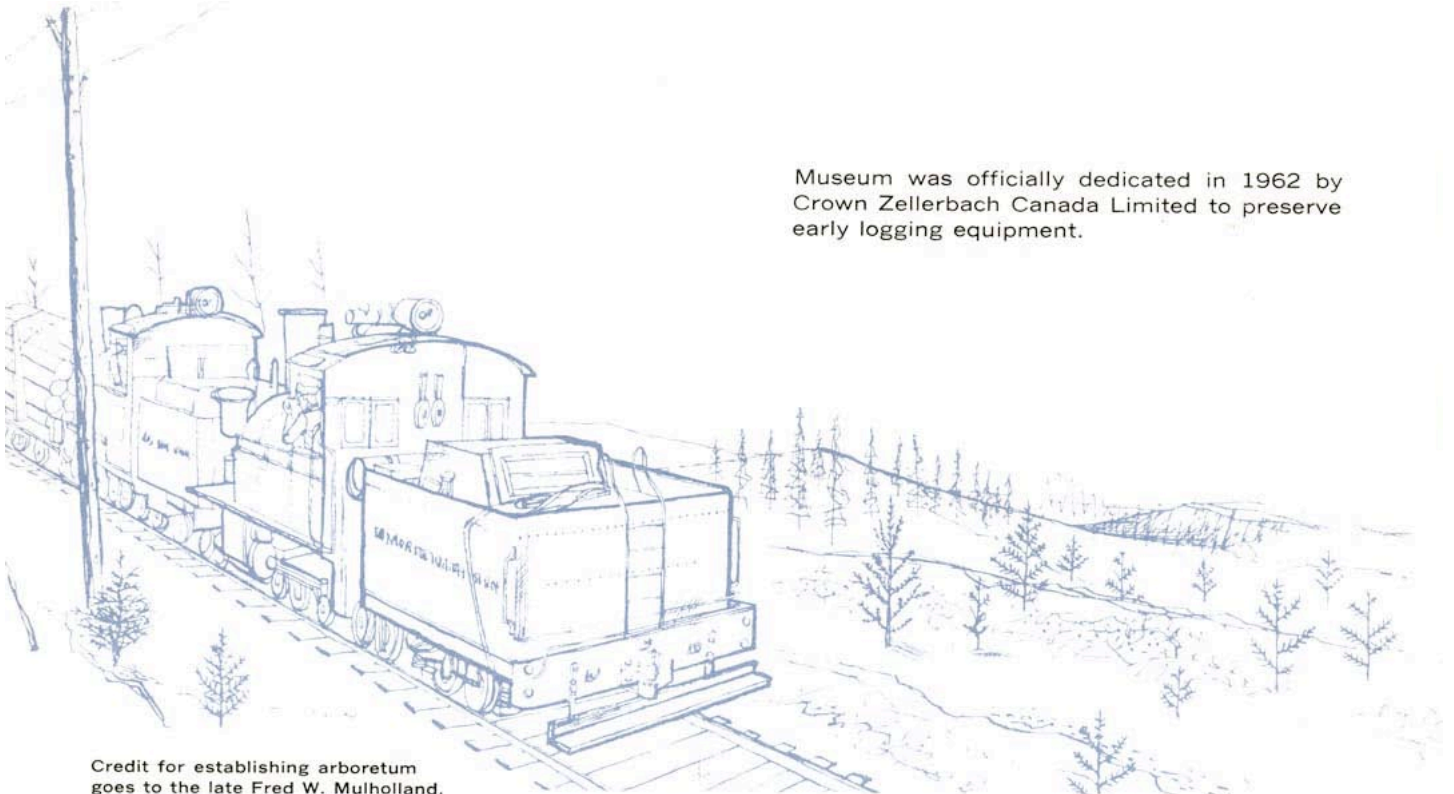


LOGGING MUSEUM AND ARBORETUM,
LADYSMITH, B.C.



Museum was officially dedicated in 1962 by
Crown Zellerbach Canada Limited to preserve
early logging equipment.

Credit for establishing arboretum
goes to the late Fred W. Mulholland,
a forester with Comox Logging
and Railway Company.

LOCIE No. 11

Built in 1923 by Baldwin Locomotive Co., Philadelphia, for the Donovan Corkery Logging Co., Shelton, Washington; locomotive No. 11 came to Comox Logging and Railway Co. in 1937, at which time she was reboilered in Vancouver. The locie was moved from Courtenay area operation to Ladysmith in 1945.

She finished full-time service December 16, 1960 and was relegated to standby duty with the diesel locie taking over. She weighs 144,000 pounds.

Locomotive crewmen involved in the last run included Andy Magnone, Bert Foster, Jimmy Dowie, Jimmy Dickie and John Dick.

In her career with C.L. & R. she hauled 1.4 billion board feet of logs.

LOCIE No. 12

A geared, Shay locomotive built in 1927 at Lima, Ohio. Her first owner was the Merrill & Ring Lumber Co. Ltd., Squamish, B.C. She started with C.L. & R. at Courtenay in 1942 and later was transferred to Ladysmith. Her last trip was in 1957 when she broke a crankshaft.

She weighs 119,700 pounds. Shay designed the geared locie for the rough trackage, sharp curves and greater than normal grades of railway logging operations.

STEAM YARDING DONKEY

A 12' x 14' engine built in 1923 by the Tye Machinery Co., for Merrill and Ring Co. Ltd. It was a yarding and loading unit and first operated on Theodosia Arm, north of Powell River on the B.C. coast.

The yarder was bought by C.L. & R. in 1945 for the Ladysmith division. It supplied power for hauling logs from where the trees were felled to the landing, where they were loaded on trucks.

Originally a wood burner it was later converted to burn oil fuel. It was retired in 1960.

The large block is a main line lead block for the typical wooden spar trees once in common use for high lead yarding. Natural spars have now been replaced by portable steel spars for yarding.

FORDSON TRACTOR

The forerunner of the present large diesel tractors used in modern logging, was originally designed for prairie farming. Brought to the west coast in the late 1920's, Fordson tractors were used for yarding small logs to the sawmills.

FORDSON YARDER

An adaptation of the original tractor. Probably the first yarder powered by an internal combustion engine to be used in the coastal logging industry. Fordson yarders were small, lacked the necessary power for moving the larger logs and were soon replaced by units powered by larger gasoline or diesel engines. They were first used in the late 1920's and early 1930's.



Western Hemlock
(*Tsuga heterophylla*)

ARBORETUM TREES AND ORIGINS

Monkey Puzzle (*Araucaria imbricata*),
S. America

Port Orford Cedar (*Chamaecyparis
lawsoniana*), California

Dawn Redwood (*Metasequoia*),
Central China

Japanese Larch (*Larix leptolepis*)

Lodge-pole Pine (*Pinus contorta latifolia*),
native

Cut-leaf Birch (*Betula alba laciniata*)

European Larch (*Larix decidua*)

Scotch Pine (*Pinus silvestris*), Scandinavia

Douglas fir (*Pseudotsuga menziesii*), native

English Oak (*Quercus pendunculata*)

Coulter Pine (*Pinus coulteri*), California

Western Red Cedar (*Thuja plicata*), native

Sitka Spruce (*Picea sitchensis*), native



Douglas fir
(*Pseudotsuga menziesii*)

Incense Cedar (*Libocedrus decurrens*),
California

Norway Spruce (*Picea abies*), Scandinavia

English Yew (*Taxus baccata*), England

Western Hemlock (*Tsuga heterophylla*),
native

Grand Fir (*Abies grandis*), native

White Pine (*Pinus monticola*), native

White Fir (*Abies concolor*), native

Noble Fir (*Abies nobilis*), Oregon

English Holly (*Ilex aquifolium*), England

Cedar of Lebanon (*Cedrus libani*), Palestine

Giant Sequoia (*Sequoia gigantea*),
Central California

Blue Spruce (*Picea pungens*), Colorado

Red Alder (*Alnus rubra*), native

Dogwood (*Cornus nuttalli*), native

HISTORY OF COMOX LOGGING AND RAILWAY CO.

Comox and Campbell Lake Tramway Co. Ltd., was incorporated in 1909 as a subsidiary of the Fraser River Lumber Company, which operated the large sawmill at Fraser Mills, just above New Westminster.

Fraser River Lumber became the Canadian Western Lumber Co. in 1910, and the railway subsidiary's name was changed to Comox Logging and Railway Company.

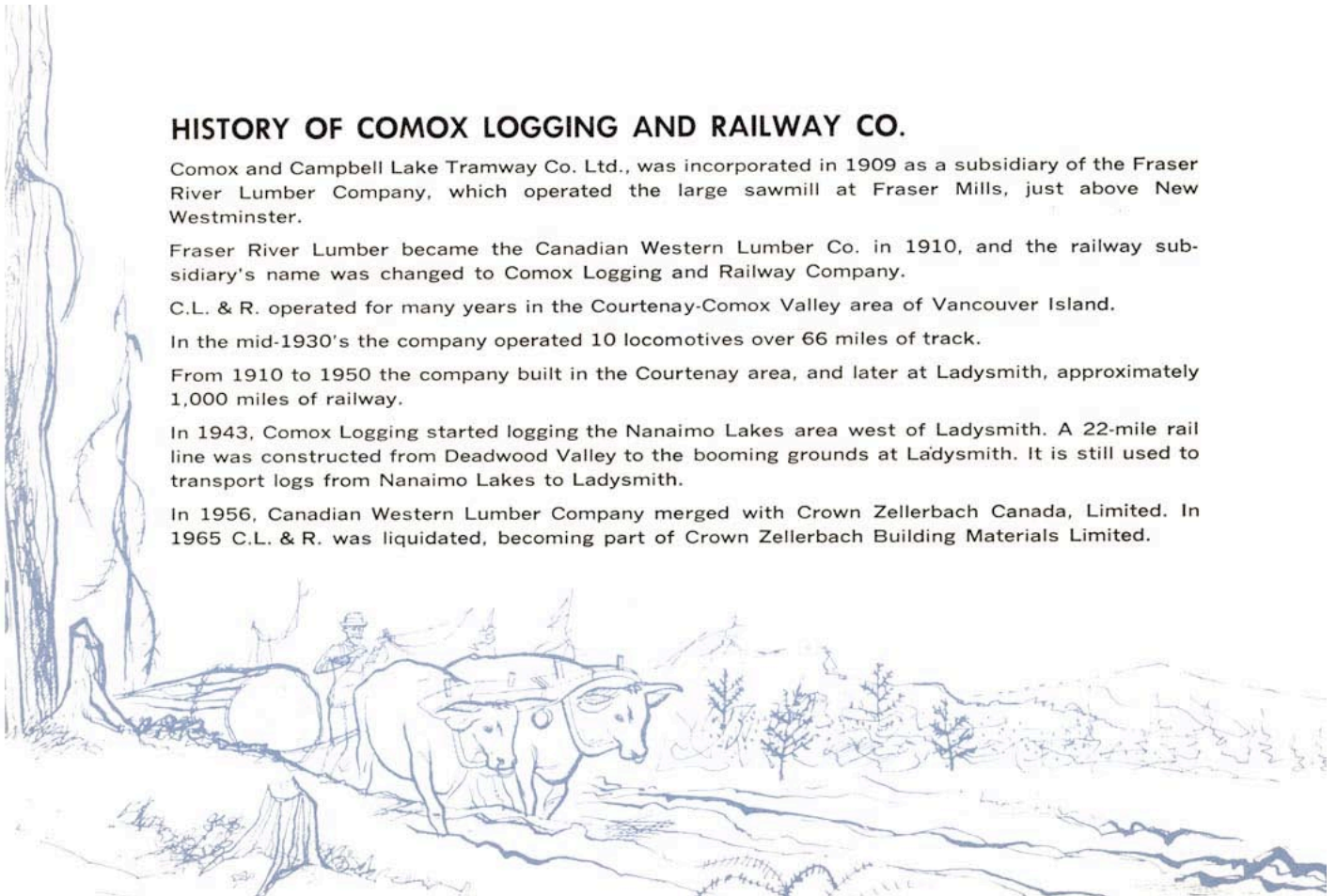
C.L. & R. operated for many years in the Courtenay-Comox Valley area of Vancouver Island.

In the mid-1930's the company operated 10 locomotives over 66 miles of track.

From 1910 to 1950 the company built in the Courtenay area, and later at Ladysmith, approximately 1,000 miles of railway.

In 1943, Comox Logging started logging the Nanaimo Lakes area west of Ladysmith. A 22-mile rail line was constructed from Deadwood Valley to the booming grounds at Ladysmith. It is still used to transport logs from Nanaimo Lakes to Ladysmith.

In 1956, Canadian Western Lumber Company merged with Crown Zellerbach Canada, Limited. In 1965 C.L. & R. was liquidated, becoming part of Crown Zellerbach Building Materials Limited.



CROWN ZELLERBACH CANADA LIMITED

Its history in British Columbia can be traced to the founding of the Ocean Falls Company in 1909. A ground-wood pulp mill, sawmill and shingle mill began production in 1912.

In 1914 a new company, Pacific Mills Limited, was formed out of the Ocean Falls Company, and construction of a paper mill and chemical pulp plant at Ocean Falls was begun.

Pacific Mills and Canadian Western Lumber Co. Ltd. jointly organized the Elk Falls Company Limited in 1950, establishing a paper mill at Campbell River, Vancouver Island.

OPERATIONS

PULP AND PAPER

Ocean Falls Division, Ocean Falls, B.C. — Pulp and paper mill which manufactures newsprint, rotoprint, kraft and sulphite pulp and paper.

Elk Falls Division, Campbell River, B.C. — Pulp and paper mill and sawmill, producing newsprint, bleached and unbleached kraft pulp and paper and lumber.

Richmond Division, Richmond, B.C. — Paper converting, corrugated containers, bag and film packaging manufacturing facilities.

Kelowna Division, Kelowna, B.C. — Corrugated container assembly plant.

Crown Zellerbach Paper Company Limited, Vancouver, B.C. — Wholesale distributor of coarse and fine papers across Western Canada.

The name Pacific Mills was changed to Crown Zellerbach Canada Limited in 1954 and two years later Canadian Western became a subsidiary of Crown Zellerbach Canada.

In 1961 the Canadian Western name was changed to Crown Zellerbach Building Materials Limited.

The company today employs approximately 6,000 people making newsprint, coarse and fine paper products, corrugated containers and packaging products, lumber and plywood.

Executive offices are in Vancouver.

Crown Zellerbach Canada Limited — Pulp and paper sales offices: Vancouver, Kelowna, Edmonton, Calgary, Regina, Winnipeg, Toronto.

BUILDING MATERIALS

Crown Zellerbach Building Materials Limited, Fraser Mills, B.C. — Lumber and plywood manufacturing facilities and sales offices. Sales offices across Western Canada.

Crown Zellerbach Building Materials (Eastern) Limited — Distributor of building materials in Eastern Canada.

Crown Lumber Company Limited, Calgary, Alta. — Retail building supply operations in Alberta and Saskatchewan.

Bridge Lumber Division, Richmond, B.C. — Custom cutting sawmill.

Beaty Laminated Division, Richmond, B.C. — Hardwood plywood manufacturing plant.

S. M. Simpson Division, Kelowna, B.C. — Lumber, plywood, box bin manufacturing plants in Okanagan Valley.

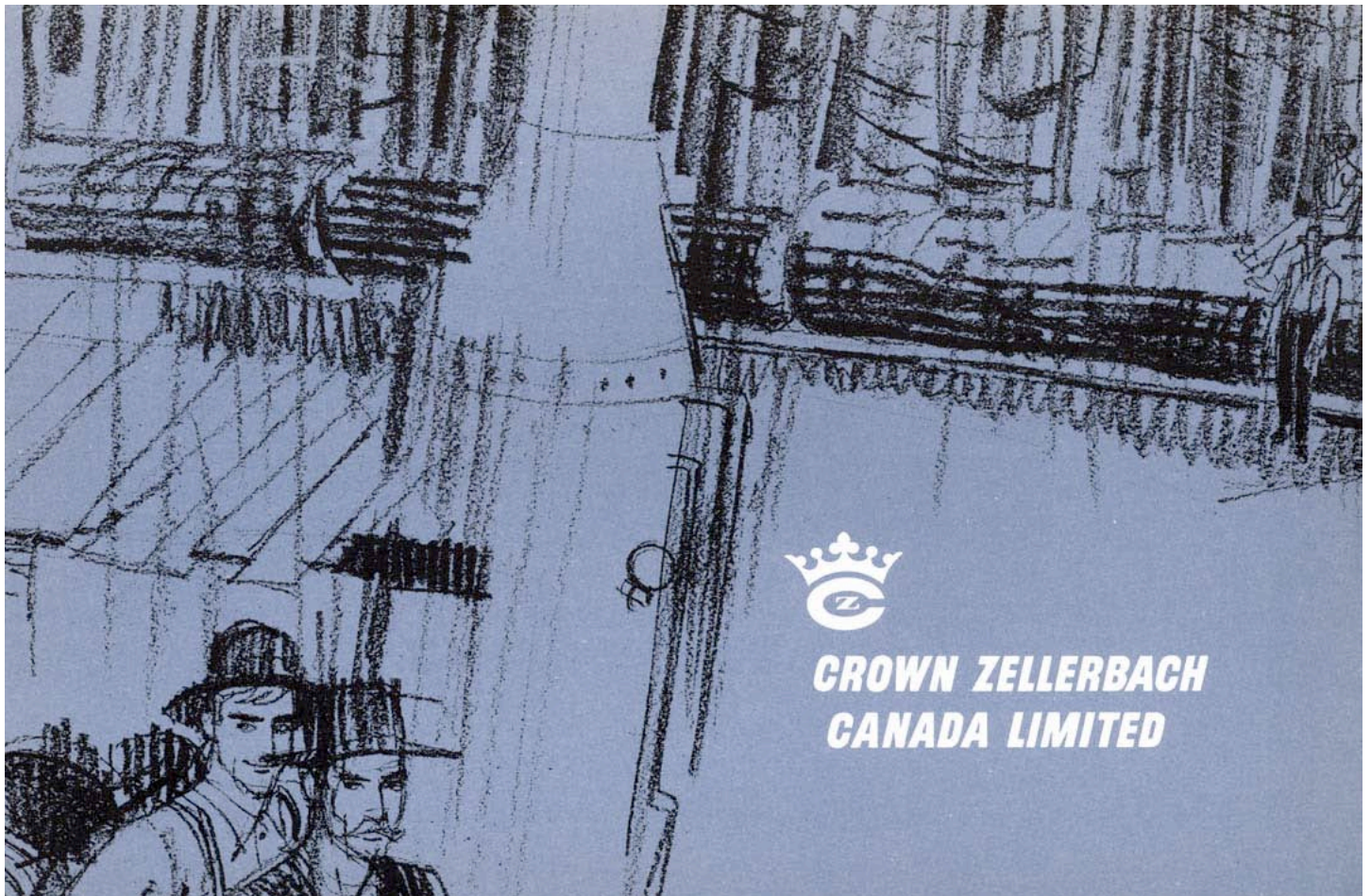
Research Division, Richmond, B.C. — Building materials research laboratory.

TIMBER

Southern Area — Logging operations at Nitinat, Ladysmith, Nanaimo Lakes and Courtenay-Comox area on Vancouver Island and adjacent islands.

Northern Area — Logging operations on B.C. coast at Beaver Cove, Sandspit, Bella Coola, South Bentinck and Kitimat.

Canadian Tugboat Company Limited, Vancouver, B.C. — Operates fleet of tugboats and barges for transportation of logs and chips on the B.C. coast.



**CROWN ZELLERBACH
CANADA LIMITED**