

THE FAMILY TREE



Volume IX, Number 11

Lewiston, Idaho

August, 1945

These pictures are a perfect example of cause and effect. At left is a tree that has been struck by lightning. The scar left by the bolt's descent toward the ground can be plainly seen. Around the tree were long splinters of live wood that had been ripped from its trunk by the force of the strike.

Right above is the effect of many lightning strikes in remote and inaccessible country. There was ample cause for mourning in the clouds of smoke that hid the valleys in an impenetrable smoke blanket for days on end.

Forests Aflame In August

August's dry thunderstorms were like an inverted salt shaker, filled with lightning, above Idaho forest lands, and in one bad week sprinkled the areas of the Clearwater and Potlatch Timber Protective Associations with more than twenty lightning strikes each.

There was ample cause for mourning in the clouds of smoke that shrouded but the highest peaks and hid the valleys in an impenetrable smoke blanket for days on end.

Worst fire was on Washington Creek in government timber. It was battled by more than 600 fire fighters under the direction of the Forest Service and lasted over more than 2,000 acres. C.T.P.A. fires never escaped control and were quickly checked. The area under its protection emerged unscathed, but the C.T.P.A. was by no means as fortunate. Four major fires developed out of lightning strikes on the Elk River side of the North Fork demanding the combined attention of fire fighters from both associations and from most P.F.I. logging camps.

To the north of Bonners Ferry in northern Idaho the Forest Service battled the largest fire in the state, one that spread to upwards of 7,000 acres.

(Continued on page four)

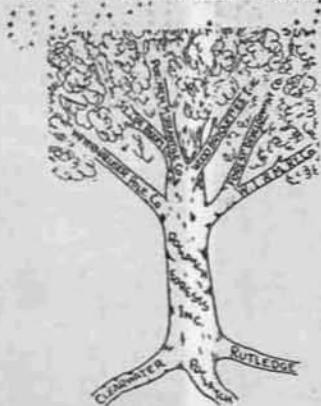
Buy More Bonds

Since the Jap surrender a few — very few — employees have stopped buying bonds under the payroll deduction plan.

It seems to me that there is every reason to continue buying bonds. First, because our money is needed to finish the job our boys have been working on for these long years, and we cannot consider the job finished until we get the boys home again. Second, most articles and commodities are still in short supply and unnecessary buying will put a strain on the price structure and tend to force prices upward. And finally, regular bond buying is the safest, cheapest and easiest way yet devised to create a regular income for later years.

C. L. BILLINGS,
General Manager.

THE FAMILY TREE



Published by Potlatch Forests, Inc., Once Monthly for Free Distribution to Employees

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Deserved Recognition

Editor's Note—Following is partial reprint of editorial in June issue of American Forests Magazine.

One of the encouraging trends in this country today is the increasing extent to which American industry is giving thought and action to the question of future supplies of raw wood. This is true not only of those forest industries which own or buy timber for conversion into raw or semi-raw products but to the great variety of industries whose operations call for extracted wood in one form or another.

Regional and national associations of lumbermen are developing standards of woodland management and are urging their members to adopt them as first steps in keeping their lands growing trees. This segment of the industry has coined the term "tree farms" to apply to all lands which owners bring under the standards of practice prescribed.

An event that adds significance to this tree growing movement by industry is the organization recently of a Forest Industries Council which brings together the National Lumber Mfrs. Assoc., the American Pulp and Paper Assoc., and the American Pulpwood Assoc. into united leadership "for the betterment of American forests and the attainment of continuous forest production." The potential influence of these three groups in bringing about better woodland management by industry may be gained from the fact that they represent over two-thirds of the production of forest products in the United States.

A further and notable purpose of the council is to promote public regulation of cutting practices through appropriate state laws drawn to meet varying local conditions of timber growth and management. In short, the council represents a joint effort on the part of the three largest forest in-

dustries in the country to perpetuate and increase the productivity of forest land privately owned throughout the United States.

The movement is not of mushroom growth. It has been going on and gaining momentum for more than ten years. War handicaps have disrupted it somewhat but they have not stopped its spread. Future historians, we suggest, may record the present era as one in which American forest industry was learning to walk on its own forest grown legs.

If this long-range view is correct, the movement may easily be the most significant event in the history of forest economy in this country. Its rate of progress and eventual success will depend upon the American people, including state and federal governments, accepting industry's efforts at actual value and giving them the same measure of cooperation they have given public forestry. Certainly, the public interest in having the industry succeed outweighs all other interests.

Bob Berger (to caddy)—"Terrible golf course!"

Caddy—"Oh, we aren't on the golf course, sir. You got off there about an hour ago. We're in Mrs. Smith's rock garden."

BONDS

WESTERN UNION

CLASS OF SERVICE

This is a 10-cent Telegram or Cablegram which is delivered to the addressee by a messenger or by a messenger plane or by a messenger ship.

The following rates are in effect for the month of August and are subject to change without notice.

SK19 GOVT NL PD-WASHINGTON DC AUG 24

POTLATCH FORESTS INC-LEWISTON IDA-

GENELEMEN, IT IS MOST IMPORTANT THAT THE AMERICAN PUBLIC CONTINUE BUYING GOVERNMENT BONDS IN SUBSTANTIAL VOLUME DURING THE COMING MONTHS AND IT IS IMPORTANT THAT THE PAYROLL SAVINGS PLAN BE KEPT AVAILABLE TO WORKERS AND MAINTAINED AT HIGH LEVELS. THIS IS PARTICULARLY TRUE AS WE LOOK FORWARD TO THE VICTORY LOAN WHICH OPENS OCTOBER 29. OUR SUCCESSFUL WAR LOAN DRIVES HAVE BEEN ATTRIBUTABLE IN LARGE MEASURE TO THE PAYROLL SAVINGS RECORD THAT YOUR FIRM AND THOUSANDS OF OTHERS THROUGHOUT THE COUNTRY HAVE ACHIEVED I WOULD LIKE TO URGE THAT YOU CONTINUE YOUR ENTHUSIASTIC SUPPORT TO THIS PLAN BEFORE AND DURING THE DRIVE AND IN THE POST DRIVE PERIOD. I HAVE ASSUMED YOUR WILLINGNESS TO DO THIS DUE TO MANY REQUESTS THIS END THAT HAVE REACHED ME FROM MANAGEMENT LABOR AND THE PUBLIC GENERALLY. I WELCOME ANY SUGGESTIONS YOU MAY WISH TO MAKE CONCERNING THIS MOST IMPORTANT ACTIVITY.

FRED M VINSON SECRETARY OF THE TREASURY.

29.

THE COMPANY WILL APPRECIATE RECOGNITION FROM ITS PATRONS CONCERNING THE SERVICE.

A total of \$38,831.25 was invested by P.F.I. employees in war bonds during the month of August. In order of percentage of wages to bonds the different units line up as follows:

Gen. Office and Supr.	10.5%
Potlatch	8.
Clearwater	7.8
Rutledge	7.6
Woods	4.

Payroll Savings Popular

The War Bond drives, according to a survey conducted in Detroit by the Treasury Department, have made the working people of the U. S. savings-minded as never before and have popularized a significantly new method of saving—the payroll deduction plan.

A big majority of the people contacted said they wished to continue payroll savings plans after the war and to continue buying Government bonds. The survey also revealed that the majority of workers are sold on the idea of holding their bonds until maturity.

★ SERVICE NEWS ★

From T/4 Thomas H. Hansen, Ryukyu Islands

The Ryukus are the best thing I have since I left Idaho. It must be the trees that make this place so appealing. They are very crooked and wind-battered but some lumber can be cut from them. The land is hilly and in some places mountainous.

The natives are quite docile by this time seem to find U. S. Army rations tasty. Rain and mud are plentiful; otherwise the place is OK.

From Major Elmer F. Rapraeger, Paris

News of the Japanese surrender came through yesterday. It was highly pleasing as I, for one, have no hankering to see the Orient. I am certainly glad the war is over. For the first time in a long while I feel light-hearted and at ease. Had rather wanted to go to the Pacific as a matter of pride but at the same time dreaded the prospect.

Last night about midnight I stepped off the train at the St. Lozare station and five GIs came along singing "Idaho" at the top of their voices. They were having a swell time even though they were sober. Believe I will get back home by next spring.

From Sgt. Milford (Bud) Jones, Tinawa

After stopping at all of the islands in the Pacific, I have finally ended up in this forsaken place. If a man was a native of this island, he might like it, but I have doubts. The only good thing about this place is that most of the planes bound for us pass over us and we can see them. For the Japanese Air Force, they visit about once every night. Generally only three get through to drop any bombs; they seldom get back. As a matter of fact, we have so much confidence in our Force and Anti-Aircraft units that we don't hit the ditch until we hear their fire. According to statistics we will have 84" of rainfall here. I know we have already had at least 90% of it for this year during a short time that I have been here, so we should be some nice weather ahead. We could have about 2500 feet of that White Fir off the green chain that I don't complain about, it would sure look like a Bktr. Select to the fellows here. We have just finished filling out the ques-

tionnaire sent to me by Mr. Billings. I surely want my old job back and much appreciate the interest shown by P.F.I. in returning veterans. Many of the boys really worry about returning to work when they get out. It's nice to know that P.F.I. fellows won't have to.

From S/Sgt. O. F. Gage, Ryukyu Islands

This place has lots of scrub Pines, none of them more than 30 feet in height.

The natives raise garden truck similar to that in California. There are many tropical plants such as bananas and limes but no palm trees. The country is rugged and the soil is red clay. There is a lot of rain and the mud gets hip deep to a tall Swede.

There is a lot of lumber coming in here and a great deal of it bears the Weyerhaeuser stamp. I saw a whole deckload of White Fir that came from Lewiston.

Xmas Boxes to Servicemen

Mailing dates for Xmas boxes to men overseas are September 15 to October 15 —Don't wait 'til the last minute. Weight limit is 5 lbs., and combined length and girth of package cannot exceed 36 inches, nor length alone exceed 15 inches.

P.F.I. will again mail each of its servicemen a Xmas box and anticipates more trouble with addresses than in other war years. If you have a change of address for a P.F.I. employee in service —we want it!



From Cpl. Daryl Smith, Gloon, Germany

This sector is pretty well covered with cultivated timber. It looks like a logger's paradise. The trees are all uniform in size and were planted in straight rows like the fruit trees back home.

I am about 20 miles southeast of Muncheen. There are a lot of small deer around here, also some wild pigs and a sort of combination deer and elk which is called hersh. The Captain came in last night with a hersh weighing about 250 lbs. dressed and a boar which weighed about 150 lbs.

At present do not know if I will be kept here, sent to the Pacific or returned to the States. Naturally I hope it's the States so that I can get home for awhile.

Met Norman Samson the other day. It was our first meeting since we left for induction together back in the States.

Sure wish I was back in the stacker with the Swedes and Norwegians, doing a bit of sweating. This old exercising and foot drilling gets awfully tiresome.

Guess I had better close for now as it is about that time of the month when the Eagle flies, and after taking a trip to the Riviera I can't afford to miss the old bird.

Billings Asserts P.F.I. Servicemen To Get Jobs Back

"The jobs which P.F.I. men left to fight the war will be waiting for them when they return," stated P.F.I. boss C. L. Billings in late August, reaffirming a company policy that was first announced shortly after the war's beginning.

"There has been a lot of discussion in the press recently as to whether or not returning servicemen can, with the aid of law, force employers to give them their old jobs back. Our fellows in service need not be worried a moment by this discussion.

"Since the first man from P.F.I. left for war, and long before there was a GI Bill of Rights, we had announced our intention to give the serviceman his job back upon his return from war, or to offer him a better job when possible. Several times this choice of action has been announced in *The Family Tree* and through press and radio.

"More than 200 servicemen have responded to the questionnaire sent out by P.F.I. to learn something about their plans for after the war. I am delighted with this response, and very pleased to learn that almost every man wishes to come back to work for the company. A surprising number have learned new skills that will enable them to handle more important jobs. An earnest effort will be made to place these men to their best possible advantage. Wounded and disabled men will, of course, receive individual and special attention in an effort to give them the jobs they want and can best handle."



FORESTS AFLAME

(Continued from page one)

Present, in a grim and ugly pattern, for all to see when rain finally doused the fires and cleared out the smoke was proof that the first fundamental of all forest conservation measures must be protection against fire. New and painful emphasis was lent the sharp truth that fire has destroyed more forest wealth than has ever been harvested.

PROVISIONING BY AIR

From the Headquarters side of the North Fork men worked out of Camp U, crossing the river at the mouth of the U flume by boat to fight the Elmberry-Gold Creek fire.

Two fire camps, Boathouse No. 1 and No. 2, were set up to give battle to the Boathouse Creek fire. The two other major fires, Gold Butte and Smith Ridge, were likewise serviced from fire camps.

Supplies, always a tough problem when fighting fire in an inaccessible region, were dropped by plane to the camps that could not be reached by truck. This was a new phase in fire fighting technique for the fire associations. First supplies were dumped out near the U flume and at the mouth of Gold Creek, a scant two hours after C.T.P.A. fire warden Bert Curtis 'phoned the Headquarters warehouse and the Orofino airport from the top of Bertha Hill lookout. Forty pound packs that included blankets and provisions were hastily wrapped and tied with rope and were rushed to the Big Island airport where two planes

(slow flying Cubs) from the Orofino port loaded them aboard.

Only one trip was made from the Big Island port. In the days following, all supplies were loaded aboard planes at Elk River, securely bound in 40 lb. packs, each with a parachute attached that had been fashioned from a piece of bed sheet, approximately six feet square. The provisioning of the fire camps from the air proved exceptionally successful and there was universal praise of the food delivered to the men on the fire line. The brass ring for a supply job well done goes to Harry Rooney, P.F.I. purchasing agent, who personally took charge of supply problems at Elk River. Credited with an important assist is Chet Yangel and his warehouse crew at Bovill.

MEXICANS, BEARS, YELLOW JACKETS, PARACHUTING FOOD

Even in the grim and unwelcome business of fighting a forest fire, a few bits of humor are sure to develop. The combination of several new elements in fire fighting, chiefly Mexican firefighters and airborne supplies, produced a new crop of tales, some that can be told, others that are better.

On Green Mountain, Al Hansen and three Mexican firefighters climbed into sleeping bags at the conclusion of a day of exhaustive fire trenching. All hell broke loose within a matter of seconds—inside one of the sleeping bags into which an exhausted Mexican had snuggled himself was a hornet's nest.

The Mexicans (whom all agreed were excellent fire fighters and hard workers)

Left—The fires followed irregular patterns around the mountain tops and ran finger-like down into the valleys. Occasionally a fire would crown out and roar up a wooded slope in a nerve-shattering violence of sound and motion.

Left—Along the fire line, but a few steps away from an inferno of burning underbrush and snags, the fire fighters dug a shallow fire trench . . . mile after mile, then battled to keep fire from being carried across the trench by wind or falling snag.

Right below—The forest floor was dry as tinder and flamed viciously. There were inches of gray, powdery ash to mark the fire's passage.

lived in mortal terror of bears. A slight noise in the brush would cause Hansen's three to crowd around him like small chicks against a mother hen until he learned the Mexican word for deer and solemnly informed them there were no bears, only deer, in that area.

At Boathouse No. 1, Tim Waide and 24 Mexicans barely found time to clear an open spot and to stake down a white piece of cloth as a target for the supply plane, before supplies were dropped. The first package missed the mark by a hundred feet but the second one, and succeeding packages, hit almost in the middle of the white sheet, forcing Waide and the Mexicans to beat a hasty retreat from alongside the marker. Waide's crew numbered 88 men at its peak strength. He was on fire duty for eleven days.

A Spokane youth, one of Waide's men, asked to be transferred from the night crew to the day crew, giving as his reason (and he wasn't kidding) "there's just too many polar bears prowling around at night."

Another arrival told Waide that he had chosen to come fire fighting to get his legs into shape so that he could return to prize fighting. He asked for work that would do this and was assigned a water bag and told to carry water to the men on the fire line . . . he lasted half a day, eventually ended up in Elk River . . . drunk.

Sleeping bags, dropped without parachutes, sailed along in a bomb-like trajectory and landed hundreds of yards away from the cleared target area. Were difficult to find.

Matches and butter were once dropped together in a single package. The matches ignited, set fire to the butter.

One parachute, attached to a package of meat, failed to open . . . hamburger.

(Continued on page five)



Lumber Prices High In Venezuela

Editor's Note—Quoted in part is a letter received by J. L. Frisch, general office official, from his brother in Caracas, Venezuela.

"We had our first rain yesterday, and what I mean it really rained. The streets were full of water rushing like a mad river, but a couple of hours later everything was very dry again.

"I am buying all my lumber down here as they have some mills that operate after a fashion. I am using 1 x 6 tongue and groove for forms. The lumber is called ceiba, pronounced say-ba. It is a little hard, but it is the best we can get, and a nail can be driven through it. The price is \$300.00 per thousand board feet. 2 x 4's are the same. The longest length of heavy timber I have been able to get is 20 ft. We pay extra for anything over 16 ft. This wood is called cabillo, pronounced ke-bee-you. It runs \$175.00 per thousand rough. There is no way here of dressing timbers and the wood is so heavy that it barely floats when dropped into water. There is a lower grade of lumber available, but when you buy a board of that grade, it has to be nailed down right away because after a couple of hours in the sun both ends of the board will raise about 3 feet. It costs \$175.00 per thousand. Of course, there are other hard woods here which take a beautiful finish when made up into furniture.

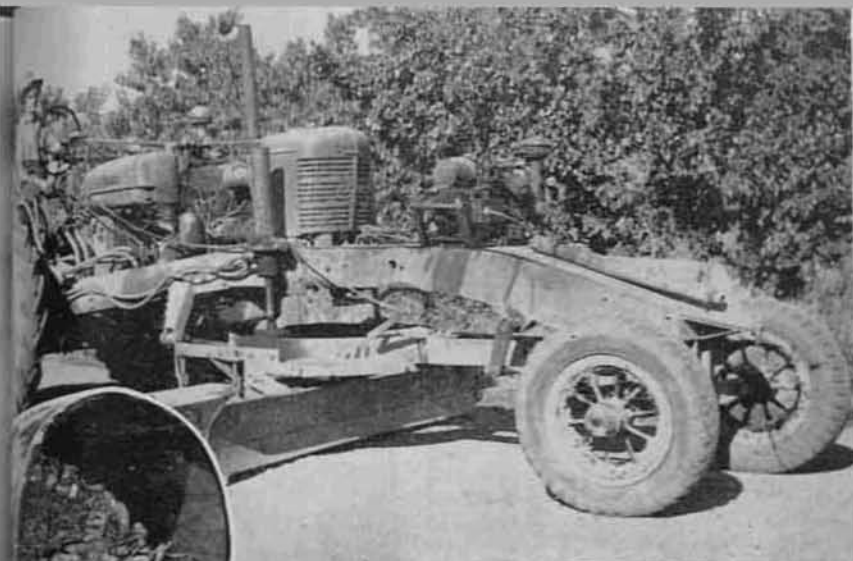
"What makes lumber cost so much? . . . Well, the trees are cut down and somewhat squared up in the jungle by axe, then they are hauled out by oxen to a place where a truck can pick them up during certain seasons of the year. The logs are loaded on the truck by hand—about two logs to a truck and are hauled from 100 to 125 miles to the mill. The mill has a single cut saw, 3 inches wide on a 4-foot wheel. The wood, being hard, must be fed slowly into the saw, and the lumber when it finally comes out varies in thickness and width up to an inch in a 12' to 16' piece.

"Was up in the back country last week, and they still use ox carts up there. It is certainly a rough place. I am looking for a small rock crusher, but I am afraid I will have to get the natives to hand pick the rock I need from the river bed and then pay them to break it up with hammers to a one-half inch size. Construction difficulties make tough problems here sometimes, besides the snakes and Indians, along with the weather."

Forty Years Ago— August 11, 1905

In the files of the Palouse, Wash., paper is the following announcement, dated August 11, 1905:

"The first spike of the Washington, Idaho & Montana railway was driven last Friday and the rails are now laid well through the city. An engine and some flat cars have been leased temporarily from the Northern Pacific and pulled onto the track yesterday."



Magnet Used to Clean Roads

A four unit magnet, designed and built in the electric shop at Clearwater and measuring eight feet from one end to the other when assembled, is now in use along roads which P.F.I. logging trucks travel. It has been attached to the back side of a grader blade and has done an amazing job picking up tramp steel and bits of metal. Along a ten-mile stretch of road between Lewiston and Lake Waha on the road to Camp 53 the magnet picked up more than three hundred pounds of staples, nails, bolts, pieces of wire, and other items poisonous to heavily loaded truck tires.

SQUARE NAILS

Staples were picked up in greater number than was any other single thing. Unusual and most interesting items swept up by the magnet were square nails. This variety of nail has not been manufactured for many years and must originally have been dropped along the Waha road from early stage coaches that traveled this route from Lewiston to Camas Prairie towns and mines beyond.

Along another road the magnet picked up a great quantity of fine dust, much resembling emery dust. Either the gravel had been crushed and spread on this section of road contained mineral ore for which the magnet provides attraction or pieces of mineral have worked their way up through the road bed from an underlying vein.

BUILT AT CLEARWATER

The magnet has a lifting capacity of 6½ tons per square inch of its face area when held ½ inch away from a block of iron. Each

Three hundred pounds of tire poison—that is the weight of the nails, staples, bolts and pieces of steel in the wooden barrel at left. A ten-mile stretch of the Lake Waha road netted this collection. Above is the road patrol to which the magnet for road sweeping has been attached. Magnet can be seen suspended on the rear side of the grader blade. Note the small gasoline powered generator that has been fastened to the grader frame ahead of motor to supply current necessary to activate the magnet.

one of its four units weighs 320 lbs., of which one hundred pounds is copper, the balance iron. Prior to building the magnet a search of the Pacific northwest was made for a road magnet. Only one, and that in use, was discovered . . . at the Galena Air Depot. Magnetic equipment manufacturers could only promise that magnets would become available within a three or four months period—maybe. So, Clearwater electricians went to work.

A lot of midnight oil was burned, because there was urgent need for a magnet to pick up the steel particles that were producing more and more tire casualties. Applauding the speed with which the magnet took shape and ready to begin immediate road sweeping was Tire Doctor John Huff. Under his direction the magnet first went to work on the Waha road. The fruit of ten miles of sweeping now appears in a window display in the Washington Water Power Company building, Lewiston. An explanatory sign alongside the accumulation of nails, staples, bolts, etc. bears the caption "Three Hundred Pounds of Tire Poison" and briefly explains the magnet's operation.

Meantime tire punctures along the Waha road have decreased in satisfying number and the magnet is in use along other roads traveled by P.F.I. trucks.

FORESTS AFLAME

(Continued from page four)

So accurate was the aim of the pilots that a quarter of beef almost landed in the cook's lap alongside his fire.

Another package scored a direct hit in the Chic Sale area.

Among the foodstuffs were cans of hot peppers. Dewey Cramp mistook one for a pickle—his verdict—"those damn things are so hot that if you threw a handful out of an airplane they would set the whole country on fire."

A hundred packages, about two tons of supplies, were dropped to the fire camps.

PLANT NEWS

Potlatch

Thirty months overseas duty behind him, Sgt. Harry Krause is back on the job at Potlatch. Pictured with Krause is his wife and son, Douglas, whom he had never seen prior to conclusion of his hitch in the army.

Overseas, Harry was in the 7th Army,



Mr. and Mrs. Krause and son Douglas.

15th Infantry, with General Patch, and acquired seven battle stars. He first saw action in Africa, then Casa Blanca and Tunisia. He was with the 15th Infantry when they landed in Sicily at Licata, and from there went to Salerno and into the Rome-Arno Sector, Naples and Anzio Beachhead. Later at Alsace Loraine, Krause and another soldier entered a small French town and captured 14 German soldiers—releasing the town to the allies as an observation post. He helped battle through the Seigfried line and across the Rhine.

Sgt. Krause was twice wounded, has received two Purple Hearts, the Silver Star, Bronze Star, Pre-Pearl Harbor Ribbon, Good Conduct Ribbon, French Ribbon with Oak Leaf Cluster, Presidential Citation, Expert Infantry Badge and E.T.O. Ribbon.

About 10:30 on the morning of August 1st, the screen on the top of the big burner at Potlatch disappeared from sight. Apparently an accumulation of creosote and pitch in the screen ignited. The heat was so intense that the stays in the screen melted, and it dropped down into the burner where it continued to function with the shape reversed . . . now being concave instead of convex. There was little fuel in the burner at the time and an examination revealed only a few holes in the screen.

Mr. L. H. Young, sawmill superintendent, has ordered a hog which will be placed east of the sawmill. When it has been installed, the burner will no longer be needed, and the hogged fuel will go into the reserved pile.

Pfc. Bernard E. Moser, former Potlatch Unit employee, has returned to Camp at Marsh Field, Riverside, California, after spending a furlough with his parents, Mr. and Mrs. Ed Moser on Rock Creek.

Clement O'Reilly in the Army since early 1943, and in England since last October, has been home on furlough at the home of his mother, Mrs. M. O'Reilly.

Clement was attached to the 1st Army, landed at Omaha Beach, and later crossed

the Ruhr Valley and the Rhine to meet the Russians.

After a 30-day relaxation period he will return to Ft. Douglas, Utah, for further assignment.

All Potlatch is rejoicing over the news received through the Red Cross that three of its soldiers who have been Japanese prisoners of war since the fall of Bataan and Corregidor have been located and released and will soon be returned to the United States.

The three are: Pvt. Robert Trotter, son of L. R. Trotter, Potlatch, reported missing in action at Corregidor May 1942, next heard from as a prisoner of war at Osaka, Japan, and last heard from September 1943, from Osaka. He had been an off-bearer in the planer, worked also in molding department and was on the green chain when he left to go into the army.

Pfc. Edwin C. Chambers, son of Mr. and Mrs. Charles C. Chambers, first reported as missing in action at Corregidor, then as a prisoner of war in the Philippines. Later he was moved to Kukuoka prison camp on the Island of Fuyoshuyosho. Chambers had been a rip saw offbearer and planer offbearer. He was a carrier driver at the time he quit to go into the army.

Pvt. Harlin Owens, son of R. E. Owens, was reported missing in action at Bataan May 1942, and was next heard from as a prisoner of war, interned in the Philippine Islands, c/o Japanese Red Cross, Tokyo, Japan, in January, 1945. He had been spare man in the dry kilns and night setup man.

Sgt. Albert Cowger is home, following his discharge from the Army at Fort Meade, Maryland. Sgt. Cowger wears the Pearl Harbor Ribbon, Good Conduct Ribbon, the American Defense, and E.T.O. Ribbon. His five battle stars were acquired at Aran in Africa, at Anzio and Cassino, Italy, in southern France, and one on either side of the Rhine.

The Sgt. plans to again work for the W. I. & M., where he was employed as brakeman before entering the armed forces in the summer of 1941. Good fortune carried him through his army service without an injury.

Lewie Spelgatti, former Potlatch employee, has returned to the plant following his discharge from the army. He was a paratrooper.

Lynn J. Chandler, former Potlatch employee, has been discharged from the army and is at the home of his parents, Mr. and Mrs. Wesley Chandler, near Princeton.

Recently home on furlough to visit his parents was Frederick White.

Ralph Howard has returned to camp following a brief furlough, part of which was spent with Potlatch relatives.

Paul E. Crathorne has received his discharge from the army and is again at work in the Potlatch plant.

Rex Tribble, former W. I. & M. employee, recently home on furlough, was married on August 23rd in Lewiston to Miss Kilma Ewing. Rex had been overseas for nineteen months . . . has since reported back for duty.

Marriage is the process of finding out what sort of guy your wife would have preferred.

Clearwater Unit

The bowling season is near at hand and Clearwater employees who are interested in joining the plant bowling league have been asked to inquire at the employment office.

Marion Quesenberry has returned to work in the shipping office after an absence of two years and nine months in the Navy . . . fifteen months of which were spent on a small aircraft carrier as a radar technician.

Harvey Shaw is back at work after serving in the Marine Corps since September 7, 1942. Shaw was in the South Pacific for twenty-five months . . . is now working in the re-manufacturing plant. Mrs. Shaw is a Wave and is still in the Navy.

Bill Rose, Ph.M.1/C, was back in town during August. It was his first trip home since July of 1943.

Mr. and Mrs. Melvin McPherson have taken over management of the White Pine Lunch. Mr. McPherson is a baker with many years experience in this line of work, although both he and Mrs. McPherson, immediately prior to acquisition of the lunchroom, were working in the Clearwater box factory.

Bill Miller is back at work in the box factory after thirty months' duty in the South Pacific.

Sgt. Mark Haworth, home on furlough from Nevada, was among our servicemen visitors in August.

Delmar Jackson is home after an absence of three years . . . twenty-six months of which represent duty in England with the 8th Air Force. He has enough points for a discharge and plans to return to work for P.F.I.

Sgt. Gil Gonser, one of the first P.F.I. employees to leave for army duty, and away since August, 1941, is home and will return to work for P.F.I. sometime in September.

Sgt. Reynold Peterson has been discharged from the Air Force and plans to report for work following a short vacation. He served in the army as an electrician and also received special schooling in refrigeration work.

Born to Mr. and Mrs. Ed Baker during the month were triplets, one girl and two boys . . . the father is doing nicely, thank you.

Rutledge Unit

Pvt. Gwin W. Boothe, air corps, a veteran of the China, Burma, India theater, is back home following his discharge from the army and is working as offbearer on the Rutledge unstacker dry chain.

Pfc. Gustaf A. Carlson is home on leave from the Madigan Convalescent Hospital, St. Louis. He has been working in the dressed shed while on furlough . . . expects soon to receive his discharge.

A new time office is under construction at the mill, west of the shipping office, and timekeeper Bob Billings will soon move his office from the downtown office to the new location at the plant.

Overheard in the Clearwater smoke-hall—"those decayed pea vines that are being spread around here to fertilize the lawn are no improvement in odor over the old barnyard variety of manure. In fact, it would be better if they had been fed to the bull before they were brought here."

WOODS NEWS

Headquarters

fighting has been the main topic of conversation in Headquarters during the week. At one time or another Camps 57, 58 and the sawyers from Camp 55 have been on fires. More than 600 men were used to fight this fire, which burned over 2,000 acres. Among the fire fighters were many soldiers and Mexicans. The PTPA had a number of fires on the west side of the river. Fire fighters from Headquarters helped battle the Gold Creek fire, the worst of the PTPA fires.

Camp 55—Lower Alder Creek

are still concentrating on right-of-ways. The woods around here seem to be invaded by the three bears and their family. Recently they like the sandwiches, pies, and the men's lunch boxes because at times the lunches are often conspicuously absent. Some of our flunkies, Gwen Boll and Vera Manthey, have left to resume their work. Mrs. Goldie Willcox from Camp 55 is one of our new flunkies. A new flunky, Arthur Tyer, is also here. On August 3 Ed Baker, top loader, fell from the top of a load and suffered a broken collar bone. On August 4 Day found everyone at work and there was no time off.

Camp 56—Moose Creek

crew has increased in number and now have around 85 men. Day was celebrated very quietly though the smiles on men's faces testified to their gladness that the war had finally ended. Profitt, Camp 54 foreman, phoned the month to ask if he could borrow a blacksmith. We now discover that his borrowing is for a couple of months. We like him accordingly.

Camp 60—Washington Creek

This camp, built among the trees with numerous creeks nearby, is much like a vacation spot. The fishing has been good and the huckleberries, made into jam, are equally delightful. Camp 60 is a construction camp with Peterson and his construction crew working full speed on the railroad. They have already completed four bridges and are busy laying steel. A second shovel is now working near camp. Knight's cooking is a magnet for everyone but all of her time isn't spent cooking. During the early morning she does some shooting at the bears that prowl around the barricaded meat house.

Camp 59—Meadow Creek

crew, except for the steel gang, has been busy fighting fire. There is little else to report by way of news.

Camp 54—Washington Creek

Camp 54 is all OK. Our correspondent's dizzy. This is all the news you get, because he's so busy.



Camp 44—Fishhook Creek

There have been several small fires in this area and exceptionally dry conditions still prevail. Twenty-six of our men were called out to a nearby fire in late August. Eighty Mexican Nationals were also at work battling this fire.

Our production has been handicapped by lack of cat drivers and choker setters. We hope for an early change of this pinch. Several discharged servicemen have found their way to camp and some are now working here.

Thomas Riley, veteran lubricating engineer, plans a month's layoff in September to finish building his house where later on he expects to retire. The cats will miss him.

Diving Champ Injures Snozola

Some diving board acrobats nearly ruined a facial appendage of Thor Nyberg, former Olympic diving champ, when he took his family to the Headquarters pool for a dip on a recent Sunday.

Interested bystanders relate that Thor was anxious to show his family some of the things he used to do and that he was obviously playing to the grandstand when he walked out on the new diving board, took one last look at land, and flipped himself off the board in a reasonable facsimile of a power dive. The spring of the new board was a bit more powerful than Thor anticipated and he missed the pool when he descended, landing instead on the hardpan along the eastern shore of the pool. His snozola took the full force of the impact and there was fear it had been broken. Mrs. Vaughan, Headquarters nurse, was summoned for first aid treatment. After an inspection she pronounced the Nyberg proboscis to be still in one piece but somewhat the worse for the experience.

A further questioning of witnesses brought another story to the effect that Thor hit the pool all right but his power dive carried him right to the bottom where he banged his nose against some rocks.

In Minneapolis male contributors to the war effort, men who lend their wives for long hours of volunteer service with the American Red Cross, have been honored with a "patient husband award." Presentations were made at the annual rally of the Minneapolis Hospital Council.

Above—Hydraulic scoop dozer—bucket and controls were salvaged from a LeTourneau Carry-all—the brain child of Clearwater Machine Shop Foreman Jack Willows, standing alongside dozer.

Scoop Dozer

This strange looking animal is a hydraulic scoop dozer to you—and it's something new and different, the brain child of machine shop foreman Jack Willows, Clearwater.

It is a right nice child to have around, too. The bucket has a capacity of twelve yards and the unit will handle more than twice the fuel per trip that it was able to push with a straight dozer blade. Add also the advantage of maneuverability since the loaded bucket can be hoisted above the level of the fuel pile and the tractor need not follow a straight, channel-like trench.

Bucket and hydraulic equipment used to tilt it are from a LeTourneau Carry-all and were attached to the A frame of an Isaacson dozer. The dozer operators who must wrestle many thousands of units of hogged fuel to and from the storage piles during each year profess a high regard for the scoop dozer, label it much easier to handle than was the old straight dozer blade with attached wings.

Others who played a part in designing the machine were power house foreman Ken Ross and machinist Woody Rasmussen. LeTourneau engineers have been in for pictures and details of construction.

Beside being the most restful color, green gives a sense of health, well being and abundance. A good reason for keeping forestlands green!



THERE ARE 230,000 MILES OF RAILWAY TRACKS IN THE UNITED STATES

All of it supported by cross ties of wood.

Be Careful With Fire in the Woods

THE LOGGER'S LAMENT

Little paycheck, in a day
You and I will go away
To some gay and festive spot,
I'll return, but you will not.

Please! Please. Addresses for P.F.I. servicemen. Xmas packages cannot be mailed without addresses . . . send addresses and changes of address, soon as possible.

A private in an Army chapel was seen to bow slightly whenever the name of Satan was mentioned. One day the minister asked him to explain.

"Well," replied the private, "politeness costs nothing—and you never know."

Anonymously from Pennsylvania—

This global war is soon to end,
It went from bad to worse.
They'd have turned our forests into dust
But we got atom first.

A lot of today's troubles arise from workers who don't think and thinkers who don't work.

The bride was very much disconcerted at seeing twin beds in their bridal suite.

"What's the matter, dearest?" asked the attentive bridegroom.

"Well—I certainly thought we were going to get a room all to ourselves."

Taxi Driver—"Gad! What a clutch."

Voice from rear seat—"You keep your eyes to the front. This is none of your business."

Below—Foreman Cully Bing, in for some needed eye attention.



Remember that —

NINETY-FIVE PERCENT OF ACCIDENTS ARE PREVENTABLE.
ACCIDENTS AND SAFETY ARE A STATE OF MIND, NOT FATE.
AN ACCIDENT CAN INTERRUPT AND CHANGE A WHOLE LIFE PATTERN.

Dictionary of Sawmill Sign Language

CHAPTER II

Scematologist—DEWEY E. LAVOY

Lexicographer — JOE FLAHERTY

In this chapter we had promised polite social repartee, but it is still in the process of compilation. Instead we are offering "How to Tell Time."

To ask "What time is it?" merely make an upward motion from watch pocket with hand. In replying there are two basic motions. An up and down motion with hand palm up indicates "to" or "till." A sweeping motion with hand indicates "past." For instance, if the time is "two till two" (this brings in our lesson in counting), your gesture is with the index and second finger out, and make three up and down motions with hand. If the time is "two past two," extend the hand with index and second finger out, then make sweeping motion with hand, and again indicate two. Get it?

The half-hour is indicated with the thumb up, so if the time is 1:30, the gesture is thumb up, a sweeping motion with the hand, and then indicate 1. Put together, you have 30 minutes past 1.

From Headquarters, Idaho, recently came a purchase order calling for one Helio-copter, complete with two-way radio and twelve parachutes—the intended use—fire fighting. Purchasing Agent Rooney sent the order to Woods Boss Ed Rettig with the note—what color?

The reply—"Believe pink with yellow tassels would look best."



Clearwater plant nurse, Mrs. E. E. Berg.

SAFETY NOTES

Meet Clearwater's nurse, Mrs. E. Berg. In the background is a cabinet of first aid supplies, requisite to the many and varied injuries that arrive for treatment. A typical day shows 26 patients, a wide variety of ills . . . sprains, bruises, blisters, ingrown hairs, splinters, skinned legs and abrasions suffered in a bicycle collision enroute to work.

Mrs. Berg is a graduate of nurse's school, St. Luke's Hospital, Spokane, 1938. She worked for Dr. F. C. Gibson at the Potlatch Hospital until marriage with husband E. Edwin Berg, also a P.F.I. employee. They have one youngster, a daughter, age three.

A pleasant personality and long experience as a nurse have combined to already establish a high regard for the Clearwater nurse among plant employees.

Almost deserving the category of a Ripley "believe it or not" item is the story of Gale Cloninger's frost-bitten finger. It seems Gale (a ripper in the box factory) was home alone and raided the ice box. In the process his hand became frozen to the refrigerant unit and couldn't be immediately freed without the loss of some skin.

Men working on eye hazard jobs who wear glasses can now again obtain prescription goggles. Glasses can be reproduced exactly in safety goggles by the American Optical Company. Prices range between \$3.95 and \$7.50. Safety directors at the various units of P.F.I. urge this precaution against eye injuries—see your safety director.

It is much easier to observe safety rules than to follow doctor's orders . . . less painful, too!