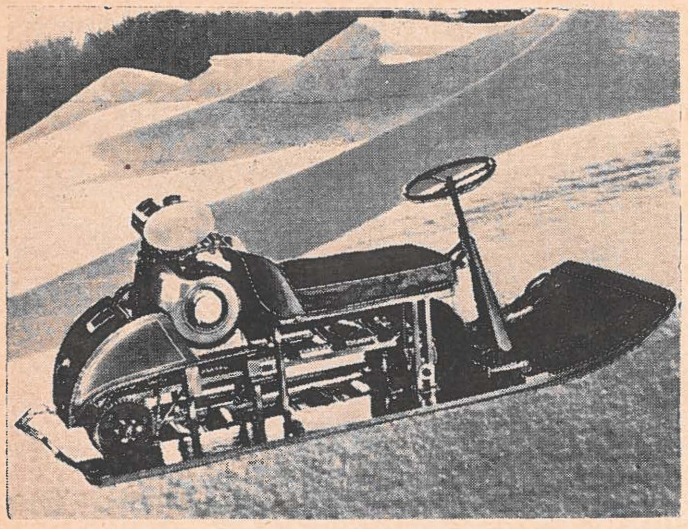
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Pictures taken on The Pas Lumber Co. operation at Reserve, Saskatchewan, where this Euclid Tractor again proved its ability to go out and produce against terrific odds and elements.

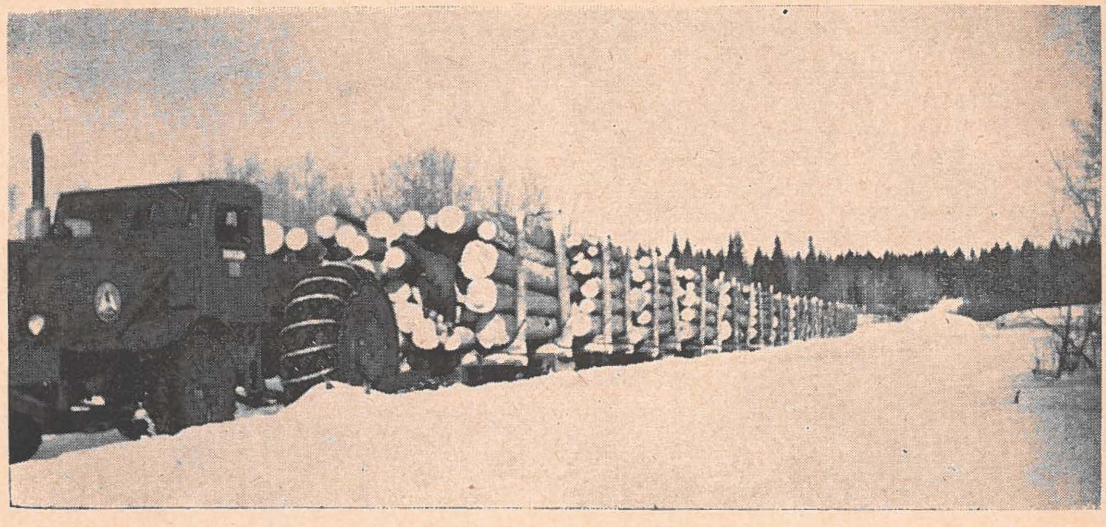


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# How Safety Should Be Taught

1. You should show enthusiasm for and honestly believe in accident prevention.
2. Safety is as important a factor in workmanship as quantity and quality
3. Be sincerely interested in the welfare of your men.
4. Violation of a standard work practice is just as serious as the violation of any other company rule or regulation
5. In putting across a safety program you should exercise your ability as a leader and not as a driver and thus gain the confidence of your men.
6. Every worker is responsible for his fellow workers' safety as well as his own.
7. You must know accident prevention, what constitutes safe equipment, and what constitutes safe methods for every job for which you are responsible.
8. Accidents are caused by haste and lack of thought. Therefore, we must all think about what we are doing to make sure that we do it the safe way.
9. You should instruct your men, especially new men, and show them how to do their work properly and safely and not just simply tell them to be careful.
10. The SAFE HABIT is acquired through safety practices. You must provide the education and example.
11. You should show appreciation to the man who makes an accident prevention suggestion. Adopt it i practical. If impractical, explain the reason why.
12. See to it that all mechanical safeguards are used at all times.
13. Do not tolerate horseplay on the job.
14. Fatigue contributes to the cause of accidents and consequently the worker must get plenty of sleep and rest. He must be mentally and physically awake.
15. Do not excite your men. Excitement and confusion among workers is the cause of many accidents.
16. See to it that men are assigned to those duties which they are best suited to perform.
17. When all effort has failed to make an unsafe man safe, he should be dismissed as unadaptable.
18. All injuries should be reported and taken care of at once in the provided and approved method.
19. Be sure you and/or designated workers know the location of and have been instructed in the use of company-supplied first aid kits.
20. Remember that a man to be a good worker must be a safe worker.

* * *

All the rules and regulations which can be created all the safety devices that can be attached to machines, all the guards that can be erected, and all the warning signs that can be posted, are useless unless responsible individuals drop the veil of seeming unconcern and become interested in the task of eliminating and reducing accidents.

* * *

Most accidents, whether they occur in industry, on the farm, at home, or on the highway, are caused by the failure of some individual to follow simple and fundamental safety rules or precautions since most accidents can be prevented by recognizing the real cause and doing something about it before the accident occurs.

* * *

Regardless of the care used in the design and construction of any type of equipment, there are many conditions that cannot be completely safeguarded against without interfering with reasonable accessibility and efficient operation.

* * *

A careful operator is the best insurance against accident. The complete observance of one simple rule would prevent many thousands of serious injuries each year. That rule is.

NEVER ATTEMPT TO CLEAN, OIL, OR ADJUST A MACHINE WHILE IT IS IN MOTION.

---

Men of the woods should be interested in the uses made of the raw material that they produce.

The Mid-Western Section. Canadian Pulp & Paper Association have been asked to provide articles describing the various processes the raw material is put through when it arrives at the mill. This first article has been provided by Mr. Alex Johnson and it is hoped that articles will be forthcoming for future issues.

Saw-mills tie mills and wood treating plants have also been requested to submit articles.

---

Today's Canadian worker earns for each hour he runs a machine more than the worker of 80 years ago earned for a whole day's effort.—Quick Canadian Facts.

* * *

Between 1939 and 1947 the number of workers employed in manufacturing in Canada increased by 70 per cent and the amount paid out in wages and salaries increased 181 per cent.—Quick Canadian Facts.

---

The tail of the beaver, when properly cooked, has been considered a delicacy since the first settlement of North America.—Quick Canadian Facts

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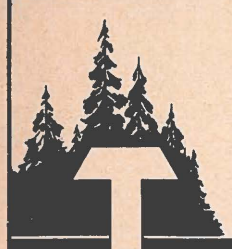
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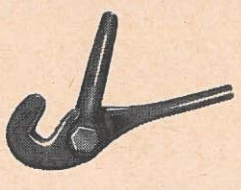
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Fort William

OSCO BLOCKS WHEREVER CABLES ARE USED

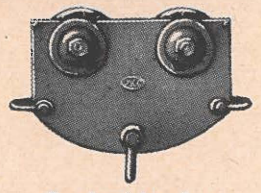




Self Tripping Hook



Pass Line Block No. 408



Overhead Logging Carriage No. 1012



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TIMBERLAND MACHINES LIMITED

WOODSTOCK . . Mechanical Logging Specialists . . ONTARIO

# CSFE NEWS

## R. BOULTBEE HEADS NORTHWESTERN ONTARIO SECTION, CANADIAN SOCIETY OF FOREST ENGINEERS

At the Annual Meeting of the Northwestern Ontario Section, Canadian Society of Forest Engineers held December 17th, 1949, the following officers were elected:

Chairman - R. Boultbee; Vice-Chairman - A. L. K. Switzer; Councillors - G. R. Sonley, P. J. Ward, J. H. Merrill; Editorial Representative - Ken Hearnden.

The meeting agreed to submit forestry articles for the Log Book in 1950.

The Honourable W. Earl Rowe, M.P., President of the Great Lakes Paper Company, Limited, addressed the dinner meeting of members and guests that evening. Mr. J. H. Merrill introduced the speaker.

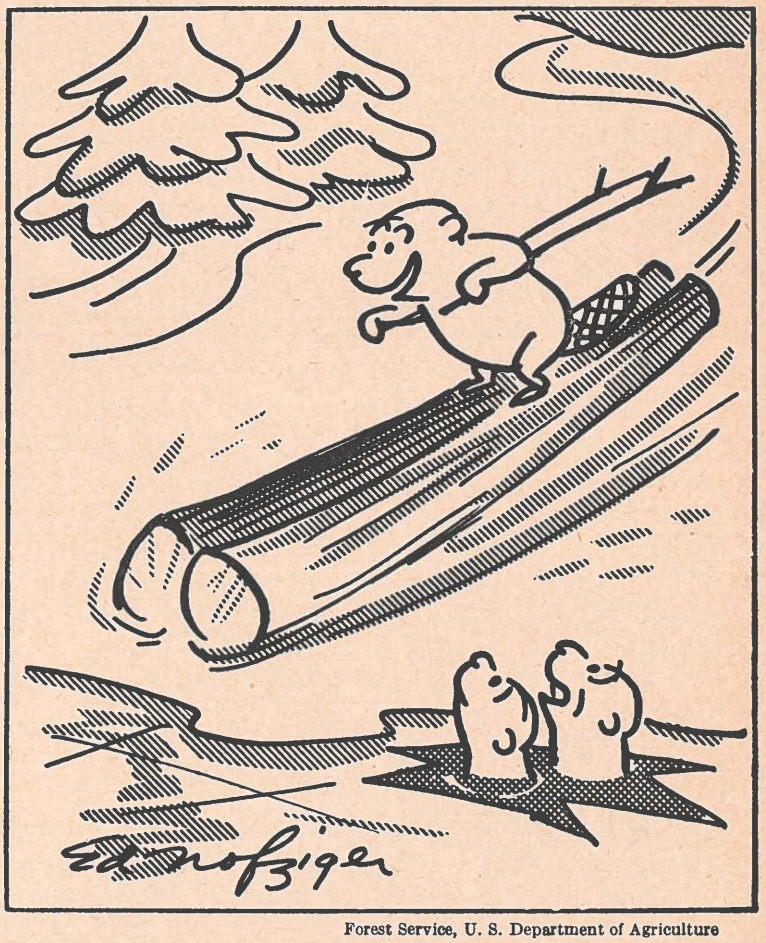
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The Northwestern Ontario Section, Canadian Society of Forest Engineers held a meeting January 6th at the Lakehead Technical Institute at which Dr. L. G. Trorey, A.M.B.E., Ph.D. (Eng.), M.E.I.C., A.R.P.S., Member C.S.F.E., Member AM. Soc. Photogrammetry, P. Eng., Director of Photgraphic Survey Corporation Ltd., Toronto, gave an address on "Some Aspects of New Techniques in Air Survey and Mapping."

The meeting was very well attended by representative of timber companies, civil engineers, town planning bodies, etc.

The speaker was introduced by Wm. Taylor. George Sonley presided.

"JOE BEAVER" By Ed Nofziger




Forest Service, U. S. Department of Agriculture

"Now I see why he said winter is best for skidding!"

J. T. Russell Motors Ltd.

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

Distributors for

THE FAMOUS FARGO TRUCKS

*'Built to Fit the Job'*

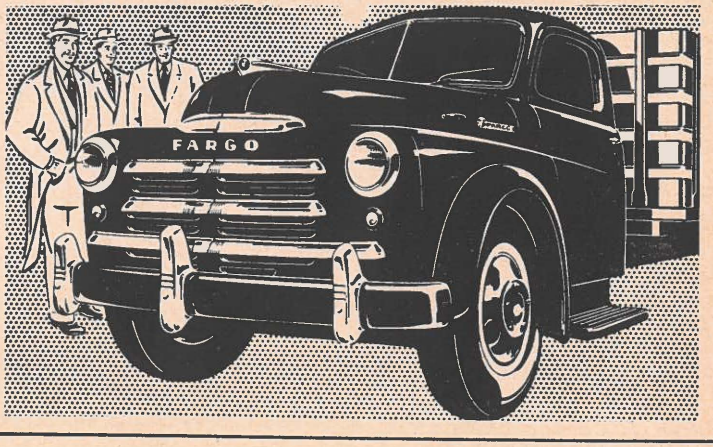
A FARGO BUILT FOR EVERY JOB

GROSS VEHICLE WEIGHTS

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

For Complete Information

DIAL 3-7421



## Diesel-Powered Locomotive Being Tested On Fort William-Cartier Run

A demonstrator model, built by the Electro-Motive Division of General Motors Corporation at La Grange, Ill., the 4,500 horse-power, 3-unit locomotive will be put through her paces, both passenger and freight service, under winter conditions in the rugged territory of the Algoma District and the heavy grades of the Canadian Rockies during the next three months.

For the first six weeks, the power-packed giant will operate between Fort William and Cartier, Ontario, on freight service, with occasional passenger duty trips between Toronto and Fort William.

Their high speed, heavy hauling characteristics, and on-time dependability as well as the inherent advantages of the diesel, to take curves faster due to centre of gravity, the reliability of power plants and a balanced design for maximum service availability marked by low maintenance costs are features of the diesel locomotive.

The introduction of the Diesel Engine eventually will take over the tasks that have for so long been performed by steam power and will make a change for the men of the woods in camps along the railways and in stations. The cloud of smoke disappearing over the horizon and the steam whistle will be missed by all.

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### BROMPTON EMPLOYMENT SUPERVISOR— REEVE OF NIPIGON

R. A. (Russ) Hallonquist, Employment Supervisor of the Brompton Pulp and Paper Company, Limited was elected by acclamation Reeve of the Town of Nipigon for 1950. Several other Brompton employees allowed their names to stand for civic election and, although they did not win, they are to be congratulated in taking such an interest in their community's affairs. Members of the Operator's Association wish Reeve Hallonquist all success in his new undertaking.

---

When the white man discovered this country, the Indians were running it. There were no taxes and no national debt. The women did all the work. And the white men though they could improve on a system like that ! !

## These "Peephole" Drivers

These people who drive with their car windows steamed over or blocked with snow are simply asking for trouble. They can't see anything approaching from the side or behind. Indeed some of them have no more than a peephole through which to view the road ahead.

If anyone was fool enough to drive with a blanket draped over his car windows the police would soon put him where he belonged. In the interests of safety, not only for themselves but all others on the road, these other "blind" drivers should be checked up, too.

Whatever the special advantages of these sloping windshields and back windows certainly the shedding of snow is not one of them. But even if it means stopping occasionally to wipe them off that is a small price to compare with a bashed fender, let alone some more serious accident

And there is no excuse at all for driving with windows fogged over. Most cars are equipped with automatic devices to keep the windshield clear and a little fresh air will handle the others. Opening a window may mean a little less comfort for the passengers but it may save them and others a trip to the hospital or the morgue.—Financial Post

*Don't be a "Peephole" Driver!*

---

### WHERE DANGER LIES

I am more deadly than the screaming shell from a howitzer; I ruin without killing. I tear down homes; I break hearts and wreck lives. I have no respect for truth or justice; no mercy for the defenceless. You will find me in the pious and in the haunts of the unholy. I am wily, cunning, malicious—and I gather strength with age. I make my way where greed, mistrust and dishonor are unknown. I feed on good and bad alike. My victims are as numerous as the sands of the sea and often as innocent. I never forgive and seldom forget. MY NAME IS GOSSIP.

**NORTHLAND MACHINERY SUPPLY CO. LTD.**

**Suppliers of**

DOMINION WIRE ROPE AND FITTINGS

**⅛ INCH TO 1⅛ INCH**

**203 HARDISTY STREET** **FORT WILLIAM** **PH. 37.407**

### A BOOK TO OWN — A BOOK THAT SHOULD BE IN EVERY SCHOOL

The first edition of some of John Fisher's radio scripts has been published under the name of "John Fisher Reports."

Canada is the theme of every report and it is a book that every Canadian should read.

Many timber companies are in the vicinity of small country schools and it would certainly be a friendly gesture for a company or its repreesntative to purchase a copy of this book and give it to the School Library. Copies of the book may be purchased from the Niagara Editorial Bureau, St. James Building, Hamilton, Ontario.

### NATIVE TREES OF CANADA

The Dominion Forest Service issued a Bulletin—No. 61—Native Trees of Canada, which may be obtained from the King's Printer, Ottawa.

If anybody is interested in the identification of trees, they would be well advised to write for this bulletin.

Statistically, the book is impressive. It contains 124 full-page black and white plates presenting 615 fine pictures of specimens; 117 maps showing distribution; more than 150 native trees are illustrated and described. There is a check list, including botanical, English and French names of native tree species.—**Forest and Outdoors**

## *Note:*

### MUDGUARDS FOR TRUCKS, TRAILERS—NEW LAW

Effective January 1, 1950, adequate mudguards or fenders to prevent splashing must be installed on all motor trucks and trailers, the Highways Department announces. An amendment to the Ontario Highways Act makes such safeguards compulsory. Instructions to police to watch for offenders have been sent out, the Department states.

"This act applies directly to trucks and trailers without mudguards and fenders—passenger motor cars being already properly equipped with front and rear fenders. It is patterned after the English Law and some states in the United States also have a similar law in effect," stated J. P. Bickell, Ontario Registrar of Motor Vehicles.

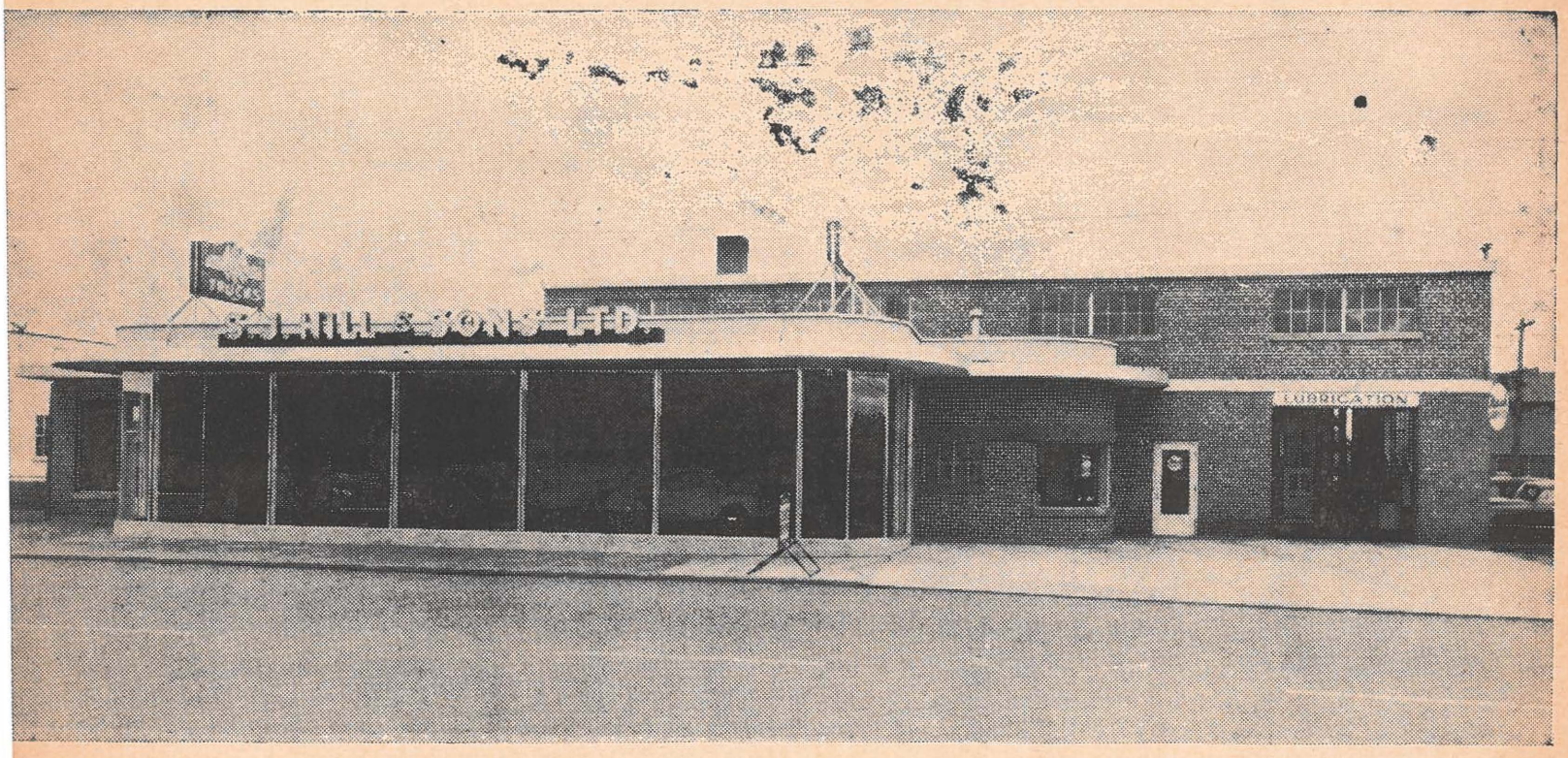
**WANTED**

Experienced logging engineer for operations producing pulpwood, logs, poles and ties. Initial duties development of management and operating plans. Excellent opportunities for advancement. Apply to.

**PINELAND TIMBER COMPANY, LIMITED**
**P.O. Box 126** **Sudbury, Ontario**

**Our New Up-to-the-Minute Fort William Garage Will Provide**

# ADDED FACILITIES AND MODERN SERVICE

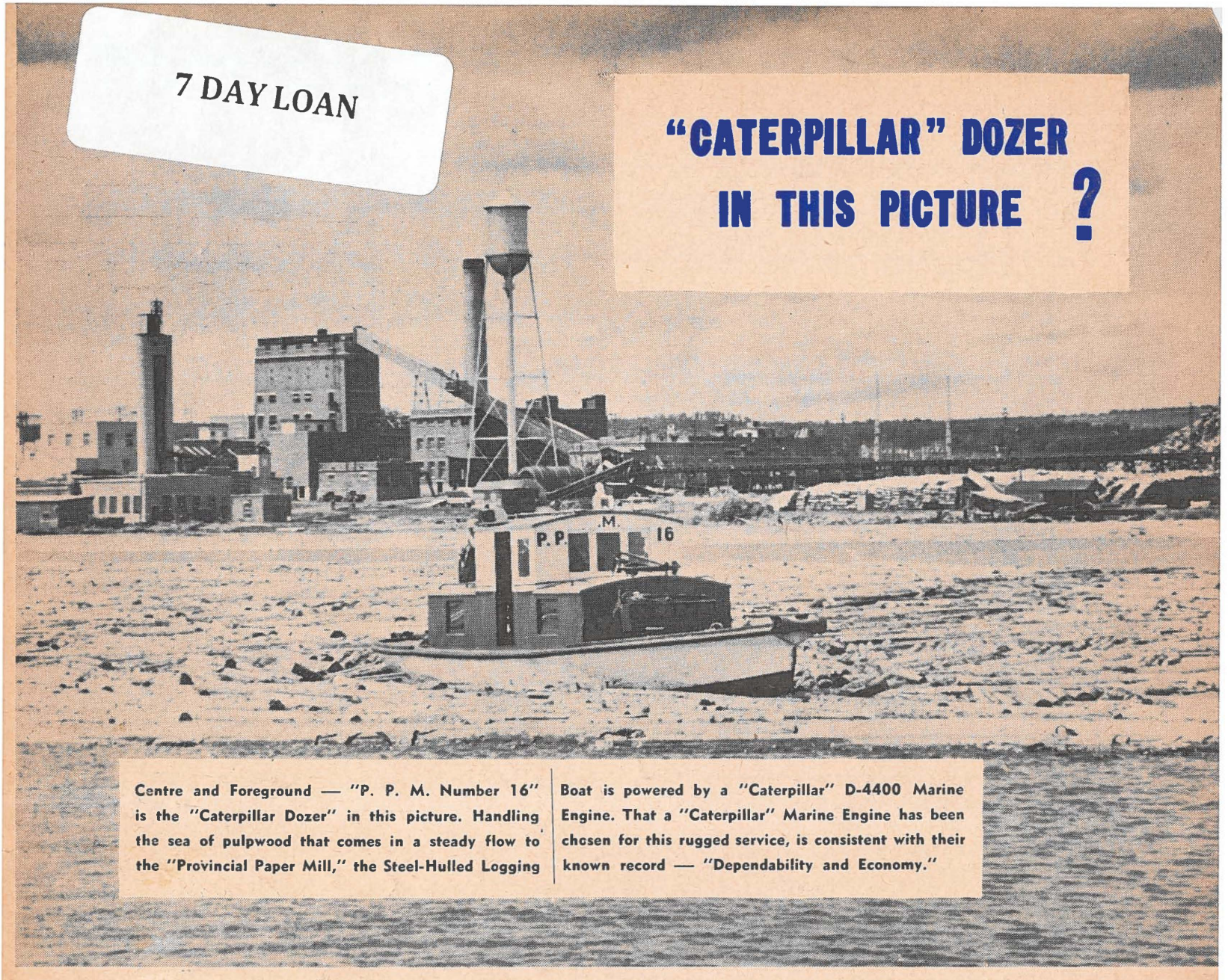



# S. J. Hill & Sons Limited

**PORT ARTHUR — FORT WILLIAM**
**Sales and Service for International Trucks and Nash Cars**

7 DAY LOAN

# "CATERPILLAR" DOZER IN THIS PICTURE ?



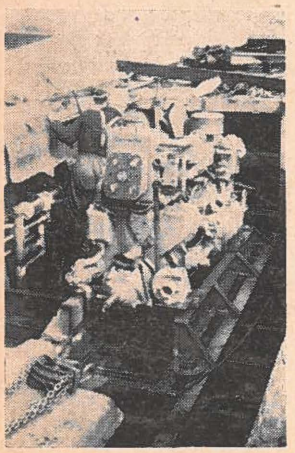

Centre and Foreground — "P. P. M. Number 16" is the "Caterpillar Dozer" in this picture. Handling the sea of pulpwood that comes in a steady flow to the "Provincial Paper Mill," the Steel-Hulled Logging Boat is powered by a "Caterpillar" D-4400 Marine Engine. That a "Caterpillar" Marine Engine has been chosen for this rugged service, is consistent with their known record — "Dependability and Economy."

While the success of "Caterpillar" Diesel Marine Engines is due to many things, Dependability, Economy and Simplicity of Design are outstanding. Dependability results from "Caterpillar design, for "Caterpillar" Diesel Marine Engines are work engines, built to stand up under the heaviest kind of operation and 24-hour-a-day operation under full load is taken in stride.

Economy, too, is outstanding as "Caterpillar" Diesels are designed to operate on a wide range of low cost, low gravity fuels—and the precombustion chamber type fuel system permits successful operation at low or idling speeds without fouling or choking up. Premium Diesel fuels are not necessary.

Simplicity of design results in ease of operation and frequent working adjustments are unnecessary with not a single adjustment in the entire "Caterpillar" Diesel fuel system. Easy starting is assured through the use of either the specially designed "Caterpillar" Gasoline starting engine, electric starting, or a combination of both.

Available now in 10 models with continuous horsepowers ranging from 38 to 400, there is a "Caterpillar" Marine Engine to match your needs and to show you new and real dependability and economy of operation. If your "spring time" picture contains a Marine Engine, now is the time to investigate "Caterpillar."



Replacing a "Fairbanks-Morse" Diesel Marine Engine — a "Caterpillar" D-8800 Marine Engine goes to work in "P.P.M. Number 31." Now swinging a three bladed 46" x 32" Towing Type Propellor, the D-8800 provides plenty of additional power to operate the winches for joining booms containing logs up to 16 ft. in length. Another installation and another instance where a "Caterpillar Marine Engine" was chosen.

POWELL EQUIPMENT CO. LTD.

PORT ARTHUR • WINNIPEG