

### Logger Rhythms

(R.E. McConnell's excellent book, *Our Own Voice*, analyzes the varieties of English spoken by Canadians, including the loggers of British Columbia. An excerpt on their vocabulary is given below.)

**highrigger** – a person who climbs a spar tree, cutting off branches on the way.

**rigging goat** – a small donkey engine.

**whistlepunk** – a person who relays singles from the workers to the donkey operator. (Usually a beginner's job, so the word was often transferred to mean any young beginner; the job is now almost obsolete.)

**schoolmarm** – a tall forked tree.

**log bronc** (also **boom boat**, **boom dozer**, **boom scooter**) – a small tug that controls logs in a boom.

**bullpen** – the enclosed area where loggers control the floating logs.

**bullcook** – an assistant who runs around helping the cook, making up beds, and like jobs (later generalized so that the locomotive that switches and arranges cars is now said to be **bullcooking**.)

... one logging term, **skid road**, and by folk etymology **skid row**, has generalized in meaning and in area so that it may now refer to any place where the penniless congregate — not just in Vancouver or Seattle but in many cities that have no connection with logging. The term **flunkey** (like **skid row**, used also in the United States), at one time stood for the cook's helper in a logging camp and has now become part of the general language, referring to anyone who does menial chores. A similar process of generalization is now happening to the slang term **the crummy**. Probably originating in the word **crumb** 'body louse', **crummy** came to mean the old box car or caboose that was converted to transport loggers to and from camp. In many parts of British Columbia and Washington state the term is being applied, and not as slang, to the bus which transports *any* worker to his or her job, and even to school buses.



Tug and log boom on the Skeena River near Port Edward.

## Eastern Exposure

A century ago the merchants, miners and shippers of British Columbia dreamed of a great trade with the East. In the last few decades the dream has come true.

Japan is now British Columbia's second-best customer (after the United States.) It takes ninety-three per cent of Canada's exported coal, seventy-four per cent of its copper ore, fifty-seven per cent of its lead ore, thirty-six per cent of its molybdenum, eight per cent of its wood pulp, nineteen per cent of its zinc and fifteen per cent of its aluminum.

Korea buys wood pulp, potassium chloride, muriate, electronic equipment, telecommunications equipment, television sets and radar. The People's Republic of China buys wheat, aluminum pigs, wood pulp, lead, gas turbines, steel scrap and sulphur. Indonesia buys earth-drilling machinery, wheat, construction machinery, air and gas compressors, newsprint, asbestos, aluminum pigs, motor vehicles, switch gear and mining machinery.

## Trading Partners

In 1979 the ports of British Columbia exported \$12,722,200,000 worth of goods and imported \$5,542,700,000.

The greatest amount was sent to the United States, the second greatest to Japan.

Other substantial shipments went all over the world; some are included below:

- \$475,013,000 worth to the United Kingdom
- \$1,213,059,000 to other members of the Common Market
- \$133,210,000 to other countries in Western Europe
- \$286,493,000 to Eastern Europe
- \$42,905,000 to the Middle East
- \$126,041,000 to other African countries
- \$3,393,551,000 to Japan
- \$537,257,000 to the People's Republic of China
- \$226,461,000 to South Korea
- \$119,667,000 to India
- \$339,336,000 to other Asian countries
- \$240,746,000 to Australia
- \$28,300,000 to New Zealand
- \$5,259,000 to other parts of Oceania
- \$204,160,000 to South America
- \$70,882,000 to Central America and the Antilles
- \$5,279,861,000 to the United States.