

FOREST BRANCH

Newsletter

Edited by the Draughting Staff

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

No. 45

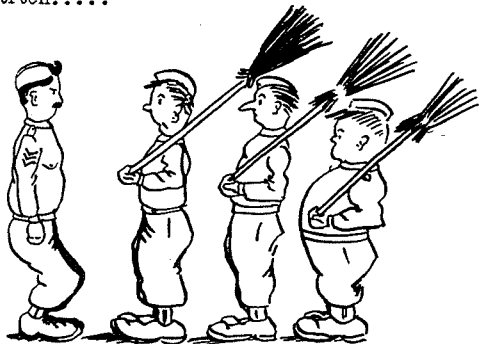
Victoria, B. C., June 15, 1942

08581

Everyone in the Headquarters and District offices being very busy now, taking care of the seasonal work and with the FIRE SEASON staring them in the face, the Newsletter for this issue was entrusted to the Draughting Staffs, who, of course, are never busy. The Draughtsmen throughout all the districts and the Victoria offices have done their best to maintain the high standard set up by previous editors.....

No matter how a conversation starts around the Forest Branch these days, sooner or later it swings back to the FIRE SEASON and the possibility of incendiary raids, token size or otherwise. Opinion is divided on what we can expect, but there seems to be general agreement among the prophets that we can look forward confidently to some sort of attempt by Mister Jap during the next three or four months. What happens will probably depend on how much pressure the United Nations can bring to bear on the enemy. If we can press him hard enough, he may find himself too occupied with things close at hand, or he may strike out with vicious vindictiveness to damage us as much as he can before he falls, particularly if he considers his fall inevitable.....The ability to read Oriental minds would be extremely helpful.....

The solution, as far as we are concerned, seems to be to keep poised, alert and ready to throw our forces into whatever area is threatened. As with any other fire, but to a greater degree, our success or failure in coping with incendiaries will depend on our ability to strike fast, hard and often.....



Major O. V. Maude-Roxby writes from overseas.....(and Fire Fighters please note)....."There have been a number of mild fires and a week ago a quarter of my company were called out to fight fire a hundred miles or so away. Imagine their surprise and joy when they were met near the fire by the local imitation of a Ranger who solemnly handed each man a 'besom'. (In case you don't know, a 'besom' is a pole with a bundle of sticks tied on the end.) The idea was that with these weapons our men were to sweep the fire out. Our fifty lads chortled with glee and rode the rest of the way in the trucks with the 'besoms' held upright like sailors do their oars when coming alongside....."

P. M. Monckton, Victoria Draughting Office, dug around in the dusty corners of his memory and came up with the following... It is fairly long for the Newsletter, but we feel sure you readers will find it as interesting as the editors did....."Arriving

back from lunch, we glance at the field notes signed by Roy L. Horie, B.C.L.S., Sept. 12, 1912, and a flood of old memories comes to mind, for the survey of T.L.36397 was one in which we took a personal part. In that year business was good, for four years real estate had been humming. Lots in Lynn Valley were selling for \$500 each. By buying one in South Prince George you could figure on retiring in two years. Victoria's slogan was 100,000 by 1915.

"The timber market was fine too. So was the mining-----so was the land-staking along the railroads in the interior, and to all this the surveying game reacted in no small way. Anyone who could run a transit was greatly sought after. The pay was good, \$100 a month or more, and living not very expensive. And so the firm of Cleveland and Cameron, Engineers and Surveyors, was installed in a built-to-order suite on the top floor of the gleaming new Rogers Building. Working out from there were a lot of junior engineers and surveyors, among them G. J. Jackson, Horie, Hamilton, Wing, McDiarmid, Booth, Unwin, Heaney and others, not to mention a raft of articulated students, like myself. Then there was a book-keeper, with a lady assistant (these two later wed), a stenographer and even an office manager, Basil G. Hawkins. Too, drawing down from \$75 to \$90 a month was a flock of draughtsmen, the most junior of these being L. B. Webster, now in the Vancouver office. Another was Arthur Long, now in the Water Rights.

"What juicy jobs used to be brought into the office then: 50 timber limits near Hardy Bay at \$160 each.....20 mineral claims back of Kaslo-----Will you please subdivide 160 acres in Burnaby into 33 foot lots.....install a sewage system for Point Grey. (Dave Johnson of Economics often used to call about this last project, to be closeted in heavy conference with Mr. Cameron and emerge with the air of a man who has accomplished something.)

"But to get back to Toba. We left Vancouver by launch one glorious summer evening in August, awoke off Powell River, pulled into Lund for Breakfast at the old Lund Hotel, built overhanging a rocky beach. On that beach used to lie the biggest pile of broken bottles it has ever been our lot to lament over, perhaps 5,000 F. B. M. of them. The same evening we reached T.L.36397 and made camp on what little flat space we could find. Aside from Horie and myself, all the gang had started as strangers to each other, and half of them had never been on a survey before. We split the men into two crews of 4 men each; there was also a cook, so called. His bannock was the most adhesive thing imaginable, and would stick to a tree when thrown at it. He was a German of about 30, wore a blonde goatee, and was nick-named J. C. as a matter of course. We see this J. C. on clearances, too, but it was not for that one the cook was named.

"Anticipating the feat of Assistant Ranger Yingling, we spent a day hunting old posts of the Klahoose Indian Reserve, and I believe found one and tied our survey of T.L.36397 to it. The next move was to ascend the Toba, a swift stream about 300 feet wide and full of old snags and log jams. Along about this time the land boom hit the Toba Valley and a bunch of settlers moved in. Geoff Burnett, of New Westminster, was making surveys for the Lands Department in the best parts of the district. At that time he was a young and callow B.C.L.S., not yet giving promise of developing into one of the pillars of the Royal City. Two hungry pre-emptors were hired, Emory and Munroe, with their gas boats to take us up the Toba. Our custom was to run the boundaries as we moved upstream and a distance of less than two miles a day was a disgrace. In those times the B.C.L. S.s had not yet attained their present dead accuracy. Speed was the main object; a miss was as good as a mile. The timber was thick along the river and there was much open swamp further back, and behind that the mountains rose so steeply that witness posts were the only solution.

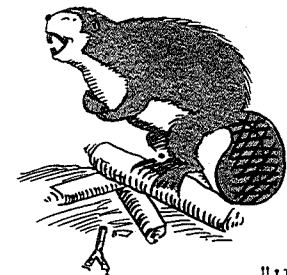
"A very copious supply of rain was vouchsafed us on this job and I well remember a particular trip up a side stream called the Little Toba. One day it rained so heavily that we could not cross our footlog back to camp after work and had to stay out under a tree; no grub, no tent, no blankets. We got a fire going, though, so life was not altogether unbearable.

"Often we would work with our packs on our backs all day and make camp at night at the end of the line. By this method we saved the long hikes in and out of camp, and thus the line could be run off very quickly. I always ran compass and kept ahead of the gang on the principle of dangling the carrot ahead of the donkey. The faster I travelled, the faster they had to chop to keep up. We only blazed trees. No brush was ever cut. The two chainmen came behind, struggling through the vaccinium ovifolium and fatsia horrida as best they could.

"Another day we bumped into a mother bear and her two cubs. One axeman, Lev McElhanney, and I were far ahead by ourselves. Said Lev, 'I've often heard that a she-bear will act mean if you annoy her cubs.' So he up with a rock and hit one of the cubs in the ribs. This proved that a she-bear will act mean, given the right circumstances. Luckily, she was better at threatening than actual combat and so we escaped with only a scare. She made a couple of rushes at us, but stopped fifteen feet away growling. There were lots of bears up on the Toba.

"Up the North Fork, on the west side, were some huge meadows and the beavers had got into them building dams. One of our corners fell in a meadow below a dam. So, as it was quitting time, we set the post, made B.T.s and started for camp. We thought it would be a bright idea en route to chop out the beaver dam and flood the meadow in advance of Geoff Burnett's party.

This done, we went home, proud to have outsmarted the beavers. After supper, Horie used to check up my notes and I did his. Soon he called, 'Say, Monk, I only make it 75 chains to where you set up that angle post 3638. He was right. Early the next morning we had to return to the meadow, now thoroughly flooded, and move the post, waist deep in icy water. Did anyone ever hear a beaver laugh?



"Near the end of the job we had to move down the Toba about fifteen miles with the whole outfit. For some reason by this time we had only Emory's boat. One of the axemen and I made a dugout, the 'Titanic' by name. Of course the rest of the crew said we'd never make it. So off they went in the launch, driven at a great rate of speed by the 15 h.p. motor....We followed more leisurely by Armstrong power. After travelling a couple of hours we met another settler, Curly. 'Well,' he remarked, 'I guess your boss was darned lucky.'

"How's that?' we asked.

"Why, your outfit got wrecked at a big log jam near my place.'

"What happened to the transits?' A sinking feeling seized my solar plexus as I remembered my new Ainsworth in the motor boat.

"Pretty near everything lost. Cook went clean under the jam, but came up on the other side with his derby still on. Some grub saved, and blankets, but the instruments all lost.'

"So that finished the Toba trip. We were just about through anyway. My vague memory is that we borrowed a chain from Burnett for the few remaining details.

"As for the 'Titanic,' my partner and I rode her down to the salt-chuck, and there she sank on a bar at the mouth of the river when she hit the swells. A fish boat picked us up..... Next day we sailed for Steveston on a fish packer."

While we are roaming memory's pastures, here's another...."Enclosed find estimates of the quantity of timber taken by me as carefully as I could, considering the time at my disposal. We took no blankets with us, and most of the time our fare was light. We had deer meat and fish straight for two weeks; pea soup and boiled peas straight for one week, and finally we struck a cabin where we had some whole wheat that we ground in a coffee mill and made porridge.....This was only for the last three weeks and on account of our provisions, that were sent by Hudson Bay boat, not turning up. There were three in the party, myself and two assistants. They were first class men and made no kick, and were most agreeable company. Owing to the rush to get timber located and to get the advertisements in the newspapers and the Gazette, we rushed night and day, and as we did not have to carry blankets or a tent we got over the ground to advantage. Curling up on a pile of brush and fighting mosquitoes half the night is not conducive to good temper, but I must say that the men took their medicine without a murmur."



Miss Tephi Taylor.

At the end of the fiscal year, Miss Tephi Taylor completed 33 years of service with the Government. She started as secretary to the late Hon. W. Sloan, when he was Minister of Public Works, and came to the Forest Branch in 1917. Miss Taylor was then secretary to the late Chief Forester, M. A. Grainger, kept files for the Branch (a subject index was used for filing!) and was in charge of registers of Land Examinations and Timber Sales. She later undertook the organization of the library, which has now grown to a reference of four thousand books on forestry subjects.

Miss Taylor received the silver badge of twenty-five years' service with the Branch from Mr. Orchard, who noted that it was the nineteenth badge to be given, and seventeen of them are being worn by recipients still in the Service. At the same time, Miss Taylor was presented with a set of silver dresserware, together with an illuminated Memento Album (most beautifully prepared by Jimmie Firth of the Economics) containing about 100 signatures of her many friends in the Forest Branch and other

departments of the Civil Service, a number of whom used the occasion to recall the pleasures of past associations and to wish her a long life of happy leisure.

Miss Taylor will leave Victoria shortly to spend about a year renewing friendships with people and places in her native Southern Ontario.....

The Newsletter adds its good wishes, too, Miss Taylor.

His old friends and associates in the Forest Service will be interested and pleased to learn that Miles Gibson received an Honorary Doctor's Degree in Science at the University of New Brunswick on May 13th.

Doctor Gibson came to the British Columbia Forest Service as a Junior Forester in May, 1920. Thereafter he worked in the Nelson District, was Assistant District Forester at Cranbrook, District Forester at Prince George and Assistant Forester in Operations at the Victoria Office. He returned to New Brunswick in 1929 to accept an appointment as head of the Forest School at the University of New Brunswick, a position which he has filled with marked success since that date. During the past eighteen months he has added to his university duties those of Chief A.R.P. officer for the province of New Brunswick.

SOCIAL CHIT-CHAT..... Ches Lyons was married in April to Miss Sylvia Cassie, Victoria.

Alf Bamford left on April 6th to report to the officer's training centre at Gordon Head. Miss Eileen Hickey recently resigned to accept a position in Vancouver and she has been replaced by Miss L. Riddell, whom we welcome to the staff.

Mr. A. E. Thompson, chief of our draughting department, recently returned from a three day trip to Vancouver. Why so long? Was it the First Aid examination?.....

District Forester Bob St. Clair recently became a grand-daddy.....

Supervisor T. W. Brewer, Nelson District, suffered a severe heart attack in April..... His physician estimated that he would be C. B. for about six weeks. All who know Tom will realize how irksome it must be for him to remain inactive..... We all join in wishing him a speedy and complete recovery.

D. McKay has been promoted from Corporal to Sergeant..... Congratulations, laddie.

Miss Gloria Holden has recently joined our Vancouver staff as a junior file clerk.

We welcome her to our circle.....

Since the publication of the last Newsletter, we have lost the services of another of our young men, Don Gillies, Vancouver, who has joined the R.C.A.F. Our very best wishes go with him in his new sphere of activity.

Doug Sims, Vancouver, who joined the R.C.A.F. some months ago, has just called in and conveys his thanks for the socks and cigarettes he received while in training in Eastern Canada. He has been recently transferred to Sea Island and has just discovered that B. C. is the finest part of Canada in which to live.....

In the annual Court House (Vancouver) Five-pin bowling league tournament it fell to the Forest Branch team once again to win the coveted mug, the fifth time in the past eight years of play. The names that will finally grace the shield on the cup's base are as follows: Miss Margaret Tuning--Capt., Miss O. Smith, Miss E. Bruce, Mr. Don Gillies and Mr. Marc Gormely..... The Bowling banquet was held recently at the Cave and a very enjoyable evening was had by all. We understand that the winning team filled the cup with a certain liquid refreshment now becoming almost as scarce as hens' teeth.

The Vancouver office staff had a ring-side seat for the recent Jap disturbances, centering around the Immigration Building. The final scene in this one-day act of subversion was an attempt to play the water hoses on the sentries and C. P. R. policemen on duty. However, the following day the guard was greatly strengthened and it was noted with amusement that Mr. Jap had undergone an overnight change of heart and was a very much subdued person.

Lieutenant-Colonel Coupland called at our office on April 8th with the sad news that his brother-in-law, our old friend Bob (R. H.) Leighton, Fire Inspector in the Prince Rupert District until 1929, recently passed away suddenly of a heart attack in London, England.

Since 1929 Bob has been in the old country, an executive in the family business of construction contracting. He leaves to mourn his loss his wife, who is a sister of Lieutenant-Colonel Coupland, and two nephews, Jack and Rex Coupland, both of whom are now in the R. A. F.

Bob Leighton will long be remembered by his colleagues for certain outstanding characteristics. He had the education of a lawyer, a command of the English language that lots of lawyers would like to have, and a memory that was almost beyond compare. Many times he pleased his listeners with humorous anecdotes, often having to do with the late Dan Archie and his difficulty with reports, English, etc. The old timers in the Rupert district will feel that a tie with the early days has been severed with Bob's passing.

Prince Rupert reports an acute shortage of skilled help, which condition seems to obtain throughout the country..... To quote from a recent letter..... "Our summer staff is at last pretty well reorganized, with a considerable number of new members due to enlistments and to the fact that many of the men who worked for us during past summers in the interior have moved to the coast, or are engaged in other work..... There is a serious shortage of manpower throughout the whole district and if we get a really bad fire season, we do not know what we will do for men to fight fires. We are keeping our fingers crossed with the hope that, in view of the fact that we have had several light fire seasons lately, we may be fortunate enough to have another this year, and that our permanent staff will be able to 'get them while they're small.'"

AS AN EXAMPLE of the varied functions of a Forester an enquiry was recently made by the Vital Statistics Office as to the location of Brooklyn Post Office, Bulldog Tunnel Construction Camp.

The enquiry related back to 1900 and as Brooklyn is no longer listed as a post office in British Columbia it was necessary to use the "psychological approach", through the channel of association of ideas. Bulldog Tunnel struck a familiar note in the Forester's memory and by linking up "Bulldoze," "Dog Creek," "Pup Creek," and the fact that "Brooklyn Creek" is listed in the Gazetteer as a tributary of "Pup Creek" the logical conclusion was reached as to the location of the Brooklyn of the 1900's, in the hey-day of the Kootenay railroad development, in the Lower Arrow Lakes region.

Also from the Management office comes a note headed "In the Good Old Days"..... Letter from a Forest Assistant assigned to cruising.....! "Dear Sir: This is a detailed cruise I made on a fraction of vacant land on Tribune Channel when I had nothing else to do..... Yours truly....."

FRANCIS JOSHUA WOOD.

1890 - 1942.

It is with the utmost regret that we announce the death of Fire Inspector F. J. (Joss) Wood of the Kamloops District staff. While on an important job on Adams Lake, Joss fell off a boat into deep water and was drowned on Wednesday, June 17th.

Greatly respected by all members of the Forest Service, Joss carried out his duties with efficiency and satisfaction to all concerned. His dealing with operators and public brought many expressions of regard and commendation, justly earned.

Born in Warwickshire, England, in 1890, Joss came to the Okanagan Valley in 1912, where he and his father preempted near Ewing's Landing. Before entering the Forest Service, he was road foreman for some years and became assistant Forest Ranger at Kelowna on May 23rd, 1927, under Ranger Perrin.

Joss was appointed to the Ranger staff in 1931 and was the first Ranger in Revelstoke under the Provincial jurisdiction in the former Railway Belt. Subsequently he was transferred to Vernon, and in 1940 became Acting Fire Inspector at Kamloops, an appointment that was confirmed in 1941.

Joss leaves his wife and children at Kamloops and a host of friends, both in the service and out. All members of the Forest Service extend their sincere sympathy to Mrs. Wood and the children.

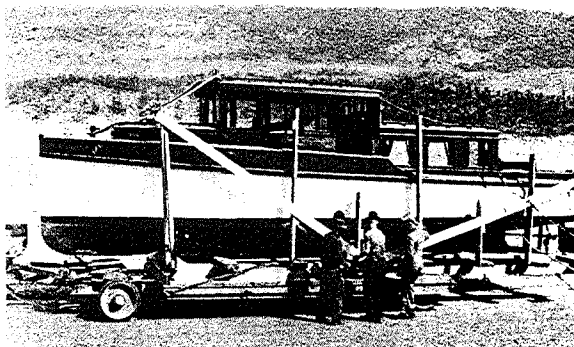
Recently Kamloops District found itself faced with the problem of moving two fair-sized boats from one lake to another....Here's their story...."Every so often in the every-day working of the Forest Branch something comes up which is a little out of the ordinary. The Kamloops Forest District required two boats, one for Shuswap Lake and the other for Adams Lake, and investigations were made accordingly. At Kelowna two suitable boats were located and negotiations, started late last fall, resulted in the acquisition early this year of the 'Princess Pat,' a 38-foot cruiser, and the 'Maureen,' a 35-foot launch of the same type.

"It is quite a distance from Kelowna to Sicamous as the crow flies, and still further to Adams Lake. The actual distance by road is considerably longer and, of course, it was by road that the boats had to travel, as railroad facilities were not suitable.

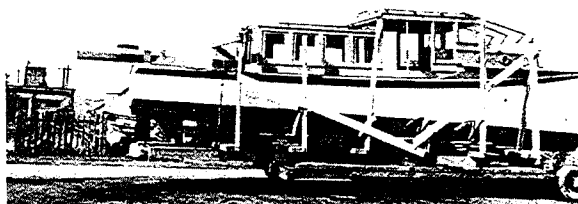
"On April 8th a start was made at Kelowna to move these boats to their new headquarters. The first action taken was the fabrication of a false cradle. This cradle had to be used to perform four different duties: first, to convey the boats from the water to the trailer; second, to support the boats on the trailer while en route; third, to provide a means for launching the boats upon arrival; and fourth, to be used as a carriage on the launch ways at Sicamous.....

"No undue difficulties were encountered except that, due to the low water conditions in the Okanagan Lake, there was some trouble in floating the 'Princess Pat' onto the cradle, which was about three feet too high. However, by chaining the cradle back to a couple of convenient piles and hitching a '20 Cletrac' tractor to the boat, it was finally skidded into the proper position on the trailer. The 'Hyway' trailer, borrowed from the Public Works Department, lent itself admirably to transporting the boats as it was low, flat, and of suitable size for the job. It was equipped with a separate braking system, operated from the towing truck by a single rope.

"Owing to Provincial Highway regulations, a speed of 8 miles per hour was made, at which rate of travel the boats were moved to their respective destinations, being supported comfortably in a bed of discarded truck tires borrowed from the salvage authorities in Kelowna..



The Princess Pat, now renamed the "White Pine 2nd", stationed at Sicamous.



The Maureen, now the "Juniper 2nd" being hauled from Kelowna to her new berth at Adams Lake.....

"The picture shows the Princess Pat after being pulled out from S. M. Simpson's Ltd. Mill and Lumber Yard at Kelowna by tractor, and just before the 3-ton truck, with the tractor as ballast, was hooked on.

"Thanks are due Mr. Simpson and his superintendent for their co-operation in lending their marine ways, lumber for roadway, etc., and to Mr. A. J. Jones, from whom the boats were bought, for his assistance.

"Kamloops District Forest Service personnel actively interested in this job were Assistant District Forester Jerry McKee, Fire Inspector Joss Wood, Rangers Bill Perry and Roy Eden, Assistant Rangers Bob Hewlett and Ray Downing. Mechanical Superintendent Jim Blake attended on behalf of 'Operations,' Victoria."

OUR MISTAKES.....Naturally, when we say "our mistakes," we realize that you realize that this paper is not large enough for us to list them all, but we do feel that we should list and apologize for a few of them.....The first, and most glaring, error we are going to admit is calling Harry Parker, whom we know personally, Harry Baker.....Sorry, Harry, we sincerely hope that it won't happen again.....The other error was dotting the "o" in "Pop" Richie's name to make it read "Pip"..... While we admit this was a grave error, we don't mind it so much because we can blame someone else..... the printers; this was a typographical error, thank goodness.

As this issue of the Newsletter owes its existence to the draughting staffs throughout the Service, it seems only right that we should devote some space to the individual members.....

J. C. Ciceri came to Canada in February, 1903.....He followed the hayseed trail for a while in Manitoba.....Joined the G. T. P. Survey party as topographer in preliminary survey, under C. E. Mann. Fall of 1904, Qu'Appelle Valley, Sask., and with the G. T. P. on location and construction as instrument man, prairies and coast, until 1907.....On Land Survey work in British Columbia until 1914.....Overseas, 1914 to 1920.....Entered British Columbia Forest Service September 1920, as draughtsman, and still going strong.....

A. E. Thompson, our Chief Draughtsman, was born in England and is an architect and surveyor by profession. He came to Canada in the spring of 1912, located in Victoria and became associated with the firm of Swannell and Noakes, Land Surveyors, as a draughtsman.....In 1913 he entered the Provincial Government service as Surveyor-draughtsman in the Land Registry Office at Nelson, B. C.....In 1918 he became attached to the Alberta-British Columbia Boundary Commission, assisting in their field and office work.....He joined the Draughting Office staff of the British Columbia Forest Service in April, 1920, under the late W. H. Stokes, the then Chief Draughtsman. Upon the retirement of Mr. W. Llewellyn Thomas in May, 1941, Mr. Thompson became Chief Draughtsman.....He is married, has one daughter, Mrs. G. D. Stevens of Victoria, and one grand-daughter, Valerie.....His hobbies are gardening and motoring, with the latter much restricted at present.....



Mr. A. E. Thompson, Chief Draughtsman, Victoria.



Mr. J. C. Ciceri, Draughtsman in charge of Management Atlas, Victoria Office.



Jack Rhodes, Draughtsman, Economics Division, has just resigned his position to join the Navy. Jack came to the Forest Service in 1936. Good hunting, Jack.

George H. Birkenhead, Vancouver Office.....Born in Benarth, South Wales. Educated at Glamorganshire County School and Cardiff Technical College. Articled to a firm of architects. Arrived in Canada in 1912 and followed architectural draughting in New Westminster and worked on survey parties with the P. G. E. Rly. Co. Enlisted in 1915 and served with the 3rd Bn. Canadian Railway troops. Joined the Forest Branch as a draughtsman in the spring of 1920 and has remained "put" ever since. Married, has one son and two bonny grandsons.....Hobbies: Gardening, sketching, and stamp collecting. Now experimenting with young tomato plants (special) a gift from Jim MacDonald, who claims these should attain a height of at least 18 feet.....Also interested in A. R. P. work.



G. H. Birkenhead and grandson, Fred. May, 1942.

Percy N. A. Smith, Vancouver Office.....Born in Victoria, B. C. Educated at Victoria and Regent Street Polytechnic and the University of London, England. Married and has one son.....Served with distinction overseas with the 47th Bn. C. E. F. and attained the rank of Captain and Adjutant. Now has similar appointment with the 2nd Bn. New Westminster Regiment, Reserve Army. On returning from overseas, he spent much of his time in California at various occupations. Joined the Forest Branch as draughtsman in 1938.....Hobbies: Army and golf.



P. M. "Monk" Monckton.

P. M. Monckton, "Monk" to his friends, is the gentleman standing astride the dead timber wolf.....We asked "Monk" about this unpleasant looking animal and he told us it used to hang around his door during the depression years. Finally, driven to desperation he shot it and used the money he got from the pelt to buy groceries.....The Newsletter passes this story on to its readers without any comment, and without vouching for either the yarn or the yarner.....

"Monk" was born in South Africa in 1892 and came to British Columbia in 1908. Qualified as a B.C.L.S. in 1913, and was overseas from 1915 to 1919.....Upon his return to Canada after the last war, he continued his surveying career until 1941 when he joined the Forest Branch as a draughtsman. He has one son in the Navy, another in the R.C.A.F., and a daughter doing war work at Yarrows.....His hobby is photography.

Joha Cecil Ingram Rogers, Draughtsman at Nelson, and otherwise known as J.C.I.R. was born in Australia. He went to various schools in England, Ireland, Scotland and Canada, and didn't like any of them. First came to B. C. in 1911 and lived on a fruit ranch with his parents, and liked it very much. Worked for three years in the Government Agent's office at Nelson. Got tired of that and entered the Forest Branch in 1926 as a draughtsman and has been making out clearances, plotting fires, and arguing with Doukhobors ever since. Chief claim to fame:--Creation of the Paul Bunyan drawings on the Forest Branch calendar a few years ago.....Hobbies: Painting, cartooning, gardening and last, but not least, his five children.

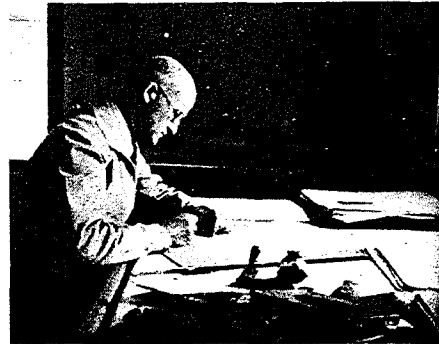
Robert Booth "Bob" Carter remembers Victoria as his home town some two score years ago.....He carried the "Colonist" out around Gonzales and Shoal Bay when Sam Marling had a nice short route down town. One morning an irate subscriber reported an incident in his apple orchard to the circulation manager.....After this incident, the job just didn't seem the same.....





Robert Booth "Bob" Carter.

of apprenticeship to pharmacy were in the discard. Vancouver, B. C. was kind enough to bear with me until sentence in pharmacy was fully served, with no time off for good behavior. Had a notion to go to Mexico so learned to speak Spanish, via the Mandolin 'Ten Easy Lessons' route. Ran afoul of a survey party on a bender and woke up one fine morning in Northern B. C. instead of Mexico. From then on the fun began; pushed cayuses, canoes, transits, levels and even the odd face, until a losing bout with an oversized log put the tin hat on activities for three years. Finally got to Mexico after accumulating many hours of profound sleep in night classes and university extension courses, where mathematics and drawing were headlined. Discovered that the rural Mexican diet of goat's meat and brown beans (they don't call it that) was, if possible, more monotonous than Cariboo strawberries and sow-belly, so decided to return to good old B. C. This decision was speeded up somewhat when the natives began asking 'Como esta su familia?' Never was fond of the report of a shotgun.....Joined the Forest Branch in 1937, hoping all reports of firearms had been left behind.....now it seems the Japs have planned it otherwise."



R. G. "Gill" Gilchrist.

The following came from Rusty "W. N." Campbell, Quesnel....."On May 19th, George Warren, Lookoutman, Mouse Mountain, reported a column of heavy smoke in a remote area about 40 miles distant and, according to the map, near a certain land survey and Indian campsite. The Patrolman, after traversing in-different roads and windfalls, came upon an Indian with several bear hides on frames around a large fire of cottonwood bark, this bark being particularly suitable for tanning hides as it sends up a heavy smoke. Sure enough, here was the fire reported by the Lookoutman at 4 P. M. and nothing now remained but to report back to headquarters. About midnight he got in and after making a note to compliment 'Eagle-eye' in the morning, went wearily to bed....."

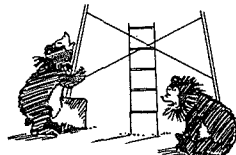
Radio conversations continue to provide the odd laugh.....Here are a few sent in by Bob Carter, Prince George.....Assistant Ranger to Ranger: "Are you coming out by speeder?"..... Ranger: "Yup".....Assistant Ranger: "Ahead of the local?".....Ranger: "Well, if we're not ahead of it, we'll be behind it.".....(Ranger Sansom must be Irish.)

Here's another.....Ranger to District Office....."Thanks for the cross bearing from the Lookout on that fire, but he's half a mile out. The fire is fifty miles from the Lookout and just 1/2 mile north of his bearing, but of course there's a good stiff south wind."

Still another.....Lookoutman to Ranger....."Guess I'll stay up here for a while, there are two grizzlies under the tower, looking for something to eat."

They tell us this really happened.....District Office to Lookoutman "No weather reports over the air, please."

Lookoutman: "Okay. Had a nice rain up here last night and still raining. Off and clear."



The travelling picture show of the Canadian Forestry Association, under the direction of Frank Smith, is proving popular this year and the films are well worth seeing.....There is an acute shortage of licensed Scalers in Northern B. C.....May 25th produced the usual showers in Prince George this year, which pleased the kiddies and helped the holiday so much.....H. R. Sansom, genial Ranger at McBride has been promoted from Deacon of the Church to Village Commissioner..... R. T. Blackwood, formerly Ranger at Penny, is now Leading Aircraftsman and acting Instructor at an unnamed, mid-prairie Canadian Port.....

Ranger I. Martin, Pouce Coupe, is suffering from a nervous breakdown, which has developed into a heart condition. Acting Ranger J. S. Macalister, from Wells, has taken over at Pouce Coupe. We hope, however, that Ranger Martin will soon be sufficiently recovered to return to his duties.....

Kamloops District seems to have had rather more than its share of changes during the past couple of years, and here are the latest. Acting Asst. Forester W. W. (Pat) Stevens has left the Management desk and is now an officer with the Administrative Intelligence division of the Air Force, stationed at Toronto. "Fancy a Forest Branch man receiving such a flattering appointment," remarks our Kamloops correspondent.....Assistant Forester W. C. Pendray has been accepted as an officer in the Navy and is at present awaiting call. In the meantime he is trying to catch up on a lot of grazing field work, which continues to pile up in this district.....Grazing Assistant Keary De Beck has already followed former Grazing Assistant Harvey Ozard into the Air Force.....Patrolman Geo. Shook of the Hemp Creek Area has received his call and Pat Cowan will cover his beat in addition to taking on the new duty of looking after Wells Gray Park..... R. O. (Ron) Noakes, Clerk-draughtsman, was a welcome addition to the Kamloops staff, arriving here May 19, 1941. He replaced Harry Barwell, who in turn had replaced Charlie Lee, both of whom are now overseas. Ron carries on quietly and efficiently, amply justifying his wide experience. He started draughting and survey work with the firm of Swannell and Noakes and was with them for 6 years. Then he put in 2 years on railway location with the Alberni Pacific and Salmon River Logging companies.....He came to Kamloops from the Air Survey section of the Economics Division when that section flew away. Both Ron and Mrs. Noakes have already become Kamloopians in the full sense.



Another twenty-five years' service badge and certificate has been awarded in the Nelson District. This time the recipient is Francis Harding Pym, of Cranbrook. The presentation was made by George Melrose on May 16th, at a gathering at Creston of old-timers of the Branch, who celebrated the event in traditional style. A feature of the evening was a cake made by a local camp cook and iced with a Forest Branch badge design.

Frank Pym was born in England and learned the three R's at the ancient school of Sherborne. Heeding the advice, "Go West, young man, go West," he migrated to Canada and among other things, worked as a transit man on the Crow's Nest Southern Railroad. Also tried a spell at farming, assisted by an ox. He entered the Forest Service on February 26th, 1917, and, after a period as Ranger at Cranbrook, was promoted to the rank of Supervisor on February 1st, 1926. Cranbrook is still his headquarters. A man of few words, Frank is well known for his dry humour. He is married but has no children.

C. F. McBride (Economics) has arrived in Nelson and for the next eight months or so will act as foster father to the rapidly growing Christmas tree industry in the East Kootenay District. Whether such close contact with the Christmas tree business will shake his faith in Santa Clause remains to be seen.

Norman Boss, who worked at times as temporary assistant draughtsman at Nelson, and on the Slocan Forest Survey, graduated in Forestry with high honours from U. B. C. this spring, and is now in training with the R.C.A.F.

Assistant Ranger Larson, of Vernon, B. C. became a proud papa on May 26th.....



Work at the Fraser River Repair station is running in high gear. The "Lillian D" is taking shape and in a short time the superstructure will be completed. This launch has been rebuilt from the decks up and the old Petter engine replaced by the Atlas Imperial engine taken out of the "P. Z. Caverhill". When completed the Lillian will be as good as new. The Tamarack came off the ways on May 27th and the B. C. Forester went in for her annual overhaul on the same date. This just about completes the annual overhaul of launches and leaves the way clear for new construction and delayed work on the plant, such as construction of a power derrick and relocating fire hydrants. Max Bennett is established in the Pump Repair room, and in spite of the difficulty in securing parts, is certainly rolling them off the assembly line.

Some scientist (who, we guess, has less to do than we have) has estimated that every year about 16 million thunderstorms occur on earth. They cause some 2 billion lightning strikes----- or about fifty every second-----which are potential sources of destruction. If these were distributed over the earth's surface, about eight strokes a year would strike each square mile.....Too bad they all have to hit British Columbia. Eight strikes to the square mile wouldn't bother us much.

SAVING YOUR TIRES.

Over the years you have heard so much about saving that if it were just a matter of "DOLLARS AND CENTS" you might not bother to read this; but now it is a case of "RUBBER AND SENSE", and this is the most difficult problem with which our Service has ever had to contend.

You have been avoiding unnecessary running, sometimes even on the penalty of letting a job go that really should have been done. Whether or not that is justified is something each and every one of us has to settle with his own conscience. Let us say we are going to do the job and it means driving 10 miles. Has it occurred to you that if you took 24 minutes to drive the 10 miles at 25 miles per hour, you will wear your tires only half as much as if you tore along at 50 miles an hour and saved 12 minutes. In other words, those tires on your car will do twice as many jobs at 25 miles per hour as they will at 50. We who remain on the home front can help our pals who are now in the tanks and the planes by doing this. Let your conscience be your guide.

The tabulation following has been cribbed from a pamphlet which is distributed by Boulton Ltd. and was published by HOOF PRODUCTS COMPANY. The moral of this is, if we do not save our tires, we will be on the "HOOF". Cast your eye particularly at this time on the figures for tires and tubes. You will note other savings in gas, oil, etc., but rubber is our greatest problem, and the dollar figures shown for rubber are a direct indication of actual wear. "SAVE YOUR CAR FOR YOUR COUNTRY".

COST PER 1,000 MILES

MILES PER HOUR	25	35	45	55	65
 GALLONS GASOLINE COST	49 \$9.31	53 \$10.07	58 \$11.02	65 \$12.35	78 \$14.82
 TIRES AND TUBES	\$1.80	\$2.03	\$3.38	\$4.75	\$6.75
 OIL AND OIL CHANGE	3 1/2 Qts. \$1.05	3 1/2 Qts. \$1.05	4 1/4 Qts. \$1.28	5 1/2 Qts. \$1.65	7 Qts. \$2.10
 DEPRECIATION AND MAINTENANCE	\$8.00	\$11.00	\$14.00	\$18.50	\$25.00
TOTAL COST	\$20.16	\$24.15	\$29.68	\$37.25	\$48.67
COST PER MILE	2¢	2 9/10¢	3¢	3 3/4¢	4 9/10¢

The overseas mail has not been exceptionally heavy during the last couple of months, and as nothing of outstanding interest has come in, we will content ourselves with listing the letters received and the present addresses of the writers.....P/O H. Elsey, J. 9365, Canadian Base Post Office, Overseas, No. 1., A.P.O. 1650, England, R.C.A.F. section.....K 93688, Webber, F. V. S/Sgt., No. 34 Coy. V.G.C. (A.F.) Canadian Army Overseas, Base Post Office, Ottawa.....I. C. MacQueen, Flight Lieutenant, No. 3 Training Command, 276 St. James St. West, Montreal, P. Q.....K 41473, Pte. Damstrom, R.A., #11th, District Depot, C.A.A., Vancouver Barracks, Vancouver, B. C.....J. A. Leighton, R 146475, No. 3 S.F.T.S., Calgary, Alta.....Don Gillie, R 162641, R.C.A.F., M.D. #3, Edmonton, Alta.....L.A.C. W. J. Wright, R-131874, Class 4QA, No. 2, W.T.S., Calgary, Alta.....Donald A. Kittson, 524 St. Andrews Ave., North Vancouver, B. C.....Ac 1 Collett, E. L., M.P.O. #1303, MacLeod, Alta.....Stan Hepher, P/O, No. 6, A.O.S., R.C.A.F., Prince Albert, Sask.....Lieut. Sawyer Hope, H. Q. Coy., 2nd Bn. Can. Scot. Rgt., Sidney, B. C.....S. Lockhard, K 36056, Vimy Barracks, Kingston, Ont.....Pte. Thacker, W. E., K 74304, 2nd Bn. Can. Scot. Rgt., Sidney, B. C.....AC 1 Emery Scott, R 143052, Patricia Bay, B. C.....Captain Alex Gordon, No. 6 Coy. Can. Forestry Corps., C.A. Overseas.....Gnr. J. Hutton, K 76264, "B" Battery, 5th Troop, 11 Hut, R.C.A. (A) T.C., Fort Brandon, Brandon, Man.....Lieut. G. A. Cahilty, Military Camp, Vernon.....Pte. L. A. Chase, K 38653, No. 4 Coy., C.A.B.T.C., Vernon, B. C.....L.A.C. A. J. Nash, R.C.A.F. (R 97975) Overseas.....H. G. Mayson, No. 9 Coy., C.F.C., C.A. (A.F.).....Art Kirk, 5th General Hospital, C. A. England.....Pte. J. Eselmont, K 74298, #24 Coy., C.F.C., Canadian Army Overseas.....W. D. Hay, No. 7 General Hospital, R.C.A.M.C., A.F.....Signalman David Monk K 76165, 4th Operating Section, R.C.C.S., C.A. (O's).....Les Woods, K 62447, 110 C.A. (B) T.C., Vernon, B. C.....Sgt. H. Stevenson, K 11177, Special Shrapnel Section "D", R.C.A., Alliford Bay, Q.C.I.....Sgt. H. G. Mayson, No. 9 Coy. Can. Forestry Corps, writes... "We certainly enjoyed one of your movie films that was shown in our camp last week by the Canadian Legion, Mr. Melrose, and it was a great help in helping me drive home the point that British Columbia has some fair-sized timber.....".....P/O J. Lemare (Forest Economics, Victoria) j-9643, R.C.A.F., Overseas.....G. H. Baldwin, formerly of Pender Harbour, has enlisted in the army, but his address is as yet unknown.....H. G. M. Colbeck, launch engineer in the Vancouver District, is also reported to have enlisted.....

In finishing this issue of the Newsletter, we would like to extend our sincere thanks to the Draughtsmen at the Victoria and District Offices and to all those who helped by sending in their contributions of news and information.....There have been more worth while contributions for this issue than any we can remember in the past.....