



TIMBER—roars the woodsman above the chatter of his power saw as a skinny jack-pine swishes through the air and crashes to the ground. Felling is the first step in the pulpwood harvest and the beginning of an industrial operation that benefits every Canadian. For trees like this, even though mature, are too small for lumber. But they do make good paper.



By harvesting such trees the pulp and paper industry promotes the complete utilization of the forest resources and generates a big chunk of the national income.

Lower right: Sixteen foot lengths of pulpwood make a big splash as they are dumped into a lake to begin their journey to the mills while, upper right, a huge boom of pulpwood logs dwarfs the tug pulling it down a slowly moving river.

(Photo by MALAK, Ottawa)

Roads were Rough In Pioneer North

Edmonton (CP)—Critics of present-day Canadian highways may take some comfort from the fact they were worse in 1905. But travelers then didn't complain too much.

A story of a trip from Edmonton to the Peace River country, about 200 miles to the northwest, illustrates the difficulties of travel early in the 20th century. The trip was made by a company of the Royal Northwest Mounted Police to clear a route for a telegraph line.

Sir Cecil Denny, in a letter from Lesser Slave Lake April 18, 1905, told the Calgary Herald:

"We took four days to cross over to Peace River, with eight four-horse wagons pretty well loaded. The road is a terror, mud up to the axles for miles, but the frost was not quite out of the ground, so the wagons did not altogether go out of sight."

"I understand that in wet seasons this road is sometimes impassable for two months at a time, and I don't in the least doubt it."

But there were no worries in the Canadian West then about gravel base courses and heavy blacktop. One engineer said of the much-travelled Calgary-Edmonton trail that "a little ditching, a small culvert, a slight cut, or a few branches thrown on a soft spot" were all that were needed to make the road passable.

Sir Cecil reported "The road from Lesser Slave Lake could, with little expense, be made a good one, as the creeks are all bridged. If some of the swamps were drained and corduroyed, a very good road could be made."

The road now is gravelled, but large sections were reported "rough and muddy" in September.

SPECIAL ANNOUNCEMENT

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This equipment will consist of hospital beds, wheel chairs, invalid walkers, crutches and miscellaneous small equipment. Equipment will be available to any resident of Milton area and Halton County free of charge for home use.

Your magazine order (new or renewal) will help further this community project. Every resident is urged to co-operate.

Residents when called upon should request to see the representative letter of introduction signed by Branch 136 officers. This is to eliminate any misrepresentation by unauthorized persons.

WM. FRED JOHNSON, President.

FRANK A. SHANNON, Vice President.

A. E. WOOD, Sec.-Treas.

HALTON CENTENNIAL MANOR

Explains Origin Of Thanksgiving

The residents of Halton Manor were privileged to attend an especially inspiring Thanksgiving church service in the dining room of the Manor on Sunday afternoon, October 9. Due to the fact that alterations were being made in the Chapel, the service was held in the dining room.

The service was conducted by Rev. E. Orsborn, minister of Knox Presbyterian church, Milton. In simple yet eloquent language, Mr. Orsborn delivered a fine sermon on the theme of Thanksgiving, basing his thoughts on Psalm 135. Mr. Orsborn explained the origin of Thanksgiving in the time of the Pilgrim Fathers when a bountiful harvest was essential to their life in the New World. However, thousands of years ago the Psalmist described a broader Thanksgiving in Psalm 135 and his description of thankfulness is as applicable today as it was in the Psalmist's own time.

It was a pleasure for the residents to welcome again Mrs. W. E. Robertson who played the accompaniments for the hymns.

On Thanksgiving Day the residents enjoyed a delicious turkey dinner with all the trimmings prepared by the chef and his assistants.

World Traveller Writing in B.C.

VANCOUVER (CP)—Vera Kelsey, author of a book on Manitoba's Red River and 12 other travel and mystery volumes, is touring British Columbia, writing a descriptive book on the province and its people.

The dynamic little woman will sleep in logging camps, mining shacks, in tents or in the open air.

Two out of three Canadian households have an automobile.

She has done it all before.

"I never travelled in luxury," she said. "My longest travels were in the interior of China to Peiping and Tientsin and the Gobi desert and as far as the Himalayas. I travelled third and fourth class on Chinese trains. I've been hundreds of miles by donkey and once went half a day in a wheelbarrow. There is going to be a lot that is new in British Columbia but nothing as tough as I've had before."

"I never bothered about what I was eating or drinking. I ate everything that the Chinese coolies ate and drank water from the same pots. There wasn't anything else to do. And, perhaps because of this,

I never fell sick."

She will travel in B.C. for more than a year, recording her impressions of people, cities and hamlets.

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