

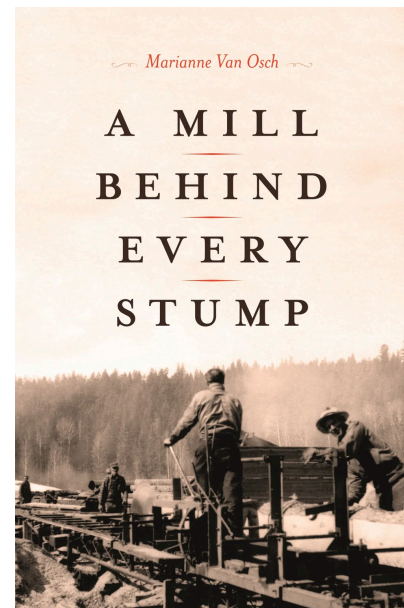


News and Announcements

Summer Socials: FHABC wants to connect with you. Keep an eye on your email this summer as Board members organize casual meet and greet gatherings.

Book Club: Join us **June 1st, 2025 from 6:00pm - 8:00pm** for our next book club. We will be reading [*A Mill Behind Every Stump*](#) by Marianne Van Osch, which features "the story of early sawmills in Cariboo forests, in an era before chainsaws and skidders, how they flourished and how they declined, and the men who worked so hard on them, often at great personal cost.". Register: <https://zoom.us/meeting/register/4u12H3EiSESPY6CTFnrZYg>

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The Forest History Association of BC Unveils New Logo

Author: Sandy McKeller

Forest History Association of British Columbia of British Columbia (FHABC) is pleased to announce the launch of its new logo, marking an exciting step forward in the organization's branding and communications in support of its ongoing commitment to preserving and promoting the province's rich forest history.



Founded in 1982, the Forest History Association of British Columbia (FHABC) is dedicated to encouraging the collection, preservation, cataloguing, and use of historical materials related to the conservation, management, and utilization of the province's forests. Recognizing the need to adapt to changing times, the association's board has initiated a rebranding effort to refresh its graphics, aiming to attract new members and engage a broader audience.

The new logo reflects the association's dedication to documenting and sharing the stories, people, and events that have shaped British Columbia's forests and forestry industry. Designed to capture both the legacy and future of forest history, the updated branding embodies the deep-rooted connection between BC's forests and the people who have worked in and cared for them over generations.

The New Logo

The redesigned logo encapsulates the story of forest history through the imagery of an open book. Each element of the design symbolizes a connection between the past, present, and future:

- The mature tree at the center represents the past, a foundation of knowledge and experience.
- The mid-sized tree symbolizes the present, reflecting the dynamic, ongoing story of our forests.
- The seedling hints at the future, a reminder that today's events will shape tomorrow's history.

This narrative illustrates how history is a continuum—what may feel distant in time influences today, just as today lays the groundwork for tomorrow.



Design Elements

The open book invites exploration of British Columbia's forest history, while the stylized trees offer a universal representation of the region's diverse native species. The logo serves as a visual call to action, inspiring curiosity and connection with BC's rich forestry heritage.

“Our new logo represents the evolution of our organization and our commitment to fostering a deeper understanding of British Columbia’s forest history,” said Katherine Spencer, President of FHABC. “We believe it will serve as a strong visual identity as we continue to engage with historians, researchers, and the broader public.”

The updated branding comes as part of FHABC’s broader efforts to enhance its presence and accessibility. Alongside the new logo, the association remains dedicated to publishing and promoting research, hosting events, and expanding its digital resources to further its mission.

Eustace Smith Company Timber Cruises in the Stave Lake Watershed

Author: David Morgan (*Newsletter contributor who is interested in British Columbia’s steam logging era, particularly in the former Railway Belt lands in the Fraser Valley*).

Eustace Smith (1867-1964) was British Columbia’s most renowned timber cruiser and formed Eustace Smith Ltd to provide timber and terrain assessments to the logging industry (figure 1).



Figure 1: Eustace Smith Ltd advertising, 1930s

Biographical detail from the Vancouver City Archives states that he employed his son Norman Smith (1907-1977) as well as other timber cruisers. We are fortunate that

surviving documents, including hand-drawn maps, illuminate timber cruises conducted by Eustace Smith Ltd in the Stave Lake watershed north of the Fraser River during the 1920s and 1930s¹.

One of Smith's major clients was the Stave Falls Lumber Company (SFL). Formed in 1906 and incorporated in 1908 in Port Haney as Abernethy and Lougheed Limited (A&L), it became SFL following a corporate reorganization in 1921. Under the leadership of Nelson Lougheed, who was a major shareholder, and his brother Norman Lougheed, owner and manager, SFL operated a lumber and shingle mill complex on the west side of Stave Lake a few hundred meters north of Stave Falls Dam (Figure 3). Although Nelson Lougheed was the senior partner and controlling mind, Norman Lougheed was also an experienced lumberman. He had been a Major in the Canadian Forestry Corps during the First World War and had managed a lumber mill in France producing railway ties and other lumber for the war effort. A third brother, David Lougheed, was listed in B.C. Provincial Company Branch records as president while Norman was listed as vice-president².



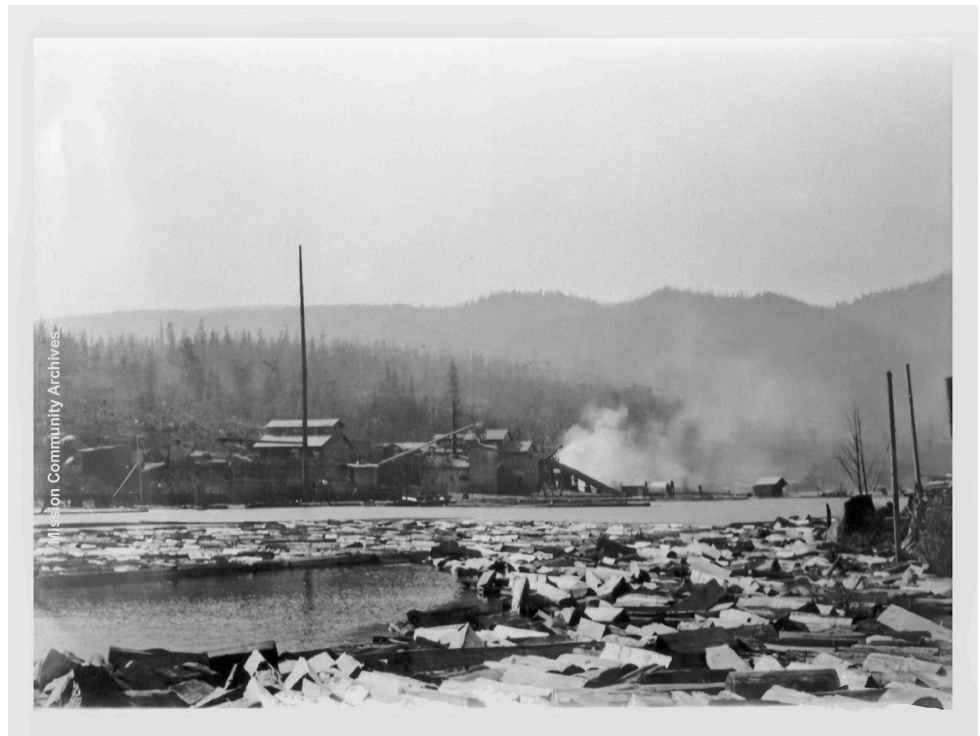
*Figure 3:
Stave Falls
Lumber
Company mill
under
construction
circa 1923.
Prominent
are the heavy
clear timbers
used in the
construction
and the
steam
donkey in the
foreground.
Photographer
unknown.
Author's
collection.*

In 1914, A&L obtained a lucrative contract from Western Canada Power Company (later BC Electric Railway Company) to log merchantable timber north of the Stave Falls Dam

in the Stave watershed prior to the reservoir area being flooded. During the 1921 reorganization, Abernethy and Lougheed Logging Company (ALLCO) was formed to log in the Alouette watershed to the west and SFL was formed to continue logging and milling at Stave Lake. Both ALLCO and SFL were financed by the Chicago based Miami Corporation³.

However, by the early 1920s the SFL operation had become a white elephant and, with a debt of some \$300,000, ceased business in 1924 (Figure 4). Both mills were shut down and placed into care and maintenance.

Figure 4: Stave Falls Lumber Company mill complex circa 1924. Lumber mill at right. Shingle mill at left. Note the shingle bolts in the foreground. The lumber mill, designed to cut smaller hemlock logs, proved to be uneconomical when the hemlock market collapsed in the early 1920s. Also of note, the lumber mill did not have a drying kiln to reduce the high moisture content in hemlock. The cut lumber was stacked and left to season in the open air. Credit: Mission Archives.



The Lougheed brothers floated a refinancing scheme and had also tried to sell the company. They placed ads in the Canadian Lumberman trade journal and received enquiries from as far afield as Quebec. They also hired Eustace Smith Ltd to conduct a cruise of 17,500 acres of standing timber holdings, including both Provincial wood lots and Dominion Railway Belt timber berths (Figure 5). A 1909 edition of the Railway Belt map can be viewed at: <https://searcharchives.vancouver.ca/british-columbia-railway-belt>

The cruise results were incorporated into a company prospectus for interested purchasers. However these schemes came to naught. The lumber mill was the deal-breaker. It was designed to cut for what was at the time a niche commodity - the

abundant smaller hemlocks around Stave Lake that were unprofitable for the larger mills. When demand for hemlock suddenly fell, SFL could no longer sell the product.

In late 1929 the Lougheed brothers embarked on a reassessment of SFL's assets and liabilities and contracted Smith to update his earlier cruise. This cruise included timber berths located within the Dominion Railway Belt north and south of the Stave Falls Dam and Provincial timber licenses to the north of the Railway Belt boundary along the upper reaches of the Stave River. Ten timber berths and 12 Provincial timber licences were examined as well as adjacent free-hold and Crown properties. This cruise estimated some 217,000 mbf of saw timber, some 109,000 mbf of pulp wood and some 15,000 pieces of cedar poles for shingle bolts. In a separate asset and liability statement dated November 30, 1930, the value of standing timber was stated as some \$905,000 or 45% of SFL's total assets of \$1,975,000. A statement prepared by James Sutherland, the SFL's purchasing agent, in January of 1931 estimated that the timber berths contained enough timber to keep both mills working for five years. Sutherland added that these timber berths were situated to effectively control access to large areas of other crown and privately owned timber to potentially keep the mills in production for twelve years.

In 1931 Nelson Lougheed offered a prospectus which sought to retire all debts and obtain new working capital, including funds to purchase options from owners of privately owned timber in the Stave watershed. Capital would be raised through bonds, or possibly by loans, using standing timber as collateral. Also, foreign markets were sought in the United Kingdom, Europe, Australia, China and Japan because of American import duties on Canadian softwood lumber following the 1929 stock market crash and Great Depression.

By 1932, SFL's finances had deteriorated to a precarious state and in March the company entered bankruptcy proceedings. Nelson Lougheed warned creditors that he and his brothers were broke. He suggested setting up a committee of five creditors to create a financial plan, otherwise SFL could be lost.

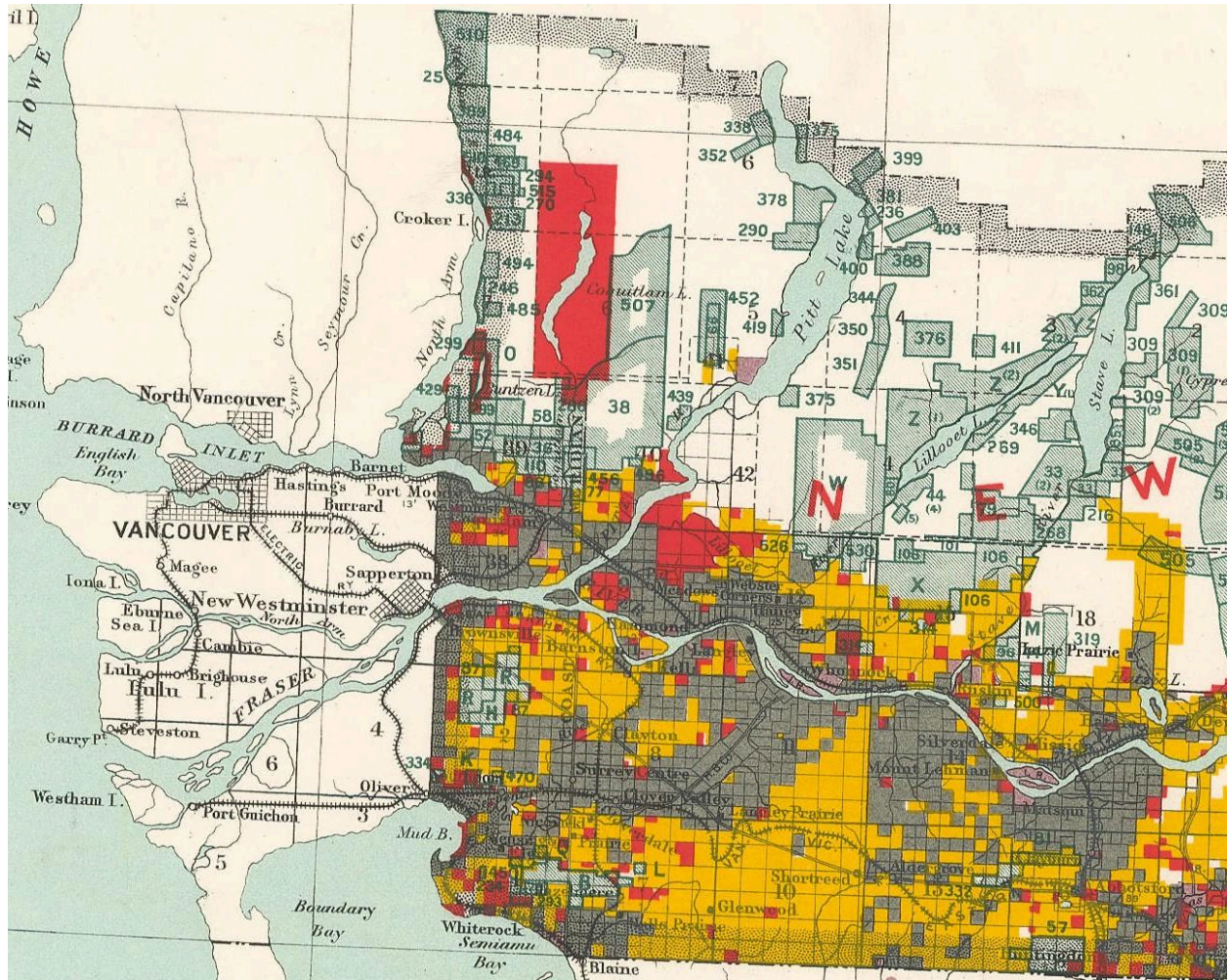


Figure 5: Dominion Department of the Interior Railway Belt (detail), circa 1909. The large grey plots north of the Fraser River denote the timber berths on Crown land set aside for logging. The Stave and Alouette watersheds contained thick stands of old growth Douglas fir and western red cedar. Cedit: City of Vancouver Archives.

Although Nelson Louhheed worked diligently to save SFL, in hindsight his proposals were unduly optimistic. By July of 1932 the insurance on the SFL mill property had lapsed due to non-payment of premiums. SFL carried a debt of \$622,000 including unpaid insurance premiums, licensing fees, municipal taxes and Workmen's Compensation Board obligations. Included in these debts was \$26,000 owing on the \$95,000 purchase of a largely untouched timber berth (likely TB 33 located on the west shore of Stave Lake) from a Mr. Earle of Birmingham, Michigan. In addition there were outstanding debts on first, second and third mortgages.

Some \$37,000 was owing on the first mortgage. The second mortgage was \$367,000. Major bondholders included the British Columbia Power Corporation, the Miami Corporation (the principal financial backer of both SFL and ALLCO), as well as

individual investors. One such investor was Henry Reifel (1869-1945) who held part of the third mortgage. He was represented by Henry Tobin (1877-1956), a prominent Vancouver lawyer and businessman who was a member of Nelson Lougheed's creditor committee ⁴.

Gordon Fleck, the Miami Corporation's local representative who sat on the committee, had inquired about the value of SFL's assets. Fleck stated that while the sawmill was new the associated machinery and equipment was quite old. The timber holdings had been extensively logged, other than Earle's recently acquired TB 33 which was the only valuable stand of timber left. Fleck had also discussed the timber assets with Smith who offered the opinion that no-one would purchase the SFL properties for at least two years and that creditors could not expect more than \$200,000, or about 25 cents on the dollar on the principal of the second mortgage bonds. In Fleck's opinion the only potential "salvage" for the Second Mortgage bondholders was from harvesting the Earle timber. In this context, he asked that Smith conduct an independent timber cruise to determine how much of SFL's timber holdings had been logged since Smiths' last timber cruise. Fleck recommended sharing the \$800 cost of the new timber cruise equally between Miami Corporation and British Columbia Power Corporation.

In April of 1934 Smith duly submitted a sobering assessment. He concluded that the remaining stands of cedar for shingle bolt production offered the only real value:

"The accessible cedar remaining has a distinct value, which can be appraised in view of the fact that successful operations have been conducted almost continuously by the Stoltze Manufacturing Company, and the balance of the cedar timber on TB 346, TB 33 – Block 2, and TB 106A is under contract to that firm at a fair price, that has already produced considerable cash to the Stave Falls Lumber Company and will, if continued to completion, produce a considerable sum which we can estimate fairly accurately. This contract will form a large portion of the assets of the Stave Falls Lumber Company Limited."⁵

Smith reported that most of the easily accessible saw logs had previously been cut and any remaining Douglas fir lay scattered and in difficult to access locations at higher elevations. (See figure seven for an example of the rugged bluffs common to the east shore of Stave Lake). Surviving hemlock stands offered little to no value except possibly as pulp and as a "speculative value for the future." Moreover, the conditions that led Nelson Lougheed to harvest hemlock and mill it into dimensional lumber for rail transport to eastern markets had vanished. Thus, there was no profit in operating the mill and it was only worth the scrap value. Despite resting on cedar pilings, the lumber mill had sat idle for too long and would require \$10,000 to replace all the platforms and restore the equipment to running order. The shingle mill had no value as all the equipment had been removed and it sat on flooded land when the Stave Falls Dam

reservoir was raised. However, not everyone shared Smith's bleak assessment. An inventory prepared by Sutherland in January of 1931, stated that the machinery was in good shape, having been well maintained and oiled. In Sutherland's view, the mill was in excellent condition and could be put into full production with one week's notice.

Smith assessed timber values on SFL's 11 timber berths lying within the Dominion Railway Belt but, unlike his 1929 cruise, did not examine Provincial timber licenses, other Crown land or private land holdings. These properties were likely examined by other timber cruisers; however, to date no documentation has come to light. In any event, Smith determined that five of the timber berths had no value due to previous logging, flooding, and, in some cases, fire. Two timber berths had some remaining merchantable timber worth \$2,200. The remaining four timber berths contained stands of shingle bolt-able cedar worth \$45,250. Smith advised that this was a conservative figure based on a minimum selling price of \$1.50 per cord whereas the average price was \$1.70 per cord depending on the market price for shingles.

The following summarizes Smith's 1934 timber berth analysis:

- TB 33, Block 2, located on the west side of Stave Lake four miles (6.5 km) above the dam contained some 600 acres (243 ha) which had not yet been shingle bolted amounting to 12,000 cords worth \$18,000;
- TB 346, located on the west side of Stave Lake seven miles (11 km) above the dam, contained 50 acres (202 ha) of good quality uncut timber of 15,000 cords worth \$22,500;
- TB 106A, located on the west side of Stave Lake three miles (5 km) north of the dam, contained 150 acres (61 ha) of cedar which could be economically shingle-bolted into 2,500 cords worth \$3,750;
- TB 79A, located on the west side of Stave River contiguous with TB 106A. Practically all of the standing timber was previously cut except approximately 1,000 cords worth \$1,500;
- TB 150 located on the west side of Stave Lake seven miles (11 km) above the dam, was previously logged and bolted and contained no merchantable timber;
- TB 33 Block 1, located on the west side of Stave Lake six miles (9.6 km) above the dam, had been heavily logged leaving about 200 acres (81 ha) containing 1.25 mbf of small second growth fir and .75 mbf of small hemlock worth about \$1,500. Most of the cedar had been previously logged;
- TB 185, located on the east side of Stave Lake seven miles (11 km) above the dam, had almost been completely logged. The central flat portion at the mouth of Lost Creek contained some 40 acres (16 ha) of 150 mbf of fir, 250 mbf of cedar and 300 mbf feet of hemlock worth approximately \$700;
- TB 268, located on both sides of Stave River three miles (5 km) above the dam, had no logging value. All the easily accessible timber had been previously cut

- with only small stands of timber remaining on steep ground;
- TB 361, located on the east side near the top of Stave Lake, had doubtful logging value. All the timber along the lake-shore had been previously logged. Small stands of remaining timber were situated on steep ground;
 - TB 362, located on the west side of Stave Lake near TB 361, had doubtful logging value. The front 3,000 feet (600 meters) of this timber berth closest to the lake had been previously logged leaving a mixed stand of fir, cedar and hemlock at high elevation difficult to log;
 - TB M, located on the east side of Stave River between Stave Falls Dam and the newly complete Ruskin Dam to the south, had been thoroughly logged and the remaining small stands of hemlock had little or no value.



Figure 6: Typical rocky bluffs on the east shore of Stave Lake as noted in Eustace Smith's timber cruises which increased the cost of logging. Author's photograph.

Smith's timber cruises for SFL included maps they have not come to light. However, two

surviving maps document Smith's timber cruises on TB 590 located in the vicinity of Lost Creek by TB 185 (mentioned above) on the east shore of Stave Lake for an unknown client. They were completed in October 1929 during the time he had completed his last cruise for SFL. While it might be tempting to assume that these were prepared for SFL there is no evidence to demonstrate this. The maps are held in the Vancouver City Archives along with written reports of the timber cruises in TB 309 and TB 590, prepared by timber cruisers Keith Shaw and H.K Murphy, presumably two of Eustace Smith Company's employees. These and other timber cruise maps can be viewed at: <https://searcharchives.vancouver.ca/eustace-smith-ltd-fonds>⁶.

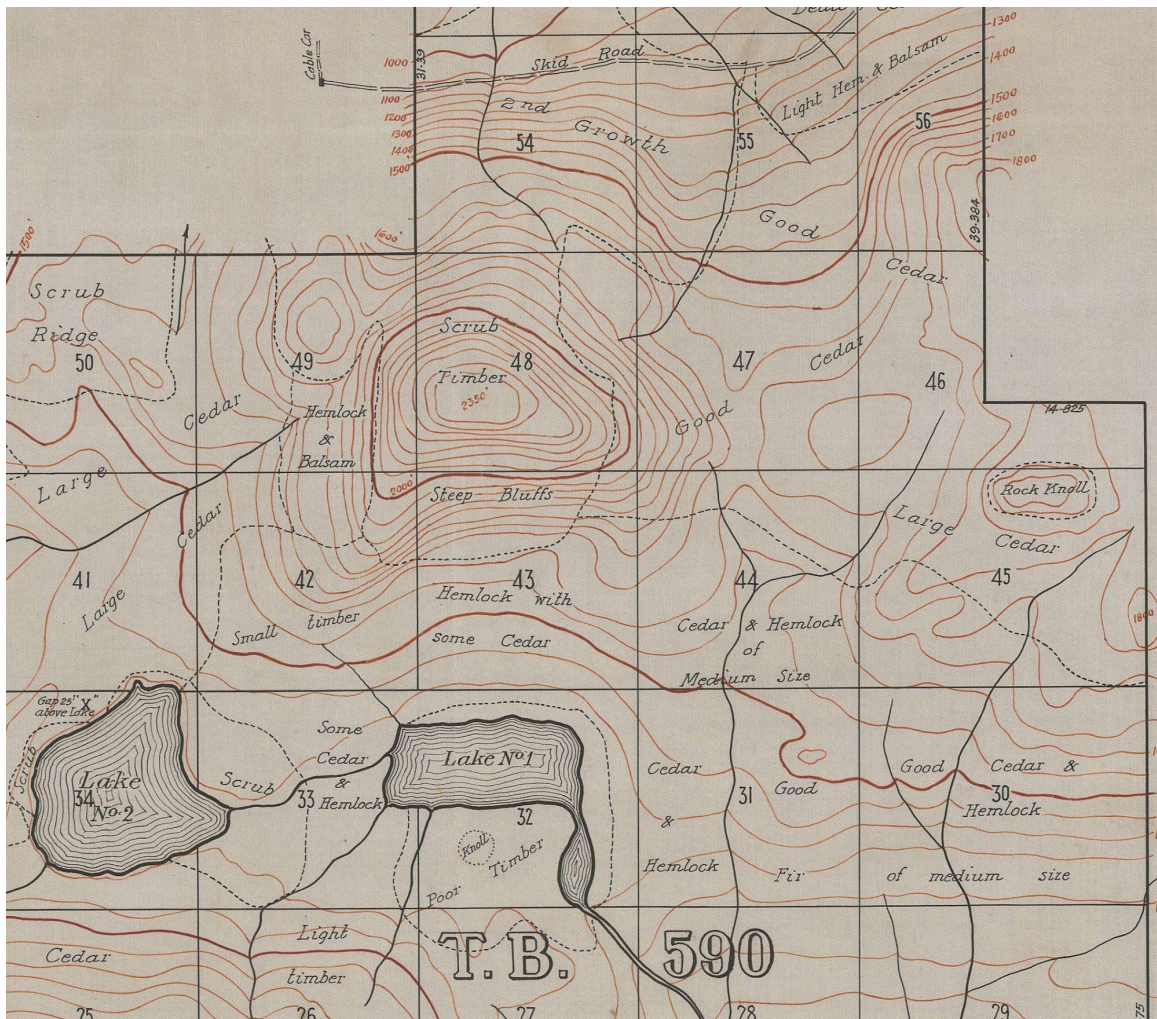


Figure 7: Detail of Timber Cruise Map of Timber Berth 590 containing notes on timber. Credit: City of Vancouver Archives, Eustace Smith Fonds.

The cruise of TB 309-1, TB 309-2 and TB 590, conducted by H. K. Murphy, noted that the ground was mountainous but the quality of timber was good. The area would make a

good logging show. It had been partially logged and contained a rudimentary cat road which could be improved for trucks. Numerous horse roads remained from a previous shingle bolting operation and a horse bridge would have to be replaced for truck logging. The lake shore north of Lost Creek was shallow and a piling several hundred feet long would be required for log booming. And, as many of the small water courses dried up in summer the area was not suitable for steam donkeys. Instead, gas or diesel powered donkeys were recommended.

H.K. Murphy concluded that the five square mile (1295 ha) area contained some 97,530,000 feet of merchantable timber. Red cedar (34%), hemlock (42%) and larch (14%) were the most numerous species with some Douglas fir, pine and yellow cedar. Absent from Murphy's report was any reference to Sitka spruce, a valuable wood used in early aircraft production, which was found in other parts of the Stave watershed.

The report on the cruise of TB 590-2 conducted by Keith Shaw noted that most of the drainage was via Lost Creek with smaller drainage into Cypress Creek to the north-east. It also featured two small lakes.

This timber berth contained about 2240 acres (96 ha) and had a half mile (800 meter) frontage on Stave Lake. It was divided into four divisions. Division No 1 was situated on high rough ground with rocky bluffs and contained isolated pockets of hemlock, balsam and cedar of little or no value. It also contained a 200 year old burn. The regrowth included small cedar, hemlock, fir and dead cedar suitable for shingle bolts. The only value in the new growth was the cedar, suitable for poles. Division No. 2 was also burnt with regenerated young timber 200 years old containing a mixture of tall cedar, hemlock and fir of small to medium size. This timber was suitable for small mills but not suitable for shingle bolts. Other areas contained burns and dead-fall of no value and a stand of cedar along Lost Creek suitable for shingle bolts.

Division No. 3 lay west of Lake No. 1 and the shore of Stave Lake, and south of Lake No. 2. A fair stand of cedar was situated on a steep slope which could be yarded to Lake No. 2 and possibly flumed to Stave Lake along Lost Creek. This division held a good stand of cedar on good logging ground suitable for logs or shingle bolts. Other areas contained burns, dead cedar and scrubby ridges. The area near Stave Lake had little value due to extensive logging.

Division No. 4 was located on the north part of the timber berth. It contained scrub hilltops, an old burn containing no timber, previously logged ground and a stand of dead cedar. Other areas contained stands of good cedar, hemlock, balsam and small amounts of Douglas fir. Shaw noted that the individual hemlock stands were healthy but where hemlock was mixed in with cedar it was conky and of poor quality. There was no mention of Sitka spruce in this area either.

In 1937 the Robert McNair Shingle Company purchased the SFL assets mainly for the remaining stands of cedar to supply their large shingle mill in Port Moody. From the available records it is not clear if they reopened SFL's lumber and shingle mills but it seems unlikely. McNair anticipated total royalties from timber harvesting at \$100,000, or a minimum of \$7,500 per year as cited in the sales contract. However, by December of 1939 the company objected to the terms of the contract on the grounds that the amount of merchantable and easily accessible timber was overstated. It is unknown if a threatened lawsuit ever materialized, but it is tempting to think that the Robert McNair Shingle Company's objections were not due to Eustace Smith's conservative 1934 timber assessment.

Footnotes:

1. See Gerry Burch, "Eustace Smith (1867-1964): The Ultimate Timber Cruiser", FHSBC newsletter 115, September 2023). <http://www.fhabc.org/newsletter-archive/2023/115.pdf> In 1985, Gerry kindly donated numerous maps and other documentation pertaining to Eustace Smith to the City of Vancouver Archives, Eustace Smith Ltd fonds AM893. The maps have been digitized and can be viewed online. Other documents have found their way into the BC Provincial Archives pertaining to Abernethy and Lougheed Company / Stave Falls Lumber Company in the Company Branch Records. The major references for this story, including Smith's timber cruises, are from the UBC Library's Rare Books and Special Collections: British Columbia Electric Railway Company fonds; Box 69, Abernethy Lougheed Logging Company Ltd, 1933.
2. Nelson Lougheed enjoyed a storied career as a soldier, lumberman, logger, gold miner and politician. In 1902 he volunteered for service in the Boer War but arrived in South Africa shortly after the fighting had ceased. He was an alderman and was elected reeve (mayor) of Maple Ridge in 1912. He later served as MLA for the riding of Dewdney in the Conservative government of Premier Simon Tolmie. He was minister of public works (1928-1930) and minister of lands (1930-1933) which included responsibility for highways and the BC Forest Service. The Lougheed Highway is named after him. He freely co-mingled his business and political lives as he continued to be the controlling mind behind A&L, SFT, ALLCO, Edgar-Lougheed Logging Co, Greenwood Gold Mines Ltd and ALLCO Silver Mines Inc during his time in public office. The idea of conflict of interest, apparent or otherwise, was not well developed in the public service at this time. Interestingly, Nelson Lougheed was related to the Alberta Lougheed family political dynasty. He was the nephew of the Honourable Sir James Lougheed, Senator, and his grandson Premier Peter Lougheed. See Maple Ridge Museum.org Nelson Lougheed Family, accessed 10 November 2024 and Wickipedia, Nelson Lougheed entry, accessed 10 November 2024.
3. The Miami Corporation was and is the financial holding company of the McCormack / Deering family fortunes originally derived from the mechanization of farm equipment. The two family businesses were first joined by commerce, merging to form the International Harvester Company, and later by marriage. In a dynastic move, Chauncey McCormick married Marion Deering, reputedly one of the wealthiest woman in the United States during the 1920s. He served as president of the Miami Corporation, sat on the board of International Harvester, and invested heavily in the forest industry in the Pacific Northwest. McCormick and his wife frequently visited the west coast. They build a rustic log cabin and horse stable on Jacobs Lake which became known as Marion Lake, in the centre of Timber Berth W, ALLCO's large timber holding north of Port Haney. See Chaim Rosenberg, The International Harvester Company: A History of the Founding Families and Their Machines, McFarland and Co, North Carolina, 2019.
4. Henry Reifel was British Columbia's notorious brew-master and rum-runner, credited with smuggling some \$10 million dollars of contraband alcohol into the United States during prohibition. Although a crime in the United States this activity was legal north of the border. Henry Reifel's son George was also involved in the family business. Henry Reifel's lawyer was the renowned Henry Tobin. a pre-war militia

officer who had organized and commanded the 29th Battalion (Tobin's Tigers), Canadian Expeditionary Force for service in France. Lt Col Tobin was awarded the Distinguished Service Order (DSO) for gallantry at the Battle of Cambrai in 1918. After the war he returned to his Vancouver legal practice representing wealthy clients such as Reifel and became involved in a number of other businesses. In the 1920s George Reifel purchased land in the Fraser River delta which he later donated to the Crown. In the 1960s, it became the Reifel Bird Sanctuary. The proceeds of rum-running were widely invested in the local economy at the time.

5. The American owned Stoltze Manufacturing Company started a shingle mill in 1912 near Ruskin on the Stave River. They mainly employed Japanese workers and exported shingles to American markets and thus escaped the 1914 recession in the local B.C. economy. During the 1920s they became the largest shingle mill in British Columbia. They harvested shingle bolts from their own timber holdings and from timber berths controlled by A&L in the Stave Lake watershed by paying royalties which became an important source of revenue for A&L. Later, A&L also provided cedar logs to the Stoltze mill via the Western Canada Power Company's rail line. The Stoltze mill fell into decline during the 1930s economic depression and ceased operations in the early 1940s during the war years, very likely due to the Dominion government's internment of Japanese Canadians living in British Columbia. See Wikipedia, Ruskin, British Columbia, accessed on 27 October 2012. See also: "Looking Back: B.C.'s largest shingle mill was in Ruskin" by Fred Braches, in Maple Ridge-Pitt Meadows News, Oct 9, 2012 (<https://www.mapleridgenews.com/community/looking-back-b-c-s-largest-shingle-mill-was-in-ruskin-2596054>)

6. See City of Vancouver Archives, Eustace Smith Ltd fonds AM893; 592-C-06.

Jack Christensen (EAST ASIATIC CO., TAHSIS CO.) Recalls Timber Cruiser EUSTACE SMITH

An excerpt from the self-published autobiography, *JACK: THE MAN WHO BUILT GOLD RIVER: AS TOLD TO IRENE LYTTLE* (1999)

The Danish shipping and trading company East Asiatic Co. lost a ship in the North Atlantic 1943-44. She was sailing under a Canadian flag, as she had been seized by the Crown. East Asiatic was due a large sum in compensation for the ship, but the monies could only be used in Canada.

The Company decided the best thing they could do would be to buy standing timber in British Columbia.

In June 1946, new East Asiatic Co. Vancouver division employee J.V. Christensen was called to the office to be introduced to a gentleman who was an old-time B.C. timber cruiser. According to Christensen:

*"The timber cruiser's name was **Eustace Smith**, and he was a very well-known and highly regarded timber cruiser in the forestry circles of British Columbia. But as an old-time cruiser, he had the idea (like most) that hemlock wasn't worth very much, and that the only thing worth looking at was Douglas-fir. He basically disregarded hemlock unless it was about 2' in diameter. This was true of all the timber cruisers at that time. But anyway, as I came into the office, where the two were sitting, [East Asiatic Co. boss] Chris Busch introduced me with my full Danish name: **Jørgen Vibe Christensen**. Old Ustace, who was probably about 70-72 years old at the time, just looked up and said,*

*“That’s too difficult. What did they call you in the army?” “Well,” I said, “in the army they called me Chris.” “Hmm, he said, “that’s no good. We can’t have two Chrises in one office.” He stared at me for a moment and then said, “We’ll call you **Jack**.” And that’s how I became Jack, and I’ve been Jack ever since and I have no intention of changing it.*

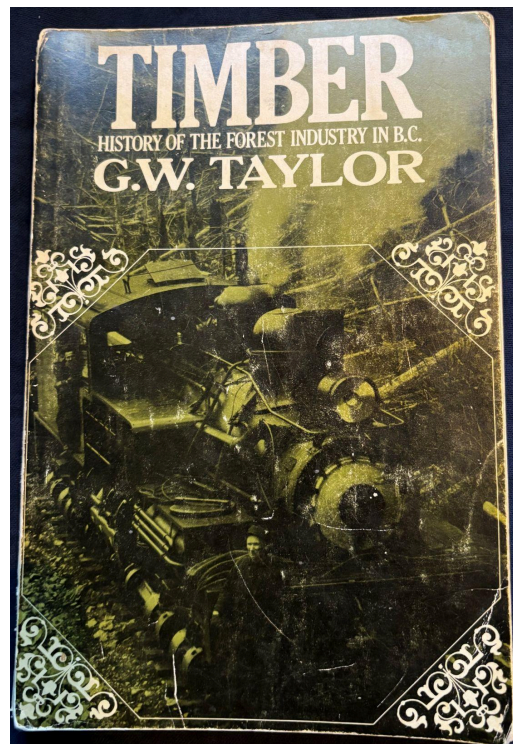
Partly as a result of this meeting, it was agreed that I would join Eustace Smith on his next trip up to Nootka Sound, and I spent a couple of weeks with Eustace that summer cruising timber, which was very hard work, because it was mainly straight up or straight down. Straight down you could handle, but straight up was not so easy. Apart from myself and Eustace, who acted as group boss, we had a small, wiry French-Canadian cook, who carried a 70 lb. stove on his back on top of his other gear. He too, like Eustace Smith, could go straight up almost indefinitely without even stopping for breath. I had to stop myself, occasionally, and Eustace would turn around impatiently and just look at me. He never did say anything. I got back in shape rather quickly. At the same time, I learned a lot about the woods in Nootka Sound, and the monetary value of the various species.

We also had another young fellow along who ran the compass line and who was known, not surprisingly, as a compassman. His job was to walk in as straight a line as possible for a certain distance, and then Eustace Smith would count the trees on either side. From that he would estimate the number and species in a claim (a claim was usually 40 acres). That’s a great simplification of the work of a timber cruiser and a compassman. There’s much more to it than that. It’s more an art than a science, built up over many years of experience. As the years went by, the Eustace Smith cruises became known for their huge overruns, mostly, of course, because of the hemlock, which by this time had become a much more appreciated species.”

Book Review: G.W. Taylor, *TIMBER: History of the Forest Industry in B.C.*

Author: Katherine Spencer (*FHABC President*)

In 2017 I moved to BC and started my journey in learning more about Forest History in the Province. I joined the FHABC and then started to slowly read all that I could get my hands on. With each memoir, biography, FHABC newsletter I read, I felt there was a gap for a one-stop shop of the history of the industry that would provide me with a timeline reference for when and where all of these other stories fit in. Hearing about my issue, my dear friend and retired logger, John Vivian, went to his book shelf and pulled out G.W.

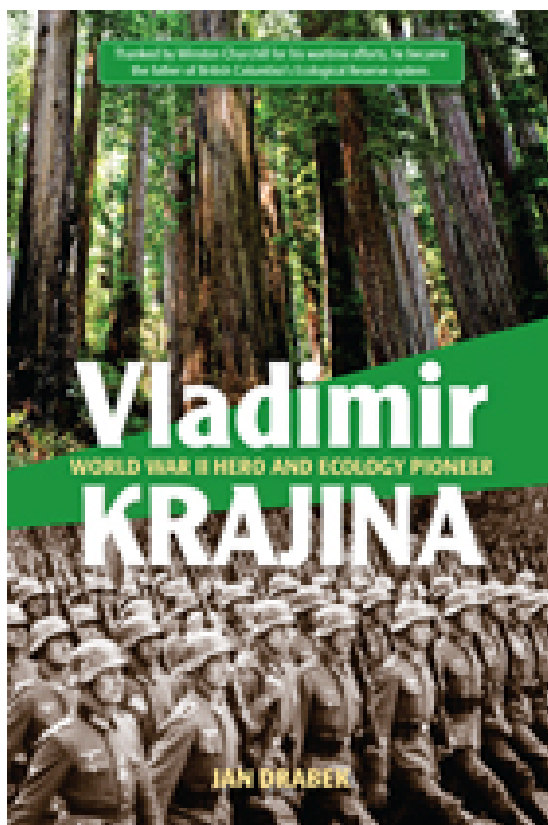


Taylor's *TIMBER: History of the Forest Industry in BC*. This book was exactly the reference I was looking for to provide me with a timeline for who were the players when and where across BC.

This book is a great reference for the new Forest History enthusiast who wants a more comprehensive understanding of where the industry started in the province and where it had developed to by the 1970s.

Book Club - Jan Drabek, *VLADIMIR KRAJINA: World War II Hero and Ecology Pioneer*

Author: Katherine Spencer (*FHABC President*)



On February 2nd FHABC held the 3rd book club event and read Jan Drabek's, *VLADIMIR KRAJINA: World War II Hero and Ecology Pioneer*. This book stimulated a lot of interest among members for two reasons: the newer generation of foresters use the language of BEC (biogeoclimatic ecosystem classification) everyday in their working lives and learning more about the originator was of interest to many, also there were those who knew or were influenced by the powerful presence and impact to the forestry community that Vladimir Krajina had. This book brought out so much interest that those who could not attend the virtual book club emailed in their connections to Vladimir Krajina and the impact of his work.

During the book club meeting many gave rave reviews on the in-depth coverage of Krajina's World War II efforts and role. The additional history and context of this helped shape the reader's understanding of the steadfast determination and perhaps some of the communication styles Krajina employed during his career. It was an honour to have Gerry Burch present at the meeting to connect with readers about his personal interactions with Krajina and highlight the reality of the logging industry during this policy change and how it was brought to the table.

This is a must read for those who have been putting it off and a great introductory biography for new forest history enthusiasts.

Thank you to FHABC book club participants Gerry Burch, Kat Spencer, Eric Andersen, Allen Larocque, and written submissions by Doug Beckett, Bruce Devitt, and Ron Bronstein.

Newly digitized materials are accessible at NORTHERN BC ARCHIVES's website!

These include, of interest to BC forest history:

Torajiro Sasaki Collection – film of EAGLE LAKE SAWMILLS produced by Torajiro Sasaki in 1952;

[Bob & Bill] Stowell Forestry Collection materials, including THE PAS LUMBER records; A WEST FRASER TIMBER COMPANY LTD. 50th anniversary video about the history of the company;

AND MORE!

<https://libguides.unbc.ca/about/news/Newly-Accessible-at-Northern-BC-Archives>

If you have an idea for Issue #121, please reach out to us at info@fhabc.org



This issue was guest edited by Ron Bronstein, Peter Marshall, Ira Sutherland and David Morgan.

Page layout by Kat Spencer.

Tell others to become members of FHABC!

You are invited to join the Forest History Association of British Columbia. Formed in 1982, the association's interests cover a wide spectrum – from the history of people and machines to the evolution of forest resources management and the associated social and political aspects. Members represent a variety of professions and come from all corners of the province and elsewhere in North America.

Membership is \$20.00 annually, or three years for \$50.00. Memberships are on a calendar year basis – January to December. Membership includes a subscription to our electronic newsletter** as well as the opportunity to attend virtual talks and the association's annual general meeting. This usually involves a field trip in addition to the conduct of the association's business.

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