

The Motor Truck in Forest Operations

In a Substantial Bulletin on "Motor Truck Logging Methods" issued by the University of Washington, Mr. F. M. Knapp gives the following as his conclusions:

"At present, the possibilities for the use of the motor truck for logging are just beginning to be realized. What effect their use will have upon the future methods of logging remains to be seen. It is certain, however, that the advent of

motor truck transportation will have a marked effect upon the science of forestry and will bring about a closer utilization of our timber resources.

The motor truck and the portable band mill seem to furnish a combination which

will do away with the old wasteful circular mill because it supplies the cheapness and efficiency of railroad transportation and is applicable to small and scattered tracts and to stands of low-grade lumber. The fact that the portable band mill may be moved for a cut of a million feet assures adaptability. This is not only an industrial advance but also a silviculture advance in that it affords the possibility of cuttings at frequent intervals without greatly adding to the cost.

"A closer utilization of our present stands of timber may be practised by the use of the motor truck. In the northwest, only the larger material is taken from the forest, leaving a large amount of good timber on the ground in the form of poles and piling and chunks too short to be made into saw lumber but from which high grade ties can be made. The truck, in connection with a band mill, will furnish means of utilizing this present waste at a profit to the operator.

"The motor truck will be a valuable aid in the working out of a sound national forest policy for the proper use of our timber resources so that the timber will be utilized to the greatest possible extent and at the same time methods taken to provide for the perpetuation of the forest for future generations. This suggests a way of opening the timber for the market on some of our national forests. Most of the government owned forests are situated in more or less rugged country back from the regular routes of travel. The timber on a great many of these forests is over-mature and should be cut but at this time it is inaccessible. The problem confronting the country is how to make it accessible.

The plan for opening these forests is to build permanent concrete or asphalt roads from the nearest commercial centers thru these tracts taking into consideration the aesthetic value of the location as well as the possibilities of logging the timber from them. The timber, then, is to be taken out, under some silvicultural system and under government supervision, by motor truck operators who build their own roads from the nearest concrete road to the timber to be cut. Under this system of management, the state and federal governments pays a part of the expense of building the permanent road and the operator pays a sum for the use of the road by being taxed additional stumpage.

The system of management has many advantages. In the first place, the mature timber will be logged, the older decadent

The Tractor for Logging Lumbering and Hauling



JT TRACTOR HAULING LOAD OF 24 TONS
AT 20° BELOW ZERO.

The **JT** is dimensioned for its ability to go ahead where there is no road—under trees and between them—its traction is sure in the underbrush, on solid, swampy or sandy ground—its control is sensitive and positive—it can be handled to the fraction of an inch in narrow passages.

It will snake logs when teams are out of the question.

The **JT** will turn in a radius of 6 ft., its width over all is 60 inches, and it has a caterpillar traction of 1,628 sq. inches.

Write for Catalogue and full particulars.

**THE GENERAL SUPPLY CO. OF CANADA
LIMITED**

OTTAWA, :: ONT.

MONTREAL,

TORONTO,
NORTH BAY,

WINNIPEG,

MONCTON.

VANCOUVER,