

THE FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. III

Lewiston, Idaho, November, 1938.

No. 2

TWO BIG WHITE PINE LOGS SENT TO SAN FRANCISCO FAIR BY POTLATCH FORESTS WILL STAND GUARD IN IDAHO ROOM

Browns Creek Area Historical And Home Of Early Idaho Settlers

Once known as "Jim Brown's Creek" area, the heavily timbered country from whence came two white pine logs for the San Francisco fair, has a history as fascinating as its rugged beauty.

Who Jim Brown was, where he came from, or where he eventually went, is a portion of that history that seems to be forgotten. Even the old-timers of the Clearwater fail to recall any such name—yet it appears in the abstract of homesteaders' patents and deeds—and there must have been such a person.

The wealth of virgin timber embraced within the bounds of the district now known just as "Brown's Creek" was first eyed for its merchantable value in the late 90's, but many a stick was cut commercially until 1934 and 1935. Shortly after the turn of the century, 1901-02, Theodore Fohl, Nat Brown and others, cruised the timber, finding it in excellent condition and practically 100 per cent sound.

Weaver Homesteaded Land

"Brown's Creek" however, was not named for Nat Brown, although he lived in the country several years, camping for a long time with William "Billy" J. White who bought part of the land in 1901 from a homesteader named George Weaver, according to Mr. Fohl.

It was from this land that the two exhibition logs were taken.

Another well known family name on "Brown's Creek" was Peterson, and Ted Peterson who today lives on the old homestead where he was born, manages a small company ranch for Potlatch Forests, Inc., where he grows timothy hay and oats at an elevation said to be 3,300 feet above sea level. The homestead is just one mile from the spot where the big log tree grew.

(Continued on Page Four)

Orders!

Orders have been coming in at a very satisfactory rate during the last two or three weeks, and it is now apparent that our shipping crews will get in full time, or nearly so, in December; and we already have some business booked for January.

Things are looking decidedly better and we believe we shall be shipping pretty steadily for several weeks after the first of the year.

C. L. BILLINGS,
General Manager.

"Spike" C. P. Baker And Family Leave West

Lewistonites bid "speed and good luck" to C. P. "Spike" Baker and his family during the month, when they left the sheltering branches of The Family Tree for Pittsburgh, Pa., city of smokestacks.

"Spike," who had been in Lewiston from the start of the mill days in 1927, left to become assistant to Louis W. Rick, manager of the wholesale division of the Weyerhaeuser Sales company in Pittsburgh, a job that C. L. Billings described as a promotion he felt "Spike" deserved.

Aside from the fact that Potlatch Forests, Inc., lost a good story teller and the American Legion a pretty fancy base drummer, Pittsburgh gains a young man who knows his knots, etc. Hailing from the University of Montana where he got a degree as forester, "Spike" worked for several other lumber companies before Potlatch Forests, Inc., discovered him.

Besides one wife he has two youngsters, Jane and (Tack) Gilbert. To Jane, leaving was rather sad, but to "Tack" a great adventure. Mrs. Baker's views are suppressed.

Timbers Are Nursed Tenderly By The Loggers Who Handle Loading Job

Never have there been better looking logs hauled out of the Clearwater woods of Northern Idaho than the two Potlatch Forests, Inc., just sped toward Treasure Island and the San Francisco fair, but take it from a bunch of loggers who know—never were there any that had better care.

Orders from fair officials were: "Send us two logs without a blemish on them," and if being cuddled and cradeled, and embraced in a padded box will get them there without a blemish, the order will be filled. The loggers, under the direction of Howard Bradbury and Frank Fromelt, nursed two logs with more tenderness than a she-bear nuzzles her newborn cub.

Working long after nightfall on the day they hauled them out of the woods, this crew spent six hours getting the pair of exhibits on a truck, a job that ordinarily takes a few minutes. When they finally wheeled out of Brown's Creek toward Pierce and Headquarters in the darkness and over water soaked and snowy roads, these rugged disciples of Paul Bunyan watched with painstricken faces every time the truck hit a chuck-hole.

Both From One Tree

Found at the edge of the road which runs out toward the Muscle Shell from Pierce, and about one mile beyond the Brown's Creek CCC camp, two good looking trees were selected by Al Hansen and felled under the direction of Frank Fromelt. The logs wanted were to be as near to 36 inches in diameter as possible, straight and without knots. Both were taken from one tree, the other tree being sawed up and transported to Camp 20 for sawlogs.

When cut in 26-foot lengths, longer than needed so as to provide plenty of timber in event the ends were broken or jammed up, one log scaled 1372

(Continued on Page Six)

THE FAMILY TREE



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

- Sid C. Jenkins Editor
- John Aram, Lewiston, Idaho. Assoc. Editor
- Miss Mabel Kelley, Potlatch. Assoc. Editor
- Miss B. Stoddard, Coeur d'Alene. Assoc. Editor
- Carl Pease, Headquarters. Assoc. Editor
- Chet Yangel, Bovill. Assoc. Editor
- Jack Eaton, Coeur d'Alene. News Correspondent

"He has a right to criticize who has a heart to help."

Down the Editor's Alley

Installation of two new privies near the sales office of the Pres-to-log department at the Clearwater plant might be occasion for some joshing but we'll skip that part of it and say it's a good thing. With hundreds of women and children visiting the plant there has been inadequate provision for "Ma" or "Pa" to go into seclusion.

Al Roscholt tells of the woodsman who wasn't considered a drinking man. "It took him all winter to drink up 36 gallons of moon and then he had to hire somebody to do his staggering for him," says Al.

"Pardon me, professor, but last night your daughter accepted my proposal of marriage. I have called this morning to ask if there is any insanity in your family?"

"There must be."

"Why are you crying?"

"Father called mother a waddling goose."

"Well?"

"Mother called father a stupid ass."

"But why are you crying?"

"Well, what am I?"

Weyerhaeuser Sales Company Goes On Record With Big Pat On Back for Potlatch Forests

Recognition in a big way came to the Clearwater unit of Potlatch Forests, Inc., on November 30, in a circular letter to all employes of the Weyerhaeuser Sales Company, when Harry T. Kendall, vice-president and general manager in St. Paul sent out a message that said:

"Salute the men of Potlatch Forests' Clearwater unit as holders of the world's safety record."

Mr. Kendall's letter is quoted in full:

"This is the best place in the world to work," said Ward Tousley, millwright at the Clearwater Unit of Potlatch Forests, Inc., when on October 13, 1938, the crew of that unit passed the safety record for sawmills held by the Temple Lumber Company of Pineland, Texas.

"On November 1, 1938, the sawmill crew at Lewiston, Idaho, had passed 507,710 man hours without one employe sustaining any injury that resulted in lost-time charges. This achievement has set up a new elapsed time record without accidents for the sawmilling industry. It exceeds the former record of 448,900 man hours, held by the Temple Lumber Company, by a healthy margin and is continuing to grow."

"The above is quoted from an article entitled 'A Stride for Safety in the Lumbering Industry' by Thomas Sherry, Safety Director Potlatch Forests, Inc.

"Since this article was written, I am informed by Mr. Otto H. Leuser that the established record now stands at approximately 564,000 man hours. The growing number of hours in the record was interrupted last Tuesday, November 22. Over six hundred employes had been working since November 23, 1938, without one lost-time accident.

"It is needless to say we are proud that the national safety record is now held by one of our affiliate companies, and congratulations from everybody are now in order."

Sincerely yours,
HARRY T. KENDALL
Vice-Pres., & Gen'l Manager

Flurry of Orders Assures Busy Month In December; Lull May Come in February

December looks like it's going to be a big month for shipping, with the future indicated as pretty good too, according to Phil Pratt, resident sales manager, in Lewiston.

"For December we are assured of a busy month," said Phil. "Buying, however, is being done in anticipation of needs because buyers look for a shortage of stock in the spring. We are insisting that orders accepted be for prompt shipment, otherwise there would be many orders which buyers would prefer held for 30 to 60 days.

"It is likely that the present buying flurry will give us enough orders to last through January, unless it stops suddenly for one reason or another. For February, after this flurry is over, there may be a lull in buying, lasting until spring business opens up for the retailer. Little of the lumber we are now shipping will go out on jobs until spring. Therefore, February is uncertain.

"Prospects for next year as a whole are considered good by most economic authorities. However, I'm just a poor country boy and don't like to stick my neck out. I'll leave that to Babson and Grantland Rice. They get paid for being wrong."

Big Safety Record Broken With Tumble

When Louis Baldwin, worker in the planing mill, slipped and fell on a thumb, the thumb and the national safety record of the Clearwater unit were both broken.

The accident occurred on November 21, after the Clearwater crew had passed up 564,000 hours since May 23rd without a lost time accident, cinched the national safety record on October 13 with 448,000 hours, and won recognition all over the United States.

"We feel bad about this, but we are going ahead to start a new national record," said Tom Sherry, safety supervisor.

Pres-to-log Story Told Chamber At Coeur d'Alene Lunch

History of the Pres-to-log industry was told at the noon meeting of the Coeur d'Alene Chamber of Commerce on November 21, by Roy Huffman, manager of Wood Briquettes, Inc., who was the guest of Mr. C. O. Graue, manager of the Rutledge unit of Potlatch Forests, Inc.

The following quotations are from the Coeur d'Alene Press:

"Terming the making of Pres-to-logs as the first successful method of making briquettes from sawdust and refuse, Mr. Huffman told a very complete story of the industry and its growth from 1930 when 320 tons were manufactured until this year when it is expected that the output will reach 117,000 tons. Anticipated production for next year is 150,000 tons.

Made Machine

"The first machine for the making of the logs was built by R. T. Bowling, an engineer at the Lewiston plant in 1929 and the commercial production started the following year. The logs were eight inches by four inches and the process was slow and costly. The company was always from 100 to 150 tons behind in the orders and lost money on every ton," the speaker said. In 1932 two new machines were built in the shop and the present size of the log, 12 by four inches, was adopted. The company now operates 15 machines and has 35 machines leased.

"Public demand for the logs has always been good," Mr. Huffman said, "and they are now used for cooking, on steamships and many are used in CCC camps."

Mr. Huffman was introduced by Mr. Graue. Following Mr. Huffman's talk, Mr. Graue said that the machines at his unit operate 24 hours a day and employ five men.

Ice Floes Jam Pond

Ice floes in the Clearwater pond recently caused some difficulty in handling logs, necessitated the employment of an extra crew of six men for several days to clear the frozen chunks out of the way.

In the meantime about seven million feet of logs have been decked in the hot pond.

Here Are Places Where Rainbo-logs Are Sold

For the benefit of readers of *The Family Tree* who may wish to purchase Rainbo-logs to be sent as a gift in any of the areas named, the following list of firms handling the logs is published:

- Seattle—Ajax Fuel company, 7402 Roosevelt Way.
Holmes Coal company, 324 N. 85th.
Napier & Scott, 1927 4th Street.
Scandia Fuel company, 2342 25th St.
- Everett—Weyerhaeuser Timber company.
Longview—Weyerhaeuser Timber company.
Portland—Meier & Frank (or ask Weyerhaeuser Timber Co., Longview).
Oakland, Cal.—Hinks Department Store, Shattuck & Kitteridge, Berkeley.
Capwell, Sullivan & Furth, Oakland.
H. C. Capwell, Oakland.
Many independent grocers and fuel dealers.
San Francisco, Cal.—Hale Bros. Department store.
Many independent grocers and fuel dealers.
Los Angeles, Cal.—May company
Any Fitzsimmons store.
Any Certified Groceries' store.
Any Spartan store.
Pasadena—Peddycord & Son.
San Diego—Fred C. Silverthorn & Sons.
Spokane, Wash.—The Crescent.
Jensen Byrd company.
Any Safeway, U. R. & M., or Stone's store.
Boise, Idaho—Boise-Payette Lumber company.
Missoula, Mont.—Interstate Lumber company.
Blair Transfer.
Denver, Colo.—Any Powerine company station.
Minneapolis, Minn.—The Dayton company.
St. Paul, Minn.—The Emporium.
The Golden Rule.
St. Paul Glass company.
Williams Coal company.
Bland Fuel company.
Milwaukee, Wis.—Butley & Son company, 780 No. Broadway.
Winnetka, Ill.—Winnetka Coal & Lumber Co.
Wilmette, Ill.—Hoffman Bros.
Chicago, Ill.—Wm. H. Hoops & Co., 531 So. Wabash avenue.
(List not complete at time of going to press.)
South Bend, Ind.—South Bend Lumber Co.
Detroit, Mich.—J. F. Weber & Sons, 970 Gratiot avenue.
J. L. Hudson company.
The Ernst Kern company.
The Detroit Mantle & Tile Co.
Grand Rapids, Mich.—Paul Steckettee & Sons.
New York, N. Y.—(6-log cartons)
Abraham & Strauss, Inc., Brooklyn, New York, Dept. No. 674.
B. Altman & Co., New York, Dept. No. 29.
L. Bamberger & Co., Newark, N. J., Dept. No. 160.
Bloomingdale Bros., New York, Dept. 671 G.
Kresge Department store, Newark, New Jersey.
Lewis & Conger, New York, N. Y.
Frederick Loeser & Co., Brooklyn, New York.
R. H. Macy & Co., New York, Dept. No. 160.
Stern Bros., New York, N. Y.

More About Browns Creek

(Continued from page one)

Mr. Peterson is believed to be the only member of "Brown's Creek" pioneer families residing still in that area. As a boy he rode horseback nine miles to Weippe to school; but if he ever was close to the big tree, it was while hunting or rambling through the woods, for the Weippe road went out another way.

Through that area now, where one may see the unusual spectacle of timothy and oats growing, probably 75 per cent of the big game hunters go toward the Muscle Shell and Lolo; elk and moose having been found in the back reaches of the country.

The timber of "Brown's Creek" was cruised again in 1926 by A. J. McMillan and the old growth trees found to be in excellent condition with less than 15 per cent defective, although the stand was believed to have reached its crest as mature timber.

Camp 17 of Potlatch Forests, Inc., was established on a small section of the area in 1934 under the foremanship of John Aker and about 35 million board feet taken out. This was the company's first big experience on the Clearwater side with truck hauls and the logs were trucked to Quartz creek landing and there loaded on trains for Lewiston.

According to Al Hansen, cruiser for the company who located the big tree which furnished the exhibition logs, there is very little mixed timber or cedar on "Brown's Creek," the area being practically all covered by a pure stand of white pine.

Potlatch Visited By Many Groups

Following an address given at the Moscow Kiwanis club during which J. J. O'Connell, manager of the Potlatch unit invited the club to visit his town and plant, thirty members of the Kiwanis traveled to Potlatch and spent the afternoon there.

The men were escorted over the plant by Mr. O'Connell and others and held their regular Monday luncheon in Potlatch.

On October 14, fourteen grade school children, accompanied by their teachers, came over from Palouse and went through the mill. The two teachers were given colored prints of a picture of the mill and the children were served refreshments.

Annual Christmas Party Will Be Held Sunday, December 18

Along about October 24, just two months before Christmas, the foremen at the Clearwater unit told the Christmas party committee the holiday season was in the offing and it was time for them to get busy. Taking fellow workers at their word, "Skinny" Kauffman rallied his committee together to write the letter of invitation to Dear Chris Kringle asking him to be a guest of the children of Potlatch Forests employes in Lewiston sometime near Christmas. Just a few days ago Mr. Kauffman received a letter from Santa Claus saying he'll be here on Sunday, December 18, about 4:00 p. m. He said, "You told me to bring all the toys I can, and I'll gladly do just that."

"The Christmas Party Committee has planned special attractions for the kiddies," said Mr. Kauffman. "We hope to help make their Christmas season a very happy one. The committee believes that grown-ups will get greatest pleasure in seeing the children enjoy themselves, so the program is planned to especially entertain the children.

Santa Due Anyway

"As in the past the party will be held in the planing mill, but the arrangement of attractions will be changed this year. The program has not been fully developed but it is likely that Santa will present himself according to tradition with a thrill for every child.

"Tickets for the children will be handed to each crewman by his foreman. Please be sure that each child's ticket is securely fastened to his coat by the pin that is provided because only enough gifts have been purchased for children of men working for Potlatch Forests, Inc. We will not have enough toys to hand a gift to children without their tickets.

"Although the foremen at the Clearwater plant have taken the leadership in presenting the Christmas party, anyone may help who wishes. The party is for all Potlatch families and we'll enjoy having any man working at the plant help us fix things up."

"Our efforts at trying to find a man to take us to dinner were almost fruitless, weren't they?"

"Yeah, until this lemon came along."

Clearwater Woods

This month's contribution from Camp 20 was titled "News From the Mud Belt" and only those who have seen the men of Camp 20 in action can really appreciate how thoroughly muddy it was along trail chutes at cat landings.

In spite of the wet weather, however, skid and cat roads stood up well, although some poling was necessary. With freezing weather later in the month, the crew was optimistic over the possibilities of a record production in December.

During November the scalers' book showed nearly four million feet, in fact up to the 25th of the month the camp had produced 3,481,000 and for the year to date approximately 8,440,000. About one third of this has been skidded by cats, the remainder being pulled in by horses.

L. K. Edelblute ("Boots" to you) is the new foreman of the camp, succeeding M. S. Thompson who is now saw boss, Ted Carman being placed in charge of the chute crew. Among other changes, the well known and cheery face of Fred Thomas has appeared in the cookhouse as chef.

"If our Christmas dinner can compare with the one we had at Thanksgiving, well, we just anticipate," said one of the boys.

Everyone at Camp 20 is glad the deer season is over and the woods again a safe place for the logger to work. They noted with alarm the bullet scarred white pines and wondered if some of them had any "lects" left.

The news notes, which arrived at the office of The Family Tree by messenger, ended with a "Merry Christmas, and we'll be seein' yuh next month."

Goes Back to Medical School

C. Decker, for several years pharmacist at the Potlatch Mercantile drug store, left during September for Chicago to attend the medical school at Northwestern University.

Judge (to prisoner): "What, you here again?"

Prisoner: "Yes, sir."

Judge: "Aren't you ashamed to be seen here?"

Prisoner: "No, sir! What's good enough for you is good enough for me."

Blow Down Of Northeastern White Pine Will Have Serious Effect On Markets

Company officials are considerably concerned about the possibility of the lumber market becoming upset by the efforts of northeastern lumber manufacturers to salvage the timber blown down in the New England hurricane. Loss estimates run as high as four billion feet.

Press reports first played up the damage to cities, which was tremendous. Then the lumber industry learned that the blow-down was going to have a serious effect. The government sent experts in to estimate the salvage possibilities and cost. If any of the timber is to be salvaged it must be done by next June, they said. And the amount may exceed in footage the normal cut for ten years.

Of the estimated four billion feet, approximately three-fourths is northeastern white pine.

"The down timber is scattered evenly over the eastern half of Massachusetts, the southern three-quarters of New Hampshire, the southwestern corner of Maine and the northeastern corner of Connecticut," says a news release of the Western Pine association. "Adverse effects upon our shipments into New England probably will more than offset any temporary increase due to the needs for reconstruction."

Public Not Informed

That there was so much white pine in the northeastern states has been well known to lumbermen, but not generally known to the public, and the fact has been more or less skipped over by certain conservationists who have proclaimed a coming timber famine in the United States—and who have said publicly that the last great stand of white pine was in the Clearwater district of northern Idaho.

C. L. Billings, vice-president and general manager of Potlatch Forests, Inc., visited the New England forest area about a year ago and said he saw vast stands of white pine, surprising even to him.

Northern white pine has been a serious competing factor for years in the selling of Idaho white pine on eastern markets. Only the grade of the genuine Idaho white pine, and the excellent quality of its manufacture has kept it in the premier position it holds.

Government scalers and foresters were called from western posts recently and have been going over the blow-down area. Government financial aid has been promised through agencies of the R. F. C. With these plans, the northeastern manufacturers are striving to keep the market from being disorganized.

"The total of the catastrophe is tremendous," said Sid L. Darling, secretary of the National-American Wholesale Lumber association. "One estimate is that approximately four billion feet of down timber has to be salvaged. Other estimates indicate that probably a maximum lumber salvage from this timber will be 50 per cent of the log scale and one experienced field man advises that the logs will yield about 85 per cent of No. 3 common and box.

"It is thought that it will take some little time to get this under way and it is likely that lumber in any volume from the salvage operations will not reach the market until early spring.

In correspondence received by Mr. Billings, one writer says, in part:

"The forest service has made up a set of grading rules for white pine logs and prices have been established for each grade delivered to storage ponds or in some cases to mills. * * * Prices seem to be high enough so that owners can get a fair price for their timber provided the logging is not too difficult. However, one customer said that his white pine was buried with hardwood and that the hardwood was so badly twisted that it was ruined. After three weeks of trying to get out the white pine he discovered that it was costing him \$8 per thousand to land it along side of the highway, so he quit and has determined to let his timber rot.

"Prices established (by the government) will hold until June 1, 1939, at which time they will be subject to revision.

State Setups Planned

"The government offer to buy logs is made possible by loans from the Disaster Loan corporation, a subsidiary of the R. F. C., to the Federal Surplus Commodities corporation. Logs will be scaled under supervision of representatives of the U. S. forest service when delivered and advances of 80 per cent of the value will be made by the Northeastern Timber Salvage Administration, a subsidiary of the Federal Surplus Commodities corporation. A Timber Salvage Admin-

istration will be set up for each state."

The typical New England operation is a small one using primitive equipment and having an output in round-edge lumber of less than 20 thousand feet per day. (Round-edge lumber is sold to box factories without being edged. The box factories cross cut the individual boards and then remove the bark on the rip saws at the same time that other defects are removed.) The established mill capacity running full time on two or three shifts per day, could produce enough lumber to have a very depressing effect on the market and will probably do so unless some control is exercised by the Government.

The production of square edge lumber, comparable to our own in appearance, is on account of the lack of edging equipment at most small mills, a much more difficult job. But the mills are so numerous that the total lumber production will inevitably reach a large figure.

What the final effect will be on our eastern business remains to be seen.

"Bugs" Just Didn't Make Good Sense

Everett Wallace, electrician at the Clearwater plant, has returned from Portland, Oregon, where he has been doing some assembly work for the Pres-to-logs department.

Since Everett is quite generally known and liked, other members of the electrical crew felt an obligation toward keeping Mr. Wallace posted on the progress of events at home. In Portland he received the following message from the fellows in Lewiston:

"Everett Wallace, Wood Briquettes, care Willamette Hyster Co., Portland, Oregon: Spud took bugs out of re-butt fire alarm came fine."

The telegraph operator at Portland, reported to be lovely and likeable, told Everett that the message "just doesn't make sense," but he took her into his confidence and explained that the "bugs" were minor mechanical difficulties on the new machine and that ordinarily he checks the fire alarm system each week. C. S. "Spud" Keller operated on the "bugs."

Rest Rooms Are Built

Two new rest rooms have been built at the Clearwater plant, near the office of Pres-to-log sales.

The rest rooms are for men and women customers and visitors.

Two Big White Pine Logs

(Continued from page one)

board feet and the other 1328 board feet. Final dressing up in San Francisco will reduce these logs to a fraction over 22 feet and the diameters will be approximately 35½ inches from end to end.

According to information on hand here, they are to be used as pilasters, or portals for a panoramic water scene which will be at one end of the Idaho room in the Western States building. Idaho white pine will be a feature of the decorations, with considerable knotty pine in evidence.

"Save the Bark"

With that in mind, Howard Bradbury cautioned the men to "save the bark," and when the two logs were finally loaded on a flat car at Headquarters and covered with a huge box built by Ole Hambley, chief mechanic, they were in as perfect condition as was humanly possible to keep them.

Loading on a truck at Brown's Creek started Wednesday afternoon, November 30. Sacks of straw and rolls of fire hose had been brought over from Camp 20 to cushion the logs as they were lifted by a jammer and laid on the bunks of the truck. The bunks incidentally had been covered with heavy duty tire casings. The sacks of straw were put between the crotch lines and the logs where the line might rub if the log rolled a little either on the way up or when it would be settled gently on the truck. The method was successful and the only defects on the logs, with one slight exception, were in the ends where the "pigs' feet," or hooks on the ends of the crotch lines, dug in.

Frank Fromelt's jammer was used and when the first log, the lighter of the two, was lifted, everything went serenely until the log was directly over the truck, and the jammer began to settle down like a tired old man. Both booms of the jammer were as bowed as the prow of bateau and despite the guy lines put out on both sides and the rear, the jammer lay over on its nose and the log settled atop the king bolt on the truck-trailer stinger joint. The result was that a piece of bark the size of a couple of dollars was torn out.

Log Braced in Position

The question then was how to straighten up the jammer without letting go of the log, and the question was answered by securing the log where it rested so that it would not move, slowly releasing the jammer

Cross Nation Hops Made In Auto and Plane By Potlatchers Racing Against Time and Fate

Two races across the span of the United States by members of Potlatch Forests' family were made recently in the spirit of devotion.

Walner Peterson, son of Mr. and Mrs. Charles S. Peterson of Lewiston, receiving word that his mother was very ill, boarded a train out of Worcester, Massachusetts, for Chicago and left the latter city at 9:30 o'clock Wednesday night, Nov. 30, by plane. He was due in Salt Lake City at 6:30 o'clock Thursday.

day morning but fog so enveloped the Salt Lake country that the big airliner made for Reno and sat down there. In the meantime, Bill Boie of the Lewiston office sped toward Walla Walla by auto to pick up Mr. Peterson when he should arrive at the airport there.

Waiting at Reno for fog to lift, it was decided to route him to San Francisco and although due in Pendleton at 8:35 a. m. Thursday, and Walla Walla at 9:36 o'clock, he was somewhere between Portland and San Francisco that afternoon, arriving in the latter city at 5:30 p. m. Shuttled back to Pendleton, Ore., he arrived in that city at 7:37 p. m., where Bill Boie had been directed by Henry Torsen, who for nearly 24 hours had kept in touch with the transcontinental flight by wire and telephone. Mr. Peterson reached his mother's bedside at about midnight Thursday, and although he had crossed the nation from coast to coast, and had flown half the length of the Pacific coast and back 400 miles into the interior, he was just a little over 12 hours longer in his schedule.

A brother, Arvid Peterson, drove straight through from Los Angeles, get-

ting to Lewiston by auto at 6:30 p. m. Thursday.

Intrepid fliers of the continent don't exactly need wings nowadays, take from Bill Munn, head of the town department at Potlatch.

Bill and two brothers left Potlatch on November 17 for a little town to be "north of Maine," a distance of to 4,000 miles by road and water—expected to make it in four days.

Receiving word that their father was critically ill, the three brothers chased a pick-up, loaded in bedding and food, and when the wheels rolled down the hill toward highway No. 1, the Munns planned to keep them constantly in motion, except for refueling the motor, until they reached the bedside of their father, each taking a turn at the wheel.

According to word received from them recently, they reached Prince Edward Island, off the east coast of Canada, in six days, and in time.

The last few miles of the trip was made on a boat to the island. It was expected to be back in Potlatch by the tenth of this month.



from its load and allowing it to settle back on all four wheels, at the same time keeping the lines on the log. Guy lines were readjusted and another try was made, this time successful. An extra piece of bark was torn from the stump of the tree to cover the hole made by the king bolt.

Getting the second and heavier log up there was a different story and that took the loaders into the night before they finished. One pull was taken by the jammer, a pull was brought up the upper end of the log but left the butt end on the ground and a pull too that bowed the jammer booms to the point where the operator decided he didn't like it any more, so he let the log roll back in the snow.

Seeing they were going to get the log too slowly that way, Frank Fromelt decided that what was needed was two heavy skids placed at each end

(Concluded on page 8)

Gem From Idaho Rides Cushions to San Francisco



This genuine Idaho white pine tree was destined a long time ago to take the softest ride ever taken by a tree—on the cushions to San Francisco (See story beginning on page 1). The upper photo shows the big unblemished tree before it was felled. Note the comparison in size with the two persons standing in front. Lower is a picture of the tree after Frank Promelt's sawyers had brought it down and measured it for two exhibition logs. What you see here scaled 2,700 board feet, 1,328 in the upper log and 1,372 in the butt log. Both were 26 feet long.

New Smoke House Under Way

Renovation of the old tool house on the north side of the tail race, just across the bridge at the Clearwater plant, for a smoke house, is under way, according to Dave Troy.

A new cement floor has been poured and the partition removed, walls and ceiling done over. When completed the smoke house will have tables and chairs and be fitted up like the old one near the fire hall.

Bold Man: "I'm going to kiss you!"

Brave Girl: "Like fun!"

Bold Man: "I'll say I do!"



"Gently, Mister: Gently Please!" Logs Loaded With Care



Top photos: Showing loaders at work putting the two white pine logs on a truck near Brown's creek, from whence they were taken to Headquarters and transferred to the flat car below. Never had these fellows been so gentle with a log, nor so concerned over scratching the surface bark than they were here.

Lower: A shot at the big box of genuine Idaho white pine logs bark'n' all on the flatcar as it rolled through Lewiston on December 4, enroute to Treasure Island.

Two Big White Pine Logs

(Continued from page 6)

the bunks, peeled on the top side and held secure by chains. This necessitated boring holes in the skids to run the chains through.

Finally in place, the "pigs' feet" were given a bite and the sacks of straw placed snugly between crotch line and bark, and the boys stood to one side while the jammer was gunned into action. The big log eased up the skids and settled over the bunks—and not even one little scale of bark came off. Frank and Howard Bradbury shot each other a grin of satisfaction.

Then came the job of securing both logs so they wouldn't rub and wouldn't

slide off the truck. Again the sacks of straw came into use and to augment them, two big truck tires were laid between the logs. While the jammer-man kept his hold on the second log, wire was pushed through sections of fire hose, chain attached to the end of the wire and the hose pulled over the chain. The "insulated" chain then formed holds for each end of the log. Another such "insulated" chain was wrapped around the middle of the load, brought up tight and locked and the load was ready to go.

Hauled out to Headquarters, the logs were transferred from the truck the next day, to a flatcar which had been prepared with padded bunks.

The car was then run into the machine shop where protected straps were laid across each end and secured to the floor of the car. More padding was placed around the logs and held in place while Ole built a house around them. Completed, the housing was braced, the logs were braced and it would have taken a major wreck to move the load.

Leaving Headquarters Sunday, Dec. 4, the logs reached Lewiston at about 2 o'clock of that day, and by 7:30 p. m., were en route to Portland, Oregon, where the car was to be transferred to another rail line and taken direct to San Francisco. They were shipped f. o. b. Headquarters, the logs being a gift from the company.