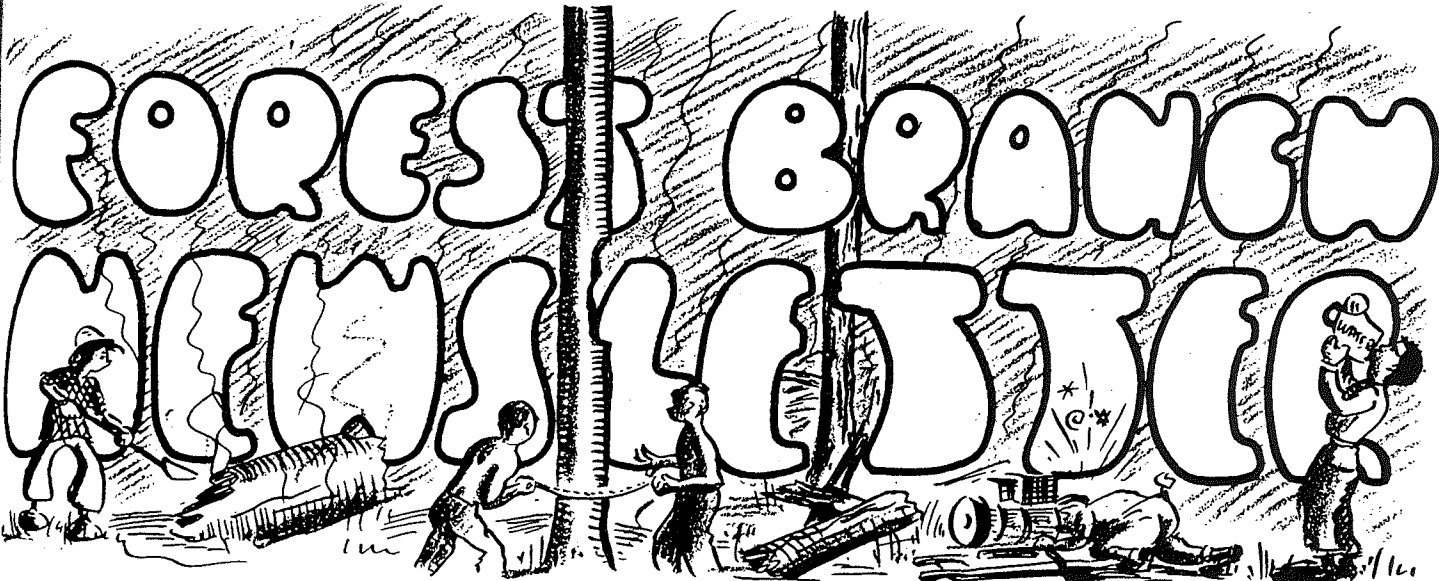




An entirely unofficial budget of news, nonsense, 'n' opinion compiled from time to time for the profit, amusement, and annoyance of the staff. * ** *

Thirty or forty years ago, a fancy stereoscope and a dozen or so stereoscopic views were to be found on the table in the parlour of most homes in the country, and certainly you weren't "keeping up with the Jones's" without this particular equipment. Many a young man put himself through a year or two of college, or at least endeavoured to, selling these stereoscopes and views, and they weren't bad contraptions at that. Along with many another fad, however, they have long since passed out of the picture.

In recent years, the stereoscope and pictures have fast come to the fore again, but the locale has been transferred from the parlour to the draughting room. Air photographs are assuming an important part in all survey programs, and unquestionably will play an increasingly important part in the future. These views, taken at intervals along a straight flown route, are, of course, capable of being used stereoscopically, and this property adds enormously to their value.

We had heard it stated that men who used these air photographs constantly acquired eventually the ability to see them stereoscopically without the aid of a stereoscope. Without actually calling anybody a liar, we took this statement with a very large pinch of salt, until some weeks ago we found "Mickey" Trew carrying an armful of the pictures in the field. When asked if he actually thought he could stereo these views without an instrument, he told us it was quite a simple accomplishment and proceeded to demonstrate. To our amazement, we were able to see these stereoscopically in the course of five minutes. In view of the widespread use of air photographs and the probability of an increase in use in the future, this is a valuable accomplishment which Forest Officers may like to acquire. Trew's course of instruction in four easy lessons is outlined as follows:

1. Have you ever found the corner of the mantelpiece or the family clock or a page of print begin to wander and form two objects before your eyes as you sat in front of the fireplace and stared vacantly into space? If so, your eyes were functioning as they do when you stereo these views without the aid of an instrument. They were diverging or focusing in the distance.

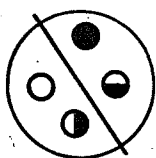
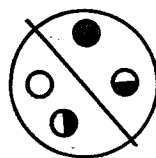
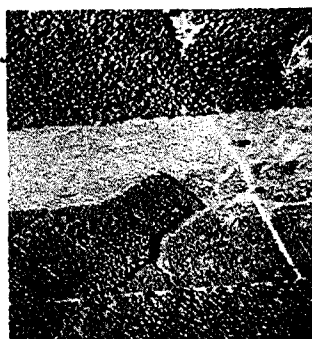
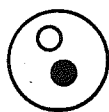
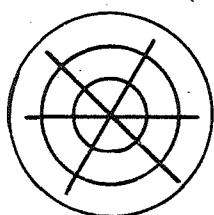
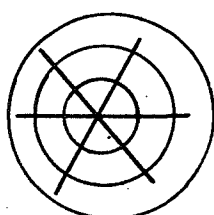
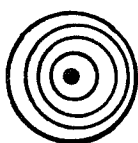
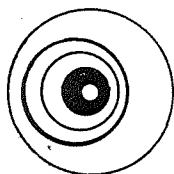
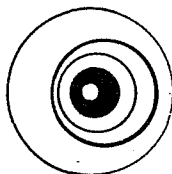
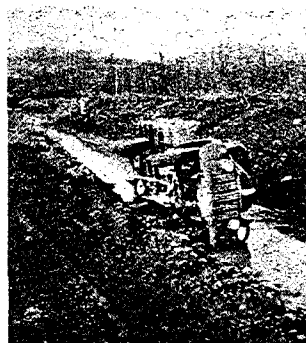
2. Stand in front of the window and gaze at an imaginary mountain top in the very far distance. Now slowly introduce into your line of vision two extended fingers, side by side, with the tips 1 1/2" or 2" apart. Without changing the focus of your eyes, you should be conscious of either four or three finger images. If you find three, then the false middle one is a perfectly stereoscoped view of the other two. If there are four, gaze still farther into the distance until two fuse in one in much the same action as you observe in bringing two images in a range-finder together.

3. Draw two small identical circles about 1 1/2" apart on the edge of a piece of scratch pad, or better still use a set of the figures drawn on page 2, and repeat the finger experiment with the circles. When you can fuse them easily try bringing them into focus without altering the alignment of your eyes. What you are trying to do is get each eye focused on separate circles instead of converging on one then the other. There are other means to accomplish this, such as holding the two images against each eye, then gradually drawing them away until the central fused image comes into focus. Another method is to rest your nose and forehead on a piece of stiff, blank cardboard which is held between the two images. This acts as a partition so that the eyes cannot converge onto the same image.

4. With two reasonably good eyes and a bit of practice, you can soon learn to diverge your eyes at will without strain. The stereo figures and pictures below should all show some third dimensional feature. We would like to assure you that they are perfect examples for practice, but this can only develop after the printing is done, and in the event that they are not too good it will be too late to do anything about it.

There is one other bit of instruction or warning that should accompany this discourse. The pictures must of necessity be arranged in proper relation to one another. In the case of a series of air photographs, lay them out on the desk in order as taken from the air. This order will develop without possibility of error from an examination of the overlaps. Any two adjacent pictures, i.e., any two pictures covering common ground are capable of use for stereoscopic view. They must, however, be viewed in the same relation as they were originally taken; i.e., out of a series from left to right. Of 1, 2, 3..... 10 pictures, 5 and 6, or any other two adjacent, will have an overlap or area common to both which can be viewed stereoscopically, but 5 and 6 must be held in that relation for viewing. If you look at them in the order 6, 5, all topographic features will be reversed. Mountain tops will be deep depressions and the rivers that normally should flow along the valley bottoms will be discovered to be flowing along the tops or ridges.

Incidentally, these stereoscopic views open a whole new field for intriguing experiment for the amateur photographer. The two pictures of the overturned truck were taken in the same plane, but at a suitable lateral interval, as if being seen by two eyes. The air photographs that we commonly use are generally taken at 1-mile intervals at a distance of about 3 miles from the object, i.e., at a height of about 15,000 feet. Quite frankly, we know nothing at all about the niceties of taking these pictures. Perhaps you can do some experimenting yourself or find someone who can give you some better instructions. The old stereoscopic cameras that were on the shelves of every camera dealer twenty years ago had the lenses set, if we remember correctly, about 4" apart. We are inclined to think that the pictures will work as desired if taken from points separated by any interval that has some reasonable relation to the distance from the camera to the object being photographed. The valuable application of all the foregoing, of course, will be the air photographs of the country over which we are to cruise, locate trails, fight fire or conduct other necessary operations.



The figures are spaced so they gradually increase the divergence of the eyes. The pictures are spaced for the average eye-base. For some it might be easier to cut them out and move them back and forth.

In our issue of December 15th, we reproduced a picture of a Ranger Meeting held at Rosebud Lake, Nelson District, "about 1928". We didn't know the name of the man just back of Bob Cameron, but now have it from two sources. First, Bill Holmgren of Nelson advises that the man was Bob Thompson, on whose place we held the meeting. He served as Bull Cook. He became an Assistant Ranger in 1934, but died suddenly not long after his appointment.

In that connection, we have a letter from a former Ranger, now F/O. R. O. Leslie at Coal Harbour, B.C. He says the meeting was held in 1927, and gives us a further correction in that the man between Assistant Rangers Toombs and Reynolds is Assistant Ranger Coates.

F/O. Leslie further reports that Cpl. Ballard, Kamloops District, and Cpl. Sims of Vancouver District are both at Coal Harbour.

The two news items below will be of interest to many of our readers.

SERVED IN AFRICA--Vancouver Man Given American Merit Award--

Col. Percy M. Barr, son of Mrs. E. A. Barr, 1563 West Eleventh, serving with the U. S. Army Air Corps intelligence department in Italy, was recently awarded the Legion of Merit for extraordinary fidelity and essential service.

Col. Barr, a graduate of University of British Columbia, served overseas in the last war with the 16th Battalion, Canadian Scottish, and was an R. A. F. pilot.

Before appointment to the staff of the University of California as an associate professor in forestry, he was with the B. C. Forest Service in Victoria, and for several years was in charge of research and reforestation work.

In July, 1941, Col. Barr joined the U. S. Army Air Corps Intelligence Department and was stationed in Washington. In 1943 he was sent to Africa on a secret mission and upon his return to Washington, prior to his departure for Italy, was presented with the Legion of Merit.

A feature of the very successful Ranger Meeting held in Nelson early in April was Assistant Ranger Joe Johnson's exhibition of his Pulaski tool box. The accompanying sketch describes it better than words.

Some of the features of Joe's invention are the protection given to the sharp edges on the Pulaski tools, the carrying of these tools in convenient packages without rattling, the fact that the tools as stowed in the tool cache are ready for despatching to a fire without any further packaging, the box is quickly and easily made, and the tools are stowed in it with speed and convenience.

Probably some of the rest of us will be taking a leaf out of Joe's book and providing these boxes for our tool caches.

Following is the newspaper reporter's version of our training school at Paul Lake:

"BOYS' FOREST FIRE TRAINING SCHOOL AT PAUL LAKE ENDS."--

"Less than two minutes after word came in over their short-wave radio that a forest fire had started, the crew was off to the scene with full equipment. In 20 minutes the seven miles had been covered and, having been caught in its early stages, the fire was under control before it had a chance to get away.

"For two weeks a group of high school boys, carefully picked from interior towns, had been undergoing training as fire suppression crews in the first school of its kind ever conducted by the British Columbia Forest Service.

"Their schooling finished, they left for their summer posts.

ESCAPES UNDER FREIGHT TRAIN--

SALMON ARM, June 13 (CP).--A freight train passed over Forest Ranger, Paul Neilson, of nearby Sicamous, yesterday, but he suffered only a few minor bruises.

Neilson's foot had become caught in the open ties of a railway bridge. He saw the freight train coming and immediately threw himself as flat as possible between the rails.

The train passed over him.

"When that cow-catcher came near me it sure looked awfully wicked," was all he would say today of his experience.

Congratulations to Supervisor Charlie Holmes for raising this bright young man:

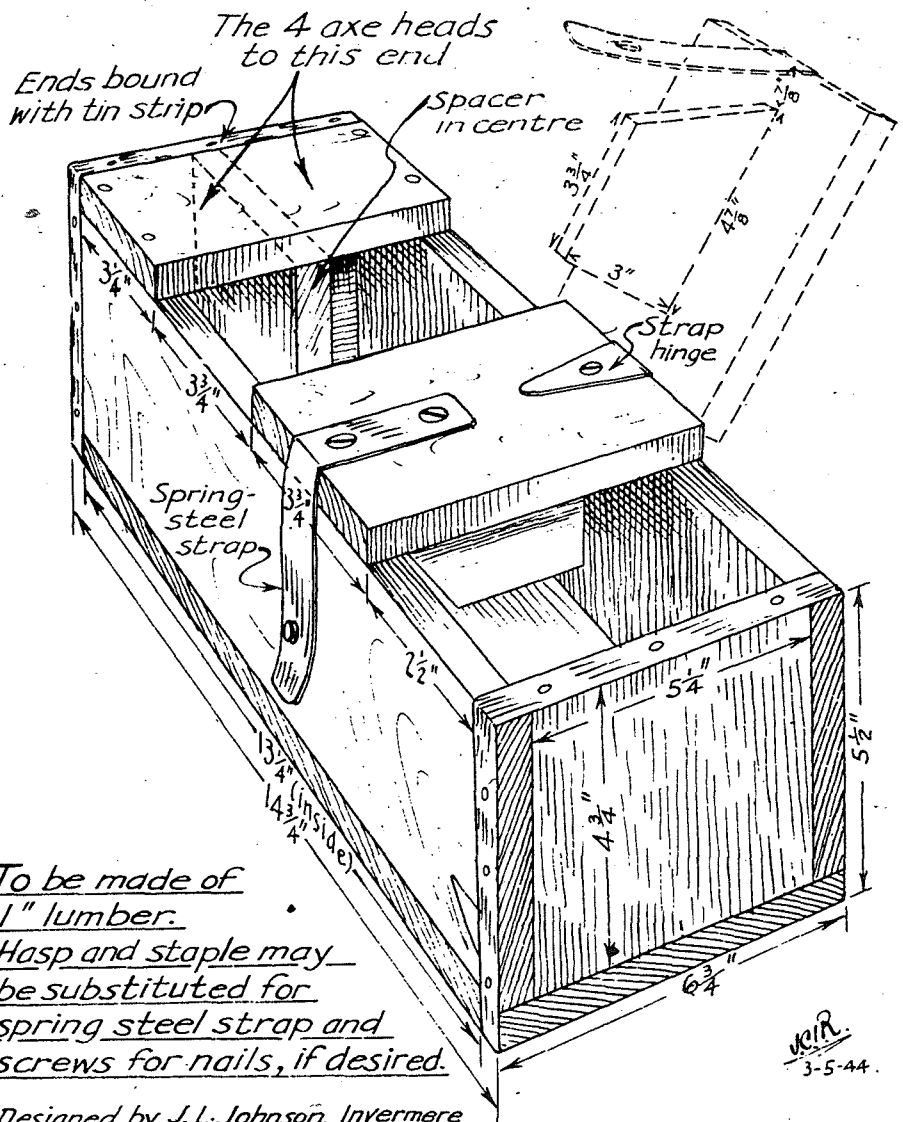
THE CANADIAN LEGION, B.E.S.I., (VICTORIA, B. C.) SIR PERCY LAKE MEMORIAL SCHOLARSHIP--One hundred and fifty dollars to be awarded annually to a worthy student of Victoria College on the recommendation of the Faculty (To be eligible, a student must be a veteran of the present war, or a son or daughter of a veteran of this or the last war, and must continue his or her studies.), won by David Charles Holmes, 18, 2888 Dysart, Victoria.



David Charles Holmes, son of Supervisor C. F. Holmes.

PULASKI-TOOL BOX

Capacity 4 Pulaskis, handled.



To be made of
1" lumber.

Hasp and staple may
be substituted for
spring steel strap and
screws for nails, if desired.

Designed by J. L. Johnson, Invermere

"There are three crews, each composed of six boys, a foreman and a cook. The Forest Branch believes it has been particularly fortunate in the foremen; they are quiet, capable men qualified to instruct and to lead the boys.

"One of these specially trained crews will be stationed in the Vernon district, another at Peachland, and the third at Princeton. When not fighting fires they will be busy on improvement work.

"Each crew is completely mobile. A light delivery truck stands ready at all times, completely loaded with axes, shovels, pumps, and other tools, portable radio and dry rations. On a call being received the crew can be away in less than two minutes. In addition a ton and a half truck is available for moving camp should such be necessary. Special boxes have been built for rapid transfer of the cook's outfit.

"The boys received valuable training at the school at Paul Lake, which was located at the Forestry cabin in the meadow at the western end of the lake. The cabin was used as a cookhouse, with tents for the boys, foremen and cooks. In addition a loxtave prefabricated cabin was set up as a schoolhouse.

"In the schoolhouse were benches, blackboard, text-books and a moving picture machine with its own little generator. The latter outfit was of great service, sound films of the United States federal forest service being used for instructional purposes, also one British Columbia film. The machine was also used for evening entertainment and education through the showing of B. C. scenery.

"Besides technical study, the boys were instructed in general camp routines; and in the proper care and use of tools. First aid lectures were given by Sgt.-Major Matthews of the R.C.A.M.C.

"Particular study was given by the boys to map reading, following a compass course through the woods and across rough country, and in locating themselves or any point. The map reading course included the scaling of distances between local landmarks and a study of the Kamloops Forest District and the set-up of the Ranger Districts, Assistant Rangers, Patrolmen, Lookouts, etc.

"The boys also learned to work in co-operation with a "kitten" tractor (a baby "cat"). This small bulldozer is run up onto a truck and taken to accessible fires. It is an efficient machine for running a line around a fire, baring a width of soil in a hurry. The boys worked in conjunction with it, clearing ahead of it and removing by hand any pieces of burnable material left in its track.

"In the practice fire last Friday afternoon, the boys immediately went to work with their hand tools cutting a fire line to keep the small blaze from getting away. When the small bulldozer was unloaded it quickly enlarged on this.

"It was then that the lad equipped with a flame-thrower went into action. By setting a back-fire inside the fire line everything was burned so that when the main fire reached it it naturally came to a stop.

"Boys with hand pumps, squirting water from 40-pound tanks on their backs, quickly put out any spots which jumped the guard and otherwise operated as effective controls.

"Portable radios are used in the Forest Branch. These can be back-packed to the scene of any fire and constant communication maintained with headquarters.

"The camp at Paul Lake started Thursday, June 15th. From then until the end of that week the time was spent in preparation for the official opening on Monday, June 19th. That morning District Forester Alan Parlow addressed the boys and they dug forthwith into their training with great keenness.

"The training course and direction of the whole undertaking was in charge of R. G. McKee, Assistant District Forester, and supervised by Fire Inspector J. M. Fraser.

The three eight-man suppression crews are made up and located as follows:

Vernon camp: A. Holmes, foreman; H. Rouke, cook; T. Perrin, Penticton; P. Cave, M. Holman, G. MacKay, Salmon Arm; M. McCluskey, Vernon; and B. Watkins, Canoe.

Peachland camp: G. Jones, foreman; Colquhoun Brown, cook; R. Baverstock, R. Dick, C. F. English, Vernon; T. G. Jones, D. H. MacKinley, and L. A. Pantton, Enderby.

Princeton camp: G. C. Fraser, Foreman; W. L. Nott, cook; W. Diggins, C. Methot, Kamloops; C. Schisler, S. Schisler, W. Tidball and A. Thomas, Princeton.

Several of the boys qualified for special driver's licences in order that trucks may not be tied up in camp for want of drivers."

We hear that District Forester Bob St. Clair was installed as President of the Prince Rupert Rotary Club for the year commencing July 1st. This is a very signal honour and Bob is to be congratulated.

It might be mentioned that Assistant District Forester Ken McCannel of Nelson has been President of that Rotary Club, and Geh Ternan was President of the Gyros in Kamloops when he left there recently for Vancouver.

Are there any others?

Congratulations

Congratulations to Ranger and Mrs. C. L. Gibson of Smithers, Prince Rupert District, on the birth of Janet Carmen on January 13th last.

Also go our congratulations to Mr. and Mrs. Harold A. Iverson on the arrival of a daughter, Barbara Jo, on June 16th. Harold is on the staff of the Prince Rupert office.

The only other district reporting such interesting events is Nelson, where Assistant Forester W. C. (Cy) Phillips and Mrs. Phillips are being congratulated because of Lynn Newby, who came, quite appropriately on Mother's Day, May 14th.

Anyone in the Forest Service getting the following recommendation would know exactly what kind of a stenographer he was hiring. This comes from Ken McCannel:

"Should you be in need of a stenographer I would like to recommend to your attention Miss Blank of Nelson. Miss Blank is 18 years old and has recently graduated from the Business College, she should therefore scale out about 90% clear and the balance shop. This more than a fair average and Miss Blank is more than a fair girl."

THE LOOKOUTMAN

by—Fred B. Peterson,
Flagstone, B. C.

Thousands of feet above the sea,
Lone as an atom in Eternity;
There, like the Golden Eagle's nest,
Sits a white house on the mountain's crest.

Trembling under the thunder's roar,
While lightning is playing outside his door,
Gladly gambling life and health,
A hero is guarding our forest wealth.

Loud roars the gale with an eerie sound
Like galloping Valkyries Valhalla bound.
Malevolent Demons, whooping with glee,
Rock the house like a ship at sea.

Weeks and months, yea! every day
The sceptre of loneliness holds sway.
Never a friend to gossip a while;
Never a cheery word or smile.

Guarding her dear ones with mother's love—
Circling and watching far above.
And like the eagle which never tires,
The lookout is watching for forest fires.

When on your vacation, don't be in doubt
When leaving your fire, BE SURE IT'S OUT!
The forest destroyer, whose breath's so red,
Can't ravage our forests when he's dead.

Friend! extend thou a helping hand!
Light thou the load of the LOOKOUTMAN.
Teach forest protection when'er you can,
Then shall our forest stay green in the land.

From Prince George:

A successful Ranger Meeting was held at Prince George on March 23rd, 24th and 25th. We were pleased to have Mr. Melrose in attendance, even if he was a day late owing to being "bumped" off the plane.

All Rangers and Acting Rangers were in attendance at the meeting (except Macalister).

Of special interest was the dinner at which Ranger George Forbes was presented with the Silver Button for 25 years' service with the Branch. Apparently this took George completely by surprise as he just hadn't realized how the years had slipped by. During the course of the dinner meeting, Ranger Sansom was inducted into the Ancient and Honourable order of the Peaches by G.P.M.

We are sorry to report that Rusty Campbell was stricken with pneumonia while in for the meeting. After nearly a month in hospital, he is now convalescing.



1944 Ranger Meeting—Fort George District



Ranger, George Forbes

Last February, Ranger Jim Macalister had the misfortune to break an ankle while doing some public relations work (bob sleighing) with the citizens of Aleza Lake. Jim has discarded his crutches but is still limping a bit.

This beautiful piece of workmanship is one of the two existing "Gil" Gilchrist original' spinning chairs. It was designed and made by "Gil" of the F. B. Draughting Room as a wedding present for Miss Beverly Armstrong (now Beverly Wicken) former Operations stenographer, who was married on April 21st last. If you will look closely you will note that Beverly's name has been cleverly worked into the pattern on the back of the chair.

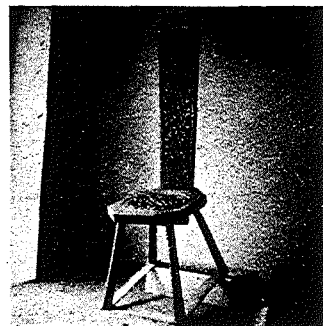
In response to our request for reminiscences of the old-timers, Arthur Waddington sends this interesting comment from Vancouver:

"The most important change in work of our field men was brought about, in my estimation, by the use of lookouts. Fires are usually reported towards evening and unless the person reporting them was actually on the ground, the distance was usually underestimated. The result was that the Forest Officer spent most of the night searching for a fire that could easily be reached had the exact location been given. In some cases, fires were reported as seen from a certain point and found to be in another Ranger District and being fought. It was agreed by Rangers in districts that were bad for fires that more than one-half of their time on fires was spent in locating them.

"It can easily be seen how lookouts have cut down field work. Some of the old Rangers that pioneered lookouts, in addition to locating fires by the old scouting method, climbed these lookouts during slash periods to check on the situation in their district. This is quite a contrast to now having full-time lookoutmen equipped with radio or telephone on the job during the hazardous season."

District Forester R. D. Greggor of Prince George has taken a very intense interest in the delivery of supplies to fire crews by aeroplane and parachute. Here is his description:

"Last summer's experience provided convincing proof of the value of cargo parachutes as a means of delivering supplies to fire camps in remote areas. The problem of putting supplies in to the "Nation" fire by parachutes was as tough as any that may be expected. The only available opening into which parcels could be



dropped was a narrow gravel bar on the Nation River studded with rocks and about three hundred feet long. The slopes to the river were heavily wooded with mature spruce. The valley was narrow, steep and broken by local hills and sharp ridges, through which the river twisted its way largely in canyons. There was little room in which to manoeuvre a plane and the target could not be seen until the plane was almost over it as the course in had to be on a bank around a mountain top. In spite of these handicaps, which meant, incidentally, that the pilot could not afford to slow up his plane too much, the last parachuting experiment was a real success and losses were light. The experience gained in previous attempts by the pilot and dropping crew contributed largely but the preparation of parcels beforehand also was an important factor.

On page 7 there is a sketch showing the design of the parachutes as recently modified and the method of attaching corner ropes. Care must be taken to see that the shroud lines when stretched by holding the parachute by the crossed ropes in the vent hole, have approximately equal tension on the rope ring. None of the lines should cross any other one as fouling may result therefrom.

The folding of the parachutes can be done successfully in a number of ways as long as shroud lines are kept from fouling. The method in use here at present consists of stretching out the parachute from the crossed ropes in the vent hole, bringing all ropes to the centre and then zigzagging the folds in the parachute into a narrow bundle approximately 16" across. (See sketch for procedure.)

The shroud lines are carefully coiled with the rope ring hanging free below the folds of the parachute. Then commencing at the vent hole the parachute is rolled, taking care not to disturb the ropes. The tight bundle thus formed is tied with a chalk string ready for use.

The making up and wrapping of parcels suitable for parachuting presents a tricky problem when limited facilities are available. Yet the success of this method of delivering supplies depends largely on proper parcelling. It pays to bring all supplies to a central warehousing point where goods can be sorted out and either boxed or sacked in parcels of not more than sixty pounds. Usually the type of aeroplane available will influence the size and weight of parcels to a major degree. For instance, if the plane is equipped with a trap door in the floor, dropping is simplified considerably and loads can be made heavier, provided the size is not too great to pass through the hatch. Last year, the plane used was a Fairchild, equipped with pontoons, and parcels had to be shoved out the side door and dropped past guy wires and the pontoons. As a consequence parcels could not be made very large, regardless of weight. Milk case size was about ideal under these conditions.

New cardboard cartons serve quite well for parcelling, provided they are well roped. We believe it will pay, however, to make up 3/8" plywood false bottoms which will be roped under any cardboard cartons used, as this additional precaution will prevent cutting of the cartons in half by the impact when the parachute opens. Tins and tightly packed goods in wooden cases; e.g., gasoline cases or fruit boxes, suffer little damage usually. Also goods placed in loose sacks contained within a second larger sack do not suffer much. This method is ideal for vegetables, flour, etc.

It is important to place the parcel in a sling capable of standing the shock of the parachute opening, (after roping). A pure manila 1/2" rope was used for this purpose last year. The parachute is attached to the sling by the simple expedient of passing the rope ring under the sling rope and then passing the parachute through the ring.---(See sketch.)

The use of a short "static" line to break the chalk string tie around the parachute is recommended by American experimenters in this line of work. However, last year this procedure was not followed. It was found that the simplest method of dropping goods, from a side door which had to be held open against heavy wind pressure and clear of pontoons, guy lines, etc., was to cut the chalk line beforehand and shove the parcel out with the parachute roll free to unfold on top of the parcel. The use of a "static" line does not appear to be necessary either when the plane is equipped with a hatch, as parcels fall below the tail assembly before the chute starts to unfold to any extent.

Many articles and dry foods can be dropped satisfactorily without parachutes. Fifty-pound sacks of flour or sugar, for instance, if placed within a slightly larger canvas sack which is then placed inside a burlap potato sack, can be dropped on ordinary ground without damage.

Loads should be placed in the sling so that the parcels fall with the maximum surface horizontal in order to reduce landing impact.

Not more than four parcels should be dropped on each run as otherwise difficulty will be encountered in keeping track of where they fall. It is helpful if the lookout on the ground cuts a number of pointed sticks before the plane arrives overhead and then as each parcel falls he can quickly sight in the point of landing and lay the stick on the ground marking the direction to it.

Received from Ranger Noble, Birch Island, Kamloops District:

"In reply to your request for a short report on some of my personal experiences with the Forest Service, the following gives a few recollections after twenty-nine seasons with the B. C. Forest Service, first as Patrolman and Forest Guard, and over twenty-five years on the permanent staff, most of it as Ranger in the one district at Birch Island in the North Thompson Valley, Kamloops District.

"One of the most noticeable changes to me is transportation. On my first day with the Service, our District Forester at Kamloops, P. Z. Caverhill, travelled from Clearwater ferry to my pre-emption and return, twenty-five miles with a team and buggy, to start me to work as Patrolman, with a saddle-horse for transportation, appointment being signed by the Chief Forester of that time, H. R. MacMillan, May 1914. Then in a very short time we had a hand speeder, then a power speeder, and later an auto.

"I well remember a trip in the first auto of the Kamloops Forest District. C. R. Mills, the District Forester, called to take me up to Avola in his new Ford Coupe. We spent two hours on a 100-yard hill, pushing and coaxing with brush, etc., and now we make the same hill without changing gears.

"I also recall the first car in this Ranger District and my learning to handle same. Met Jim Blake in Kamloops and he was to teach me to drive. He handled the car to Littlefort, giving instructions in the art of driving. Soon Jim ran into some loose sharp rocks and we had a flat. Jim says "You nae run into sharp rocks while driving as its verra hard on the rubber ye ken." Then travelling alone from Littlefort to Birch Island, the first car in the spring over a newly built rocky road, taught me the difference between clutch, brake and reverse, and how to avoid sharp rocks.

"A few years later (1920), we made a reconnaissance from Avola to Kamloops in a seaplane with G. P. Melrose and Pilot McLeod. I rode out in the bow where you get all the fresh air, and every time you opened your mouth to speak the force of the wind distended your cheeks and robbed you of speech. On this trip of four hours I saw more of the topography, timber areas, fire scars and lakes of my district than I had seen in several years previously. The trip is now made in less than one hour in the modern planes.

"I look back over the years spent with the Branch with gratitude to the many fellow workers in the Service and in industry, whom I have found to be a pretty good lot, sometimes a bit insistent for certain reports to

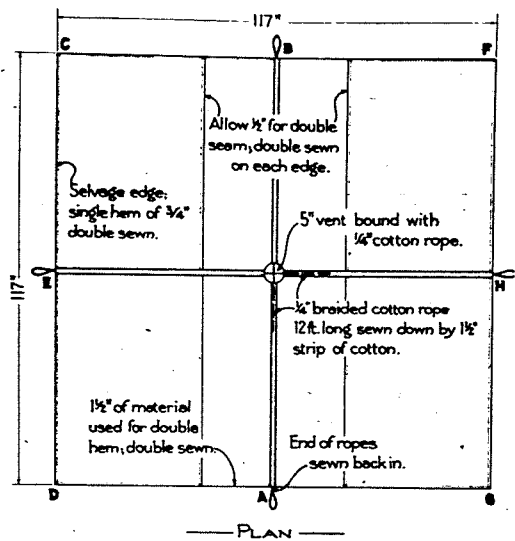


FIG. 1

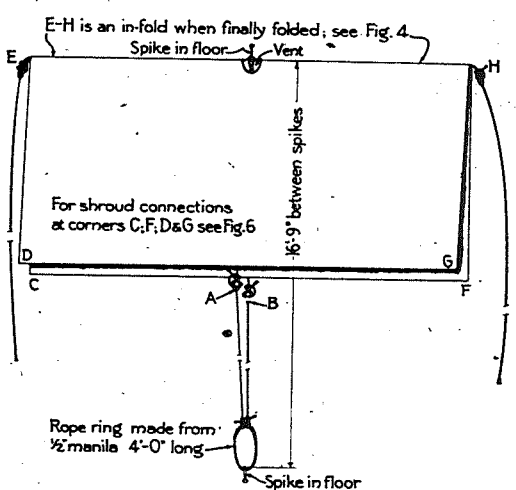
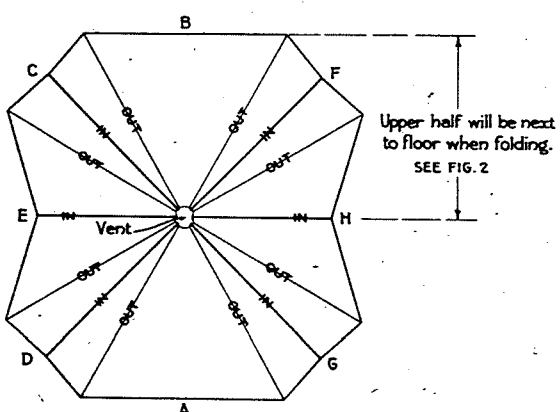
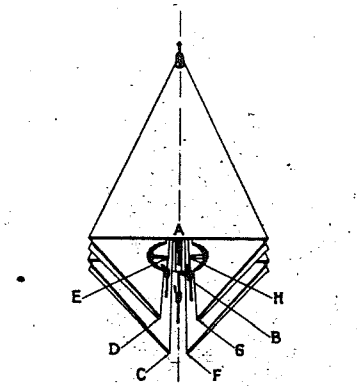


FIG. 2



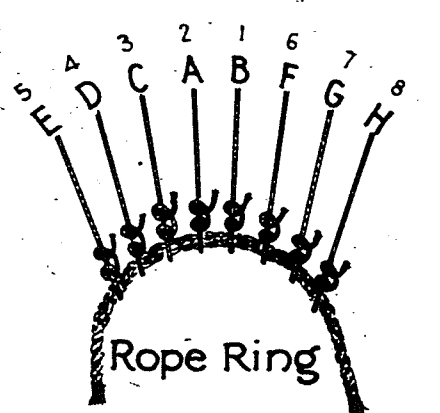
KEY PLAN TO FOLDING
(SHROUD DETAILS OMITTED)
IN & OUT INDICATES POSITION OF FOLD
WITH REFERENCE TO FIG. 4.

FIG. 3



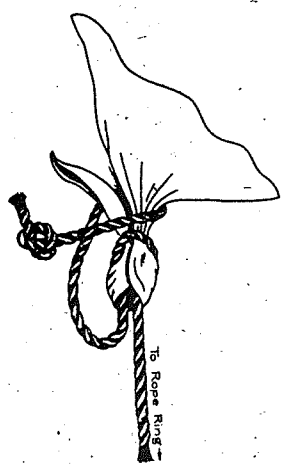
PRELIMINARY FOLDING DIAGRAM
For shroud connections at
C, F, D & G see Fig. 6.

FIG. 4



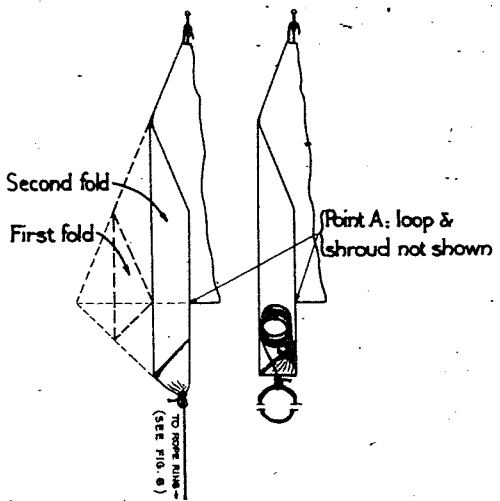
Shroud tying rotation.

FIG. 5



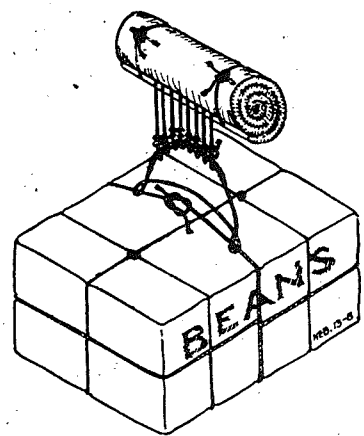
Shroud connection at corners
C, F, D & G.

FIG. 6



SECONDARY FOLDING DIAGRAM

FIG. 7



FINISH

FIG. 8

be forwarded by return mail, but generally with a view to giving better service to the public. Operators also are a good hospitable lot. On one occasion I recall reaching a place I planned staying for the night, where I had some work to do the following day. It was 10 p.m. and 30 degrees below zero, and on arrival discovered that this wood-cutter and his elderly wife (now both deceased) had only a small one-roomed shack, but they both insisted that I stay for the night. Of course the old gentleman chose the centre of the bed and I slept very soundly, even to the extent of loudly snoring whenever either of those generous-hearted people had to get up to let the cat out.

"Have enjoyed the Dept. work and regret that I have to retire in the near future on doctor's orders.

"I like the annual round table Ranger Meetings and think it a sound investment of departmental funds. Also hope to see the Ranger Assistant policy revived and enlarged, as I have found that by careful selection and patient coaching we have secured the services of some talented material.

"Have seen the following men in charge at the Kamloops office since I entered the Service: Caverhill, Murray, Melrose, Mills, Sharkey, Prowd, Hope, Allen, Haddon, Parlow and C. C. Ternan, some of them serving two terms."

Sincerely---"W. E. Noble"

Ranger Noble has been superannuated as from April 1st 1944. The best wishes of all the staff are extended for many more useful and happy years.

NEWS OF THE SERVICE IN THE SERVICES:



L.A.C. Rex Colmer, R.C.A.F., M.C.
April 1, 1944.

REX COLMER (Nelson) writes from No. 3 Manning Depot, about to go on an extended course in air bush rescue. He says: "Although my thoughts often turn to the Branch and all its past experiences and friendships, it really takes the Newsletter to awaken one's writing mood." (We wish it would put some more of you fellas in the forces in a writing mood.)

Last word we had from IAN CAMERON (Kamloops), he was stationed in Nassau, the Bahamas, which he says "runs a very close second to B. C. as far as climate is concerned." He paints a vivid picture of sailing, fishing, sightseeing, swimming in the surf and enjoying the sunshine on his off days. Says he is burned so black he'll soon have to wear a placard to distinguish himself from the natives. "The nights are the main drawback. Although there are usually a couple of dances a week, it is hard to fill in time other than imbibing tall cool drinks under the palm trees on the patio."

Letter from ARCHIE McNEIL, (Vancouver) stationed near London, England. He reports he's in the best of health and has only put on 18 lbs. in the last year. "Have just returned from my third leave in this country and of course with a name like 'McNeil' I have spent them all in Scotland."

ART KIRK (Prince George) advises from Yorkshire that he is going through for his Commission in the Artillery. We wish you luck, Art.

We have a letter from WILF PENDRAY (Kamloops), enclosing a snap. He is looking forward to the day when he can be home again in "that paradise west of the Rockies."

ERIC BENNETT (Victoria) says "thanks for cigarettes received from the staff of the Forest Branch" and thinks spring is the only good season they have "over there."

Have a long letter from K. A. MCKENZIE (Vancouver) in Italy. Everything seemed to be more or less bogged down in the mud when he wrote. He says "Quite a few times during the winter I thought of Bill Spouse. He would have torn his hair to hear trucks boring through the mud, some of them sounding like dive bombers." He "had a look at a small 'Itie' logging operation the other day. Had to climb half a mountain to do it though. This particular section of the country has all been logged off and is pretty well stripped.

"The bigger trees seemed to be a variety of oak or maple. It is a heavy wood, dark, with a very twisted grain. The stumps are cut off at ground level and all debris seems to be cleaned up. The larger branches are carried away and the twigs are piled and burned. Makes a very clean job. Suckers grow up around the stump much as our own maples do. These are allowed to grow until they get to be about two inches thick and some eight to twelve feet high. Then they are all cut away except one and are used for everything from firewood to supporting grape vines. Right at this time I imagine fuel is scarce so they are cutting the single trees when they are about six to eight inches thick and these are split up for firewood and posts of all kinds.

"The whole hillside is covered with paths and tracks as the power in these woods is limited to men and donkeys. These donkeys are about waist high and do everything from carrying at least two men (the women always walk in this country if the men want to ride) to pulling big high wheeled carts."

FRED CROUCH (Victoria) reports on his doings in England. "Briefly I've spent my time here either working on the airfields taking pictures, taking courses, or in the hospital. Have now switched from still to movie photography, after a course with the British Army Film Unit. Have also completed an air gunnery course and am now a qualified A.G. So when you see pictures of the coming invasion on the news reels, if they're air shots there's a possibility they'll be mine."

We have a letter from W. E. THACKER (Nelson) advising that he is back in Canada, after more than two years overseas. He is now stationed in Vancouver.

C. L. BOTHAM (Prince Rupert) is taking a course on Airways Traffic Control at the Civil Aeronautical Administration Training School at Boeing Field, Seattle, after a sojourn at Terrace, Edmonton and Grande Prairie, but is "still in hopes of being posted to Prince George or somewhere along that line." He says "There were quite a number of fairly large fires around Grande Prairie in April and it was somehow familiar to see the poor Forest Ranger (Timber Inspector, to us) dashing wildly around, unwashed, unshaved and bleary of eye, looking for men to fight the fires--at 15¢ per hour!

SGT. A.-G. NORMAN G. WHARF was reported missing in air operations on May 23rd. Born and educated in Victoria, he is the son of Mr. and Mrs. G. W. Wharf, 332 Obed Avenue. Norman was employed in Forest Accounts, Victoria, and was well known in city athletics. He joined the 1st Battalion, Canadian Scottish, in September, 1939, later transferring to the R. C. A. F., and went overseas a year ago as an Air Gunner.

The next Newsletter will be edited by the Nelson Forest District. Please send your items to Mr. R. E. Allen, District Forester, Nelson. The dead-line is September 15th.



Sub.-Lieut. W.C. Pendray