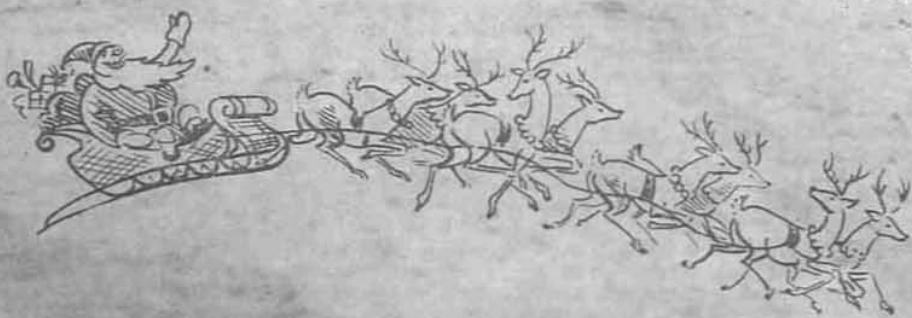
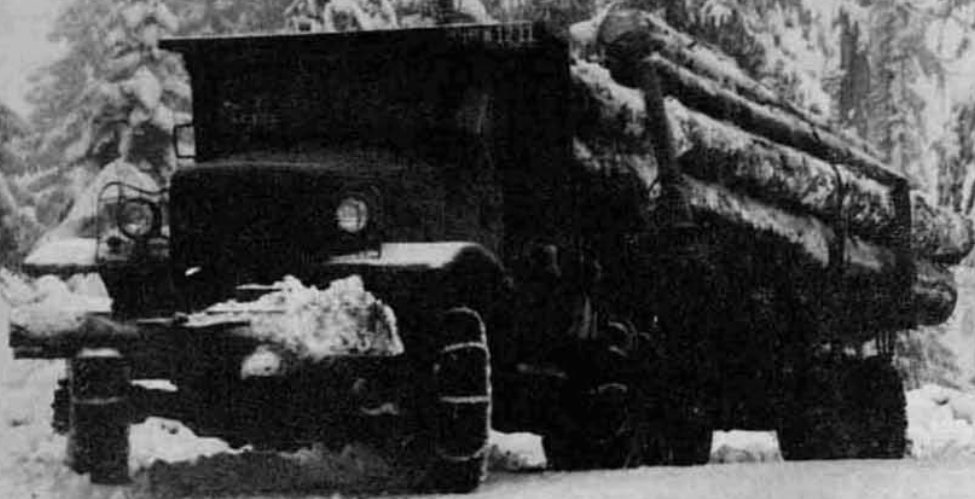
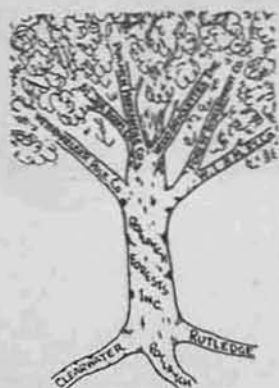


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“He sprang to his sleigh, to his team gave a whistle,
And away they all flew like the down of a thistle;
But I heard him exclaim, ere he drove out of sight,
Merry Christmas to all, and to all a good night!”

—Clement Clarke Moore



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Editor Leo Bodine

Correspondents

Mabel Kelly Potlatch
Charles Epling Clearwater
Carl Pease Headquarters
Roger Carlson Rutledge

Happy New Year

Within a few days dawn will be breaking upon a new year.

If we had the power what would we have this year bring? Should we ask that a large fortune might befall us? Should we hope for a year of high elation? Or should we be content if the year 1948 continues to give us many of the homely pleasures which in years past have been taken for granted.

Will not the new year be successful if it brings us a few friends . . . people who will make allowances for our faults, and are tolerant of them?

Will it not be a happy year if there's full employment . . . if we continue to work uninterruptedly to produce the things which will make for a higher living standard throughout the entire world?

Will not our accomplishments be great this year if we but acquire the virtues leading to an understanding heart?

Will not the year hold interest if we continue to laugh and joke with our fellow men . . . and are able to retain a sense of humor in times of adversity?

Will not the year be happy if we continue to live in a land where our minds, free and unfettered, may blaze new trails into the undiscovered regions of knowledge and human relations?

Will it not be a glorious year if we are given the health to travel in our country so that we may perceive the beauties of its everlasting mountains and its expansive seas?

Give us these blessings and the wisdom to know their importance and it will be Happy New Year!

What Did We Do With Our Lumber in 1947?

by

PHIL W. PRATT
P.F.I. Sales Manager

The Sales Department thinks that all employees are interested in what becomes of the lumber we manufacture. We do not know all the places it goes, of course, but we did find out during the recent feudin' and fusin' that our operations are of considerable importance to a lot of folks besides ourselves and any let-up is felt almost immediately in a lot of places. A locomotive company in Pennsylvania making equipment for devastated Europe runs out of pattern and flask lumber. A farmer in Iowa lacks siding to finish up buildings to protect this year's crop. A cabinet factory in St. Paul is delayed in making deliveries to complete a number of house jobs. A school in central Washington is delayed for lack of sub-flooring. A stove factory in Illinois finds itself without crating to ship out its products during a heavy shipping season. A shipper of produce finds it necessary to rustle containers in a market that is already short of stock. These are just a few of the things we have heard about.

Our sales company is beset on all sides with demands which they cannot supply and its policy has been to distribute our products as nearly as possible in and through the normal channels in about the same proportions as prewar, but the demand is greater now than it was prewar. We are taking care of the match producers, the few railroads that have bought from us previously, the industrials which have been our customers in the past, such as pattern lumber users, makers of sash, doors and cabinets, crating and boxing users, consumers of box shooks for fruit and vegetables and other commodities. Then we have our retail customers who take about two-thirds of our output, and who service the building trades. They form the backbone of our business and it is to their needs particularly that we cater. We have also made a special effort this year to take care of the needs of our own employees and local projects, such as schools, medical clinics, and other necessary jobs. Practically none of our lumber has gone into export, although the export market is very attractive. We have consistently aimed to manufacture standard items that were needed most in the domestic economy of the country, and have done a good job in this respect, and our lumber has been well distributed where it could do the most good.

We have had many compliments on dry, well-manufactured, correctly grad-



ed lumber in a market that has been willing to take anything in the way of lumber . . . dry or green . . . rough or surfaced. We have made a special effort to produce mouldings, siding and other items that are difficult to get, and have helped many dealers to supply the finishing items so badly needed to complete jobs.

I think all employees of Potlatch Forests, Inc., can look back with a good deal of satisfaction on what they have accomplished during the past year in spite of the difficulties that slowed us up to some extent.

Loyola University recently purchased the White Pine Lumber Distributors Corp., Reno, Nevada and the Goose Lake Lumber Company, Alturas, Calif. In each of these two locations Wood Briquettes, Inc. has two Pres-to-logs plants. The leases signed with former owner Sam Jak-sick, Reno, have been transferred to the new ownership.

Two young Scots, nephews of a rich uncle whose estate they had just inherited, were in bitter disagreement over division of the wealth left them. A provision in the will, however, settled the matter in such fashion as to silence all argument . . . "My nephew Donald shall divide my estate into what he considers two halves of equal value. Then, my nephew Jack shall be allowed to choose that half which he prefers."



"I stopped at the Blue Kitten for a martini—a cute little place—having the same—we got conversing and that led to dinner at the night club, late supper, a cab ride in the park and then home. That's all there is, really, to my coming home."

Home From Sweden

A vacationing Clearwater family, Mr. and Mrs. John Holmgren and their small daughter, age two and a half years, returned to Lewiston in November.

Vacation time for the Holmgrens began last March 25 when the nose of their automobile was pointed Chicagoward to keep a date with a special train routed from that city to New York and which was restricted to passengers for the ship Gripsholm.



Lutheran Church at Pitea, Sweden—Holmgren helped to build in 1918.

TEN YEARS AGO IN THE TREE

Camp news mentioned that "there has been no freezing weather to date and the roads in and around camps are poor."

The Potlatch Unit did a bit of bragging as the result of operating the entire plant a full month without a lost time injury of any sort.

A carload of colored flame pres-tologs (the first entire carload ever shipped from Clearwater) went to the Pow-erine Company, Denver, Colorado. The car held 1,760 boxes, four logs to each box.

There appeared a corking good story by Murray Andrew of Potlatch about the Potlatch AAC. Organization date for the club was named as 1914. Boxing was named the main activity of the club since Ike Deeter, one time physical director of the PAAC, discovered Pooch Petrogallo and made of him a fine collegiate boxer and athlete. Baseball was also mentioned as a sport long held in high esteem by the PAAC. Max Williamson, then of Potlatch, now with the Weyerhaeuser Sales Company, was identified as the organizing genius responsible largely for the creation and early day success of the PAAC.

A team from the American Legion League and another from the National League on tour of the Northwest, played in Potlatch on October 26, 1914, to a capacity crowd and included people from all over the Inland Empire.

Potlatch tennis courts were once the scene of the Idaho State Tennis Tournament in 1919. Winner of the tournament was a young fellow who ranked third in the standings of the U. S. Tennis Tournament Association the following year.

The Lewis-Clark Council of the Boy Scouts of America have been given permission to use Holbrook Island, property of PFI at Lewiston, for camping during winter of 1947-48.

The Gripsholm, sailing from New York on April 11th, was used by the U. S. during the war to transport prisoners of war and refugees from Europe to the States. Aboard was a plaque which related the ship's history during the war and which noted the names of officers and crew. While enroute to Sweden (the first visit by John to his homeland in 24 years) there was time for a visit with the captain of the Gripsholm (the same man was captain during the war years). The ship, 880 feet long, powered by two diesel engines has a h.p. of 14,000 and a top speed of 20 knots. Personnel of the ship were able to speak English although it was required only of those in charge of first-class passengers. The ship docked at Gothenberg, Sweden on April 21st. From there the Holmgren's travelled by electric railroad to northern Sweden.

Living Costs High

John says he spent most of his time fishing and just knocking about the country which he relates has improved its living conditions a great deal in the last 24 years and ranks close to the United States. However, private automobiles are few and far between as cost is prohibitive. Most cars are of German, French or English make, and a Chevrolet is considered a big car. Washing machines, electric refrigerators and ranges of American make are available but are too costly for most people. The price of a washing machine is equal to the average worker's salary for a two-month period. American made products are plentiful in many lines but prices are high. A ten cent comb in the U. S. costs 80 cents in Sweden.

There are free hot lunches in the schools for all children with the cost paid by the government. Dental care is given all school children by a dental clinic in the school, medical aid likewise. A greater percentage of Sweden's total population has electric lights, city and rural, than does the United States. There is rationing of all food stuffs, and of soap and whiskey (which is made from wood and is called Plank Juice). Beer is not rationed but is difficult to obtain.

Cost of living is higher in comparison to wages than in the United States. Good pay for an hour's work about equals the price of a pack of cigarettes.

During the stay at Pitea, Sweden, where John spent his youth, the family's young daughter was baptized in a Lutheran Church which John helped build in 1918.

Another item of interest concerning the little lady is that she learned the Swedish language during the vacation months and began speaking fluently after the first six weeks in Sweden and still talks Swedish some half the time.

Forestry Practiced

Sweden has been practicing an intensive brand of forestry for some 200 years



John Holmgren—check grader at Clearwater

and most of its forested lands have been harvested two and three times on cutting cycles planned in terms of a hundred to a hundred and twenty years. The two chief species of timber are Scotch, or Baltic Pine, and Norway Spruce. A marking technique to identify trees for cutting is similar to that followed by PFI. Some areas are clear cut to encourage pine reproduction and many experimental forestry plots are maintained and kept in careful study. Approximately 25 percent of Sweden's forested lands are owned by large private concerns, another 25 percent by the government and the balance by small concerns. Reforestation is largely accomplished by leaving seed trees and where necessary by direct seeding. There is little truck logging, most of it is done by horses and sleigh with waterways the principal transporting agency from woods to mill. Small tractors are coming into use but as yet are not found in any great number.

The vacation was much a success say the Holmgrens but one of the most pleasant sights anywhere along the way was the Statue of Liberty in New York Harbor on the return trip.

It has been claimed the Christmas tree originated in Egypt hundreds of years ago when it was a general practice to decorate the house with branches of the date palm at all religious festivals—the date palm being the symbol of life over death.

Value of virgin timber burned by forest fires in 1947 on PFI land amounted to only \$90.00. Other damage was negligible. Rate of property loss probably was less than in many urban communities such as Lewiston and Coeur d'Alene.

Woods camps are to close Tuesday evening December 23, for the Christmas holidays and will reopen Monday December 29.

Said the judge to the husband whose wife had just charged him with non-support, "I have decided to give your wife \$50 a month."

"That's fine," came the reply, "and once in awhile I'll slip her a few bucks myself."

How to Keep Warm This Winter

One old fashioned woodburning furnace, one old fashioned wood pile, and plenty of old fashioned.



Left—
Partners Don Zirbel and W. E. Gragg.

Right—
33,000 feet of floor space—storage for all trucks—shops—etc.



A business venture, begun in a modest way in 1910 by four intrepid believers in the rewards of private enterprise, last month flowered into new and spacious quarters.

None of the four original partners are living—Henry Zirbel, Fred Sheets, Harry Tondevoid, and George Ruddell, but somewhere in that realm which holds whatever reward there be for ingenuity, honesty and well applied abilities, they must have registered approval on November 9.

The new Star Dray & Transfer building has 33,000 feet of floor space, basement storage for all its trucks, a repair shop, wash rack, paint shop, parts and tire departments, ample space for terminal needs, a saw tooth loading dock, offices panelled with knotty Idaho White Pine, and many a carefully thought up convenience. The whole of it speaks authoritatively of a carefully and successfully administered undertaking. . . .1910—1947.

Pictures Trace Progress

In company files are pictures dating from 1910. Many hang in ancient frames in various spots about the office and building. Photos of horses and wagons, piled high with household goods or merchandise, tell of early day business.

Other pictures mark the advent of ancient solid tired GMC's, Kissels and Federals which gradually replaced the horses and wagons. These vehicles, however, were not ancient in the day of their use. True their reliability was a somewhat doubtful thing. Every trip was a good trip that brought driver and truck back to terminal without mishap. An extra ring gear and pinion were considered necessary appurtenances to ordinary tool kits. For all that the old solid tired chariots were mechanical

marvels in their heyday and the boys who guided them were more given than than are the drivers of today to pointing with pride to the loveliness of the horseless carriage.

Wheat hauling was big business with each slow moving truck dragging behind it one to three heavily laden trailers. The hauling of cedar poles for telephone and power company interests placed another demand on the services of the company. In transport, butt ends of the poles rested on the truck with the smaller ends anchored to a steel tired, wooden wheeled trailer (the back half of an ordinary wagon). It is doubtful that anyone would attempt to negotiate the curves of the Greer hill at present with such a load, but the old solid tired trucks and their drivers did so over a route more difficult than the one of today. Truck and trailer with its load of poles much resembled a daschund with tail extended in a stiff straight line supported by a pair of roller skate wheels fastened separately and independently of the rest of him near the tip end.

Picnickers were another thing that helped to keep the profit and loss statement in the black and many an outing had for its transportation Star Dray & Transfer trucks. Competition was keen out of town and in town. Present day partners in the business, W. E. Gragg and Don Zirbel both well recall the wrestling of heavy trunks up long flights of stairs into dormitories at the Lewiston Normal School. It was the practice of the Star Dray and its competitors to board a night train in Lewiston, ride to Riparia and on the return trip next morning, to solicit of the young ladies bound for teachers college, the transportation of their belongings, trunks, etc. to campus dorms or wherever they proposed to stay during the school year. Both Gragg and Zirbel remember this time of year with scant

Star Dray

Horses and Wagons in 1910—
52 pieces of equipment (trucks)

pleasure and allege they walked days thereafter with bent backs and fingers stiffened into a cut like as the result of pulling and hauling heavy wardrobe trunks. The eloquence of their travelling representative



Loading out lumber for Richland . . . load lots in Idaho and Washington.

paria to Lewiston, was never a thing which they found satisfaction.

Present Day Business

No small part of present day Star Dray business is with PFI. The big trucks which deliver Pres-to-logs, dust and hogged fuel and which the words "PFI Fuel Department" Star Dray owned and operated. trucks are used on fuel deliveries during fall and winter months. Extra have been pressed into service in



Left—
Delivering logged fuel.

Right—
Any trip was a good trip that brought truck and driver back without a major breakdown.





Right—
Unloading Pres-to-logs. Four tons to the trip. Canvas hood holds logs in place on racks during delivery.

Left—
Flooring in building is Idaho White Pine . . . is pliant enough to give under heavy weights and elastic enough to resume shape.



Transfer

Building, 33,000 feet of floor space, (trailers), 55 employees in 1947—

agencies bred of extreme cold weather. In total the fuel trucks travel more than 2,000,000 miles per year on deliveries of PFI fuel. The volume of fuel deliveries could not develop overnight and like anything else in the world of a similar



operates as special commodity haulers in truck

ature, held incident both amusing and costly. There are tricks to be learned in any division of a business and a lot of lessons. One of the first lessons gained on Pres-to-logs deliveries was to round a curve at moderate speed with a truck load of the cylindrical shaped objects. A few loads, slithering from truck to pavement enroute from mill to city, left a lasting impression on drivers and brought design of a canvas cover which properly anchored, effectively holds the

logs on the rack in which they are loaded.

Upon another occasion a Pres-to-logs truck backed carefully into a basement garage. The logs were to be unloaded against a far wall and it was with no little inconvenience that the driver and his helper got the truck completely inside the basement, the doorway having only enough height to permit entry. Unloaded, the springs of the truck gave it an extra few inches of height, locking it within the basement garage of the customer. The air was let out of the tires but a chastened and subdued driver still needed the better part of a day to extricate his truck. There have been the usual and expected number of complaints resulting from an absence of proper attention to lawns, fences, corners of houses, etc. by drivers in a bit too much of a hurry. Prize complaint, however, came early in the years that marked development of the Pres-to-logs business. A lady in Clarkston (given to skepticism) read on a burning instruction card received with a delivery of two tons of Pres-to-logs, that little draft was required for satisfactory combustion and best results could be obtained by closing drafts. This the good woman could not reconcile to the statement that Pres-to-logs must be stored in a dry place. "Balderdash," reasoned the housewife, "the way to slow down burning of anything is to moisten it with water."

Suiting action to words she turned the garden hose on the two tons of Pres-to-logs. . . later asked the Star Dray to make good the expense of her error in judgment.

The company presently operates in Northern Idaho as a common carrier with routes from Lewiston to Cottonwood, Headquarters, Grangeville, Nez Perce, Sites and Orofino. Along with other freight is carried the provisions

necessary to operate PFI camps in the Headquarters area.

Tariffs granted by the ICC permit the company to operate as truckers of special commodities in truckload lots in Idaho and Washington. An average of some 200,000 pounds of freight per day passes through their warehouse which is closed only from 7:00 to 9:30 of an evening. The volume of business is perhaps sufficient gauge of the supervision given by members of management to the interests of their customers but another item is equally worth noting. The average years of employment for the 55 Star Dray & Transfer employees, despite the unrest of war years, is from 10 to 12 years. Many have records of 20 to 25 years.

Roses to an outfit that so well demonstrates the dividends to be had of a competitive society in which it is necessary only to have brains and an appetite for work to prosper.

A million-foot log jam lodged at Little Canyon, drifted into the Lewiston millpond as a result of heavy rains back in the Clearwater.

The 1937 Christmas party for Clearwater Unit employees and their families was attended by more than 4,000 people.

"The Chinese," said the bill collector, "make it an invariable rule to settle all their debts on New Year's day."

"Yes," replied the delinquent, "but the Chinese don't have a Christmas the week before."

Editor: "I'd like to stop off and have a drink with you, but I must rush home and explain to the wife."

Friend: "Explain what?"

Ed: "Don't know yet. I'm not home."



Left—
Picnicers provided a source of revenue.

Right—
Sawtooth dock eliminates much jockeying of truck and trailers into loading position.



Plant News

Clearwater

Thorough preparation has been made for the Christmas party for the children of Clearwater unit employees at the Lewiston high school December 21st. Everything is in readiness for the occasion, including gifts for the kiddies and a scheduled visit of old St. Nick himself. Christmas trees and boughs for decoration of the school auditorium were secured by a committee, headed by Carl Rasmussen, on December 7th. The tree and bough expedition included such axe wielders as Phil Reinmuth, Riley Worley, Bill Campbell, Dris Holman, Bud Jones and Cut Epling. Only casualty was lumbago Campbell who is reported to have suffered a sprained back. Medical description of this was given by Epling in a terse communique reading "broke down in midsection." Other members of the group say Epling went along only for the ride.

A bowling tournament between four PFI teams is shaping up nicely. Captain of the Stacker team is Jim Sibert; of the plant office, Bill Green; of the Lath and Sawmill, Paul Robinson; and of



of the Shipping Department, Ted Terlson. One of most interested people in the bowling league is employment manager Bob Berger who hopes to sell one of the bowling enthusiasts a bowling ball which he will guarantee to perform all kinds of tricks, excepting only the trick of knocking down all the pins.

Underway at the plant is a safety contest between departments which will afford that department which accumulates the greatest number of man hours of accident-free time between November 3rd and February 1st, a free lunch and opportunity to do a little bragging.

Meanest Man title goes to Jim Scofield, foreman of the mill warehouse, who is hoping for bad weather and lots of snow so that he may have opportunity to sell a pair of skis and sundry equipment (he's prayed for a severe winter three years in a row now).

Classes in supervisory training are conducted one day a week, on Mondays, by John Shepherd and E. L. Terlson.

The Clearwater plant nurse, Mrs.

Ann Berg, is to leave company employ on December 15th. Her successor will be Miss Louise Osborne, a former employee of the Department of Public Health.

Joe Broncheau, tail sawyer on the No. 2 rig, suffered a fractured right leg above the knee and will be layed up for several months. The accident occurred when a board hung up on the front block of the carriage and with the return of the carriage was flung against Joe with considerable violence.

Vern Tigges, who was nearly cut in half by a wood saw at his home on October 21st, is back at work having returned on December 1st. His survival of the accident was remarkable in itself, his speed of recovery equally so, and what a surprise he can give anyone who wishes to compare operations.

Rutledge Unit

Savings in the Rutledge Christmas fund were remitted to participants the first part of December. Ten contributors shared a total of \$985.00.

Congratulations to Kenneth E. Dingman who by a recent "I do" committed himself to membership in that great American male fraternity known as "husbands."

A like expression of good will to Roy Bjaaland, guilty of the same "I do."

A new side head grinder has been received and will replace the old grinder which was installed in 1923. The new grinder will easily handle the chore of grinding large side heads for fast planers, and Elmer Bjorstad labels it an important addition to his equipment in the filing room.

We have it on good authority that a certain Rutledge employee, buying into a pot on the Louis-Walcott fight, drew a first ticket reading "Louis by decision." Followed utterance of a few unhappy sounds and purchase of the privilege of again drawing from the grabbag. This time the ticket read "Walcott by decision." Visibly annoyed our boy again stretched forth his fist, this time drawing "Louis eighth," and on a fourth trip to the grab-bag "Louis ninth." Exasperated, he then tried to sell the first ticket for half price but there was absolutely no one interested. So, like all good stories should end, this one does with our hero garnering in the prize of \$15.00.

We've had so many lucky deer hunters and so many unlucky deer hunters that we close the book for this year

with a simple "hooray!" for the lucky boys and a sincere "better luck" next year for the less fortunate.

Potlatch Unit

Membership of the Potlatch White Piners met in Potlatch on Saturday, November 15. The meeting, originally scheduled as a picnic for Coeur d'Alene on August 15, was attended by 76 members of the organization. A turkey dinner at Camp 36 preceded the business session which was held in Fraternal Hall at 2 p.m. President Ed Lillard of Clearwater, presided. One of the principal items of business was initiation of 9 new members who had qualified for membership since April 1, 194. These included, from the Potlatch Unit, Louis Domattia, Ernest Gunderson, Arnold L. Johnston, Henry David May from the Clearwater Unit, John Johnson; from the Rutledge Unit, J. Manville King, Adolph Olson, Oscar Olson and Richard R. Young. An announcement by PFI General Manager Billing was roundly applauded. It was that each member of the White Piners will receive a turkey for Christmas, compliments of PFI.

The Girls' League of Potlatch High School played hostess to the district conference Saturday November 15. Attendance from the district came from as far north as Potlatch, south to Grangeville and west to Pomeroy.

Theme of the conference was "The School Today—the World Tomorrow." A part of the program included a symposium directed by Mrs. Georgia Bennett which consisted of short talks by nine Potlatch girls: Idabelle Thomas, Betty Gill, Edna Thompson, Lois Van Buskirk, Shirley Anderson, Pat McConnell, Pat Rector, Emily Munn, and chairman Wanda Ackerman.

A humorous reading entitled "What Every Young Girl Should Know," was given by Joyce Brincker. Another humorous skit entitled "If Thoughts Could Speak," was given by Pat Murphy and Nouna Dygert. Several other Potlatch girls took part in the day's program which ended in midafternoon with closing remarks by Mr. Gilbert Schumann, principal of the Potlatch Public Schools. The welcoming address having been given at 9 a.m. by Mr. Bernard Hopwood, superintendent of schools at Potlatch.

Important Day

New Year's Day is one of the oldest celebrations in history, dating back to very ancient times, although it has not always been celebrated on January 1. It has now been proclaimed a legal holiday in all states and territories of the United States. The famous Philadelphia Mummers' Parade which originated in colonial times is one of the oldest American celebrations in observance of this date.

January 1 also marks the anniversary date on which the United States parcel post system was inaugurated, which event occurred January 1, 1913.

Famous Americans whose birthdays occur on January 1 include Paul Revere and Betsy Ross.

November claimed two fine fellows well known to Clearwater people . . . Okey (Tuffy) Jordan, a veteran of World War II and Kenneth Johnson, Lewiston High School youth.

Jordan was killed in an airplane accident during a student training flight. At the time of his death he was employed in the planing mill—had previously driven a truck at Camp 53 despite war injuries which included the loss of a leg and most of the flesh from an arm and hip—he was possessed of a tremendous vitality, strong determination and a thoroughly likeable personality . . .

Johnson was struck by an automobile while walking to his home in Lewiston Orchards. He had been a member of the scout troop sponsored by the Clearwater Foreman's Council until the family moved to Lewiston Orchards, and had worked at the plant on cleanup and other jobs since 1945 when he became 16. During the school year he worked one or two days a week at the mill. His father, Delmar Johnson, is a Clearwater man and his mother lent a hand at Clearwater during the war years. Kenneth was only 18 but was well known and universally liked by all who knew him . . .

The tragic ending of these two lives is a loss to all who knew either man. The number who mourn their passing is sufficient compliment to the character of each.

Woods News

Headquarters

The weather, of which we have had plenty, finds us at this writing with about 18 inches of snow.

Henry Hemley (known to Headquarters' hunters as Long John Silver) and Wallace Boll (Dead Eye Boll, that is) have gone South in search of some equipment better than the railroad loaders now in use. No one is sure where these two gentlemen have gone but it is rumored their first stop was to be New Meadows and that they will then perhaps travel on to Burns, Oregon, heart of the tall sage brush country.

When last interviewed Henry said that this was just like going hunting for big game and if he meant what he said, these two characters will probably lose themselves in the South somewhere and not return until winter is over. However, they took enough heavy clothing to outfit an Arctic expedition.

Nine of the 12 houses in townsite No. 2 are now occupied. The other three will be completed when necessary bathroom fixtures became available. Wood sheds and garages are to be built for each house when necessary lumber arrives.

There seems to be no end to the demand for houses. We have a long waiting list.

All of Headquarters is looking forward with eager anticipation, (particularly the juvenile part of Headquarters) to the coming annual school play which always comes to a glorious finale with the arrival of Santa Claus bearing gifts for the children.

Camp 14—Beaver Creek

The saws and cats are working in two and a half feet of snow on Sheep Mountain while the landing crew and loading crew are fighting knee deep mud. However, despite the seeming opposition of Mother Nature Camp 14 is getting out its share of logs.

Camp will close for the winter season on December 23rd and bullcook J. L. Smith is right now worrying about how to transport a pet deer to Camp 59 where most of the crew will transfer after the holiday.

Camp 54—Washington Creek

We have nine cats skidding here and at Camp 56 crews for both camps working out of this location. About three feet of snow, more expected.

Camp 55—Lower Alder Creek

Much has been written concerning the effects of fire, wind and water upon man's existence but little mention has been made of mud. It seems to be just one of those things which has to be endured and that is what we are presently doing—waiting for landscape to congeal so that work may be resumed.

Camp 57—Breakfast Creek

About 50 men in the crew here. There is around 3 feet of snow and no indication as yet that Foreman George Rauch's order for cold weather will be honored up yonder.

Camp 59—Meadow Creek

From early June until late October Camp 59 was occupied by crews of the CTPA and some cedar makers working for the B. J. Carney Company. PFI again took over about November 1st and soon thereafter assistant foreman Whitey Welland and 15 men were transferred from Camp 55, followed shortly by foreman Rance Oglesby and saw boss Tom Wood. Each trip of the speeder brought anywhere from two to a dozen new faces into camp and finally after a rather hectic time everyone is settled and we now have three girls and slightly over a hundred men in camp.

And as for logs, we aren't forgetting them either! Despite rain, snow and mud, with perhaps a few minutes of sunshine occasionally thrown in, the logs are going down the track in groups of 14, 18 and up to 21 cars a day. Everyone is doing his part to keep them on the move, from the sawyers, riggers and choker setters who slosh around in the snow; the cat operators and landing men who either drive, or if not careful, swim from log to log; to the loading crew and train crew who may tell you that logs on a car at Camp 59 doesn't necessarily mean they will still be there when Headquarters is reached.

Visitors of late have included Tim Waide and Thor Nyberg. We aren't certain whether it was something in their eyes or the weather, but they reported seeing some large wolf tracks nearby.

Saw boss Tom Wood came down with a severe case of toothache last week. Unable to endure it any longer he finally went to a dentist and after an examination by the dentist was referred to a doctor. Perhaps you can guess what the doctor told him. It's supposed to be a secret, but confidentially, we have it that Tom has the mumps.

Camp 44—Lick Creek

Hugh McDowell was victim of a bad and painful accident here this month when logs fell off a load, suffering a broken leg and pelvis along with various had bruises. The road to St. Maries is pretty rough and this, of course, wasn't any help. However, a doctor met the ambulance at Calder and gave him a shot to relieve his pain. A voluntary contribution of funds by Camp 44 employees has totalled \$325. This amount will be given his family to help tide them over the financial loss.

At this writing McDowell is resting (more or less) and is on the road to recovery.

We suspect the other camps will have complained about the weather so multiply whatever they have said by three and you have our opinion of same. Logging superintendent Joe Parker claims there is 18 inches of snow here and three feet of mud. We say that's about right.

Western Forestry & Conservation Society Meets

The 38th annual meeting of the Western Forestry & Conservation Association got underway in Portland on December 11 with President E. C. Rettig presiding.

Registration for the conference numbered close to 500 and exceeded any other of the previous 37 get togethers.

Opening the meeting Rettig said, "We, the people, representing both public and private enterprise meet again, at this 38th session. . . ."

"The demands placed upon our forest resources are rapidly changing. Here, in our western states, we no longer depend entirely upon a douglas fir or pine economy. Inferior species are rapidly shedding their inferior complex. New uses, but especially increased pulp and paper production, has created a ready market for what we once considered weed trees. How to economically rid the land of them to perpetuate a douglas fir or pine forest was once a major problem—not so today nor should it ever be in the future. This change means much to our western empire. It eases the problems of our forests. Good forest management and the economics of business which often seemed so far apart in the past now appear to originate from the same text book. Education, exchange of ideas, energy as exemplified by our competitive spirit in a free economy has made this possible.

"During the course of our meeting we shall hear about new techniques of forest protection. Some of these are still in the experimental stage. One is almost a fantastic departure from the ordinary—the bombing of clouds with dry ice.

"The officers of this association are happy to present something new in the way of a program. We will have as guests and speakers the governors of our western states and the Minister of Lands from our god neighbor to the north, British Columbia."

Among the first day's speakers was Stewart Holbrook, author of "Holy Old Mackinaw" and other well known books about the logger; R. C. Telford of the British Columbia Forest Service; Jack S. Barrows of the Northern Rocky Mountain Range Experiment Station whose subject "Bombing Fires with Water," attracted much comment; DeWitt Nelson, State Forester from California; and PFI Forester A. A. Segersten in his capacity as secretary of the Potlatch Timber Protective Association.

The December 12th program was no less an impressive thing with Clarence Richen, Chief Forester of Crown Zellerbach; Ernest Kolbe of the Western Pine Association; George Drake, Vice-President of the Simpson Logging Company; Jim Evenden, Grand High Exalted Executioner of the "Flit Gun" project which cleaned up Idaho's Tussock Moth; and in the afternoon the governors of seven western states. Ford of Montana, Wallgren of Washington, Hall of Oregon, Maw of Utah, Pittman of Nevada, Warren of California, and Robins of Idaho, plus Gruening, Governor of Alaska, and Orchard, Deputy Minister of Lands for the Province of B. C.

Veneer Plant for Clearwater ~ ~ ~

New plant to be built north of tailrace. . . .

Will have separate log storage in pond for peeler logs. . . .

New bridges for rail and truck traffic will span tailrace. . . .

Will employ upwards of 80 people.

There was good news aplenty for Clearwater following the meeting of the Executive Committee of PFI's Board of Directors in Lewiston on November 17, 18 and 19.

Announcement of the decision of PFI President G. F. Jewett and the Executive Committee to build a veneer plant at Clearwater was made on November 26th by PFI General Manager C. L. Billings who labelled the new veneer plant to be "the most important single addition of a new production facility at Clearwater since the mill began operating in August of 1927."

To PFI Assistant General Manager Roy Huffman, in charge of new products development, it was the fruit of three years research and study of veneer manufacture.

Consideration of veneer manufacture at Clearwater first began in 1944. During the interval of '44 to '47 test runs of PFI logs were made in Douglas Fir plywood plants. The veneer developed from these test runs was then used for laboratory and model plant studies.

An all important item, demanding careful consideration, was that of market for the product of the proposed veneer mill. Accordingly, in 1946 a market study was conducted in the Mississippi Valley. It revealed that the White Pine veneer which could be produced at Lewiston would for all practical purposes, be a brand new product, and that there was only a very negligible quantity of White Pine veneer being produced in the United States. The market study indicated a persistent demand for the product—a demand presently not satisfied by veneer of any substitute species of wood.

Equipment

Equipment to be installed will include a rotary lathe to produce veneer from peeler logs and a slicer to cut veneer from cants sawn to predetermined size in the sawmill. The rotary lathe and slicer will operate on a one-shift basis. A dryer, which will have sufficient capacity to dry in two shifts all of the veneer cut on one shift by the rotary and slicer, will be installed. A patching plant, which will function exactly as the name indicates, will also, it is thought, operate two shifts to keep pace with the cut.

Peeler type logs will be marked in the woods and after they reach the millpond will be cut to suitable lengths for the rotary lathe, probably by a chain saw placed at a proper location on the pond.

Pond Storage

A section of the millpond adjacent to the



Above—Site north of tailrace where veneer plant will be located.

new plant will be blocked off to hold about a month's supply of peeler logs. This area will be piped with steam to prevent freezing in cold weather. Peeler logs will vary from 20 inches to 60 inches in diameter and have a minimum length of 99 inches and a maximum of 104 inches. Estimated capacity of the rotary lathe is 120 logs of 102 inch length per eight hour shift, the average diameter 28 inches. A log will peel down to a core of approximately 9 inches which will then go to the sawmill for cutting into lumber by the gang saw or a resaw.

The slicer operating at 45 strokes per minute, should handle 192 cants, size 6"x10"x100" in an eight hour shift.

The rotary cut veneer, for the most part, will be one-eighth inch in thickness, the sliced veneer one-sixteenth in thickness. Sliced knotty pine veneer will be manufactured in whatever volume the market warrants and will be one-twelfth inch in thickness. Working a one-shift basis the rotary lathe will require approximately ten million board feet, log scale, per year, and the slicer will annually use another two million feet. Production estimates have been based on a one-eighth inch rotary cut veneer and a one-sixteenth inch sliced veneer. Actual cut, of course, will depend on customer requirements and thickness other than the two mentioned will probably be produced to suit the preferences of sales outlets. At least in the initial phase of the operation Idaho White Pine will be the principal wood used in the veneer plant.

Barking Machine

A barking machine, compression type, will be installed and will have a bark removal capacity of approximately 120 logs per eight hour shift.

Cants for the slicing machine will be cut to size in the sawmill and will be treated with a preserving solution

after leaving the mill to guard against blue stain. Prior to reaching the slicer they will be immersed in vats containing water at a temperature ranging from 140 to 200 degrees F. for a sufficient length of time to secure a uniform temperature throughout the entire cant, thus facilitating slicing. Cants will be removed from the vats as needed to provide a continuous flow through the slicer machine. While in the vat the cants will be held under water by means of an I-beam framework cover.

A monorail system, for the most part, will transport materials in the new plant. All veneer, both rotary and slicer produced, will be dried to approximately 8 percent moisture content, oven dry basis. Final grading of veneer will be done after drying although some sorting and grading will occur before the stock reaches the dryers. All patching will be performed after the drying process has been completed.

Two Carloads Per Day

Estimated capacity of the plant is two carloads per day, or approximately 380,000 to 400,000 square feet of veneer.

In announcing decision to manufacture veneer at Clearwater Manager Billings concluded his statement with the assertion, "Decision to manufacture veneer at Clearwater follows the same company policy that recently led us to install a lot of new machinery at our Potlatch, Idaho, mill. This policy is simply one of processing, insofar as practicable, the raw material grown on our tree farms."

Editorializing the Lewiston Morning Tribune had this to say, "Timber has come to be the dominant industry in north central Idaho, the one on which the welfare of Lewiston depends. To carry out a program in which new developments are continually taking place is assurance that the deep forests hold something more than just lumber and that the region will prosper under the far seeing program of men who farm trees."

Happy New Year