THUNDER BAY TIMBER OPERATORS ASSOCIATION

LOG BOOK

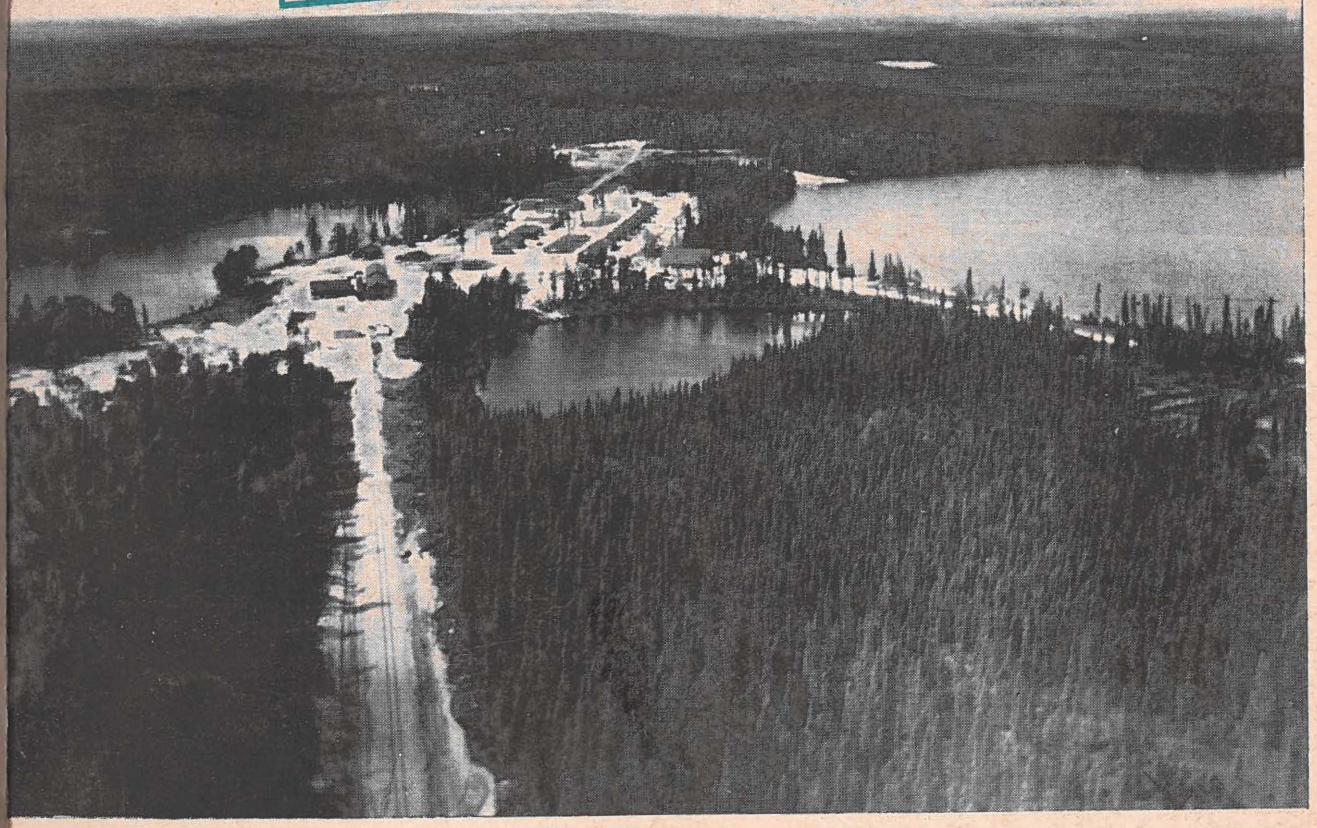
MARCH
1950

PORT ARTHUR, ONTARIO

No. 12

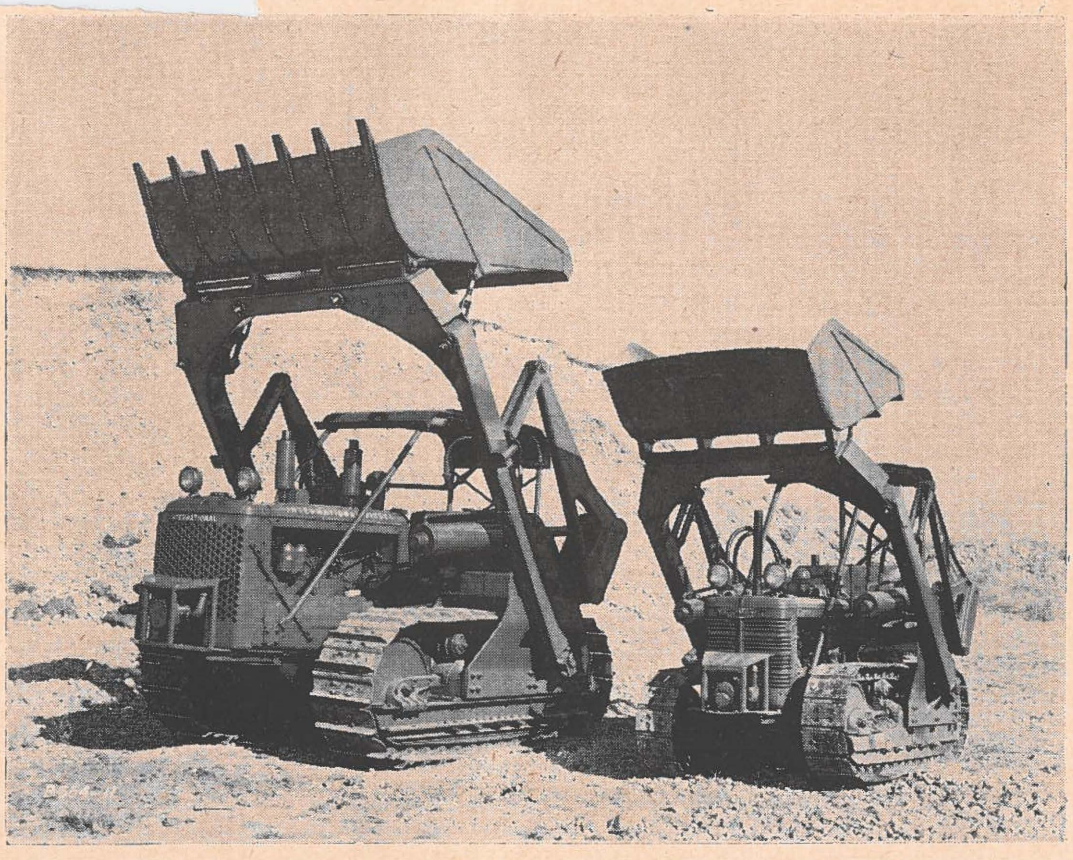
Mr. Norman Kissick,
Marathon Paper Mills,
Public Utilities Building,
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Published by
THE THUNDER BAY TIMBER OPERATORS' ASSOCIATION

Edited by
T. S. JONES

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esident's Message

The winter haul season has once again drawn to a se.

Many of us, over the past few years, have been king that our winters were getting milder and shorter. ny theories had been expressed around the "Hot- e League" that Northern Ontario wiuld soon become anana" belt. Some said the earth was tipping because he weight of ice at the North Pole and that at any e we might expect the Earth to shift its position suf- ently to give our District a tropical climate. Others ught that instead of the usual two month's poor sleigh during July and August, we would then have only month's of poor sap-peeling in January and February.

Well, Old Man Winter crossed us up this year and e forth with a good old fashioned winter which pro- ed a few records that take us away back according to cial records. Some of the old timers we are told have e into hiding as January temperatures pushed the ords back for fifty or more years. Even Paul Bunyan complaining of the cold this year. He said all of his es and creeks froze clean to the bottom so he couldn't water for icing his roads. This year he cut ice blocks laid them end to end in order to make his ice road had to ship in beer for the horses as there was no er supply for them. Sure was tough.

It would appear then that we can fully expect ugh ice and snow next winter to haul out this year's

As we look forward to this Spring it is quite safe to dict that although the months of March and April be very quiet, things should really begin to hum h May on for the rest of the season.

All indications are for quite a reasonable cut by st producers for 1950-51 delivery.

Once again, we wish you good driving and good ing for 1950.

H. H. "Bert" Styffe, President

P.S. Don't forget the fire season starts April 1st. Get dy now!

ODLANDS SECTION, C.P.P.A. NUAL MEETING

The 32nd Annual Meeting of the C.P.P.A. Wood- ds Section will be held March 22nd, 23rd and 24t he Mount Royal Hotel, Montreal. This meeting will preceded by a meeting on March 21st by the Pulp & er Research Institute of Canada under the direction A. Koroleff.

VER PICTURE

Picture of Marathon Paper Mills of Canada Limited mat Depot. The Canadian National Railway Station t to the right of the picture.

Thunder Bay Timber Operators' Association Scholorship Renewed For 1950

At the Annual Meeting of the Thunder Bay Timber Operators' Asociation, Mr. P. V. LeMay, Chairman of the Forestry Advisory Committee of the Lakehead Technical Institute gave a full report on the two forestry courses being conducted at the L. T. I. The two courses are:

The two year Technical Forestry Course which opened in September 1948 — has 12 students in the 1st year and 4 in the 2nd year.

The First-Year University Course qualifying students who enter the second year at the University of Toronto — has 3 students.

Trips to the woods to study utilization and logging practices are held periodically and this report is contained elsewhere in this booklet.

Abitibi and Brompton Offer Areas

In order to do practical work in the forest, it is necessary that the School have a forest area of its own for the following reasons:

(1) To support the lecture course;
(2) To improve quality of instruction;
(3) To facilitate planning;
(4) To obviate the necessity of approaching people annually for use of an area;
(5) A requisite for progress;
(6) The establishment of an esprit de corps.

The Abitibi Power & Paper Company, Limited and the Brompton Pulp & Paper Company, Limited have offered to make areas available to the school and details are to be worked out by the Advisory Committee.

In addition to Mr. P. V. LeMay, members of the Committee are:

D. A. Clark, J. H. Merrill, H. L. Moffatt and F. L. Stevens.

T.B. X-RAY SURVEY PLANNING CONTINUES

The proposed T.B. X-Ray Survey of all bush camps in Northwestern Ontario is still in the planning stage and it is hoped that plans will be completed and equipment available to start this work next fall.

TIMBER CULLERS' ANNUAL MEETING APRIL 10th, 1950

The annual meeting of the Timber Cullers' Association will be held at the New Legion Hall, Port Arthur, Ontario, April 10th, 1950, with the business session starting at 2:30 p.m. to be followed by a banquet at 6:30 p.m.

An invitation has been extended to Mr. B. F. Avery, Vice-President of the KVP Company, Limited to address the members at the banquet.

Tickets may bt obtained by contacting Mr. J. R. Denley, P.O. Box 365, Port Arthur, Ontario.

LUMBERMEN'S SAFETY ASSOCIATION ANNUAL MEETING—APRIL 17th, 1950

The Annual Meeting of the Lumbermen's Safety Association will be held in North Bay, Monday. April 17th, 1950. Malcolm Cochran is the president of this association

Some of the Reasons a Pulp Mill Requires Wood of a Certain Length

By F. I. Anderson and B. C. Barrington of the Mid-West Branch, Technical Section, C.P.P.A.

This article is not meant as a setting up of a standard for lengths of logs to be cut in Woods operations, but is an illustration of what disadvantages there are to the user of the wood and waste entailed in overlength or underlength logs.

There are usually two types of pulp required in a paper mill, mechanical or groundwood pulp, and chemical pulp, which covers sulphite and sulphate pulps.

The groundwood pulp is made from bolts of wood cut to a length at the mill to fit the size of grinders installed at that mill.

The three most common sizes are 48", 32" and 24" grinders, and require wood in these approximate lengths.

The wood used in the chemical pulp process is in the form of chips of a controlled size.

We will deal with a particular mill with an installation of nominal four foot grinders.

The ideal length of a barked bolt of wood for these particular grinders is actually 50¼ inches, which is not long enough to jam in the grinder pockets but long enough to get maximum production from the grinders.

To obtain these the saws at the slasher rooms are spaced accordingly, and are checked regularly so as to maintain this length as closely as possible.

Wood brought to the mill in summer via water may be in 8 foot or 16 foot nominal lengths.

In dealing with the 8 foot wood we expect to obtain two 50¼ inch bolts from each log.

There is a space or kerf of approximately ⅜ inches cut out by each saw, so a log of 100⅞ inches, or 101 inches, length would be about ideal as an 8 foot log for this mill.

If we deal with 16 foot wood along the same line of reasoning, the three saws cutting bolts 50¼ inches, the ideal length would be 201⅞ inches, or 202 inches.

In each of these log lengths anything over these lengths would be waste, and costs to collect and dispose of the resulting snipes are appreciable. Any length short short of these requirements causes inefficiency of the pulp grinders as we wish to make full use of the grinding surface of the stones at all times.

Some winter wood, we understand, has to be cut to 98 inch lengths in the bush as this is the maximum length that will fit certain types of railway cars.

This means that we are going to obtain only one 50¼ inch bolt out of each 98 inch bolt, the other length will be 47⅜ inches, which works out to the fact that half of our wood will not be touching the full grindstone surface, giving only about 97 per cent of the production obtainable with all 50¼ inch wood.

Grinders are calibrated periodically for yield determination. If the bolt lengths are short the calibration will be thrown off.

From this data one can appreciate to what extent waste and loss of production can develop from longer or shorter log lengths than those exemplified above.

In the chipping process we can make use of bolts too long for the grinders that have not been sniped. These logs are fed into a chute which is at about a 45 degree angle to the high speed vertical revolving chipper knives.

The only pressure exerted here is the weight of the log itself holding it in place against the chippers. Snipes or other very short lengths jump around when the knives hit them and give very inefficient chipping as to chip size and chipper capacity so are not used.

About the only way to dispose of these snipes is to burn them, but handling costs for this are high. The fewer snipes we have the better we like it.

Last, but still very important, is the manner in which these logs are cut in the bush as to right angle cuts. Many of our logs have been cut at an oblique angle, sometimes as much as 12 inches from the point at which the cut started to where it ended up on the other side of the log.

Considerable loss of production can result from this and considerable difficulty can be caused at the slasher, as when this log is pulled over against the butting plate it is not held rigidly in place and moves when contact is made with the saw, thus causing another oblique cut.

These oblique cuts sometimes are not discernable, and such logs, if they get into the grinder pockets, can cause jamming. It is a tough and costly undertaking to free a jammed pocket where four foot wood is in use.

The second of a series of articles by members of the Mid-West Branch, Technical Section, C.P.P.A.

First article—January Issue—"Wood Used in Northwestern Ontario Pulp and Paper Industry" by Mr. A. Johnson.

TWO NEW CANADIAN BOOKS FOR CHILDREN AVAILABLE

A story written for children from 7 - 12 and illustrated in colour throughout, is the current juvenile best-seller owned by more children than any other current Canadian book. It is entitled "The Children's Book of Trees" and may be purchased for $1.00 from the Canadian Forestry Association, 229 College Street. Toronto, Ontario.

Another of the books written by Leonard L. Knott is the "Children's Book About Pulp and Paper". This book tells in simple, straighforward language, the story of a great Canadian industry. This book may be purchased for $1.00 from the Canadian Pulp & Paper Association Sun Life Building, Montreal, P.Q.

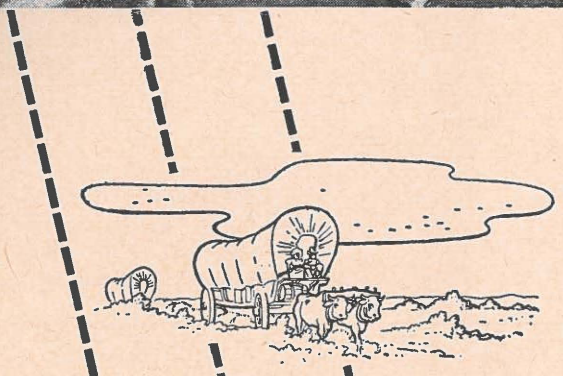
Both these books should be in all schools and they will make a handsome birthday present to any child.

DIFFERENCE

The difference between Dollars and Ideas is this:
You have a dollar,
And I have a dollar.
We swap.
Now you have my dollar,
And I have yours.
We are no better off.
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And I have an idea.
We swap.
Now you have two ideas,
And I have two.
That's the difference.

(Credit: The Tear Sheet, Vancouver Advertising & Sales Bureau).





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Aerial Forest Type Mapping and It's Relationship to Management

By H. H. "HOLLY" PARSONS, B. Sc. F.

For general interest, to the readers of the "Log Book", the Aerial Timber Sketching programme for the 1949 season, provided the following details.

The season commenced in early March, where some 960,000 acres were detailed for pulp and paper interests in vicinity of Fort Frances. Prior to break-up an additional 35,000 acres were completed, primarily for jackpine saw-timber and spruce pulpwood, in the Sioux Lookout area.

Following break-up and in sequence; Hearst, Kawartha and the Bonnechere River indicated the locale of remainder of the summer's projects with the season ending ahead of freeze-up at Orient Bay on Lake Nipigon.

In all some eight programmes were completed totalling 1,784,160 acres in the detailed examination of which some 300 flying hours were spent. Of this amount 90.6 per cent constituted work completed for industry and 9.4 per cent for the Government. Approximately half of the aggregate acreage was completed for licensed operators and the remainder for pulp concessionaires.

In addition to the above aerial work and to supplement the results of this phase of forest inventory; three ground parties were engaged in type sampling for most of the summer season. This work together with the detailed type map provided the basis for a complete inventory. In one of the eight programmes listed above a complete inventory was requested. In two others similar ground work was done for the eventual completion of "Management and Operating Plans." This additional service to aerial forest typing is now provided.

Of the eight jobs completed it might be of further interest to state that two of these were done at the scale of 20 chains to the inch; four at 40 chains and two at the scale of one mile to the inch.

With respect to Management and operating plans it might be in order to briefly outline the procedure in so far as the above work is related. The resultant reports provide an economical method of completing same; acceptable and conforming to the regulations issued by the Department of Lands and Forests under the authority of the Forest Management Act.

The area in question is first mapped in detail from the air at the scale of 20 chains to the inch. Immediately following completion of the final maps the contained types are examined and continuous strips are plotted on the type map, in order to sample the representative stands and at the same time do a minimum amount of ground sampling. Detailed field instructions are issued to the ground parties comprising a three man crew of competent cruisers, the party chief of which supplies the requisite supervision and interpretation of instructions. The sampling then progresses over the strips previously plotted and as outlined.

During the winter months the compilation of this work proceeds. Stand per acre figures are computed in cubic or board feet and reduced to their respective merchantibility. The annual cuttign requirements of the chance are then ascertained and cutting budgets determined or the interval of the cutting cycle denoted. Growth charts are included indicating the volume at rotation age and any excess forest if present by age classes; these charts indicate the comparison of the present forest to the same forest under sustained yield management. The stand per acre figures provide the basis along with information supplied by the operator for the delimiting of cutting areas for the following two or three seasons.

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We have added to our service facilities a "Wadell" Boring Fixture — a precision machine for a precision job. Its job? The precision boring of new piston pin bushings to "factory standards" of clearance, finish, alignment and parallelism.

When properly done, fitting piston pins is a highly precise job. Factory specifications allow less than a thousandth of an inch maximum tolerance in clearance between pin and bushing (.0010 to .0018). Centre to centre distance of the pin bushing and the rod bearing should not exceed +.001 or -.001 inches. The two bores should be absolutely parallel. Surface finish of the pin bushing after boring must be excellent. These specifications can not be met by the use of hand-feed hones, reaming or other devices.

With the addition of the "Wadell" Boring Fixture, we are able to do the boring of piston pin bushings for all "Caterpillar" Tractors to "Caterpillar" factory standards of precision and workmanship. We take pleasure in announcing this new service to you.

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DEALERS

PORT ARTHUR **WINNIPEG**

Advertisers' News

The Northern Engineering & Supply Company, Limited of Fort William, Ontario, manufacturers of machinery for the pulp and paper industry, have recently circulated literature to timber operators giving complete details of the NESCO slashers, grapples, log tongs and NESCO portable saw mills. NESCO slashers and grapples are being used by the following companies:

Abitibi Power & Paper Company, Limited, Iroquois Falls, Ont.; Hollingsworth & Whitney Company, Waterville, Maine, U.S.A.; International Paper Company, Cann, Int.; Marathon Paper Mills of Canada Limited, Marathon, Ont.; Minnesota-Ontario Pulp & Paper Co., Ltd., International Falls, Minn., U.S.A.; Ontario-Minnesota Pulp & Paper Company, Ltd., Kenora, Ont.; Ontario Paper Company, Limited, Heron Bay, Ont.

Their equipment is manufactured 100 per cent in Canada and further details are available on request from the Northern Engineering & Supply Company Limited, Port William, Ontario.

S. J. Hill & Sons Limited have on display a complete re-designed and re-engineered line of International trucks in their show rooms in Port Arthur and Fort William.

The new L-Line features complete restyling, a new "Comfo-Vision" cab, new chassis dimension engineering, new improved valve-in-head International truck series engines, and a host of new mechanical and engineering improvements designed to effect important cost reductions for the operator.

More than $30,000,000 was spent for the vast production changeover and over three years of road tests went into proving the new trucks.

The new L-Line is spearheaded by four classifications of four-wheel model trucks—the Standard, ranging from 4,200 pounds to 40,000 pounds, gross vehicle weight; the Schoolmaster, comprising five bus models ranging from 12,500 to 24,00 pounds, GVW; the Loadstar, ranging from 16,500 to 29,500 pounds, GVW; and the Roadliner, ranging from 16,000 to 30,000 pounds, GVW.

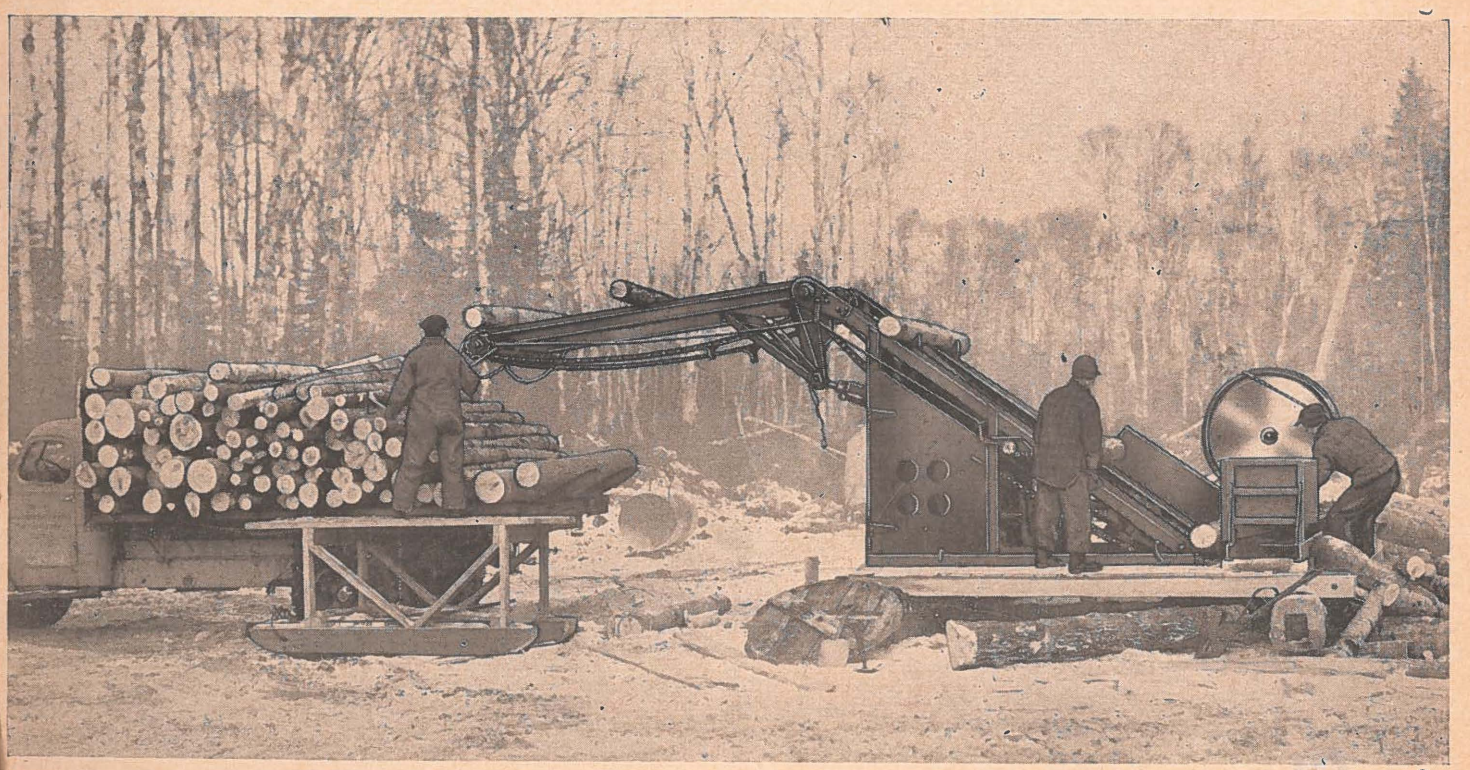
Russel-Hipwell Engines Limited have recently circulated a booklet entited "The Dependable Diesel." In this new edition there are 36 articles on many varied operations which depend on Cummings Dependable Diesels. If you want a copy, write to the local branch

Russel-Hipwell Engines Limited also advertised operators to order Steelcraft boats as soon as possible. Their Port Arthur Branch looks after the needs of Northwestern Ontario and is located at corner of Bay and Johnson Streets.

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.

THE NORTHERN ENGINEERING & SUPPLY COMPANY LIMITED

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MODEL HS 2000 1948

U.S. PATENT—41135-6

CANADIAN PATENT APPLIED FOR

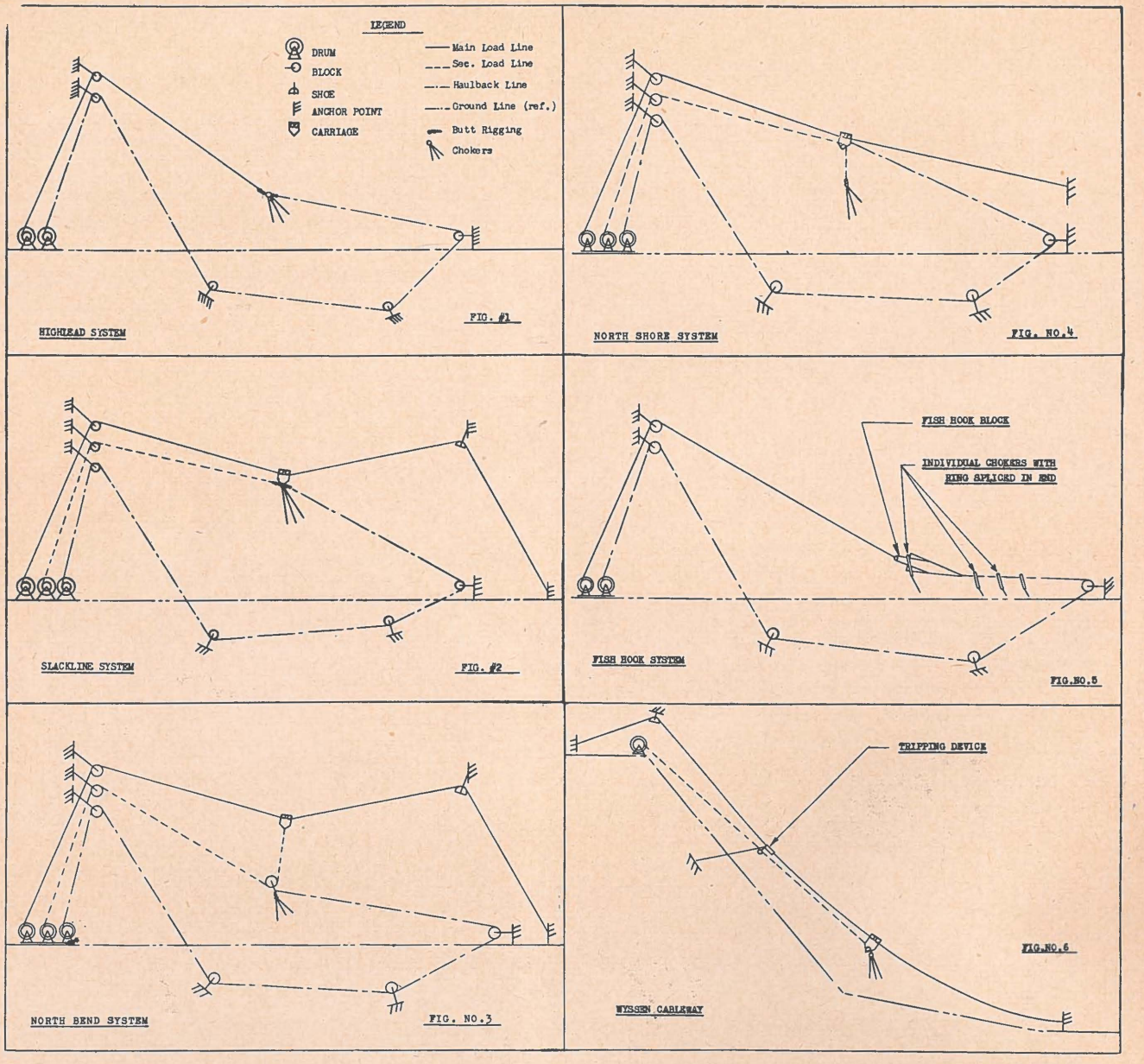
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(LET'S ALL TALK THE SAME LANGUAGE)



For a description of these methods read the article by Mr. B. J. McColl, Mechanical Engineer, Woodlands Section, C.P.P.A., in the December 1949, Pulp and Paper Magazine of Canada.

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perators Visit Mead Operations

At the invitation of Mr. H. S. Mosher, Secretary-Manager of the Newaygo Timber Company, Limited, the Mead operations were visited by representatives of companies in Northwestern Ontario February 6-8th, 1950. The Newaygo Timber Company also have divisions at Hearst, Ontario; Clarkdon, Ontario and on Black Bay Peninsula.

The main party arrived at Mead via A.C.R. on the evening of February 6th anl that evening inspected the Mead Depot. Garages, warehouses, cookery, stores, offices and recreation hut were viewed with Mr. K. Moland, Superintendent, in charge of the tour, assisted by Mr. A. Wiley.

February 7th was spent viewing the hauling operations. The camps are approximately 20 miles from the Mead Depot and this year International K - 11, F & K 11's are hauling five sleighs with approximately 25 cords (including wood on truck body) on an iced road. The road is rutted by a special rutter made by the chief mechanic at Mead, Mr. Harold Knudsen. The majority of wood handled this year was peeled wood.

Portable camps including stables that have been moved several times in the last 20 years were inspected.

A number of the party were able to ride with the trucks on the return journey to Mead. As the wood is stock-piled at Mead and loaded in the summer time or as needed by the mill, a Diesel locomotive crane is used to unload the sleighs and stock-pile the wood. The same crane is also used to load the flats and gondolas when shipping the wood.

A visit to the laundry, steam bath and steam crane storage shed completed the day's tour. In the evening, motion pictures of the Mead and Clarkdon operations were shown including one reel taken in 1930 when the Newaygo Timber Company Limited inaugurated the use of trucks for hauling sleighs. This film is a very interesting one as one can compare hauling methods of 20 years ago to today's methods.

Mr. Mosher distributed to all on the trip a detailed Truck Production Report showing a comparison of the 1947-48 season with the 1948-49 season including cord, distance, time and cost statistics.

On behalf of the Thunder Bay Timber Operators' Association, President H. H. Styffe thanked Mr. Mosher, Mr. Moland and Staff for the instructive and enjoyable visit.

Attending were:

Abitibi Power & Paper Co., Ltd. (Soo Division) - E. L. Grainger.

Brompton Pulp & Paper Co., Ltd. - J. H. Merrill, A. M. Jones.

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



PAUL GAVE HIS CREW A BAD TIME AND A GENERAL WORKOUT IN THE PROCESS OF REMOVING A MOLAR. THIS GIANT TOOTH WAS LATER SOLD TO A MANUFACTURING CONCERN, WHICH USED THIS GIANT RESOURCE TO MANUFACTURE SEVERAL DOZEN BILLIARD BALLS.

Great Lakes Paper Company, Limited - D. Graham.

Long Lac Pulp & Paper Company, Limited - C. A. Samuelson, K. McCron.

Northern Paper Mills Limited - D. G. Lambrecht, L. Campeau, H. Hicks.

Ontario Paper Company, Limited - G. Mikkelborg.

Oscar Styffe Limited - H. H. Styffe.

Ripco Timber Company, Limited - V. Martin.

Mr. Earl Greer, Mr. Basil Howard and T. S. Jones.

Study This! SOME 1949 FOR

	NORTHERN REGION						CENTRAL REGION			
	Chapleau No.	Gogama No.	North Bay No.	Sault Ste. Marie No.	Sudbury	Total	Kapuskasing No.	Cochrane No.	Temiskaming No.	Tota
FIRES BY MONTH										
March	—	—	—	—	—	—	1	—	—	1
April	2	—	6	19	30	57	1	2	2	5
May	2	4	26	26	33	91	3	10	16	29
June	3	3	13	32	33	84	11	17	9	37
July	10	10	9	23	47	99	7	15	7	29
August	24	18	73	61	95	271	9	29	40	78
September	4	2	1	5	3	15	—	4	—	4
October	—	2	5	8	20	35	2	—	1	3
November	—	—	—	2	3	5	—	—	—	—
TOTAL	45	39	133	176	264	657	34	77	75	186
FIRES BY ORIGIN										
Settlers	—	—	13	5	21	39	10	27	14	51
Campers	3	4	38	34	63	142	4	11	23	38
Railways	—	5	3	7	30	45	3	4	—	7
Lightning	33	24	42	58	39	196	7	9	13	29
Logging Operations	4	—	2	9	6	21	4	5	1	10
Mining Operations	—	—	1	2	—	3	—	—	1	1
Smokers	3	2	23	35	74	137	6	17	13	36
Road Construction	—	1	—	16	11	28	—	1	1	2
Incendiary	—	1	2	3	6	12	—	—	3	3
Prospectors	—	—	—	1	—	1	—	1	1	2
Miscellaneous	2	2	9	3	14	30	—	2	5	7
Unknown	—	—	—	3	—	3	—	—	—	—
TOTAL	45	39	133	176	264	657	34	77	75	186
In Comparison										
Total of 1947 Fires	46	58	146	185	170	605	164	34	New District	198
Total of 1948 Fires	51	30	181	238	327	827	60	48	82	190
AREA BURNED - ACRES										
	658.53	154.68	1536.66	2402.58	5117.63	9870.08	44.40	1815.52	3792.83	5652
In Comparison										
Area Burned 1947	5717.6	530.1	7164.2	29309.6	6291.5	49013	4821	15003.47	New District	19824
Area Burned 1948	151825.08	29279.74	2636.25	588271.13	21150.84	793163.04	3878.25	6110.84	3436.5	1342
MEANS OF DETECTION										
Rangers	—	4	7	20	22	53	7	9	5	21
Towers	26	24	50	32	114	246	10	35	42	87
Air Patrol	7	3	28	57	19	114	7	13	14	34
Public	12	8	48	67	109	244	10	20	14	44
TOTAL	45	39	133	176	264	657	34	77	75	18

'ORIRE STATISTICS

Know the Score!

Total		MID-WESTERN REGION Port Arthur No.	Geraldton No.	Total	WESTERN REGION Kenora No.	Fort Frances No.	Sioux Lookout No.	Total	Total of Four Regions
	FIRES BY MONTH								
1	March	—	—	—	—	—	—	—	1
5	April	27	1	28	30	22	9	61	151
29	May	16	2	18	42	8	20	70	208
37	June	20	6	26	31	7	21	59	206
29	July	21	14	35	40	2	33	75	238
78	August	30	15	45	40	14	33	87	481
4	September	1	—	1	10	2	6	18	38
3	October	1	—	1	—	—	—	—	39
—	November	—	—	—	—	—	—	—	5
186	TOTAL	116	38	154	193	55	122	370	1367
	FIRES BY ORIGIN								
51	Settlers	9	—	9	18	17	2	37	136
38	Campers	32	4	36	43	11	35	89	305
7	Railways	13	4	17	33	4	—	37	106
29	Lightning	28	18	46	65	14	51	130	401
10	Logging Operations	6	5	11	2	2	3	7	49
1	Mining Operations	—	—	—	—	—	3	3	7
36	Smokers	15	5	20	17	7	15	39	232
2	Road Construction	5	—	5	1	—	—	1	36
3	Incendiary	3	—	3	2	—	6	8	26
2	Prospectors	—	—	—	—	—	1	1	4
7	Miscellaneous	5	1	6	12	—	6	18	61
—	Unknown	—	1	1	—	—	—	—	4
186	TOTAL	116	38	154	193	55	122	370	1367
	In Comparison								
198	Total of 1947 Fires	133	31	164	45	34	108	187	1154
190	Total of 1948 Fires	133	62	195	173	61	183	417	1629
	AREA BURNED - ACRES								
5652.		9016.5	460.93	9477.43	6068.40	3759	3039.91	12867.31	37867.583
	In Comparison								
9824.	Area Burned 1947	6234	4461	10695	539.28	26.28	2233.8	2799.76	82332.23
13425.	Area Burned 1948	44379	17449	61828	8078	12809	107033	127920	996336.63
	MEANS OF DETECTION								
21	Rangers	8	4	12	7	12	14	33	479
87	Towers	21	7	28	81	8	20	109	299
34	Air Patrol	28	13	41	50	12	48	110	470
44	Public	59	14	73	55	23	40	118	119
186	TOTAL	116	38	154	193	55	122	370	1367



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FOREST REGENERATION

An address delivered to the O.F.I.A. Annual Meeting by R. C. Hosie

Forest regeneration surveys in Ontario date back approximately thirty years; the first being that conducted in the Lake Abitibi District by C. R. Mills, 1919. That investigation included rate of growth studies and was sponsored by the late Commission of Conservation in cooperation with the Abitibi Power and Paper Company and was carried out on the limits of the Company. Since that time some thirty odd surveys have been made by the Ontario Forestry Branch, now the Department of Lands and Forests; the Dominion Forest Service and several pulp and paper companies; these in various parts of the forest area of the province.

The procedure followed in carrying out these surveys and in reporting them has been almost as varied as the forest itself; with the result that it is difficult to compare the results of one investigator with those of another. This has had the effect of creating a divergence of opinion with regard to the condition of regeneration on cut-over lands. Moreover some of the reports have not been published and the results of certain surveys have therefore never been available for general study. A few surveys were not even reported on.

Until about 1940, the tally plot method of recording the regeneration was used by the majority of investigators. That system of recording the regeneration ha been gradually replaced by the stocked quadrat method. In the application of the stocked quadrat system however, there are many irregularities.

As a result of these varying differences in application of the method different investigators, covering the same area, may reach quite different conclusions with regard to the regeneration. It is therefore necessary when comparing the results of different investigators, who have used different sized quadrats, to convert the figures obtained to equivalents of the figures that would have been obtained had all used the same sized quadrat.

Judging the results of the investigations on the basis of these revised figures, one is inclined to conclude that many of the differences of opinion that prevail with regard to the condition of forest regeneration have resulted largely from a wrong interpretation of reports.

From that observation comes the suggestion — that perhaps one of the most important matters requiring attention is the need for trained investigators. A great many of them are needed on the problem of forest regeneration, to say nothing at all of the many other forest problems that await research.

Out of the reports that I have examined (some forty odd) and as a result of the trips that I have made to the limits of various forest operators, another matter appears to me to be of particular importance in addition to the one just referred to. It is however perhaps better prefaced with the following four conclusions that arise out of the reports:

1. There are young stands on some cut-over areas that give promise of a future cut as good or perhaps better than that just taken off, but there is ample evidence that on a good many cut-over areas the present young growth does not represent a future conifer cut anywhere nearly as good as the one that was harvested. In fact on not a few areas it is doubtful that there will be a pulpwood cut at the end of the rotation.

2. There is overwhelming evidence that advance growth is the main reproduction on many cut-over areas and that for successful regeneration of spruce nearly total dependance must be placed on that advance growth. Black spruce swamps, except where very wet, form the main exception to this statement.

3. Mixed hadwood-conifer stands and stands that are predominently hardwood are generally succeeded after cutting by hardwoods or dense shrubbery or both, and have therefore a lower conifer content, than before cutting.

4. The pines do not reproduce to any great extent in the undisturbed forest. Logging generally means their replacement by hardwoods.

These four statements indicate the need for determining the factors responsible for the success or failure of reproduction following logging, which is the second important matter confronting all interested in, or concerned with forest regeneration that I want to refer to.

Certain steps in that direction have already been taken, in fact most of the investigators have made attempts of various kinds in an effort to determine cause. We require a more concentrated study however and for that I would suggest that permanent research centres

established, preferably on the limits of the operators d with their sanction and cooperation. The investigative ork that is to be done could then be retained within an ccessible area and repeated observation throughout he whole period of the year could be made. One man on hat work on the limits of a company could find out much alue. A further value would be the viewpoint that ontact with the operator would develop in the investigator. At the present time research work on forest regeneration is much too widespread and the research worke through lack of contact with operating problems is too narrow in his thinking. Permanent or semi-permanent sample plots are scattered all over the northern part of the province, often in such inaccessible areas that they are not revisited, or if they are, only periodically, the periods sometimes being many years. A great deal of time is wasted in getting to these plots and in locating them and in being so seldom seen, what is happening on them is lost. Moreover there is a definite need for a better feeling of mutual benefit between the research workers and industry.

Finally, there are two other matters that seem to me to be obstructing the path of research in forest regeneration. Briefly, they are — **the uncertainty with regard to ownership** and **the inadequacy of fire protection.** These two facts are in some measure responsible for the all too apparent lassitude that lies latent within the subconscious mind of most of us and that frequently expresses itself in the outburst, "Oh, what's the use, no one knows who owns it and it will all burn up anyway."

Officers Elected at O.F.I.A Annual Meeting

The Seventh Annual Meeting of the Ontario Forest Industries Association was held at the Royal York Hotel, on January 23rd. Officers elected for the year were:

President: Hon. W. E. Rowe, The Great Lakes Paper Company Ltd.

Vice-Presidents:
K. O. Roos, Booth Lumber Limited.
M. Cochran, Hammermill Paper Company.

Board of Directors:

Representing the pulp and paper producers or operators:
C. B. Davis, Abitibi Power & Paper Co. Ltd.
B. F. Avery, The K. V. P. Company Ltd.
A. E. H. Fair, Howard Smith Paper Mills Ltd.
J. W. Fries, Brompton Pulp & Paper Co. Ltd.
Lorne Goodall, Dryden Paper Company Ltd.
H. P. Klinestiver, Marathon Paper Mills of Canada Ltd.
J. W. Paterson, The E. B. Eddy Company.
Gordon Godwin, The Ontario Paper Company Ltd.

Representing lumbermen or sawmill operators:
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L. M. Crandall, Pembroke Shook Mills Ltd.
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F. W. Hutcheson, Muskoka Wood Products Ltd.
J. W. McNutt, William Milne & Sons Ltd.
B. F. Merwin, Pineland Timber Co. Ltd.
R. J. Prettie, Northern Wood Preservers Ltd.
A. E. Wicks, A. E. Wicks Limited.

Representing the pulpwood exporters or independent operators:
H. H. Styffe, Oscar Styffe Co. Ltd.
W. H. Nasi, Driftwood Lands & Timber Co. Ltd.
E. V. Woollings, E. V. Woollings.
H. S. Mosher, Newaygo Timber Company Ltd.
R. V. Perry, Arrow Timber Company Ltd.

Quebec's Pulp & Paper Industry

In the province of Quebec there are 55 mills which make pulp, make paper and pulp, or do both. In 1949 they paid out an estimated $70 millions in wages, $19 millions for fuels, $16 millions for electricity, $130 millions for pulpwood, $30 millions for other materials and supplies.

They provide employment for about 24,000, not counting nearly 175,000 men from Quebec who take part in the woods operations for a few weeks each year, not only in their own province but in adjoining areas as well.

Quebec accounts for roughly half the country's production of both newsprint and wood pulp, and on this basis, contributed $215 millions from newsprint and $80 millions from pulp to the national export total, as well as $7-8 millions from other paper products.

The year 1949 was a significant one for Quebec pulp and paper makers because it marked the change from short supply to a buyer's market in pulp and roughly a saw-off in the newsprint supply-demand picture.

A REMINDER TO SCALERS

The Timber Cullers' Association reminds all scalers to renew their Scaler's Licenses by March 31st, 1950.

SECRETARY TO NORTHWESTERN ONTARIO SECTION, C.S.F.E.

Mr. C. J. Campbell, Master in Forestry, Lakehead Technical Institute has been appointed the Secretary to the Northwestern Ontario Section, Canadian Society of Forest Engineers, for 1950.

SPRUCE FALLS DOUBLE CAPACITY OF MILL

The Kimberly-Clark Corporation announced plans for a $3,000,000 expansion plan to double the capacity of the mill built at Kapuskasing in 1945, for conversion of pulp into finished products.

This will, naturally, increase their woods production.

WANTED

An inexpensive and easy method of blowing a mixture of shavings, chips, lime or other insulation into building walls. Some consideration must be given to using and mixing dry materials, cost of transport vs. savings effected in fuel. camp comfort, etc.

The Brompton Pulp & Paper Co., Ltd.
Nipigon, Ontario

Lakehead Technical Students Visit Woods Operations

A trip was made to the Auden area of the Abitibi Power and Paper Company, Limited and to the Stevens and Caramat areas of the Marathon Paper Mills of Canada Limited last year. This year, to complete a survey of Northwestern Ontario logging operations, the students visited the operations of the Great Lakes Paper Company, Limited, The Patricia Lumber Company, Limited, The Ontario-Minnesota Pulp & Paper Company, Limited and the Dryden Paper Company, Limited on February 1st - 8th, 1950.

At the Great Lakes Valora Limits, students observed a truck deck haul to a lake landing and a semi-trailer truck haul to the railway. In both instances, wood was being hauled from the strips by horse-drawn sleighs and transferred into the trucks by mechanically powered swing boom jammers. At the railroad tracks, the transferring from the semi-trailer onto the railroad flat cars and gondolas was done by a steam powered jammer. In addition, the students visited Camps 306, 309 and 310 and studied the various methods of camp construction and lay-out including the central steam heating system at the Valora Headquarters Camp.

At the Patricia Lumber Company Limits at Sioux Lookout, the students saw logs being hauled by truck trailers and landed on Minataki Lake ready to be rafted to the sawmill 40 or 50 miles away. The logs were loaded from skidways onto the trucks by a tractor rigged with a ½-yard boom in place of the customary winch.

The students proceeded next to the Ontario-Minnestota Pulp & Paper Company Vermilion Bay operations and witnessed a tree length slasher operation with arches used for skidding. They also witnessed a portable saw mill and visited the sectional camps of the Company which were heated by central hot air system and others which were heated by a central steam heat system.

At Vermilion Bay the students studied a crane with a clam bucket transferring pulpwood from truck decks into high-sided gondolas.

The trip was completed at the logging operations of the Dryden Paper Company Limits and the students witnesed pulpwood being hauled out of the strips by horse-drawn sleighs and the wood transferred onto truck decks by a drag line crane, equipped with pulp slings.

The techniques employed when wood was placed on ice by heavy hauling vehicles were described.

These trips throughout the woods operations of Northwestern Ontario has awarded the Second Year technical Forestry Students at the Lakehead Technical Institute an excellent opportunity to view first hand most of the woods operating methods employed by the Woods Industry.

Dr. M. Bartley, Principal, and Mr. J. C. Campbell, Master in Forestry, wish to thank the Companies concerned and each and every person who contributed to the interesting and enjoyable trips of the students.

Students from the Lakehead Technical Institute made a one-day visit to the camp of Y. W. Nelson at Linko, Ontario, to view the hauling operations there.

ANOTHER BY-PRODUCT FOR NORTHERN WOOD PRESERVERS LIMITED

A Go-Dust Sweeping Compound (Disinfected) is now on the market and is a by-product manufactured by the Port Arthur Plant of the Northern Wood Preservers Limited.

Northern Wood Preservers Limited, Port Arthur, Ontario, recently demonstrated the laminated arches it is now building to a group of architects and engineers. They were shown how these arches are being used in the construction of a building at the Fort William fair grounds and were then taken to the plant in Port Arthur where they saw these arches being fabricated and glued.

BE CAREFUL!
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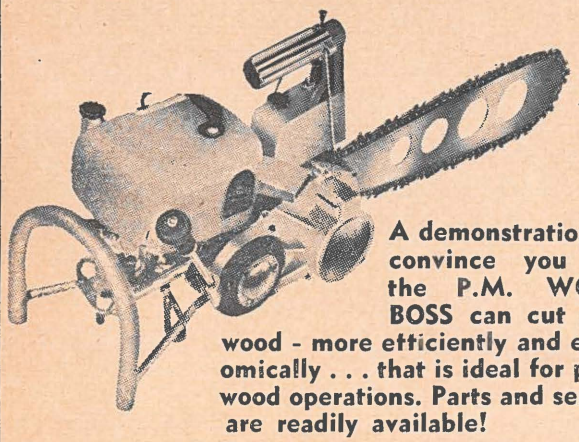
The drive will soon be on! Drive safety precautions should be reviewed and instructions issued to refresh the memories of all concerned.

Points such as ensuring that boats and canoes are is good shape; that all gasoline boats with inboard motors have at least one fire extinguisher; that there are sufficient life preservers on board each motor boat for each member of the crew; no smoking or using matches when filling a gasoline tank; paddles or oars available in all motor boats for emergencies — all these should be checked.

Do not forget that all river drivers should wear caulked boots in good repair.

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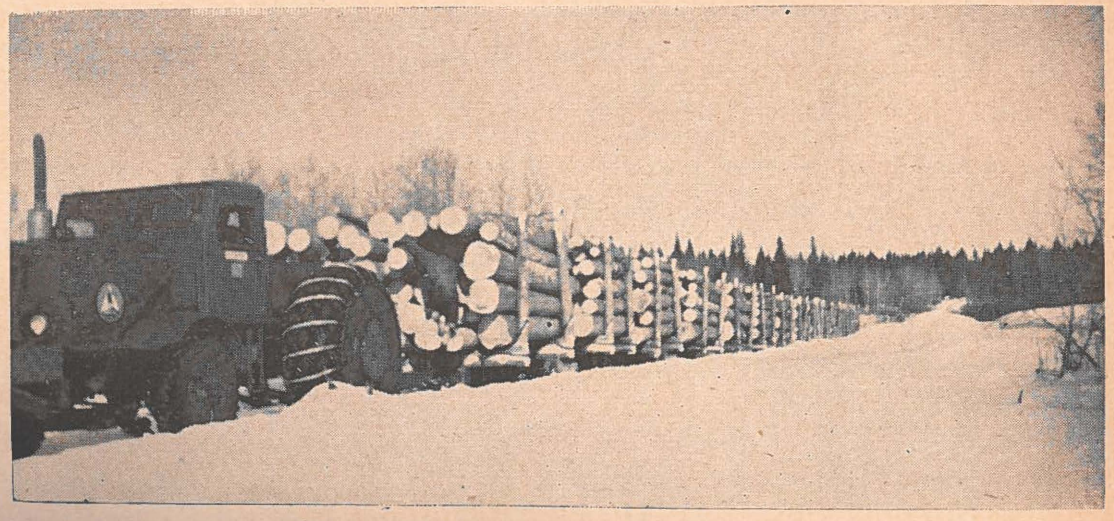
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Time Marches On -- Portable Chippers, The New Look To Be?

Mr. A. Koroleff, Director of Woodlands Research, Pulp and Paper Research Institute of Canada, has issued some interesting information about the use of portable chippers in the woods. Last year a chipper manufactured by the Fitchburg Engineering Corporation was briefly tried out at the Windsor Mills operations of the Howard Smith Paper Mills Ltd. (chips for pulp), at the farm of Robert Schon, St. Augustin des Deaux Montagnes, P.Q. (chips used for compost preparation), and at the operations of the Canadian International Paper Company, Riviere a Pierre, P.Q. (slash chipped for use in camp heaters). Additional trials are being planned.

The following description of the Portable (heavy type) Wood Chipper of the National Container Corporation, Tomahawk, Wis., U.S.A., was received through the courtesy of Marlowe Burgy, forester of that company:

"CHIPPER UNIT — Consists of Chipper, Engine, Structural Skid Base, Pulpwood Rack Superstructure and Chipper House.

Chipper — Manufactured by D. J. Murray Manufacturing Company of Wausau, Wisconsin.

60" disc - 10 knives - with chip blowing arrangement.

Weight of Chipper - 18,000 lbs.
Maximum size round wood - 12½".
Operating RPM - 450.
Capacity - Cords per hour - 10 to 15.
Driven by V-belts.

Engine—Manufactured by General Motors Corporation, Detroit, Michigan.

Model No. 6029-A, 6 cylinder diesel.
Approximate weight - 3,300 lbs.
Operating RPM - 1600.
Develops 170 H.P. at 1600 RPM.

Pulpwood Rack Superstructure and House — Designed by National Container Corporation of Wisconsin, Tomahawk, Wisconsin, to facilitate feeding the chipper.

Approximate weight - 6,000 lbs.

General Information — The original chipper unit consisting of the chipper unit with chip-blowing arrangement, structural skid base and engine were designed and manufactured by the D. J. Murray Manufacturing Company, based on specifications submitted to them by the National Container Corporation. Since receipt of the above unit, the National Container Corporation has built the pulpwood rack and the house enclosing the unit. As constructed, the chipper unit can be used either mounted on a semi-trailer or on its own skid base on the ground. When the unit is transported on public highways, it is necessary to remove the pulpwood rack in order to have road clearance. The approximate weight of the complete chipper unit is 30,000 lbs. The cost of the complete unit is approximately $17,500.

Semi-trailer Chip Conveyor Trucks — Manufactured by Baughman Manufacturing Company of Jerseyville, Illinois.

Capacity - 10 tons - 1,300 cubic feet.

Designed with a conveyor chain in the botom of the box which, when attached to a stationary source of power, unloads the chips from the rear of the load.

WOODS OPERATION OF PRODUCING CHIPS:

In our operating area, the cutting is laid out in strips or patches so as to result in landings which will have from thirty to fifty cords on them. The wood is then cut and skidded to these landings. The chipper unit is spotted on these landings, the pulpwood loaded on the rack by a crane and the chipperman feeds the sticks into the chipper by upending them and letting them fall into the spout. The chip-blower arrangement on the disc conveys the chips into the semi-trailer chip conveyor truck which is spotted underneath the blower spout. The chips are then hauled to the mill at Tomahawk. At the mill we have designed an unloading device consisting of an electric motor coupled to a shaft which can be connected to the drive shaft of the conveyors on the trucks. The chips are unloaded into the mill conveyor system which carries them to the chip silo for use by the semi-chemical pulp mill. The pulp from these chips is made into corrugating medium for corrugated shipping containers.

REMARKS:

The use of rough pulpwood in the chipper unit is permissible for the semi-chemical pulping process and no bark removal is attempted before chipping.

Our operational costs have not been worked out as yet inasmuch as we have had the unit only for a short time. However, we expect the cost of chips delivered to the pulp mill will be reduced by the equivalent of $1.50 per cord as compared to present methods of handling pulpwood and chips.

Some advantages of chipping in the woods are as follows: 1. Permits closer utilization. 2. Lessens fire hazard. 3. Eliminates storage in mill yard and subsequent decay. 4. Eliminates handling of wood in Wood Room of Mill."

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Ontario Pulp & Paper Makers' Safety Association Forms Northwestern Ontario Woods Branch

A meeting was held at the Royal Edward Hotel, Fort William, Ontario, Thursday, February 23rd, attended by representatives of the Woodlands Divisions of members of the Ontario Pulp & Paper Makers' Safety Association.

It was the unanimous decision to form a Northwestern Woods Branch and J. H. Merrill, Woods Manager of the Brompton Pulp & Paper Company, Limited, was elected Honourary Chairman and, J. Currie of the Great Lakes Paper Company, Limited, was elected Chairman and, K. Eoll of the Marathon Paper Mills of Canada Limited elected Secretary.

The Executive will consist of two or more representatives from each member company, a representative from the Thunder Bay Timber Operators' Association and two representatives from the Lumber & Sawfill Workers' Union.

D. B. Chant, Secretary-Engineer of the Ontario Pulp & Paper Makers' Safety Association, took a prominent part in the discussions stating that pulp and paper mills in the Niagara Peninsula had formed a branch last year which was operating quite successfully. Mr. Chant outlined the general policy of the Safety Association in regard to branches.

It was decided to hold four meetings a year with one meeting being the Annual Meeting.

Included in the discussions were methods of exchanging ideas; accident experiences of member companies; reporting of unusual accidents; safety films and film strips; first-aid work and safety competitions.

Present at the meeting were:

Abitibi Power & Paper Company, Limited - A. Wal-

(Continued on Page 19)

"JOE BEAVER" By Ed Nofziger



Forest Service, U. S. Department of Agriculture

"I-I-I-t s-s-says 'b-b-b-be c-c-careful w-w-ith f-f-f-fire'."

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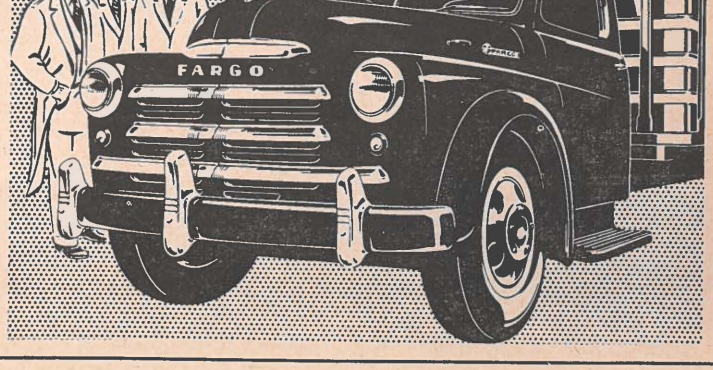
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AS I SEE IT

By REV. JACK E. PATERSON

The bushman . . . the lumberjack . . . he is the romantic hero of the north, a strong, sturdy, upright and forward-looking individual pushing back the frontiers of civilization! He is a pioneer who knows the habits of nature and how to cope with them! Dressed in plaid shirt, breeches and highboots, with axe in hand, he has become a symbol of Canadian manhood. This is the bushman described in the story books of the adventuresome north.

But to those who know him personally, or think they do, he is quite a different character. He is not so much rugged but rough. In town he is not recognized as a producer but a street walker. He is not the symbol of vigorous manhood but the bushman to be tolerated. This is the bushman we see on the streets.

We could name a few fellows who just fit these two portraits but to generalize and to judge the many by the few is not only misleading but unfair. The workers in the bush as anywhere else are very human people. Like any other group they have their good points and bad, and their successes and failures. The average bushman when described as a hero is modest and described as irresponsible is indignant. As a matter of fact as a class of workers on the job they are as mannerly and clean spoken and as good natured and loyal as you could hope to find anywhere. Perhaps the work out of doors close to nature makes this so, for as jobs go, working in the bush has some very attractive and compensating features. But when the bushman returns to town with his winter's earnings, he is not always received with the hospitality due him as a prime producer whose work has started the wheels of many industries rolling.

I have heard some bushmen describe themselves as "hard workers and hard players," and by some standards that they are. They touch the extremes of living. One reason for this is the extremes of living conditions. In the bush they are at home, they know the score, they have an important part to play in cooperation with others, they count for something. Their daily needs are adequately if not luxuriously met. For the moment at least they have a sense of security, their worries are few and they find their place along with others. But all this is changed when they return to the city. Here they is no work for them to do, few places to go for fellowship and friendship, they are in a strange environment and become the easy prey for those who take an interest in them for ulterior motives. Perhaps I have said enough to suggest the outline of a very real situation that faces everyone in areas surrounded by and dependent upon our forests.

Any living situation involving individuals has a habit of changing and many of the men in the bush are conscious of their way of living compared with others. Perhaps I can best express this growing awareness by indicating the response I received from the men in the camps in the Black Sturgeon this past season. My approach to these men was largely through the use of educational and religious moving pictures. At every camp these showings were well attended and they did provoke many discussions among the men. The contents of the pictures were both informative and stimulating and many expressed their appreciation for them. Furthermore with the help of the Lakehead Libraries a small circulating library was established with about 25 books in each camp. In several of the camps they were widely read, in others only a few made use of these books. The eagerness with which magazines and books were received suggested that a library made up of books to suit the language and cultural need of the men would contribute a great deal to enrich camp life. Toward the close of the season I approached the men about purchasing recreation equipment on a 50-50 basis with the company. Circumstances limited the scope of the project for this season but three camps obtained ping-pong tables and for the first time the small recreation huts were kept heated and used for several nights each week. One camp in particular took a keen interest in a recreation program. At Christmas a ping-pong table was put in and later dart boards and a few games. The recreation hall was then in use every night and Sundays. When a subscription list was circulated by the men themselves over $60.00 on a $1.00 per person basis was collected. I believe that once the men realize that they can take part in various camp programs and see them in action they will be only too willing to work to that end, particularly the young men who each year form a larger percentage of the bush population.

Whenever circumstances permitted I held services of worship. Once established never less than 15 and occasionally as many as 30 attended these services. This I believe was a good response in view of the newness of the venture and reserved nature of the men. Furthermore several English language classes and various discussion groups grew out of a few visits and although these never

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amounted to much with a little more time and attention they could. There are several departments of the Government whose services could be utilized in the camps, for instance, the Travelling Library Dept. has promised a stock of books for next year, the Community Programs will help a great deal in sponsoring English and Citizenship classes, and the Department of Education of the Province of British Columbia has an excellent curriculum of correspondence courses which can be obtained at a very modest cost. During the winter several of the younger men were interested in these courses and a few made a start on some of them.

During the war it was felt necessary and worthwhile to provide the men with canteen huts where they could go during off duty hours for recreation, relaxation and fellowship. Would it not be possible to provide something of this nature in the camps by making more use of the recreation halls which are becoming standard equipment in most camps?

Everywhere I went in the Black Sturgeon as a representative of the Churches I was very well received. Unfortunately I speak with limited experience about this area only but I believe that given a little direction and encouragement the men themselves will take a definite interest in making the camps more like a home. Perhaps the time is not so far away when the forests will provide opportunities for year round work and family life for more and more men who are finding their life's work in the bush. But whatever the future may hold I personally have appreciated my many contacts with men in the woods industry and feel that given a chance he will share in and respond to any sincere efforts to replace many of his off-hours with interesting and stimulating activities.

(The United Church of Canada appointed, on an experimental basis, The Reverend J. E. Paterson, in September, 1949, to serve the ministerial needs of camps in the Black Sturgeon Area. In effect, the United Church of Canada carried on non-denominational missionary work amongst the bushmen in that area and the above is a result of Rev. Mr. Paterson's work in that area.)

ONTARIO PULP & PAPER MAKERS' SAFETY ASSOCIATION FORMS NORTHWESTERN ONTARIO

(Continued From Page 17)

terson.

Brompton Pulp & Paper Company, Limited - J. H. Merrill, R. A. Hallonquist, W. Baker.

Dryden Paper Company, Limited - W. Moore.

Great Lakes Paper Company, Limited - W. B. Southen, J. Currie.

Marathon Paper Mills of Canada Limited - H. P. Klinestiver, K. Eoll.

Ontario Paper Company, Limited - W. I. Turner, H. Lilly.

Ontario-Minnesota Pulp & Paper Co., Ltd., Kenora - J. A. Ryan, A. E. Minor; Fort Frances - F. T. Morrish.

In attendance were: D. B. Chant, Secretary-Engineer, Ontario Pulp & Paper Makers' Safety Association; T. S. Jones, Secretary-Manager, Thunder Bay Timber Operators' Association.

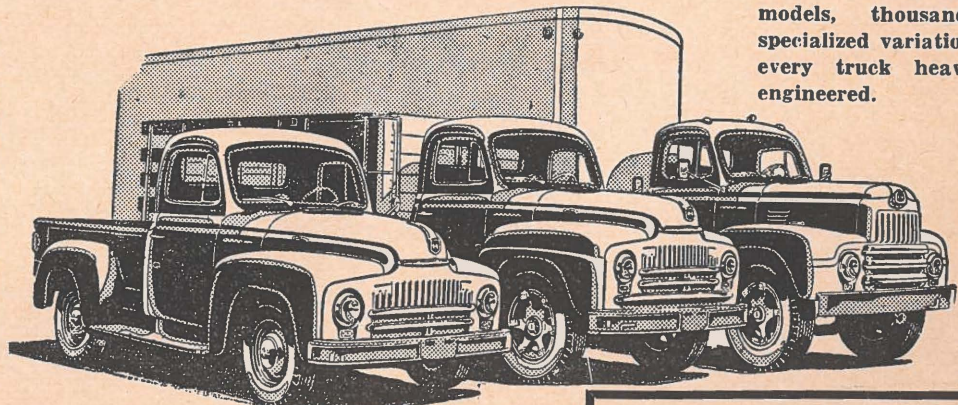
Blessed is he who expecteth nothing, for he shall get it

Heavy-Duty Engineered

The New 1950 INTERNATIONAL TRUCKS

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





Every INTERNATIONAL TRUCK in the line is All New. And every International Truck from the lightest pickup to the biggest truck in the line is Heavy-Duty Engineered. That means the New International Trucks will give you lower operating and maintenance costs. It means they'll last longer. Come in—find out about the new features, new advancements, new improvements—each one proved under actual operating conditions in years of tests from coast to coast.

A Truck For Every Purpose

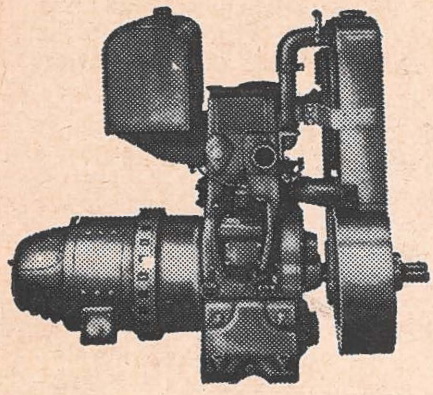
S. J. HILL & SONS LTD.

Red River Road, PORT ARTHUR FORT WILLIAM, N. May at Cameron

WINPOWER

Diesel Electric Sets

The answer to Low Cost Power and Light Requirements for the Logger



WINPOWER DIESEL Electric Plants

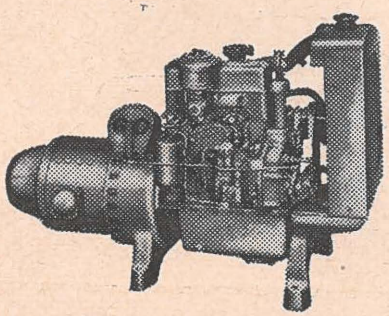
- Operate on low-cost fuel.
- Run twice as long per gallon of fuel as gasoline engine.
- Produce electric power at cost of only 1c per K.W.
- Require no experience—easy to operate.

WINPOWER Model D1-5ARE

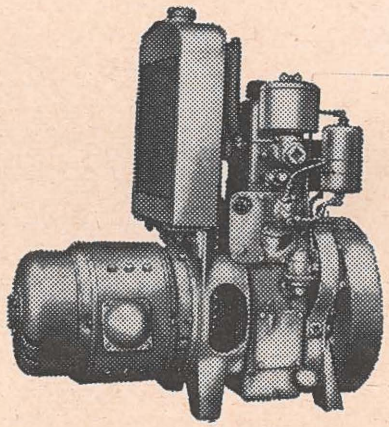
7 DAY LOAN

GENERATOR					
MODEL	CAPACITY	VOLTAGE	CUR'T	CYCLES	PHASE
D1-3ARE	3 K.W.	115/230	A. C.	60	1
D1-5ARE	5 K.W.	115/230	A. C.	60	1
D3-9ARE	10 K.W.	115/230	A. C.	60	1

ENGINE					
MODEL	NO. CYLS	H.P.	R.P.M.	STARTING SYSTEM	COOLING SYSTEM
D1-3ARE	1	5	1800	ELECTRIC	RADIATOR
DT-5ARE	1	8	1200	ELECTRIC	RADIATOR
D3-9ARE	3	15	1800	ELECTRIC	RADIATOR



WINPOWER Model D3-9ARE



WINPOWER Model D1-3ARE

. . . consi these points superiority!

Starts Easi

ALL WINPOW Electric Plants st from cold by hand

Longer Life

WINPOWER Diesel tric plants are buil highest g r a d e mate obtainable. All mach parts are finished to tolerances and every and all material is jected to rigid inspec Long years of trouble service are built every engine.

Simplicity of Design

Even the basic simp of the Diesel design been further simplifi all WINPOWER D i e Electric Plants to eli ate all unnecessary They are specially signed for the servic which they are sold. sign is such that plants can be put to and maintained by one. Repairs and ad ments can be mad a n y mechanic fa with a gasoline e such as used in an mobile or tractor.

Quiet Combustion

The noise c o m m o many small Diesels been reduced to a mum in W I N P O Plants. It compares ably in this respect a gasoline engine.

POWELL

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115 N. CUMBERLAND ST. PORT ARTHUR, ONT