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British Columbia FOREST HISTORY NEWSLETTER

News and Announcements

FHABC AGM will be held October 21st and 22nd in Vancouver, BC. If you want to join our Board of Directors please plan on attending the AGM. Please watch this page for updates.

Fall Speaker Series,. Dr Mark Kuhlberg, Laurentian University. Sun Sept 24, 12-noon. "If Bugs Attack a Tree, Who Values Its Demise: Canada's Aerial War Against Forest Pests, 1913-1930". Stay tuned for Zoom coordinates, and additional monthly speakers this fall on a variety of topics from policy, operational and indigenous forest history.

Happy Birthday! Our warmest wishes to Gerry Burch, one of several co-founders of the FHABC, as he turns 100 years old!

Oral History interview digitization work continues, the next listing party will be Gerry Burch's interviews with Peter Pearse.

Thank you for your tax-deductible support, and we hope to see you at the next listening party! Donations: https://www.canadahelps.org/en/charities/forest-history-association-of-british-columbia/

EUSTACE SMITH (1867-1964): " The Ultimate Timber Cruiser"

Gerry Burch

In the summer of 1946, following my discharge from the Canadian Navy, and my decision to further my education at the University of B.C. to become a forester, I needed a job. The BC Forest Service offered me a position as a Timber Cruiser - a position that attracted only a few candidates, but it was to be my occupation for the first 15 years or so of my professional life. It was a long-standing profession in the industry, and was generally occupied by older men, who previously had been log scalers, engineering assistants, or survey compassmen. But, there was no doubt that the most-recognized cruiser in the Province was one "Eustace Smith", who, at that time (1946), after a lifetime of Timber cruising, and "living in the bush", was recognized as a Forest Land Agent, mainly selling his maps and timber volumes to an expanding forest industry in BC. His views, volumes and maps, were much sought after by the fledgling companies. In fact, he was often listed as a “special timber advisor” for many companies, including the H.R. MacMillan Co., East Asiatic Co. and others, including my new employer - B.C. Forest Products Ltd. As we were short of timber tenures, the company would immediately respond to any timber-sale announcement by sending cruisers to examine the operating potential, species and volumes. But, our first visit was to Eustaces' office to examine his maps and reports.

Gerry Burch by a bearing tree with the famous “S” blaze cut by Eustace Smith, Timber Cruiser, West Vancouver, June 2000. UBC Rare Books and Special Collections RBSC-ARC-1692-5-8-BC2150-0404

Eustace's family background is well documented in the Provincial Archives in Victoria. In summary, his family immigrated to Canada from England in the 1890s, and established a farm in the Comox area on Vancouver Island. Eustace left the family farm to become a farmer in Kingcome Inlet, but found it too remote, and difficult to earn a living, so he accepted a survey position in the Nimpkish valley on Vancouver Island. He was soon exposed to the increasing interest by many companies in staking timber rights in BC, who needed maps and information on timber stands, particularly on the B.C. coast. Many of these were companies outside of the BC forest industry.

So, Eustace set up a timber-appraisal company and began a career of establishing new tenures, mainly square-mile Timber Licences. This involved surveying the boundaries, establishing corner posts, and carving his signature "S" on the nearest tree to each corner post. Then, with one cruise line for every forty acres, making a rough topographic map and estimating the timber volumes by types and species. Soon, his reputation spread from advising on individual areas to large drainages containing enough timber for the establishment of new manufacturing plants.

A bearing tree with the famous “S” blaze cut by Eustace Smith, Timber Cruiser, West Vancouver, circa 1995+.
Left to right, Hugh Johnston, Godfrey Lynum, Susan Siroviak.
Photo by Bill McCuaig, West Vancouver Municipal Forester.
UBC Rare Books and Special Collections RBSC-ARC-1692-5-8-BC2150-0412

Many of the later cruisers, such as myself, in trying to locate actual boundaries of Licences, and disappointed by the legal corner posts, many of which had rotted, relied

on the famous "S" as a replacement. Smith's Vancouver office contained maps and reports of most important forest developments of the mid 1900's on the Coast. By this time, Eustace had three sons: Norman, Ray, and Patrick. Norman became the chief cruiser for M&B, Ray became a cruiser for BCFP. and Patrick enrolled to become a forester at UBC. Keith Shaw, one of Eustace's early compassmen, became Manager of Forest Properties at M&B.

Of interest, Ray and I used to have lunch with Eustace in his later years, discuss the state of the BC forest industry, and the many new developments. One day he asked us to accompany him to investigate a block of timber in North Vancouver, bordering on Lonsdale Avenue. (I believe it was around 20th avenue). Eustace said that he was considering whether to submit a bid for the block. Then he asked Ray and I to compass for him while he tallied the volumes on a few cruise strips. I never heard whether he was successful in his bid.

When Eustace died in 1964 he deeded all his remaining maps, and Reports, to his sons (and the companies they worked for). Eustace deposited the remaining files in the City of Vancouver Archives under his name.

Woodworker Histories: The I.W.A. Archive

Henry John is a doctoral candidate in History at the University of British Columbia. He is a first-generation settler of Celtic ancestry, and currently resides on the unceded territory of the Ts'uubaa-asatx First Nation. For the last two years Henry has worked as an archivist for the Kaatza Historical Society's "I.W.A. Archive".

Located at the Kaatza Station Museum, Lake Cowichan, Ts'uubaa-asatx territory, a new archival collection has finally opened its doors to researchers. The I.W.A. Archive contains the historical records of the Canada-wide operations of the International Woodworkers of America, at one time the largest industrial union in Western Canada.

The collection, some of which reaches back to the 1920s, was produced by IWA-Canada, the nationalized wing of the union that split from the Portland-based International in 1986, as well as its predecessor organizations I.W.A. Western Canada Region #1 and Eastern Canada Region #2. The archive also holds records produced at local union offices in Vancouver, Duncan, Courtenay, and Port Alberni, with more to come.[1]

[1] Finding aids for these collections are available at: https://www.kaatzastationmuseum.ca/the-iwa-collection.

At the heart of British Columbia forestry for most of the twentieth century, the records of the iconic union were fortuitously saved from ruin by members, staffers, and officers of the United Steelworkers, the union that merged with IWA-Canada in 2004.[2] In the face of rejection from larger archival institutions, the Collection was accepted by the Kaatza Historical Society, who raised $60,000 through grassroots fundraising to construct an archival annex for the records.

Thanks to the labours of these working-class archivists, and two years of archival arranging and describing, the Collection is now open and available to the public. Here can be found the records of feted labour activists such as Jack Munro, Bill Routley, and Clay Perry. Here too are minutes from industry negotiations and meetings at all levels of the union, down to operational meetings reaching back to the earliest days of union organizing. The Archive also holds over 5000 photographs and an extensive collection of newspapers, with full runs of the *International Woodworker* and the *BC Lumber Worker* alongside newspapers produced by I.W.A. local unions.

The IWA Archive in 2022. Credit: John Mountain

Research is already being produced from the records on several themes that are critically important to the history of British Columbia's forests. A partnership project by the B.C. Labour Centre and U.F.V.'s South Asian Studies Institute, 2022's *Union Zindabad!*, traces the role of South Asian activists in both the I.W.A. and the broader labour movement in the province.[3] Other research in the works has taken on the significant task of unpacking the I.W.A.'s complex relationship with the environmental movement, from leading anti-pollution campaigns in the 1970s to clashing with

[2] For a more detailed overview of how the Collection ended up at the Kaatza Station Museum and Archives, see: John Mountain, "Digging into History", *IWA Archive Blog*, (January 2019). https://iwaarchive.wordpress.com/2020/03/29/digging-into-history-by-john-mountain-january-2019/

[3] The labour history component of the South Asian Canadian Legacy Project created both a book and a virtual exhibit. Both can be viewed at: https://saclp.southasiancanadianheritage.ca/union-zindabad-labour-history/

preservationists during the conflict over old-growth forests dubbed “the War in the Woods”.[4]

For research inquiries, or to donate to this ongoing grassroots preservation of union and woodworker history, email kaatzaarchives@shaw.ca.

New book on timber poaching

Lyndsie Bourgon

In 2012, I read a news article detailing the overnight theft of an 800-year-old cedar tree rooted in Carmanah Walbran Provincial Park, on Vancouver Island. Surprised that towering cedar could be stolen – and following my curiosity – I was soon introduced to the deep history of timber poaching throughout the wider Pacific Northwest.

A poaching site on the Sunshine Coast Community Forest's land, 2021. Credit: Veronica Alice.

Over a decade of research, which eventually led to my book Tree Thieves: Crime and Survival in North America’s Woods, I dug into motivations for poaching, relationships in the forest, and the law enforcement systems in place for quelling the theft of timber. It soon became apparent that there is a deep history of tree poaching in North America and around the world. Starting with thickets of English forest in the seventeenth century, the book considers taking wood as folk custom and common form of property crime. Even then, forests were places where trees were illegally harvested and keepers used methods including snares, trip wires and mantraps concealed in hedges to keep poachers out.

In early twentieth century North America, echoes of English poaching would reverberate in ancient woods. In the journal *American Forests*, a January 1937 article by Stewart H. Holbrook notes that:

[4] More information regarding these research angles can be read in: Henry John, “Working People Built This Archive”, *Labour/le Travail* (Fall, 2022), https://www.lltjournal.ca/index.php/llt/article/view/6206.

> The log stealing racket isn't a new one, although few know about it unless they lived on the Great Lakes in the 1880's and 1890's, or on the timbered shores of British Columbia, Washington and Oregon in more recent years.

In his dispatch to *American Forests*, Holbrook dug into what he called "the great and noble hey-day" of log-pirates on Puget Sound, which took place between 1917-1928. In British Columbia, an infamous case of log theft occurred in 1920, on the Fraser River. That year, a floating boom of Douglas fir logs destined for a Vancouver sawmill were instead hitched to a tugboat travelling to Seattle in the dead of night. "More than one million feet of fir had disappeared," writes Holbrook.

The Pacific Northwest is laced with stories like this, and they didn't end in the early twentieth century. Tree Thieves explores cases of cedar, maple, Douglas fir and redwood burl poaching. Rather than water-borne booms, dead-standing and living old growth are regularly stolen from parks and Crown lands by today's poachers. This wood is often bucked up for firewood and placed for sale on websites like Kijiji and Facebook Marketplace. Maple and redwood are often sold to willing artisan buyers, who might avoid key questions or turn a blind eye to wherever the wood may have come from.

A Douglas fir illegally felled on Crown land, Vancouver Island. Credit: Lyndsie Bourgon.

Part of what I dig into throughout Tree Thieves is the difficulty that resource officers and park rangers find in prosecuting poachers. In 1928, Washington state had the State Log Patrol, which used fast tugboats to run down log pirates as they took booms away. "Until 1925 there was no adequate legislation to handle the situation," Holbrook reported – now, close to a century later, not much has changed. Today, law enforcement uses trucks, patrolling logging roads and also the highways near them, looking for suspicious truck beds filled with wood.

While Holbrook paints us a tale of fast-paced chases and late-night stings, much of the poaching that happens today takes months to investigate, and often doesn't lead to charges being laid or culprits being caught. It is still a large job to steal trees, but the tradition remains. If reading this today, Holbrook might find his prediction that "… it is

rather difficult to see anything unduly optimistic ahead in the log stealing racket along the timbered shores of Washington, Oregon and British Columbia" debunked.

Celebrating 100 Years of Wood Trade between Canada and Japan

Scott Anderson, has been involved in marketing Canadian wood products in the Japanese construction market for over 25 years. He speaks and reads Japanese fluently, having lived and worked in Japan on three separate occasions for a total of over 21 years. This article first appeared in the Nikkan Mokuzai Newspaper.

The first shipments of Canadian lumber arrived in Japan soon after the Great Kanto Earthquake. In the Great Kanto Earthquake on September 1, 1923, Fukagawa and Kiba Ports in Tokyo disappeared, and the port of Yokohama also ceased to function. At that time, the Imperial Capital Reconstruction Agency, which was in charge of the reconstruction of Tokyo, thought that a large amount of wood would be needed as a building material, so it placed an order through the Canadian federal government.

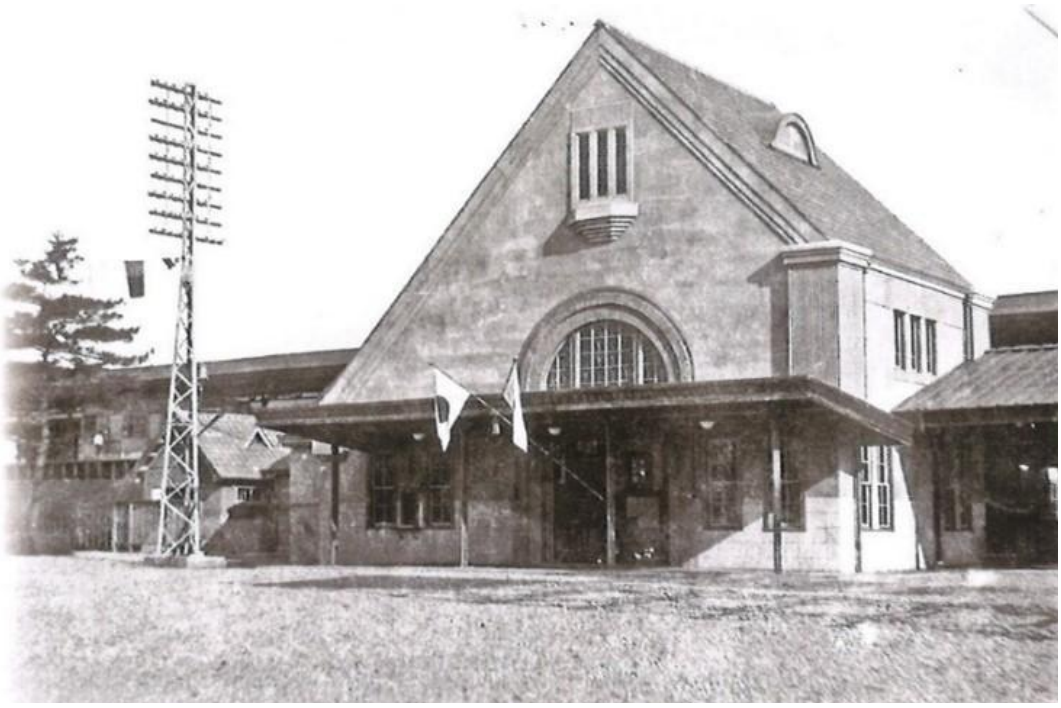
In front of Kunitachi Station shortly after it opened in 1926.
Credit: Courtesy of the Kunitachi Folk Culture Museum.

The order was fulfilled by H.R. McMillan Export & Co. The company later became Macmillan Bloedel and is now absorbed into Western Forest Products (WFP). However, in their Tokyo office, WFP still has a contract signed by the Imperial Capital Reconstruction Agency and H. R. McMillan Export Co., dated November 20, 1923. In this the tree species such as Douglas fir and hemlock, number of items, and quality are described in detail. Incidentally, the word "flooring" is included as a flooring material in

this contract, and it is said that this is the first case where the word "flooring” can be confirmed to be used in official documents.

H.R. McMillan Export Co., Ltd. believed that lumber was an urgent material for a Japan that was rushing to rebuild immediately after the earthquake so they diverted lumber already being shipped in cargo to other countries. Originally, when lumber was sawn and transported after receiving an order, it would take six months to one year to be delivered at that time. In order to shorten this situation as much as possible, the company proceeded with these measures. It is believed that Canadian lumber that crossed the Pacific Ocean from Canada to Japan was thrown into the sea and received by small boats on the Japan side, as many of the ports had not been restored due to the earthquake at that time.

However, due to the delay in the reconstruction plan, the demand for lumber did not increase as much as initially expected, and a large volume of lumber from other domestic and foreign production areas also arrived, so the price of lumber fell significantly at the end of 1923. For this reason, the Imperial Capital Reconstruction Institute canceled some orders, and a record of trouble occurring is recorded in the company history of the former Macmillan Bloedel Company. After that, for several years, two ships were regularly sent to Japan per week, but were temporarily suspended due to World War II. After the war, it was reopened in 1948, and although the company has changed, business relations have continued to this day.



Japan Rail Kunitachi Station. Credit: Kunitachi City

The first building constructed with Canadian timber in Japan still exists. It is the former station building of Japan Rail National Station in Kunitachi City, Tokyo. The old station building was completed in 1926, and the station building with the characteristic red triangular roof was used for many years, until it was dismantled in 2006 when the station building was elevated and newly built; however, the parts of the old station were kept with restoration in mind. In 2018 reconstruction work using some of the old materials began, and in 2020, it was opened as a base in front of the station that serves as a waiting room and tourist information center.

The German timber frame construction method was adopted for this station building, and it is said that even at that time there was only one other station in Chiba Prefecture built with this method, so it was a very rare construction technique. Initially, it was thought that locally grown pine was used, but after the demolition investigation, it was found that Douglas fir was used.

Why was Canadian lumber imported by the national government for reconstruction used in Kunitachi? Mr. Shuichi Sato, who is familiar with the history of Kunitachi, said, "Canadian wood was originally supposed to be used for the reconstruction of the capital, but due to delays in land readjustment, construction did not progress, and it was used for the groundwork of Showa Street. Yasujiro Tsutsumi, the founder of the Seibu Group, which was involved in the development of Kunitachi, had a connection with Shinpei Goto, who was Minister of Home Affairs at the time and President of the Imperial Capital Reconstruction Agency, so it is possible that this Canadian material was available at a low price.

For the Reconstruction Institute, it may have been convenient from the perspective of being able to respond to demand for relocation to the suburbs after the earthquake. "In Kunitachi City, in addition to the station building, there is also a record that the Canadian wood was used in a temporary school building of Hitotsubashi University, which was relocated by the national government to Kunitachi due to the effects of the earthquake."

Although the first Canadian lumber imported to Japan was used in a different location than originally planned, the building still stands and some of the wood is on display in the museum. The arrival of a large amount of Canadian lumber for the reconstruction of the imperial capital after the Great Kanto Earthquake also made the Japanese lumber industry aware of the abundance of Canadian lumber resources and the high sawmilling and transportation capacity of North America.

This article has been translated from the original Japanese. Subsequent installments in this series can be read online at: https://canadawood.org/?s=Celebrating+100+years

New Life for the Silver Star Forest Fire Lookout

Linda Peterat is a founding member and volunteer with the Silver Star Mountain Museum and professor emerita of curriculum studies at UBC, Vancouver. Her current research and writing focuses on the history of Silver Star Mountain, women's history,

and skiing history in British Columbia. Her most recent book is From Denmark to the Cariboo: The Epic Journey of the Lindhard Sisters (Heritage House Publishing, 2022).

In the summer of 2022 the Silver Star Mountain Museum installed storyboards on the railing of the large deck that surrounds the Forest Fire Lookout and in many of the windows of the building. Visitors were welcomed to read about and view photos and artifacts about the history of the mountain lookouts, mining, surveying, ski lifts and the scenic highway that carried people to the summit of Silver Star mountain.

Today people can hike several different trails that lead to the summit where the Lookout is located or ride comfortably on the gondola that runs every Friday and weekends in summer. The views of the surrounding valleys and distant Monashee mountains are unsurpassed!

Silver Start Fire Lookout Summer 2022. Credit: L. Peterat

In 1914 when the first lookout was opened on Silver Star Mountain, the location was remote, accessed only by foot or on horseback. The lookout was referred to as the BX Lookout on Aberdeen Mountain. Steeped in history, the Silver Star Mining Company worked a mining claim near the summit and the local people began to refer to the mountain as Silver Star. The name stuck and the provincial park formed in 1940 was titled Silver Star.

The first lookout in 1914 consisted of an elevated platform for viewing and a cabin for accommodating the person in charge of the lookout. In 1926, the second lookout building that combined a viewing tower and accommodation was opened. When the

scenic highway was built and opened in 1939, it enabled people to drive their cars to the summit and the lookout became a popular destination and place for picture posing. In winter skiers used the lookout for weekend accommodation after making the long uphill climb to the summit.


"Summer visitors to second lookout" (image 290, 1930) and "Winter skiers" (image 18751, 1938). Credit: Vernon Museum and Archives

Sometime in the late 1950s or early 1960s the third lookout was built and remains today at the summit of Silver Star Mountain. It was used until the early 1970s and turned over to the Silver Star Mountain Resort sometime in the 1980s. It was used by the Resort Ski Patrol and in the 1990s was restored, had the deck expanded and opened as a forestry information centre. More recently it opened as a snack shop in summers before the Silver Star Mountain Museum made it one of four Museum sites on the mountain.

Silver Star Mountain Museum is a volunteer run organization. Members are researching and documenting the history of the Forestry Lookouts on the mountain since 1914. They welcome donations of or information on documents, artifacts, photographs and stories related to the Silver Star (aka BX and Aberdeen) Forestry Lookout. In summer of 2024, they plan to open phase two of the Lookout that will restore the inside to its operational appearance in the 1970s. Follow on Facebook and Instagram or contact: silverstarmuseum@gmail.com

Logging Railways on the BC Coast in the 1920s

Allen Hopwood

The varied and rugged terrain of Coastal BC presented great difficulties in getting timber to sawmills, which were usually located beside salt water. Initially, the seaside forests were felled or dragged directly into the saltchuck or into rivers which took logs to the sea. As the seaside forests were used up, timber which was a short distance from the sea was dragged there, usually over greased corduroy roads (skid roads) by horses, oxen or steam engines. For the farther out stands, railroads "were looked upon as the best means of taming the seemingly endless wilderness." The full illustrated article is on our webpage, just click here to access the entire document.

Stan Chester Forestry Map Collection

Catherine Hall is a recent graduate of the UBC School of Information and just completed two years as an archives and reference assistant.

During my time with UBC's Work Learn program, one of the most complex projects I undertook was the arrangement and description of the Stan Chester Forestry Map Collection (https://rbscarchives.library.ubc.ca/stan-chester-forestry-map-collection).

In early April 2022, Claire Malek, then the Forestry Archivist at RBSC, began to inventory a set of maps donated by Stan Chester. Chester, a former FHABC President, spent nearly thirty years in the forestry industry, twenty of which was spent working for Canadian Forest Products (Canfor), initially in the Englewood Logging Division as a fire control officer, and later in the Vancouver office, where he was primarily responsible for stumpage – the price that a logging company pays to the province to harvest timber in a particular area.

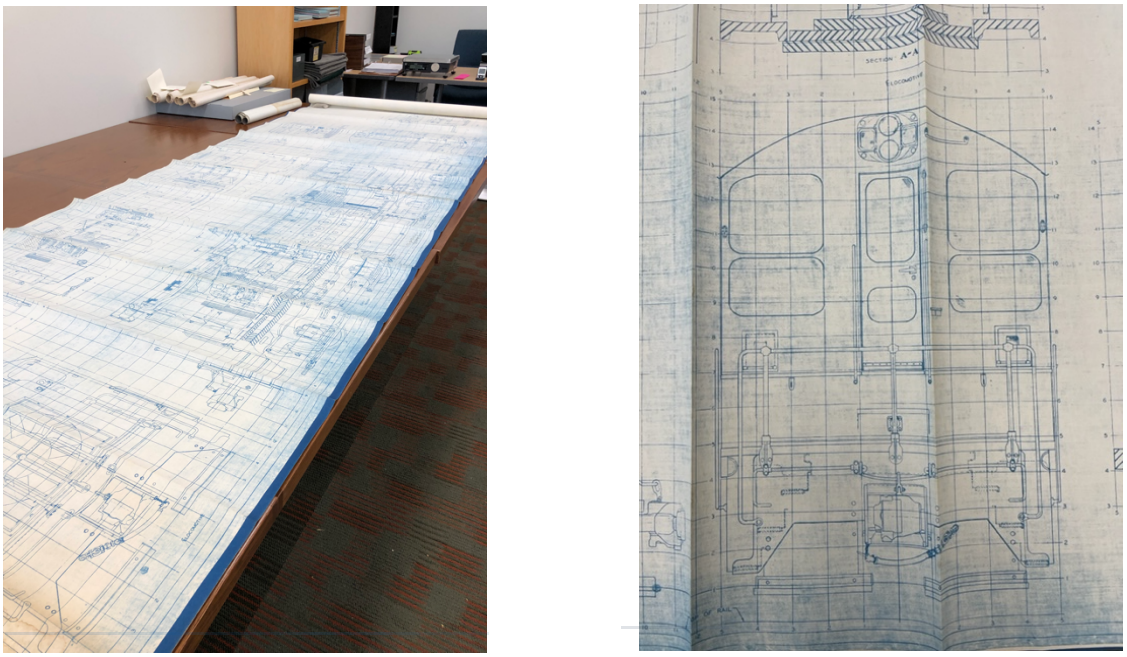
The initial estimate of the extent of the collection was in the neighborhood of 140 to 150 rolled maps. In mid-April, Claire asked if I would take over the project. I picked up where Claire left off, about 20 maps in, and got to work unrolling maps one by one, assigning an identifier, making note of the title, dimensions, scale, scope and content, physical condition, and date of creation. Where applicable, I also made note of any maps that identified the location of Indian Reserves, to ensure that researchers might be able to easily access these records.

Many maps for scanning from Stan Chesters collection. Credit Catherine Hall

More than meets the eye!

As I progressed through the rolls, it became clear that there were going to be far more than 140-150 maps. One roll alone contained 24 individual maps! It also became apparent that there were more than maps contained in the collection. In addition to 482 maps, the collection holds blueprints, including three of a diesel locomotive (RM-362.1, RM-362.2, RM-362.3), (https://rbscarchives.library.ubc.ca/sw1200-diesel-locomotives-general-arrangements-2) , https://rbscarchives.library.ubc.ca/sw1200-diesel-locomotives-styling-and-painting-3, https://rbscarchives.library.ubc.ca/sw1200-diesel-locomotives-styling-and-painting-4)

technical drawings, architectural drawings, negatives, spreadsheets, transparencies, and a hydrograph of the Nimpkish River (RM-357) (https://rbscarchives.library.ubc.ca/hydrograph-of-nimpkish-river-1917-to-1927-2).



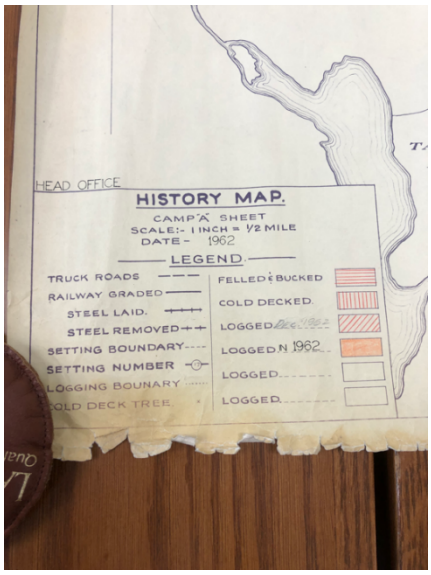
Technical drawings and architectural drawings. Credit: Catherine Hall

The Chester collection consists primarily of maps created by Canadian Forest Products Ltd, as well as many of its logging divisions – Englewood Logging Division, Harrison Mills Division, Renfrew Division, Sooke Division, Spring Creek Division and West Coast Division. Geographic regions covered include primarily Vancouver Island (Rupert Land District) and the Lower Mainland of British Columbia (Chehalis Lake Dominion Railway Belt, Dominion Railway Belt, New Westminster Land District), but also the Central Coast, Northern British Columbia, the Okanagan, and Southwest British Columbia. The most frequent species of trees present on the maps are fir, cedar, cottonwood, cypress, hemlock, balsam, pine, and spruce and maps can be searched using those terms.

History maps

The Chester collection also allows us to reconstruct the logging of a particular area over time. There are several “History Maps” of particular areas, such as Vernon, Woss, Beaver Cove, Spring Creek, and one area called Camp”A”. History maps for the Camp “A” area are available for 1954 (RM-189), 1954-1955 (RM-350), 1956 (RM-205, RM-265), 1958 (RM-223), 1962 (RM-372), 1963 (RM-346), 1968 (RM-279),1971 (RM-287), and 1975 (RM-342).

Facts about forestry
Before working on this collection, I had no familiarity with logging terms or processes, or the forestry industry in British Columbia. I learned that a "chain" is a unit of measurement, typically 66 feet or 22 yards, that is commonly used in surveying. "Cruising" is the process of measuring forest stands to determine their characteristics, such as average tree sizes; the volume, types of trees and their quality; and the value of usable wood.



Above: Eustace Smith performed cruise on many of the maps in the collection as per his signature. Credit: Catherine Hall

Left: History map legend from a Camp "A" sheet circa 1962. Credit: Catherine Hall

Throughout the Chester collection, numerous "cruisers" were mentioned, but by far the most frequent was Eustace Smith who is credited on 30 maps. Smith emigrated from the village of Ashbourne, in Derbyshire, England to Comox, British Columbia in the late 1880s. He worked in the forest and logging industry all his life and was almost continuously engaged in cruising, estimating and valuing timber stands for various companies. He eventually established his own firm Eustace Smith Ltd. through which he did timber estimating, created topographical logging maps and served as a timber broker. As described in Gerry Burch's article above, Smith is known to have marked the trunk of significant boundary trees with an "S". Photos of the "S" can be found within the Forest History Association of British Columbia fonds (File 5-08)

Other forestry resources
RBSC has numerous resources on the subject of forestry, and additional materials can be found in the Forest History and Archives lib guide (https://guides.library.ubc.ca/foresthistoryandarchives).

UBC Rare Books and Special Collections is located in the I.K. Barber Learning Centre.

Come in and explore!

Newsletter seeking editor! Please get in touch to guest edit our next issue. Or, if you would like to assume the position on a more permanent basis. info@fhabc.org

If you have an idea for Issue #116, please reach out to us at info@fhabc.com

This issue was guest edited by David Brownstein.
Page layout by Kat Spencer.