151

RESOLUTION

Forest Branch
OCT 11 1938
VICTORIA, B.C.

144

1321049

Whereas during the summer of 1938 at the time a serious forest fire was out of control on Vancouver Island, allegations were made public that persons engaged in or present at, the fighting of said fire in the vicinity of Campbell River had been guilty of deliberate sabotage, to wit:- the damaging of fire hoses and the wrecking of pumping units, and

Whereas, the members of the Gibsons Landing C.C.F.Club take a very serious view of acts calculated to injure any natural resources, or to hinder the necesarry work of production, and believe persons guilty of such acts should receive the most severe punishment, and

Whereas, some doubt seems to exist in the mind of the public as to whether any such deliberate acts of sabotage ever actually occurred, whether the widely-published reports of said acts had any foundation in fact, whether such reports were a part af a deliberate campaign of falsehood to attempt to discredit, in the public eye, certain persons or classes holding political views not in harmony with the views of the persons spreading the said possibly false reports, and

Whereas at this date no actual proff of such acts of sabotage has been made public, nor has any person been convicted of said acts,

THEREFORE BE IT RESOLVED:

That the Gibsons Landing C.C.F.Club demand that immediate action be taken, either to bring the guilty persons to justice, to establish the truth or falsity of the reports of sabotage, and if said reports are found not capable of being proven, to cause adequate punishment to be imposed on persons spreading such reports.

Dated this 6th day of October, 1938,
at Gibsons Landing, B.C..

182 Gibson's Landing b.b F. Club

T. G. CLARK Sec.
R. R. No. 1
GIBSON'S LANDING, B. C.

Oct. 8th, 1938

Forestry Dept.
Victoria . B.

LANDS DEPARTMENT
Forest Branch
OCT 11 1938
VICTORIA, B.C.

1321049

Gents /

Enclosing a copy of a resolution passed by the Gibsons Landing b.b. F. Club on October 6th last.

Yours truly
T. G. Clark

file
1321049

Mr. Orchard.

The Bloedel Fire 1938.

RECEIVED
OCT 17 1938
VANCOUVER OFFICE

Though the Bloedel Fire started on July 5, due to my being away on a Launch trip for repairs and a fire starting in Bute Inlet, I did not return to Campbell River until July 12. As the weather had changed and fire was reported in good shape I was kept busy on other work until July 14, when a strong West wind drove the fire out of control.

On returning from an inspection of the Nile fire near Horne Lake, received word that the Bloedel fire was spreading rapidly. With Ranger Langstroth went to the head of Campbell Lake via E.R.T. speeder and while there found fire had jumped across Big Bay on Campbell Lake and was burning strong in slash on the Forbes Peninsula.

As it was getting near dark, we decided that since there was a large area of slash on the Peninsula it would be good practice to get a crew in and light it all up and get burned out before the heat of tomorrow. These crews were on the job by midnight and a further crew arranged for patrol of the east side of Campbell River.

15th?

On arrival with the patrol crew in the morning, it was found that the fire had already spotted across the river in two or three places. These fires were held throughout the day. About 4 p.m. the fire spotted across the Lake above Forbes Landing to a steep rocky bluff where it proved impossible to hold it. By midnight, it had raced along the mountain behind Forbes Hotel and during the night spotted a mile or more into the Brown Tractor Operation. Asked for 200 men to be sent from Vancouver as quickly as possible and a Plane for reconnaisance.

On morning of 16th, it was apparent that fire could not be held in the Forbes Landing area as fire was surrounding us. Increased the crews on east side of Campbell River and as men began to arrive from Vancouver, they were put to work in the Camp 8 area and in the Brown's Camp area.

An attempt was also made to stop the spread to the west in Browns felled and bucked timber, but fire was too strong to hold. The high west wind continued all night and lines could not be held in the dark.

On the morning of the 17th, the fire had assumed such proportions that direct attack was useless and it was decided to fall back to the open country immediately west of the Elk Falls Lookout and make use of the old grades in that area. A Comox tractor was moved down from Camp 8 to this area during the P.M. Equipment was ordered from Victoria to establish a camp at Elk Falls. Two more tractors were arranged for at Courtenay to be on the job as early as possible tomorrow. Strong west winds at night drove fire across some of the grades east of Campbell River.

On morning of 18th, I decided to move all line crews and pumps away from McIvor Lake leaving only sufficient pumps and men to protect Forbes Landing buildings. Fire had crossed the Quinsam River and reached Elk River main line at old Camp 5. Got a bull-dozer and crew in by speeder and bull-car and held fire at this point during the night. Camp was established at Elk Falls and crew divided between there and Camp 8. Ternan taking over fire in Camp 8 area. During the night west winds drove fire across Elk Falls road and left the newly established camp in a precarious situation.

Five A.M. July 19th, bulldozed new road into Elk Falls camp. New lines started south from this point toward Quinsam River. Made an inspection of Elk River main line and decided we would have to get another tractor into that area. About 2 P.M. fire boiled up in Block 27 and spread about 7 miles south easterly by night. Work in the Camp 5 area was abandoned and the tractor moved to Camp 3. Bridges on the Elk Falls road were lost in the evening when the night wind came on. A foot bridge was rushed across Campbell River to move the Camp from Elk Falls.

On morning of 20th, fire had spread to about 3 miles of Camp 3, Comox Logging company's area. Three tractors were put to work, two working across the valley to head fire off, and one working just south of Oyster River to prevent a spread westerly into the cold decked logs in Block 28.

Arranged with Filberg to back fire old grades from Oyster River north to Elk River main line that night to prevent a spread westerly to Block 28. In evening got a line started from Quinsam bridge down river to stop fire reaching Bloedel timber across the river. Camp was established at Campbelltown during the day

July 21st, fire not spreading so fast in the Elk Falls, Quinsam River area. Instructed Marling re back firing around the Park. Lines were continued from Quinsam bridge southerly through Elk River truck operation area. Lines west of Comox main line were lost during the day and another line started due west from Camp 3 in an effort to reach the green timber in that area. Arranged with Melrose to take Courtenay office and for 50 Naval men to stand by in Courtenay. Fires to the east of main line and north along east boundary of fire were slowing down.

July 22nd, crews were making headway against fire in the ~~Elk Rock~~ Elk Falls, Quinsam River area, and it looks as though lines will be closed. Fire had reached the edges of Campbellton and Campbell River settlements and conditions look favorable for stopping it here. Phone message about noon reported lines lost in the Camp 3 area, and fire had reached the Headquarters operation on the TSolum River and was driving over Constitution Hill. Reached Courtenay in mid-afternoon and distributed the Naval men on trucks with experienced men to assist in moving settlers out of fire area and killing any spot fires where possible. Crews were lined up for work in the Brown's River area to which the fire was headed.

July 23, Foremen Harding and Carney with crews of Comox, Carney, Woods and all local men were set to work falling snags widening roads and preparing a line from which to run back-fires across the spearhead of the main ~~line~~ fire. A Bull-dozer was obtained from Cumberland and put on this work. Carney's tractor was also moved down from Campbell River. The main Comox crew of approximately 400 men and all Comox machines were employed in the Oyster River, Camp 3 sector, keeping the fire from Block 28. About 10 P.M. fire crossed the Highway near Shelter Point but no great damage was done and fire was held to a small area. Fire also spread across the Parkin road in the Courtenay area in late evening.

July 24- Snag falling was continued in the Browns River area. Roads were bulldozed from Headquarters to Dove Creek. In late afternoon two more machines arrived from Nanaimo and were sent to Dove Creek and Browns River ready for work in morning. Four machine were brought in from Vancouver.

July 25-As fire seemed to be slowing down and we had a well snagged guard to fall back to, we decided to close in on the fire. All tractors were moved close up on the fire edge; pumps moved in to support them and the southerly spread of the fire stopped. Fire was still spreading slowly to the west along Dove Creek and up the TSolum basin. Naval men were used to good advantage on night partol with experienced men.

July 26 and 27th, work across the spearhead of the fire was consolidated and the machines started north along the westerly edge toward Dove Creek. Reconnaisance made along the west boundary revealed that bull-dozers could not be used north of Dove Creek.

July 28- Arrangement made to put a camp on the Dove Creek trail to work the west side of fire between Dove Creek and Wolf Lake. This was completed by night and 75 men put to work in this sector. Comox crew of 20 men working north from Wolf Lake.

July 29-30-31, Lines from Dove Creek around south end of fire and along east boundary consolidated and fire definitely stopped from further spread in those directions. Arrangements were made to increase crews on west side of fire north of Wolf Lake to Oyster River. 50 men were ordered into this sector for tomorrow morning with I.C.McQueen detailed to show them where to start.

Aug.1st, two Beban tractors laid off and shipped to Nanaimo. Naval Radio operators released and sent to Victoria. An outbreak on Burns Swamp required a bull-dozer and crew for the night. As the trip to the west end of fire was too much to make night and morning, it was decided to increase the crews and let them stay in and supply them with packers. Crews were increased to 120 men.

Aug.2- Carney and Tansky tractors released to go to fire [illegible] McQueen to take over Courtenay offi[illegible]

Aug.3- Turned office over to McQueen. Arranged with Camp 8 for patrol of lines in that area.

Aug.4-5-6, Inspecting lines, reducing crews and checking areas that were not burned out. Instructed Finning Cat-drivers to get their machines out for loading on the 6th. Light rain started about 7 P.M.

Aug.7-8, Inspected lines from Campbell River to Dove Creek and up north west sector to Camp 8. Released L.Harding,Fire Supt., also layed off Taylor Construction Co, water tank truck.

Aug.9-10 Crews being reduced as spread had been definitely stopped in all sectors. All crews laid off from Wolf Lake to Oyster River on west side. A small crew still held at Dove Creek camp.

Aug.11-12-13- Further reduction of crews as fire burned out in various sectors. McQueen released on Saturday 13.

Aug.14- Fire area on Bloedel operation inspected at Company's request for a reduction of crew. No smoke visible anywhere. Dove Creek camp reduced to a patrol.

From this date my time was taken up with accounts etc., and the Mud Lake Fire and the dwindling patrol of Bloedel fire lines left to Silke and Milligan at Courtenay and a lesser amount to Langstroth.

J. W. Kinney

1938

158

July 5th.

Fire reported from Campbell River to District Forester, Vancouver, B. C., and after discussing same arranged I fly in next morning.

July 6th.

Left Vancouver 6:30 A. M., arrived at Menzies Bay 8:00 A. M., and proceeded to fire by speeder arriving at Boot Lake 9:00 A. M. Found full crew from Camp 4 (approx. 180) on fire holding fire on the Boot Lake Spur with locomotives, tank cars and portable pumps; a cat guard also being finished by hand from the railway approximately 520 feet to small lake in area of green scrub timber. Due to intense heat from burning cold decks, felled and bucked and slash, fire held with difficulty along the grade.

Discussing the situation with Mr. Daly, the Superintendent, suggested backfiring the cat grade which was done late that afternoon with success and the fire was held from that time at this point thus preventing further damage to felled and bucked as well as cold deck material.

At 11:30 A. M. left the activities on Boot Lake Spur and walked around the edge of the fire to Gosling Creek, thence back through the fire along abandoned grade known as Branch 19 on east side of Gosling Creek, arriving at Grade Camp on Mainline at 1:00 P. M.

On this reconnaissance trip I found that the fire had cleaned up the slash along both sides of Gosling Lake and had spotted in a southeasterly direction into the old logged and burned area adjoining for an estimated distance of one-half to three-quarters of a mile.

The fire was backing up slowly through slash along Branch 19 and I found a crew cutting a guard through this slash from Gosling Lake to a strip of green scrub timber to the East. This guard was put in with the object of backfiring.

From Grade Camp I then walked through the green timber fire back on the north end of the fire and followed the edge of the fire break to the Boot Lake Spur where the majority of the crew were located. Found fire being held without further trouble and backfire on cat guard completed.

Later in the afternoon with Ranger Langstroth made another reconnaissance similar to my first one and found conditions unchanged; fire only smouldering in the old burn and backing up slowly in the slash along Branch 19. Found fireguard from Gosling Lake to scrub timber almost completed and advised foreman to backfire while conditions favourable. This was done by the night crew that evening.

Ranger Langstroth and myself decided to investigate the southeast end through the old burn and that evening obtained speeder transportation from the C. R. T. at Garrett and proceeded to fire up that company's mainline. Arrived at fire at dusk and found that fire had only spotted in old burn and not burning fast. Returned to Garrett for the night and on the morning of July 7th returned to the fire at Boot Lake by speeder.

Found situation quiet at Boot Lake and mopping-up of fire by crew being carried out.

Advised Mr. Daly that action was necessary in the old burn and asked him to give me 25 men which were not needed at Boot Lake and I would start them off building a trail to stop the fire creeping southwest toward the Elk River Timber Company's slash and Company felled and bucked along the mainline of the C. R. T. At the same time advised Mr. Daly to move tractor from Boot Lake and send it to the head of Campbell Lake to aid in completing guard started by the 25 men. This was done. On return from starting this crew to work again, interviewed Mr. Daly and advised him that either he or Mr. Lund, the foreman, should examine the fire in the southeast sector to become familiar with its extent. This he agreed to do and with Mr. Lund and Ranger Langstroth proceeded by Company speeder via the C. R. T. mainline to this end of the fire.

Made reconnaissance of the different spots on the old burn and found tractor had completed guard along the southwest flank. Also found the grade foreman and a small crew from Camp 10 of Bloedels located up the River along the C. R. T. mainline working on the spot fires.

Discussed with Foreman Lund control measures and use of cat. which was directed to the different spot fires.

I estimated at that time that by noon the next day the cat would complete a guard around these spots as well as northerly along the east flank to connect with the backfire as it was easy country for a tractor to work in. Humidity was higher this day and fire quiet.

Returned to Camp 4 and left the fire that evening returning to Vancouver the following morning.

C C Ternan

RECEIVED
OCT 16 1963
DISTRICT OFFICE

160

157

Bloedel Fire 1938.

Fire started in the middle of this seasons' cold-decking, and according to reports at the face of a pile which had been decked for over a month, about 300' -350' from the track. The last locy leaving this area was about 12.30 O'clock and watchmen only, remained after that hour on the area so far as is known. Watchmen were leaving area and were on Gosling Lake, when looking back the smoke was seen. As soon as a man could get to the switch and phone, the camp was called.

Our Lookout Daily Record shows the time of spotting as 4.00PM and we have noted here that it was about 4.15PM for the call to the Campbell River Station. First report from each Lookout stated it looked like locy smoke, or oil smoke and then reported it to be spreading fast. Ranger Langstroth and D.B.Taylor arrived at the C.R.Station as the calls were coming in.

Bloedel crew, locys and tank cars were rushed to scene as fast as possible but were unable to cope with the outbreak and hold it to a small fire as it had gotten two C.D.piles by the time they arrived. One tank car was trapped behind the fire and was got out a couple of days later.

It may be here noted that at the time fire started that there was practically no wind for the first 2 - 3 hrs. and then the wind came out of the N.W. to spread this fire, in a series of spots to the north edge of Lower Campbell Lake by the morning of July 6th.

Ranger Langstroth went in with 2 pumps and hose as soon as speeder could be arranged for and after contacting T.Daly, made a reconnaisance of the North and West sides of the fire.

An effort was made to check the fire from going North in the F.& Bucked area, but this could not be done till the fire break was reached. An attempt was also made to save some of the cold-deck piles, which lay adjacent to and East of branch 21, but this was only partly successful; the larger piles being lost.

Ranger Langstroth discussed with T.Daly and his foreman the matter of making of cat roads for fire guards at various places, such as cutting off from Boot Lake to track and then to nearest small lake; thence out into old burn, to stop fire working West and South through Bloedel felled and bucked and into C.R.T. operation. Cat to be brought in from Bloedel Camp #10 (Garrett Camp #1).

5th ⇒ At midnight when Ranger Langstroth was returning to Campbell River, the fire was around the South end of Gosling Lake and working North in the slash on the East side. On return the District Office was notified (C.C.Ternan) and it was arranged that Ranger should meet C.C.Ternan at Bloedel in the morning, when he arrived by plane.

1am 6th? see p. 274.

During the early hours of 6th inst. the wind turned to light S.E. and this slowed the fire up in the old burn.

7am p274 6th Ranger met C.C.Ternan when he arrived and went in around the area with him. By this time the cat had been brought in cut a line as suggested and was headed out into the old burn to make fire lines in that part of the area. The line from Boot Lake was then held by a strong crew and three pumps. Another F.B. pump and more hose was brought in this A.M. Tank cars and locys were used alomg branch 21 also other pumps and the fire was held to the East side of this branch, although many spot fires wer set across the line and in turn put out

by fast work with hose lines. This meant the saving of several C.D. piles.

C.C.Ternan and Ranger made a reconnaisance of the South part of the fi on foot and later by speeder of C.R.T.

A fire line was started on the East side of Gosling Lake, to go through the slash to a patch of green and scrub and this was back-fired during the early hours of the 7th inst. with two pumps working on same. On the 7th inst after finishing the fire trail on the South West side, the cat went in on the East side of the fire to cut it off in the old burn. Made inspection of this area with C.C.Ternan and Eric Lund. Returned to Campbell River with C.C.Ternan in time for 9.00PM broadcast, talking to Super.Conway.

July 8th- Ranger took in more hose this A.M. Fire giving some trouble to keep within boundaries, but not doing further damage. Later took in hose repair kit. Directed the laying out of equipment to get best use of same along cat roads on South West side of fire. Fire easing off for the most part. Crew dropping snags and cat road most of East side of fire to-day.

July 9th- In checking over line to-day found all parts well under control. Discussed with T.Daly the disposition of pump crews.

July 10th- All went quietly.

July 11th- Went to fire by boat from Forbes Landing and went around South and West sides of fire and up branch 21. Very little fire showing and men on patrol had nothing to do. Met T.Daly at North end of fire and got hurried call re fire at Fork of Elk River.

July 12th- Ranger was not at this fire.

July 13th- North West wind and fire picking up inside the lines. Went to fire during evening, taking R.J.Grinsted and found fire had jumped portion of line near the lake, but that another road had been constructed around same and that a locy with tank car and 4 pumps were controlling the portion near the lake. About 20 men were noted on the portion of the line visited. At this time the wind was fanning up the fire inside the line and making it spread across the cat roads. Foreman at the fire told me that the whole crew would be back again in the morning. Ranger left the fire at midnight.

July 14th- By 3.00PM lookout reported that the fire was getting much stronger. Ranger proceeded to fire by boat and found that C.R.T. line was cut for about a mile and one-half along Lower Campbell Lake. Between wind and heat of fire, whirlwinds were starting. Fire very strong on ridge immediately North of lake. On returning did not notice any fire in the Forbes Peninsula at 5.30 to 5.45PM as we were passing. However on return to Campbell River was phoned that fire was into the area. With Supervisor Conway went up the E.R.T. main line on speeder and could get good view of the whole area and could see that fire was definitely spreading S.W. and had also spotted the peninsula. It was then decided that the best way was to get in and back-fire out the peninsula as soon as possible to avoid this area going up in the heat of tomorrow. Back-firing was under way by M.N. and it was found that only a portion could be got rid of by morning. Ranger and crew of 5 men lit up the South half mile of the East part of this slash and went on out to the C.R.T. track. At the same time pumps were put in on the West side of the Forbes Peninsula in an attempt to hold a portion of green timber as a fire break opposite

162 (3)

Forbes Landing. Shortly after daylight on the July 15th it was found that the fire had spotted across the Campbell River below Forbes Landing about one half mile and a crew was put in to try and control by making fire line backed with a couple of pumps, which line was held during the day and part of the 16th., at which time this position was abandoned because fire had spotted across the river further North and was coming in on a fairly wide front behind and overlapping this part.

When pumps were put in on the Forbes Peninsula on the night of July 15th, Asst.Ranger Bell also took a small crew in and back-fired some of the remaining slash on the West side, but most of this had gone up before any action could be taken.

About 4.00PM on July 15th the fire spotted across the Campbell above Forbes Landing into old slash in a bluff area. A crew and pump was dispached to this area but were unable to hold this new spot. The fire was out of range of pumps by the time hose was strung due to the fact that the freshening wind was spreading the fire very fast, working around the face of the hill West of Forbes Landing.

Later that day the fire spotted across the lake still further up and this in turn came in behind the first crossing working fast driven by the increasing wind. By about midnight of July 15th the fire had spotted into the operation of T.J.Brown and had a strong hold in the slash. In addition to crews being raised in Courtenay, 200 men were ordered from Vancouver by Supervisor.

By the morning of the 16th it was becoming apparent that this fire would passibly go around Forbes Landing on both sides. The Elk Falls Lookout man was removed rather hurriedly so he would not get trapped in the next fresh West wind taking the fire that way.

As the men arrived from Vancouver they were apportioned to the crew being put in at Brown's and Camp 8, with a few left at Forbes Landing. The Y.F.T.P. crew at Oyster River, under Foreman Freeman King, worked on the fire the night of the 15th and on the 16th started getting the camp at Elk Falls ready to take care of a full crew,the equipment being on the way from Victoria.

Until accommodation was ready, the crew from Vancouver and other parts were bedded down at Forbes Landing; The Willows; Camp 8; and some at Quinsam Hotel. These men were fed as could be arranged, which was some meals at hotels and lunches shipped out.

Equipment was shipped in from the various parts of the Vancouver District; pumps, hose and tools.

On the 17th I was detailed to scouting out roads for cats to work out fire lines on,between the Campbell River and Elk Falls L.O., the fire having got considerable of this area and could not be held around McIvor Lake. One of the Comox cats arrived about noon and was put in to cut road from the hair-pin turn to our road to Elk Falls L.O. and then to follow on up this route. The extention of this was scouted during the afternoon by Ranger and one man and on returning to the cat the operator was instructed as to foute. Markers had been set up at all forks of grades. This cat, working three shifts, using lights, continued all night and made a good guard in a Northerly direction almost to the Campbell River. A strong crew was put in on this guard early on the 18th, but by the time the crew got there the half of the guard had been burned over due to high wind. A new guard was pushed through and the crew back-fired this out, starting

about 10.00AM. The back-fire was quite successful throughout the day and was burned considerably back from the guard. About 6.00PM the West wind freshened and smoked out the whole crew. An attempt was made to take a cat back into this area, but the operator could not see so it was called off. No water was available in this section.

During the 17th Freeman King's crew got up a large part of the tent camp at Elk Falls. This was completed on the 18th and supper was served to a large crew that night, sleeping accommodation was also supplied for over 200 men.

During the 17th while the one cat was working West of the L.O. a second was put in on grades East of same and well out from the Elk Falls Park. Several cutoff's were made but the general trend of this break was more in line with the direction of the night winds, also during the day the old road to Elk Falls was gone over with a bull-dozer as another possible means of access in case a bridge were to get burned. This work continued on the 18th. A fair sized crew was kept on through the night of 18th-19th, but the wind continued strong and by 4.30 AM of the 19th the fire was spotted across the Forbes Landing-Elk Falls cross roads. By 6.00 AM this route was impassable.

Two cats were put in and a new road was put through around this spot and trucks were going over it by 10.00 AM. A crew was also put to work throwing a foot-bridge across at Elk Falls in case of further cut off. Pumps were put in at the two bridges on the road to Elk Falls, wetting from below and on top as well as along the cat roads near the bridge. Both cats were gotten out from Elk Falls and across the bridges while they could still get around the ravines. The F.B. "35" cat was brought in to the Park for mopping up in that area in case cut off from outside. Fire lines then held till evening, when the strong West wind came up again and cleaned out both bridges and it appeared a doubtfull proposition as to saving Elk Falls. During the night of 19th-20th another line was started through the wet draw immediately West of the Park and on a line down wind, headed for the Quinsam River at a point down stream from the bridge. The F.B. "35" cat did good work on this line around the South West edge of the Park, the remainder of the line was worked by hand tools and pumps were put in at the Campbell River, West of the Park. As wind was stronger than usual trucks were held across the Campbell near the Park all night in case there had to be a quick getaway. Those of the crew who were not actually fighting fire were employed getting ready to move out camp equipment and food. A large amount of this was moved across the river before daylight. In the trap also we had the Ranger Car, 1 F.B.Truck, 1 privately owned truck and the F.B. Cat. With the cat a space was cleared near the bridge and these units shoved down the bank after draining the gas, also other metal equipment which could not be taken across the bridge was buried so that it would have been protected even if fire had swept the Park.

During the 20th the camp was re-established at the Campbell River bridge at the main road, this work being left entirely to Freeman King and his crew. A camp range was supplied by the C.R.T. on short notice, and it may be here mentioned that this item will not be charged for. More pumps were put in at the Elk Falls line and this was back-fired out in parts. F.B. cat doing good work in establishing line toward Quinsam River. Line West of Park being held in spite of hose being cut (accidentally or otherwise)

Some Vancouver men shipped out this A.M. Lines being held in this section, heavy crew near Elk Falls.

During 21st July; pumps established for the protection of Quinsam River bridge, Public Works crew assisting. Various crews working on snagging - Quinsam area - behind Campbell River- back of Masters Road- and on down the line. F.B. cat continuing toward Quinsam River.

Line being connected up from Quinsam River out to behind the Masters Raad and on down the grades in a South Easterly direction by cats, followed by a heavy patrol. West winds showing a tendency to ease off.

During July 22nd; Organizing fire crews from Elk Falls to Quinsam River. Pump taken to Quinsam River after having some trouble with crew enroute. Fire breaking over trail in places. Got cat to straighten line of fire break behind Masters Road. Shifted some of snag fallers further down the line to-day. Fire cooled enough to bring truck out from Elk Falls to-night.

July 23rd: Fire breaking near Storey's and Ahern's to-day and pumps put in there to protect both these places. F.B.cat and cars brought out from Elk Falls early this A.M. Snagging crews moved South along road with instructions to drop anything that might fall across road, phone or light line in addition to the protection of buildings. Road, power and phone cut for short time tonight, when fire crossed the road South of Ahern's. Fire lines being built behind the settler's places.

July 24th: Further organization of crews from Shelter Point South. Cats being used and switched to points most needed. Line started behind McGimpsey's and pump put in. Heavy crew still at Elk Falls. One snagging crew moved to Oyster River camp to save transportation. Continuing to snag along roads and property.

July 25th: Fair crews still needed at Elk Falls - Quinsam - Masters Road - Beaver Dam - Shelter Point. Fallers still snagging. A break near Masters Road P.M. and an extra crew and "35" cat were sent in to help control. Heavy night crew for Shelter Point and extra men needed for Quinsam to-night.

July 26th: Bloedel crew took over the Elk Falls sector with F.B.pumps and pumpmen. Heavy crews otherwise. Night crews cut except at Shelter Point. Cats working South of Shelter Point. Brown's cat still working behind Masters Road and South, shifting to McGimpsey's. Pumps used as needed at various points, but fire generally slackening.

July 27th: Considerable layoff to-day. Light shower with wind switching to S.E. Spent most of night in getting a bawl up of the night crews ironed out. This was due to a lack of orders being sent in before the night crews went out.

July 28th: Brown's cat working North from McGimpsey's - Tansky cat cutting around one of the South loops of fire near Oyster Bay. Crews being cut down and lined up to cut still further. Pumps being pulled from salt water and gang put in at Oyster River to clean in fresh water, overhaul pumps and patch and roll hose ready for next use. Salvage crew started this A.M. to go over all fire lines.

July 29th: Checking up on fire lines from Storey's to North end of cat road and noted gap in line near Brown's. Day crew reduced and night shift cut out entirely. Supplies shipped to Dove Creek camp.

July 30th: Scouted South end of cat roads ending in swamp, South of Oyster Bay. Transferred Tansky cat to finish line left incomplete by Brown's cat when it broke down. Fire burning in spots only. Favorable weather conditions making control easier. Getting lined up as to any extra pinching out that may be done and discussing with I.C.MacQueen at Courtenay.

July 31st: Made reconnaisance of cat road to come closer to fire from Oyster Bay to Little Oyster River, with I.C.MacQueen and later arranged for a foreman in charge of this line -up.

August 1st: Cutting patrol crew still further and consolidating lines. Weather holding favorable . Considerable cat work still to be done if patrol to be effective in case of further high winds.

August 2nd: Patrol being maintained. Sudden call for cat at Bowser and the Tansky cat was pulled out and shipped down. Trails still incomplete but as weather favorable here, no immediate danger.

August 3rd: General check-up of fire lines and patrols North & South of Oyster River by Ranger Langstroth and L.Harding. Odd spots flaring up and pumps and crew being moved in to check same. Now shipping hose and equipment from this fire to others.

August 4th-6th: Maintaining patrols where most needed and shifting men to suit. Brown's cat clearing ties off grades where not completed previously. Pumps needed at odd outbreaks.

August 7th: North end of fire inspected and very few signs of smoke seen. More men laid off to-day.

August 8th-9th: Patrol being maintained. Area of reproduction still not burned and inside the fire line scouted and arranged to concentrate patrols on this area to put hand graded line around same. Brown's cat finished to-day and was returned to Campbellton.

August 10th: Crew cut to small patrol on account of rain.

August 11th: Inspected considerable portion of fire line to-day with Supervisor Conway and F.D.Mulholland. Small patrol still maintained.

August 12th-13th: Cloudy with showers; light patrol maintained; some of crew being shifted to repairing tools and cleaning up hose, as there is about 4 miles ahead to work over. No outbreaks.

August 14th: Trucks being transferred to Courtenay end of fire for the bringing out of equipment. Hose to Oyster River for cleaning. Inspected North end of fire with Supervisor. No smoke seen.

August 15th: Getting off this fire ready for shipping to other. Fair weather and fresh wind making fire pick up in spots. Small patrol active.

August 16th: Laid off crew on patrol to-day. Clean up gang still retained. Asst. Ranger given instructions to use his judgement as to patrol from now on.

From this time on it was a case of mostly clean-up gang and odd increase in patrol if something fanned up. Time keepers were retained and worked here at Campbell River Station checking accounts, and making out payrolls, checking for duplications and other errors. They also worked out a distribution for all payments of men for the three main camps involved.

While a good many accounts had already gone through, the remainder have been handled from this end, which has taken considerable time.

This fire,which was the product of an exceptionally dry and windy season, has at least shown us that our present stock of tools and equipment is entirely inadequate to cope with any large outbreak,

also that an old burn, grown up in fire weed and bracken is the sort of condition that you may not be able to runm a back-fire in, but when given the right weather conditions this area will run a fire that fire line will stop unless backed by large amounts of water.

During this fire we were fortunate to have a camp organizer who attended to the running of the camp as did Freeman King. The running of camps of this size and keeping them sanitary is no small item.

The large mistake that was made in ordering supplies was made by a time keeper and cook when Freeman King was in hospital.

There are some accounts still remaining to be cleared up, but these should be finished in the near future.

There was a heavy mortality in pumps, chiefly paramounts. The new Pacific Marine types purchased during this fire and the line of equipment which goes with them is far superior to anything we have had previously.

It was impossible on this fire to keep an individual record of pump costs and hours run, but the following will give some idea of the amount of pumping done.

Gas used about 1366 gals., which would indicate about 1800 hrs., while 3 of our pumps at Bloedel's from the start, ran appx. 700 hrs.

Approx. 75000 feet of hose was cleaned by the gang at Oyster River. This includes some going through for the second time.

Conditions during the first part of this fire were a reversal of the usual practise, that is holding a fire during the day and doing your back-firing at night. In most cases on this fire the wind was strongest at night, easing off during the day.

Snags in the various areas of this fire, as usual caused a lot of grief and very often in an old burn. Often times a line might have been held except for the fact that the snags could not be dropped in time.

A.C.C.Langstroth,
Ranger.

167

	Cold Decked M.B.M.	F. & B. M.B.M.
Bloedel	7,000	15,000
Brown	-	2,000
Elk River	4,000	3,000
W. & W. Log. Co.	-	400
Comox	3,000	40,000
Geidt Bros.	-	250
McLeod	-	200
	14,000	60,850

14,000 M.B.M. @ ~~$1.25~~ 6.50 =	~~$18,500.00~~ 91.000	
60,850 " @ ~~$1.25~~ 5.00 =	~~76,062.50~~ 304.250.00	~~76,062.50~~ 78785.00
	~~94,562.50~~	~~$94,562.50~~

Equipment, Camps, etc.

Bloedel	$17,000	
Brown	4,050	
Elk River Tbr. Co.	32,700	
W. & W. Log. Co.	1,200	
Comox	20,000	
	74,950	
Forbes Landing	10,000	$84,950.00
		$179,512.50

See 2
132794 1.38
Oct 27

MEMORANDUM

1323067

Forester,
t Branch,
ria, B.C.

FROM DISTRICT FORESTER

VANCOUVER, B.C.

Oct.19th, 1938

Your file No O.F.# 230 Bloedel.

Attention Operation

Attached hereto please find a preliminary Final ire Report of Bloedel Fire #230.

It is impossible to give at this time any accurate information so please understand that the information in this report is only approximate.

Actual loss and damages can only be obtained when the information is available from the different companies involved, and we find at this time that they have not completed all their field work.

Danage to the area has been arrived at by synopsis received from the Forest Surveys Division. Here again we would like to point out that the map used does not indicate all the detail, but we have been promised a map which is now being prepared by J. Tucker, Forest Engineer, employed by the Comox and Elk River Companies, to map in detail the fire area.

At a later date this fall we will submit a detailed report particularly dealing with damage and loss, which information will then be available from the companies involved.

We trust this report will suffice for your immediate needs, and if there is further information required we will endeavour to get it for you.

A further history of my time spent at Forbes Landing and Camp 8 of the Elk River Timber Company will be submitted later.

LANDS DEPARTMENT
Forest Branch
OCT 20 1938
VICTORIA, B.C.

C.C.Ternan,
Asst. District Forester.

CCT:RJ.
cl.

O.F.#230 - Bloedel

1323073

PROVINCE OF BRITISH COLUMBIA.	FOREST BRANCH.	DEPARTMENT OF LANDS.

165

COVERING LETTER.

Date Oct 19, 1939

From [illegible] Office. File No. [illegible]

To [illegible] Office. File No.

Attention [illegible]

Referring to

[illegible]

LANDS DEPARTMENT
Forest Branch
OCT 20 1939
VICTORIA, B. C.

(Signature) [illegible]

★ F.B. 297—15M (50)-1237-9656

171

1616

October 21, 1938.

File: 0131739.

Memorandum to the Honourable the Minister of Lands

Elk River Lumber Co. Ltd

Attached hereto Comox Logging and Railway Company claim under Section 117 of the "Forest Act" for refund of fire-fighting expenses on the Bloedel Fire, No. 230, amounting to $15,071.80. From this sum $348.62, duplicate charges, is deducted, leaving a net of $14,723.22, which is recommended for payment.

IV 22,759-97

In this connection you will recall some discussion regarding the possibility of a claimant collecting fire-fighting accounts a second time from insurance companies and a possible third time from other parties through damage suits. This feature was presented to the Attorney General's Department and we are told that we are in no position to concern ourselves "whether or not the person receiving payment from the Forest Protection Fund obtains a similar payment from an insurance company or other person." A copy of the Departmental Solicitor's advice is attached hereto.

Your instructions in this case will be appreciated.

Chief Forester.

KR
Encl. 1.

112

MEMORANDUM

From Attorney General's Office
Victoria, October 7, 1938.

To Asst. Chief Forester,
Dept. of Lands,
Buildings.

Re: Forest Protection Fund.
Your Files 016882 & 0131739.

Your memorandum of the 5th instant has been duly received.

Section 117 of the "Forest Act" appears to give to an operator who has complied with the various conditions in the section an absolute right to obtain from the Forest Protection Fund the amounts "allowed for wages paid for the services of the men so employed", that is, the men employed in extinguishing the fire. Further, it should be noted that this statutory right is not hedged with any right to pro rate such as is found in insurance policies, and, further, the Crown is not given the right of subrogation, that is, the right to be put in the shoes of the operator and to obtain damages from the person who really started the fire.

In my opinion the Crown has no right to demand any undertaking to refund from a person obtaining a payment to which he is entitled by the Statute. As a matter of fact, I very much doubt that any operator insured against the same risk that the Forest Protection Fund may be said to insure against could recover from his insurer without accounting for the payment he had received from the Forest Protection Fund, and the same consideration would apply if the person who had obtained payment under the Forest Protection Fund sought to recover the identical sum for the tortfeaser responsible for the setting of the fire.

In any event my opinion is, to put it bluntly, that it is no concern of yours whether or not the person receiving payment from the Forest Protection Fund obtains a similar payment from an insurance company or other person. It may be, however, that you may wish to consider an amendment to the Statute which would enable you to pro rate with the insurance company. Before you considered such an amendment, however, it would be wise to obtain full particulars of the nature of the insurance with which you would wish to pro rate.

"H.B.M."
Departmental Solicitor.

C O P Y

ALL COMMUNICATIONS IN REFERENCE TO FORESTRY TO BE ADDRESSED TO THE CHIEF FORESTER

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

15

168

VICTORIA, B.C.

DEPARTMENT OF LANDS
FOREST BRANCH

October 24, 1938.

File: 0131739.

Memorandum to the Honourable the Minister of Lands

Attached hereto Comox Logging and Railway Company claim under Section 117 of the "Forest Act" for refund of fire-fighting expenses on the Bloedel Fire, No. 230, amounting to $15,071.80. From this sum $348.62, duplicate charges, is deducted, leaving a net of $14,723.22, which is recommended for payment.

In this connection you will recall some discussion regarding the possibility of a claimant collecting fire-fighting accounts a second time from insurance companies and a possible third time from other parties through damage suits. This feature was presented to the Attorney General's Department and we are told that we are in no position to concern ourselves "whether or not the person receiving payment from the Forest Protection Fund obtains a similar payment from an insurance company or other person." A copy of the Departmental Solicitor's advice is attached.

Under the above circumstances we ask your approval to proceed with payment.

E. C. Manning
Chief Forester.

KR
Attach. 2.

ALL COMMUNICATIONS IN REFERENCE TO FORESTRY TO BE ADDRESSED TO THE CHIEF FORESTER

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

174

DEPARTMENT OF LANDS
FOREST BRANCH

VICTORIA, B.C.

October 22, 1938.

File: 0131739.

Memorandum to the Honourable the Minister of Lands

Our district officials at Vancouver have had repeated requests from Mr. Smith of Bloedel, Stewart & Welch, Ltd., for permission to look at our maps showing the slash areas in the vicinity of Campbell River.

We assume what is behind these requests is that the above Company is going to offer, as one of its defences in the coming lawsuits, that the large accumulations of slash in adjoining logging operations were one of the main factors in the spread of this fire. They will probably emphasize this because they themselves have been one of the best companies in the past with respect to slash disposal.

We take the stand that information concerning our forest cover, whether it be in the nature of stands of mature timber, reproduction, or cut-over lands, is more or less public, although we do not guarantee the accuracy of any particular boundary. We believe, therefore, that anyone should have access to this information but, owing to the lawsuits pending, before extending this courtesy to Bloedel, Stewart & Welch we should like to have your approval.

E. C. Manning
Chief Forester.

Approved:

Approved by Mr Cathcart
E.C.M.
Minister of Lands.

KR

Vancouver, B.C. October 24, 1938.

In connection with requests which you may have from interested operators to have access to our maps, it is considered that these parties may examine such information as is plotted but on the distinct understanding that such data concerning forest cover, fire boundaries, etc., are in no way guaranteed by this Department.

We are verbally advising Mr. D.B. Taylor concerning this.

E.E. Gregg,
Assistant Forester.

EEG:J

0131739

PROVINCE OF BRITISH COLUMBIA. | 170 | FOREST BRANCH. | DEPARTMENT OF LANDS.

COVERING LETTER.

Date Oct 24 38

From O Kelowna Office. File No. 21739

To Victoria Office. File No. Ctfs No 230

Attention Kholer

Referring to Attached Cpy Note No F 1713 Burns Flat 1937

has drawn to which this application has reference
to us that it may be in connection with the
Kholer Farm - Will you kindly show
the Co's position to this application

(Signature) Ed

★ F.B. 297—20M (50)-433-3712

177

This is to certify that I have examined the records of the Elk River Tbr. Co. ..... and find that the sums paid for fire fighting on the Bladel Fire #230 fire are as set forth herein and that all such sums have been paid.

(Signed) C C Inman
~~Ranger~~ Asst Dist Forester

Date Oct. 19 38

MEMORANDUM

1324327

TO	FROM DISTRICT FORESTER
Chief Forester, Forest Branch, Victoria, B.C.	VANCOUVER, B.C. October 19th, 1938
Refer to yours	Your file No 031739

LANDS DEPARTMENT Forest Branch OCT 20 1938 VICTORIA, B.C.

Attention Mr. Orchard

Further to our discussion in your office on the Elk River Timber Company's claim.

As per your instructions I visited the Company's office at Camp 8 and went over the account in detail, securing a reduction from $30,631.19 to ~~$23,274.16~~ $22,789.87

You will note a reduction of some $300 on loss of equipment. This reduction was arrived at through discussion and my contention that it was too high. It was a difficult matter to check and I more or less had to insist on a general reduction and re-adjustment of amounts which appeared too far fetched.

Also kept the charges for rental of new pumps to the time I knew they were used.

Have cut out the charges for the Comox cats as this was a duplication, having been already billed on the Comox cat. However, on checking their records I found this item of expenditure for operating these cats, and at their request we will deduct this charge from the Comox account. Mr. Cobb asked if we would do this as it made the situation awkward if he had to bill Comox in view of the fact that they are working together on the case against Bloedel. This I said we would do and have so advised Mr. Filberg that such deduction will be made from the Comox account.

Also reduced by three days use of their own cat.

Also obtained details of hours worked by trucks which was taken from their payrolls showing the driver's time.

Zenatta's truck was hired by them and I checked his account which they paid. In this case they supplied the driver, fuel and repairs, and paid for the use of the truck so the charge is a proper one. The rental charge of Zenatta for the truck is not included in their account.

Fire payroll claim has been reduced to correspond with Forest Branch rates of pay.

Please reply for attention of and refer to our file No

O.F.#230 Bloedel

179

Chief Forester

October 25th,1938

It is therefore recommended that the account be passed for payment as herein submitted.

C.C.Ternan,
Assistant District Forester.

CCT:RJ.

O.F.#230 Bloedel

CANADIAN PACIFIC COMMUNICATIONS

CANADIAN PACIFIC TELEGRAPHS

DIRECT CONNECTION WITH
POSTAL TELEGRAPH - CABLE CO.
COMMERCIAL CABLES - - IMPERIAL CABLES

183 C.D. 1M

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

TELEGRAM		CABLEGRAM	
FULL RATE		FULL RATE	
DAY LETTER	DL	CODE	CDE
NIGHT LETTER	NL	DEFERRED	LC
NIGHT TELEGRAM	NM	NIGHT CABLE LETTER	NLT

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL.

FILED AT "U" OFFICE,
PARLIAMENT BUILDINGS, VIC
SPEEDIEST S ...CE OVER ALL
ONEY TRANSFERRED ...S TO MAIN
BY TELEGRAPH

STANDARD TIME

4vrbu 17/16

VX VANCOUVER BC OCT 29-38 1118am

1325154

C D ORCHARD
FOREST BRANCH
VICTORIA B C

COMPENSATION BOARD ADVISE NINE PERCENT PAYMENT REQUIRED STOP

ONE CENT FIREFIGHTERS ASSESSMENT INDEPENDENT OF EMPLOYERS ASSESSMENT.

C C TERNAN

1125am

LANDS DEPARTMENT
OCT 29 1938
VICTORIA, B. C.

180

NIGHT LETTER

Victoria, B.C., October 28, 1938.

District Forester,
VANCOUVER, B.C.

REFER NINE PERCENT WORKMENS COMPENSATION ASSESSMENT FIRE PAYROLL ELK RIVER CLAIM (STOP) ASK COMPENSATION BOARD WHETHER NINE PERCENT PAYMENT REQUIRED OR USUAL ONE CENT FIRE FIGHTERS ASSESSMENT (STOP) WIRE REPLY IN ORDER THAT WE MAY DEAL WITH CLAIM PROMPTLY.

C.D. Orchard.

(Charge Forest Branch)

1250

Vancouver, B.C. 182 October 26, 1938.

O.F. #230, Bloedel.

Attention: Mr. Ternan.

We are in receipt of yours of October 19, a statement of the Elk River claim and a statement of the Comox claim. The fifth paragraph of your letter is not altogether clear. Would you reply as follows.

1. In the first sentence you mention that the charges for Comox cats. (1 and 2) are a duplication. An examination of both accounts does not indicate that charge has been made twice. The item of $34862 appears in the Elk River account but only as a deduction from the Comox account.

2. The third sentence of your above mentioned paragraph is difficult of interpretation. If Cobb borrowed Comox cats why should he have to bill Comox for them? It seems the billing should be the other way. Who supplied the fuel and drivers?

3. On examination of both accounts we do not seem to have been charged in either for rental of Comox machines numbers 1 and 2. This rental would approximate $1200. Are we to expect that when final settlement is made between the two companies we shall receive another account to cover this rental? As the rental accounts for equipment seem to be large enough to reasonably reimburse both companies, there would not seem to be any occasion for us to ask for another account.

It is understood that the companies in question would like to get their cheques without further delay and we have made arrangements here to issue the same immediately.

Kindly let us have your reply to the above by return so that further delay will be avoided. If your reply can be conveniently condensed to telegraph size, let us know on Thursday morning, but if not, reply by mail.

(over)

Reference your Final Fire Report. How do you arrive at the grand total A plus B of $787,325.00? Why should not the figure $179,512.50 from the sheet appended appear instead of $106,082.50?

E.E. Gregg,
Assistant Forester.

EEG:J

★ 10M-836-2257

184

MEMORANDUM

1324794

FROM DISTRICT FOREST

TO Chief Forester, Vancouver, B.C.

Forest Branch, Oct 27th 1938

Vancouver, B.C.

Your File:

Refer to yours of

My File: O.F. #230 - Bloedel

Attention of Mr. Gregg

Evidently you are not aware of the circumstances in connection with this account. This matter was discussed in detail with Mr. Orchard before I took up with the company a scaling down of their account, and my letter was in reality a report to Mr. Orchard of my efforts in this respect. Incidentally he has a copy of their original claim for comparison purposes. Answering your query however :

(1) The 2nd claim is a revision and naturally could'nt show a duplication. Note I said we have cut out the charges for the Comox cats as this was a duplication.

(2) Cobb borrowed Comox cats but the Comox Co. are being payed in full for the use of their cats throughout the fire. The rate decided on includes wages, service and fuel. The Elk River Co. paid the wages, fuel etc. and asked to be re-imbursed by us which I promised to do. Therefore this amount should be deducted from the Comox account and Mr. Filberg has been so advised personally. I can't follow your argument here at all.

(3) Comox had 3 tractors, 2 of which were sent to the Elk River. The Nos 1 & 2 don't mean anything except a means of entering on the claim. There will be no further account for the 3 Comox cats.

Re Final Fire Report :-

Change appended sheet p.167 to read :-

14,000 @ $6.50	=	$ 91,000.00
60,850 @ $5.25(40% loss)	=	$ 127,785.00
		$ 218,785.00

(Cold deck loss arrived at as follows :-)
($4.00 Stpg & Roy, 1.25 f&b, 1.25 cold decking)
( )
(F.& B. loss arrived at as above except cold)
(decking charge - 40% loss factor applied)

Apply the above total to first page giving grand total $ 758,111.50

Please understand these figures are only approximate and are not to be taken as a final record.

CCT:RJ

C.C.Ternan, Asst.Dist.Forester.

ALL COMMUNICATIONS IN REFERENCE TO FORESTRY TO BE ADDRESSED TO THE CHIEF FORESTER

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

185

VICTORIA, B.C.

DEPARTMENT OF LANDS
FOREST BRANCH

November 1, 1938.

File: 0131739.

Memorandum to the Honourable the Minister of Lands

The following instructions were sent to the District Forester at Vancouver the other day after discussing the subject with Mr. Cathcart and receiving his approval:

> "In connection with requests which you may have from interested operators to have access to our maps, it is considered that these parties may examine such information as is plotted but on the distinct understanding that such data concerning forest cover, fire boundaries, etc., are in no way guaranteed by this Department."

The above was the result of applications from Mr. Sid Smith on behalf of Bloedel, Stewart & Welch, Ltd., to be permitted to look at our maps showing the slash areas on operations adjoining his company's.

We are now in receipt of a request from Bloedel, Stewart & Welch for a copy of our map of the large Campbell River Fire. I can see no great objection to making that map available to any interested company on the distinct understanding that we do not guarantee the boundaries. This request, however, does raise the query in my mind as to whether we shall be criticized for allowing any company to look at our slash-area maps on the grounds that in making a map of a slash area we were securing information of a semi-private nature pertaining to a logging operation and as such it should not be made public.

It is probable that Bloedel's have already had a look at our slash-area maps as a result of our above-quoted instructions to the District Forester's office in Vancouver.

E. C. Manning
Chief Forester.

Since dictating the above we have received an application for a copy of our fire map from an opposing company--the Elk River Timber Company.

KR

186

Nov-1938.

Fol. cheques taken &
Van. for delivery:-

97167E. Conrad L&R. Co. 14,223.22
—8E. Elk R.T. Co. 1,291,789.87

$37513.09

Quinsam, B. C.,
Sept. 24th, 1938.

DEPARTMENT OF LANDS - FOREST BRANCH

To - MAMQUAM RIVER TIMBER COMPANY LTD - Dr.

Vancouver, B. C.

Schedule No.

To Expenses Incurred in Fighting Bloedel Fire:-

		Fire Hose & Tools Burned; Sundry other Items:		
		2625 feet 1-1/2" Unlined Gore Hose, Coupled, @ $16.55 per C feet	$ 434.43	
		4000 feet 1-1/2" Unlined Navello Hose, Coupled, @ $14.68 per C feet	587.20	
		2000 only 1-1/2" Rubber Hose Washers	17.00	
		60 " 1-1/2" Hose Nozzles @ $27.30 per doz.	136.50	
		3 doz. Shovels @ $15.10 per doz.	45.30	
		3 " Axes & Handles @ $31.95 per doz.	95.85	
		3 " Mattocks & Handles @ $16.10 per doz.	48.30	
		15 only Bucking Saws & Handles @ $16.54 per set	248.10	
		5 " Falling " & " @ $15.29 " "	76.45	$ 1,689.13
	1	Loss in value on remaining supply of Fire Hose		2,802.80
		Wear and tear on Company-owned Fire Equipment		1,000.00
	2	Airplane Hire, flying in Pumps & Hose		220.00
	3	Fuel for Fire Pumps		207.81
		Excessive Equipment Purchased Expressly for Fighting this Fire:		
	4	1 only Wajax Portable Fire Pump	$ 452.50	
	5	2 " Fairbanks-Morse Forest Fire Pumps	790.00	
	6	1 " Paramount Fire Pumper	513.00	
	6	Suction Hose, Couplings for above	32.40	1,787.90
		Rental: 5 Company-owned Fire Pumps, 9 days each, 45 days @ $7.50 per day		337.50
		RENTAL: FIRE FIGHTING EQUIPMENT:		
		Caterpillars used in bulldozing fire trails and fighting fire:		
		Jul 16-21 inc. R.D.8 Caterpillar No. 1 machine, 4 days, working 78 hours, or 9½ - 8-hour Shifts @ $75.00 per shift, including Driver, Fuel & Lubricants		731.25
		Jul 16-21 inc. R.D.8 Caterpillar No. 2 Machine, 4 days, working 78 hours, or 9½ - 8-hour Shifts @ $75.00 per shift including Driver, Fuel & Lubricants		731.25
		Jul 15-31 inc. R.D.8 Caterpillar No. 3 machine, 17 days, working a total of 319 hours, or 39-7/8 - 8-hr. Shifts @ $75.00 per shift, including Drivers, Fuel & Lubricants		

Carried Forward $ 1

188

Quinsam, B. C.
Sept 24th, 1938.

DEPARTMENT OF LANDS - FOREST BRANCH

To - ELK RIVER TIMBER COMPANY LTD - Dr.

Vancouver, B. C.

(Continued)

	BROUGHT FORWARD		$ 12,498.27
	Trucks used in hauling men & equipment to and from Fire Lines:		
Jul 16-30	Hayes-Anderson 3½ yard Truck, 234 hours @ $2.00 per hr., including Driver, Fuel & Lubricants		468.00
Jul 15-31	2-ton V-8 Truck - 248 hours @ $2.00 per hour, including Driver, Fuel & Lubricants		496.00
Jul 18-30	1½-ton Model-A Truck, 180 hours @ $2.00 per hour, including Driver, Fuel & Lubricants		360.00
Jul 15-31	Light V-8 Delivery Truck, 180 hours @ $1.00 per hour, including Fuel & Lubricants, only		180.00
Jul 15-31	Hayes Logging Truck (Zanatta's), 202 hours @ $2.50 per hour, including Driver, Fuel & Lubricants		505.00
	Locomotives used in transportation of men, equipment and tank trains, including use of water tank cars and equipment:		
Jul 15-31	Skagit Gas Locomotive, 17 days @ $75.00 per day, including Crew, Fuel, Lubricants, Repairs, Depreciation		1,275.00
Jul 18-30	Loco. No. 1 - 42-ton Shay, 190 hrs. @ $5.00 per hour, including Rental, Crew, Fuel, Lubricants, Repairs, Deprec.		1,026.00
Jul 18-24	Loco. No. 2 - 42-ton Shay, 81 hours @ $5.00 per hour, for Rental, Crew, Fuel, Lubricants, Repairs, Depreciation		437.40
Jul 15-27	Loco. No. 4 - 70-ton Shay, 217 hours @ $6.65 per hour for Rental, Crew, Fuel, Lubricants, Repairs, Depreciation		1,443.05
Jul 15-30	Loco. No. 6 - 90-ton Shay, 269 hrs. @ $7.25 per hour, for Crew, Fuel & Lubricants		1,950.25
Jul 15-31	Ford A Speeder, 17 days @ $10.00 per day, including operator, fuel & lubricants		170.00
Jul 16-30	Casey-Jones Speeder, 15 days @ $10.00 per day, including operator, fuel & lubricants		150.00
Jul 16-30	Sheffield Speeder, 15 days @ $4.00 per day, including fuel & lubricants only		60.00
	Labour		
	July Fire Payroll Claim, as per Claim Books Nos. 1 & 1-A, submitted herewith	$8,222.15	
	August Fire Payroll Claim, as per Claim Book No. 2, submitted herewith	596.40	8,818.55
	Plus 9% Workmen's Compensation Board Assessment		793.67
	TOTAL		$ 30,631.19

Schedule K. 189 BLOEDEL FIRE

HOSE USED IN FIGHTING FIRE

Hose Purchased

1936 - McLennan, McFeely & Prior	10,000'		$ 2,612.00
1937 - Fleck Bros. Ltd.	5,000'		1,658.60
1938 - Marshall-Wells B. C. Ltd.	4,000'		1,286.85
McLennan, McFeely & Prior	12,625'		2,787.63
Total Hose purchased last 3 seasons	31,625		$ 8,345.08
Deduct Hose burned during Fire	6,625		1,021.63
Balance on Hand after Fire	25,000'		$ 7,323.45
Less Depreciation on above Hose:			
On 1936 Hose 50% depreciation		$ 1,306.00	
" 1937 " 25% "		414.65	1,720.65
Value of Hose when put into service			$ 5,602.80
Present Value - estimated at 50%			2,800.00
Loss in Value			$ 2,802.80

190

Schedule 2

ELODEL FIRE

CANADIAN AIRWAYS LIMITED

COPY

Executive Office
Airways Building,
Winnipeg, Man.

SOLD TO: Elk River Timber Co. Ltd.
525 Seymour Street,
Vancouver, B. C.

Date
July 29, 1938.

July 19	Plane to Forbes Landing with approx. 1100 lbs. Hose and fittings, and return	$110.00

NOTE:- On July 22 another Canadian Airways plane made a trip to Forbes Landing with four fire pumps. Invoice not yet received.

Cost of trip, estimated, as above $110.00

Schedule 3

19

BLOEDEL FIRE

FUEL FOR FIRE PUMPS

July 16	Standard Oil Co of B. C. Ltd.	Inv. No. 59939	$ 57.60
17	Shell Oil Co of B C Ltd	" " 116786	42.22
24	Imperial Oil Limited	" " 3622	57.60
21	" " "	" " 3597	50.39
			$207.81

192

Schedule 4

BLOEDEL FIRE

B. C. EQUIPMENT COMPANY LTD

Vancouver & Nelson, B.C.

Invoice No. 75345

C
O
P
Y

Sold to Elk River Timber Co. Ltd.,
525 Seymour Street,
Vancouver, B. C.

---

1 only	Wajax High Pressure Portable Fire Pump Serial #DDV 2320	$ 435.00
1 "	8' Length 2" Suction Hose - coupled	14.30
1 "	2" Strainer	3.20
		$ 452.50

193

Schedule 5

BLOEDEL FIRE

THE CANADIAN FAIRBANKS-MORSE CO LTD.

Vancouver, B. C. July 22, 1938

COPY File No. 4 8811

Elk River Timber Co.
525 Seymour St.,
Vancouver, B.C.

---

2 Canadian Fairbanks-Morse Forest Fire Pumps Complete

395.00 ea. 790.00

Shop Nos. 113628
113608

Schedule 6

194

BLOEDEL FIRE

PUMPS & POWER LIMITED

Vancouver B C

July 22, 1938

~~File No. 4~~

COPY

Sold to

Elk River Timber Co. Ltd.
525 Seymour Street,
City

---

1 PARAMOUNT JUNIOR Fire Pumper complete with standard equipment and fittings		$ 475.00
	Sales Tax	38.00
		$ 513.00

2 – 10' lengths 2" Suction Hose with shank couplings attached	$9.80	19.60
2 – 2" brass suction nipples	1.90	3.80
2 – 2" PARAMOUNT suction strainers	4.50	9.00
		$ 32.40

195

November 2, 1938.

File: 0131739.

Mr. J.E. Tucker,
2995 Douglas Road,
New Westminster, B.C.

Dear Sir:

Your letter of October 30th to the Survey Branch, has been referred to this office.

I would advise that copies of the map are being prepared and will go forward under separate cover at which time the account will be sent as well.

Yours truly,

Geo. P. Melrose,
Forester.

GPM:J

Copy 196

2995 Douglas Road,
New Westminster, B. C.,
October 30th, 1938.

Department of Lands,
Survey Branch,
Victoria, B. C.

Dear Sirs:

Will you please send to me at your earliest convenience, three copies of the latest prints of the Index Map for the Air Photographs - Bloedel Fire, 1938, Scale 40 Chains - 1 inch.

I am preparing maps showing the burned area and the above mentioned map is the only one that I have come in contact with that shows the entire area on one sheet. I would like them as soon as possible.

You can charge them to the Elk River Timber Co., Ltd. or send the bill directly to me.

Yours very truly,

"J. E. Tucker"

(For original see F. O. Morris)

★20M-138-9914

1911

MEMORANDUM

1327353

TO Chief Forester,
Victoria.

Refer to yours of

FROM DISTRICT FORESTER
Vancouver, B.C.
Nov. 8th 1938

Your File:
My File: O.F. #230, Bloedel

Attention "Operation"

In accordance with instructions received from Mr. Melrose, enclosed please find the following account in connection with the evacuation at Bloedel Fire:-

W. Williamson . . . . . $ 32.00

Please check this account very carefully for duplication as we have no means of checking same in this office. If in order, the above account is to be handed to the Deputy Provincial Secretary at Victoria for payment.

Forest Branch
NOV 9 1938
VICTORIA, B.C.

E.P. Fox,
Chief Clerk.

DR
Encl.

198

Vancouver, B.C. November 9, 1938.

November 8. O.F. #230 Bloedel.

Attention: Mr. E.P. Fox.

The account for W. Williamson has been duly handed to the Welfare Department who are taking care of all accounts in connection with this matter.

With regard to checking this for duplication, as suggested by you. We are in exactly the same position as you regarding this and have no means of checking same other than going through the file and finding the covering letters sent by you when forwarding these accounts to us and which seems to the writer something that you could have done equally as well.

We cannot trace any other account from him.

T.A. Simmons,
for Forester.

TAS:J

0131739

November 9, 1938.

File: 0131739.

Superintendent of Welfare,
Weiler Building,
Victoria, B.C.

Dear Sir:

Please find enclosed account from W. Williamson for $32.00 in connection with the evacuation of residents during the Bloedel Fire.

Yours truly,

T.A. Simmons,
for Forester.

TAS:J
encl

★ 15M-838-5408

200

MEMORANDUM

1329719 207

TO The Chief Forester,
Parliament Buildings,
VICTORIA, B. C.

Refer to yours of

FROM DISTRICT FORESTER
Vancouver, B.C.
November 17, 1938.

Your File: 0131739
My File: CF #230, Bloedel.

LANDS DEPARTMENT
Forest Branch
NOV 18 1938
VICTORIA, B.C.

Attention Mr. Melrose

Attached hereto please find account from the Finning Tractor & Equipment Co. Ltd., for hire of tractors, etc., on the Bloedel Fire.

This is the account which Mr. Haddon, yourself and the writer discussed in detail with Mr. Morgan on your last visit to this office.

You will note that the rate charged for the R. D. 8 at $96.00 per 8-hr. shift is $16.00 higher than the original account, wherein $80.00 per shift was charged. However, in looking into the matter we find that on the original account we were charged for mechanical service at the rate of $16.00 per 8-hr. shift but on the revised account this rate, for some unknown reason, was included in the rate charged for the R. D. 8.

You will also note that in the Company's letter forwarded with their account, a copy of which is also attached, they did not alter the time of Brown's caterpillar which, according to our discussion that day, amounted to a a reduction of 1¾ days (14 hrs.). Whether or not we are justified in accepting their contention we will leave in your hands.

No. It was not worked this part of the month.

In all other respects the account appears to be in order and as you instructed that accounts of this size be passed through your office we would recommend payment subject to your decision in respect of Brown's caterpillar.

C. C. Ternan,
Asst. District Forester.

CCT.JM
Encls.