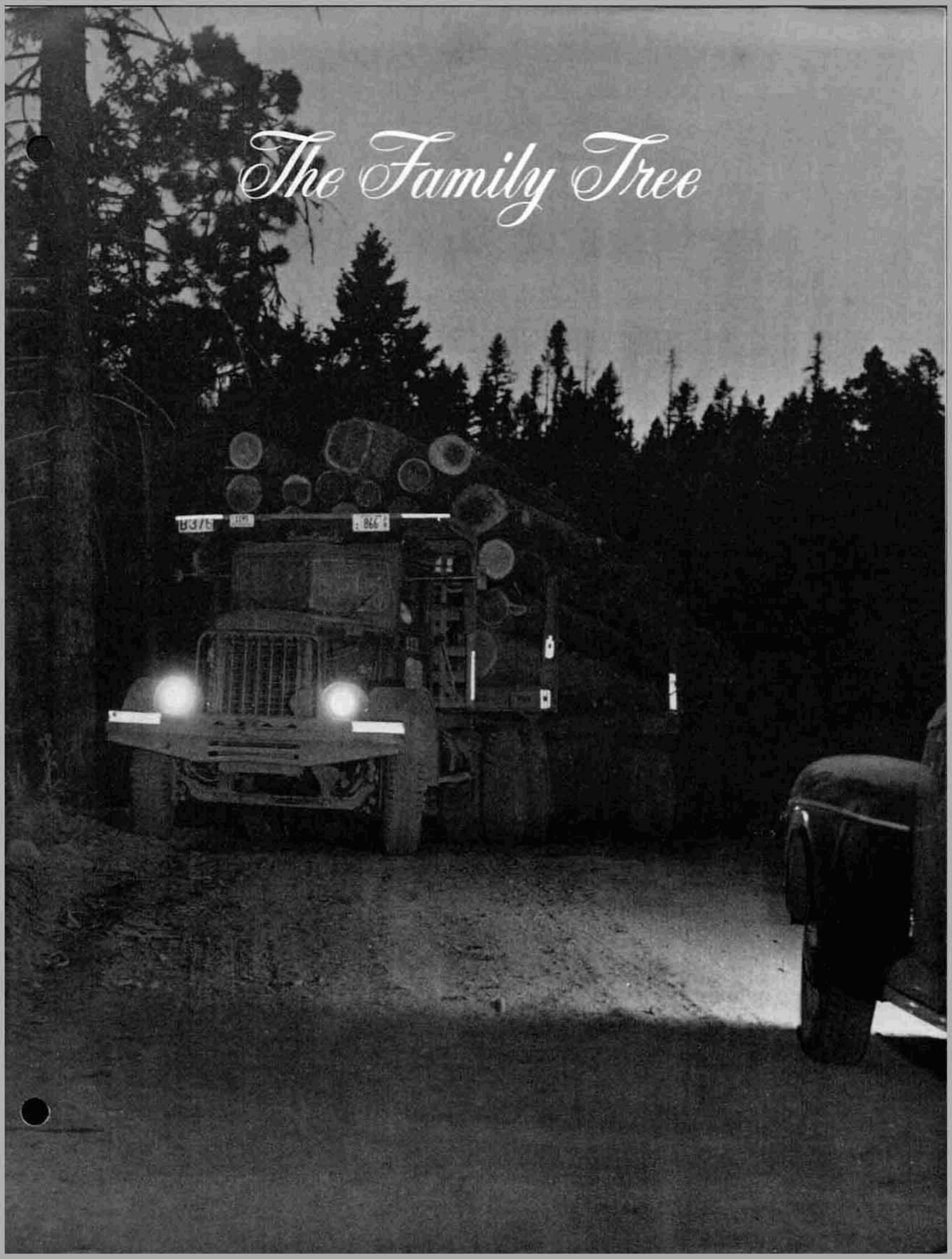
The Family Tree

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Editor ..... Leo Bodine

Correspondents

Mabel Kelley ..... Potlatch
Charles Epling ..... Clearwater
Carl Pease ..... Headquarters
Roger Carlson ..... Rutledge

Bus Driver

That suave, smooth-looking individual with the warm smile and personality dripping out his ears in the Potlatch Bank may look like a banker but at heart he's a rough, tough bus driver. Proof came in August when this Gasoline Alley edition of Casey Jones piloted a school bus from Lima, Ohio to Potlatch, Idaho.

A bus driver and a banker may seem to have little in common at first blush but Hart Hansen, Potlatch banker, is also Hart Hansen, member of the Potlatch School Board and works at both. When the Board purchased five 42-passenger buses banker Hansen perceived an opportunity to satisfy two life-long ambitions. One, a flight across the United States by air; two, the driving of a big bus. Prior to accepting delivery of the buses at Lima, Ohio, Hart flew to Buffalo, N. Y. for a visit with his brother. The return trip by bus from Lima took him through Indiana, Illinois, Iowa, South Dakota, Wyoming and Montana. A 120-mile stretch of South Dakota road has made him moderately boastful about Idaho's good highways. Only trouble experienced along the route, during which time the five buses remained within sight of each other, was the parking problem at night. Bumper to bumper the five buses take up more than a city block and each night the police department of the town in question had to be contacted for permission to park and an area in which to park. Occasionally an officer would be detailed to watch the buses during the night. The party left Lima at three P.M. Monday, August 2nd, reached Potlatch at two P.M. August 8th.

From Esco, published by the Electric Steel Foundry, Portland

Under the heading of "Keep the Green Stuff Green", the editor of Esco said a mouthful in the July issue of that paper. In part, his editorial reads:

"While there is no question that the North Pacific Coast country is exceptionally blessed in many respects, and is indeed a beautiful, peaceful and productive region, it is not quite Paradise, and is not totally free from blight. Every year with the accustomed regularity of the seasons comes a time when the rains stop and under the warm summer sun the rolling forests of towering woodland giants become tinder-dry. It is the fire season, and well named, for each year through the heedlessness of man, and the vagaries of nature some of this takes fire and the country suffers an enormous loss.

"This has come to be looked forward to each year as a practical inevitability in spite of the concerted efforts of the forest services, community groups and the forest industries to guard against and prevent it.

"Only the efforts of the individual citizen in exercising more than ordinary care can prevent the man-made forest fires which will devastate this land if they are allowed to go on laying waste to thousands of acres season after season."

Let's Keep the Green Stuff Green!

A man gets pinched when he parks too near a fire-hydrant—a pretty girl is apt to get pinched anywhere.

In each human heart are a tiger, a pig, an ass and a nightingale. Diversity of character is due to their unequal activity.—Ambrose Bierce.

Nice Compliment

Many compliments have come the way of John Shepherd, director of PFI's methods and training department, but none more convincing than the five men sent to Lewiston by the Boothe-Kelley Lumber Company of Springfield, Oregon, to get the lowdown from Shepherd.

Earlier, following a lecture by Shepherd in Eugene on March 12th, Boothe-Kelley sent two of its men to Lewiston for a first look-see and then in late August the five men who will be responsible for training-within-industry programs at Boothe-Kelley.

Safety Note

You may be as sure footed as a mountain goat but it's well to remember you are only as clever as your shoes let you be. Get a pair of shoes with non-slip soles and keep them in good repair, and speaking of feet, do you wear safety shoes? This well built foot wear provides the non-skid sole along with other foot saving properties, most important of which is the steel box toe. Besides protecting feet from possible injury the safety shoe is scientifically buitl to support the feet, cut down fatigue, and moke long hours of standing easier.

Mary had a little lamb.
Its fleece was white as snow.
But everywhere that Mary went,
'Twas the calves that stole the show.

Card Tournaments?

The Association of American Playing Card Manufacturers wants to know more about the playing card interests of people in industry. Questionnaires have been sent to a cross section of the nation's industrial concerns, one reaching PFI.

An explanatory letter which accompanied the questionnaire reads in part, "It has occurred to the Association that in the industrial recreation program there might be a place for some large scale card tournaments.

"The Association has helped plan and conduct a highly successful annual National Intercollegiate Contract Bridge Tournament and on the basis of this experience is looking toward the development of some further national events. If the results of this informal survey warrant it, we may be able this winter to take the initial steps toward organizing some contests which may add a new and popular field of interest to your recreational program."

One of the questions asked was, "What card game do PFI people enjoy?" Another was, "Will PFI people be interested in a company-wide tournament, a community tournament, state tournament, national tournament, or in each of these?"

How about it? Good idea? If you think so drop a note to THE FAMILY TREE, Breier Building, Lewiston, and name the game you like best—pinochle, pitch, cribbage, etc.

A midnight scene . . . rain, sleet . . . a drunk in a doorway . . . a cop.

Drunk—I live here.
Cop—Why don't you go in?
D—I lost my key.
C—Then ring the bell.
D—I rang it an hour ago.
C—Ring it again.
D—To hell with them; let 'em wait.

* * *

New wall glue permits mounting of fixtures without use of screws, bolts or nails. Paste is applied to the wall and the back of fixture, then held for 30 seconds. When dry, adhesive has a load capacity of 10 pounds per square inch.

Buys $1,000 Bond

Putting some "umph" into the Savings Bond program at Clearwater last month was Robert Reid, knife grinder for the planing mill. Bob, in picture above, is shown receiving $1000 bond from Earl Bullock. The bond, said Bob, whose work record goes back 17 years at Clearwater, will help educate his son.

Bullock, assistant personnel manager at Clearwater, was all smiles when he presented the bond. . . . Bob, a trifle serious, was a bit more careful of the slip of paper, (it was his $750 which bought the thing). Advice from Bullock to FAMILY TREE was, "Tell the other boys what a good idea this is. I love to handle these $1000 bonds."

And a good idea it is, too, although not many perhaps can afford the cash outlay to purchase a $1000 bond. Equally good is the payroll deduction plan which sets aside a few dollars each month to the purchase of savings bonds and builds a backlog of cash against future needs.

THANK YOU NOTE

The following letter was received recently from Grace Roshal Kaufman, Brookline, Massachusetts:

"I toured the Clearwater Mill on July 14, 1948, starting at 2:00 PM and completing the tour at approximately 4:00 P.M.

"This is a big 'thank you' from me to the management, all the people who work at the Clearwater Mill, and to the very gracious guide who conducted the group on this most interesting and informative tour of the mill."

Among most interested visitors at Clearwater during August was Omaha Junior Legion Ball Club which later won regional championship from Yakima. The boys were keenly interested in all departments but most of all in the sawmill's noise and fast motion—except possibly for the cafeteria where they were guests of the company for lunch and which they gave "top rating."

Waiter," commanded the big shot in a little restaurant, "bring me an order of this guiseppe verticelli."

"I'm sorry, sir," said the waiter, "but that's the proprietor."

THE FAMILY TREE

Up the Ladder

The fruit of initiative and well applied abilities brought promotions to four well-known PFI people in August.

Phil Reinmuth

Phil Reinmuth, foreman of dry kilns at Clearwater, is to have charge of the Veneer plant when it is completed and begins operation. Phil came to Lewiston in 1922 after attending grade school in Seattle. He graduated from Lewiston High School in 1928 and was so good an athlete, he couldn't possibly have been much of a scholar—played four years football, competed in track and worked on ranches during summer vacations. His work record at PFI dates from 1928 and employment in the power house. He attended Gonzaga University from 1929 to 1933, graduating with a Ph.D. degree — played four years football, was a member of the boxing team, secretary of the Student Body and president of the Lettermen's Club.

After graduation Phil worked for the Bureau of Plant Entomology and the U. S. Forest Service. He was camp superintendent of a CCC camp, later worked for the Wheeler-Osgood Plywood Company at Tacoma and returned to PFI in 1937. In 1939 he became glue department foreman, worked in the engineering department during 1944, and became dry kiln foreman in 1945. He has been active in plant and civic affairs and in 1946 organized the Washington-Idaho and Montana Dry Kiln Club. Recent months have included considerable research in the matter of converting blower type dry kilns to modern cross-circulation type.

Phil loves sports including golf, which has earned him the nick name of "Which Way" Reinmuth. The lug has so many friends it's dangerous to write about him except in a complimentary fashion—which in itself isn't a bad compliment.

"Bud" Jones

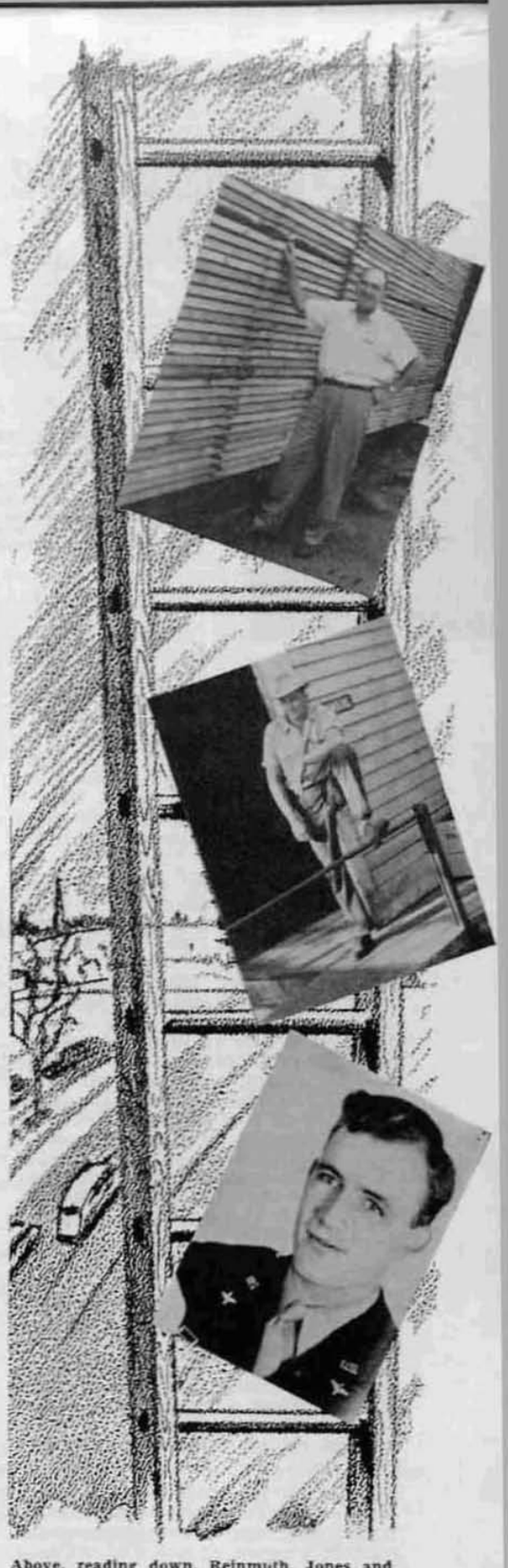
Succeeding Reinmuth as foreman of the dry kilns and retaining many of his present duties as foreman of the stacker department, will be Milford E. "Bud" Jones. Bud came to Lewiston in 1927. His father worked in the sawmill before the first log was slabbed. Bud graduated from high school in 1935, winning the American Legion Award for scholarship, leadership and athletic ability. Later he attended Lewiston Normal School, playing football, basketball and baseball.

Then came work in the logging camps in the Bitter Roots of Montana—everything from piling brush to operating a loader. Bud drove team for a drag sleigh, loaded and decked with a cross-haul team and followed that with a year in the Potlatch and Clearwater woods making and skidding cedar. He is now inclined to boastful reminisence about the two years of woods work and his experiences with drag sleigh, cross-haul and chute logging.

First job at Clearwater was pulling lumber on green chain in June of 1939. Minus a period in the Army, August 1944 to October 1946 (19 months of which time was spent overseas at such places as Okinawa and Iwo Jima) Bud has an uninterrupted work record at Clearwater from 1939 onward.

His specialty in athletics has been basketball although he is something of a specialist in any sport. While in high

(Continued on page 6)



Above, reading down, Reinmuth, Jones and Greene. At top left, Bullock presenting bond to Bob Reid.

Scotchlite

"Weapon of Safety"

COVER PICTURE
This Camp 53 truck is one of PFI logging trucks now carrying Scotchlite markings. For the approaching motorist width of truck and length of load is clearly defined.

On stakes and rear of truck red Scotchlite glows brilliantly in lights of approaching auto.

Commanding more space in American newspapers and magazines than paid advertisements, the Red menace, or the doings of Senator Taylor, has been a mounting casualty list of motor accident victims. Seldom is there an issue of a newspaper which fails to carry not one but many accounts of death and suffering caused by traffic crashes.

Significant in the record of these accidents is the time of day and condition of light. It has been discovered that nearly seven times as many motor accidents occur between 6 and 8 PM in December when it gets dark early as in June when it is light during these hours. There can be no quarrel with this as an argument for better lights. Unquestionably it points to such a need. More important it indicates need for a better knowledge of light and how to use it effectively. As an example, a simple increase in the strength of head lights, which might seem advisable at first thought, would not solve the light problem. Actually would probably achieve the opposite.

Light Problem

Last year 11,800 people were struck and killed by automobiles. This represents 35% of all deaths due to motor vehicles. Another one-quarter of a million people were struck by cars and injured, some permanently, all painfully. Accidents, according to carefully kept records, increase threefold at night.

There are few drivers who have not at one time or another experienced a quick, cold fear at the unexpected sight of a person or object in the head lights of their car. Not always has there been time to brake a safe stop. Pedestrians have been injured or killed as also have motorists whose lights fail to reflect soon enough the dark outline of passing freight trains at rail crossings. When a beam of light strikes any ordinary surface its reflection does not return to the source of light but bounces off the surface at the same angle at which it struck. This briefly explains why there is poor visibility of pedestrians and non-lighted objects along a road or street.

New Approach

With the tremendous force of public attention sharply focused on an appalling accident problem, science launched an attack from a new angle—that of developing a material which would reflect light directly back to the source so that a car driver seated behind his head lights would always see in a clear glareless brilliance that which the light struck.

Several such materials have been developed. Among the best presently on the market is Scotchlite, manufactured by the Minnesota Mining and Manufacturing Company, better known as producers of scotch tape.

Scotchlite is described in sales literature as a reflective sheet made up of millions upon millions of tiny glass spheres permanently bonded to a fabric backing. As light strikes Scotchlite these tiny spheres act as so many perfect lens. Each microsphere concentrates the light into a single intensified beam of reflection which travels directly back to the light source. The material can be purchased in sheets or in rolls like tape and with either an adhesive coated back or non-adhesive back. Application is relatively easy and can be made to almost any surface. Scotchlite has already found wide use on traffic signs, on trucks and buses, on freight cars—and last year civic groups safe-guarded over one million bicycles with this new product of the laboratory.

For Logging Trucks

To PFI Tire Director John Huff, reminded at intervals by law enforcement officers of the necessity for proper clearance lights, reflectors, etc. on each and every PFI truck and plagued by the frequency with which lights and reflectors are broken in the hard, rough job of hauling logs—Scotchlite sounded like an answer to a tough little problem.

To date final and official okey hasn't been received from Idaho Commissioner of Law Enforcement Lewis, but state police have termed Scotchlite acceptable for logging truck use and sixteen PFI trucks now operate out of Camp 53 with Scotchlite markings. Commissioner Lewis is understood to have withheld approval pending similar action by Oregon and Washington. Privately, Idaho State police have waxed enthusiasm about the use of Scotchlite and at one of their meetings signed a petition in recommendation if its use.

Advantages to the logger include an easier compliance with State laws in the matter of clearance lights and reflectors, easier maintenance and a lessening of the likelihood of accidents since the approaching motorist sees the outline of the truck's length at a greater distance, or approaching from the rear is made aware of the truck's presence and width of load while still relatively distant.

The State Highway Department, like the logger, stands to profit from the use of Scotchlite, have recognized its advantages and added their voice to the petition for official sanction.

THE POLITICAL PLAN

The following, found in a scrapbook dated '08, applies with equal force in this Political Year of 1948:

"The politician is my shepherd, I shall not want for anything during the campaign. He leadeth me into the saloon for my vote's sake; he filleth my pockets with good cigars, my beer glass runneth over. He inquireth concerning my family, even unto the fourth generation. Yes, even as I walk thru the mud and rain to vote for him, and shout myself hoarse at the election he straightway forgetteth me. Although I meet him at his own home, he knoweth me not. Surely the wool has been pulled over my eyes all the days of my life."

Wife: "I shall miss you while you are on your hunting trip."
Husband: "Thank you dear."
Wife: "And I shall pray that all the hunters you are going with will do the same."

Forester Leaves PFI

(Ed. Note: Forester E. F. Rapraeger joined PFI in 1941 . . . entered World War II in 1943 . . . returned to PFI with rank of major . . . has been in charge of PFI Department of Lands and Forests during which time detailed land records of all holdings have been placed on punch card system and exhaustive studies made in the field of land management. Follows his story (written at TREE's request) of the anticipated next chapter in an eventful life that has taken him to many places and because of an industrious, restless energy has been packed with action, work and achievement.)

An ancient proverb says, "If you want to be gay for a short time drink a bottle of wine. If you want to be happy for a long time get a good wife. If you want great contentment forever, grow flowers by the seashore with your family by your side." Maybe this helps to explain why we are leaving Potlatch Forests, Inc. in September and moving to the Oregon Coast.

When people ask what we will do there, we tell them we will grow flowers by the seashore and now and then take off on a clam digging or beach combing expidition. But before then, of course, we will have to build our new house and also a road to it, plus scads of other jobs that need doing without delay. Our new address will be: SHIP-AHOY, Harbor, Oregon.

"Ship-Ahoy" is the name of the house we are going to build In England, people give their house a name and since Mrs. R is British we are following the age-old custom of the Britons. "Harbor" is the name of the seacoast village where we will receive our mail. It is about ten miles north of the Oregon-California line and across the Chetco River from Brookings, Oregon. The Harbor-Brookings area is famous for its gardens, its flowers, its annual Azalea festival, and its lilies. The soil is sandy loam, deposited on old beach terraces, rich with leaf mold, and with wonderful water retention properties. The soil, the equable climate, the sun, the rain—all working in harmony, make a unique combination of factors which produce wonderful gardens and lovely flowers. Some flowers such as King Alfred daffodils and Croft lilies are nationally famous.

Our new location can be described as a place where it is easy to make a living and hard to get rich. Such places, I have noticed, are pleasant places to live.

We (Mrs. R and I) are going to build our own house with our own hands. It is a hope and enthusiasm which we have always cherished. She designs and prepares detailed drawings whereas I am the bloke who hacks the boards in two and nails them in place. Our house will be built of wood and include some Idaho White pine. I intend to put the finger on the Weyerhaeuser Sales Company for as much as they can spare. The house will be built on an old beach terrace on a 70-foot bluff overlooking the sea. If Mrs. R can be persuaded we will orient the house so I can fish from the bedroom window. I don't want to do too much bragging at this stage of the game but I expect to catch some big fish.

If you should be down our way some day, drop in to see us at SHIP-AHOY. We will try to have a cup of hot coffee on tap that tired travelers will appreciate.

MORE ABOUT WHITE PINERS PICNIC

Not mentioned in the last issue of the TREE were results of the horseshoe pitching contest at the White Piners picnic July 31st in Coeur d'Alene.

Report has it that Rutledge edged out Potlatch and Clearwater was afraid to enter any contestants. One of the feature attractions of the program was speed boat rides on Lake Coeur d'Alene. "Best ever" was tag given picnic by those present.

Forestry students from Iowa State College, stationed at Priest River during the summer, 120 in number, were recent visitors at Rutledge. Also saw the movie "Green Harvest." V. W. Bensend and B. C. McDonald, professors in charge, were lavish in their praise of the Rutledge plant and of the guides who escorted the students through in groups of forty.

"I see you have a sign in your shop, "We aim to please," remarked the customer.

"Certainly," replied the shopkeeper. "That's our motto."

"Well," said the customer, "you ought to take a little time off for target practice."

* * *

Definitions: A recession is a period in which you tighten your belt, a depression is when you have no belt to tighten and when you have no pants to hold up it's a panic.

* * *

Comparison of his several blasts during the last year or so shows Mr. Molotov never at a loss for the same words.

* * *

A man returning home in the small hours of the morning found a burglar jimmying the lock of his front door. An opportunist, he whispered to the prowler, "I'll open the door if you'll go in first."

* * *

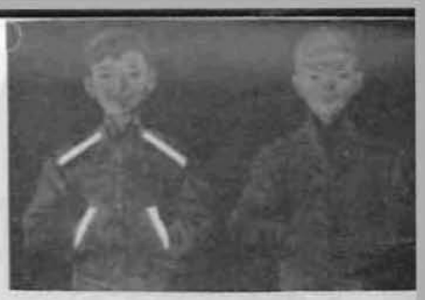
Vacation is a succession of 2's. It consists of 2 weeks which are 2 short afterwards you are 2 tired 2 return 2 work and 2 broke not 2.

* * *

She was only a photographers daughter but she was well developed.

* * *

The shrinkage of wood across the grain is about forty times that with the grain for the same change in moisture content.



Two garments shown are similar except for Scotchlite fabric on one at left. Note how brilliantly Scotchlite shines.

SCOTCHLITE GARMENTS

A new, effective weapon in the fight for highway safety is said to be Scotchlite safety-conditioned garments. Available for people who must walk the highways and streets is outer wear in a variety of styles trimmed with Scotchlite—notable is jackets for children and adults alike. During the day the Scotchlite strips make an attractive trim for the jacket and are always on duty at night guarding pedestrians from motorists with a burst of protective brilliance the moment light rays strike the jacket.

13th Century Coal

Bituminous coal has been mined commercially in the U. S. only for about two centuries, but reports to the Bureau of Mines of the Dept. of Interior reveal that coal first was used in this country as early as the 13th century.

Archeological investigations of the pueblos of the Hopi Indians of Arizona have produced proof that the first use of coal in North America was in burning pottery in that state. Substantiating this belief has been the unearthing of old coal workings in which the primitive tools used for mining have been found.

Among those who will gain most from use of Scotchlite on trucks and equipment is Idaho State Highway Department. The department has expressed its hope for early okey from Commissioner of Law Enforcement, looks forward to reduction of expense, easier and better lighting of equipment for safety of motorists.

Construction has started on a new shed between the unstacker and planer at Rutledge. This shed will be used for storing dry lumber enroute from unstacker to processing in the planer.

The sweet potato which graces our dinner tables, is not as many believe, a North American product. Its origin was middle America where Columbus found the Indians of Cuba cultivating this crop.

* * *

Wife: "I saw the sweetest, cleverest hat down town today."

Husband: (with sigh) "Well, put it on and let's see how you look in it."

* * *

"What's the matter?"

"I'm on a diet and just weighed myself on one of those scales with the new speaking attachment and boy, am I mad! The darn thing said 'One at a time, please'."

* * *

The name Weyerhaeuser is often misspelled on letters addressed to the Weyerhaeuser Sales Company. Current example which reached Lewiston reads "Werehosyer Mill—" etc.

"Down the flume"

"Into the river" from Camp T

Woods News

Camp T — Elkberry Creek

The big sticks are swishing down the river from T—the only flume now operating for PFI. Worst obstacle to production is the five mile trek from camp to landing, which, during the rainy season is pretty wet, to put it mildly.

Fred Hansen is pushing camp and doing a good job as also is Vern Gurnsey, sawboss, and Goldie Klattenberg, assistant foreman.

Camp 14 — Beaver Creek

At present we have around 130 employees and expect to add a few more. Most of our men are transfers from Camp 59 but there are many new faces as well. During July most work was construction and maintenance with logging taking a secondary position. During August however, the logs have begun to move millward. Our pet deer, Bambi, is now a two-point buck and along with the crew came over from Camp 59 but seemed to enjoy very much the speeder ride from 59 to 14.

Camp 54 — Washington Creek

We're still at work, with the crew well spread out from Camp 54 up past abandoned Camp 56 and onward to the new site of Camp 60. Mac Barnes is in charge.

With those who love hot biscuits, buns, pie, cakes and pastries (and who doesn't) Baker Joe Brown is a very important fellow and is building up an enviable reputation.

Camp 55 — Alder Creek

Our crew is hard at work on summer construction getting roads ready for winter skidding. Two cats are skidding "blow downs" and right-of-way logs. We have a fair sized construction crew but a lot of men are on hand to keep the cookhouse going full blast (main line section crew and Camp 61 construction crew).

Camp 57 — Breakfast Creek

Despite rains and some tough weather we have managed normal production.

At long last (or so it seems) a power plant has been installed here and we have all the benefits of electricity, one of which is some very good ice cream made in our refrigerator by Mrs. Knight.

Camp 61 — Silver Creek

We have a large construction crew working under the direction of Oscar Carlson. They are busy clearing and grading from Camp 52 into the Silver Creek area. Something over a mile of road bed is ready for steel which has been partly laid. Wet weather and softening of the fills was a hindrance but work is going ahead at a fast pace now.

Headquarters

Woods crews lost time because of rain on both the July and August payrolls. Almost every year is termed an unusual year from the standpoint of weather judgment, but this one deserves the title of an "unusually unusual" year.

No one in Headquarters is willing to predict anything, weather or otherwise, except canny Scott Jack McKinnon who has declared happily that Dewey has it in the bag.

Huckleberries have been both big and plentiful, but bad roads to the river kayoed much fishing.

Headquarters saddle stock continues to find favor with the bubble gum set and the swimming pool hasn't lost its appeal. It's been a good summer for the kids.

Camp X — Robinson Creek

We have been a little slow getting underway but the roads are now open, the sawmill is operating and flume repair is in process. Our crew is still relatively small.

Camp Y — North Fork

Whitey Welland and crew are building road and clearing camp site. Logs are to be dumped into the North Fork from a landing just above Elk Creek.

Rumor has it that during construction there was discovery of some mineral, not yet identified, which may result in a new mine in this district. More about this later.

Camp 58 — McComas Meadow

Camp 58 is back in production after a shutdown of nearly three months. At the start there was only skidding and hauling but sawing has been resumed and ten Peterbilts are averaging over 100,000 feet per day to the landing at Stites.

Cook Harvey Spears is back on the job following a vacation spent in the East and is turning out the usual wonderful brand of food.

UP THE LADDER

(Cont. from Page 2)

school he pitched a baseball game against the Gifford town team, striking out 21 men in eight innings. His relief in the ninth inning was Bill Greene, mentioned below. Jones is something of an opportunist and always thinking. It was his suggestion the TREE pay him for the autobiography above.

Bill Greene

Bill Greene, one of the best liked young fellows at Clearwater for many years, is a smiling care-free appearing fellow who still looks like a big kid.

Bill came to work at Clearwater in June 1935 doing time in the Box Factory. He has since worked in almost every department at the mill except the dressing shed, yard, machine and electric shops. In addition he has worked in the time office, employment office, shipping office and general office downtown.

Bill's war record dates from June 1941 and departure of Lewiston with the second group of draftees. Followed 16 months in the Field Artillery and advancement to personnel Sgt. Major. By his own account, on maneuvers with the Artillery—sweaty, thirsty and dirty —a few planes thundered by overhead. Born in the mind of Mr. Greene, straightaway, was resolution to get into the Air Corps, work with the Artillery having that day furnished him perspective as to the relative desirability of travel afoot or by air. Later in a competitive test Bill and one other man in his outfit made the Air Corps. He went overseas to Italy as a second lieutenant in the 15th Air Force, completed fifty missions, flying lead pilot in his last several missions. Returning to the U.S. he flew radar missions for nine months out of California and then flew trans-Pacific ten trips to Tokyo, Shanghai and return, sometimes stopping at Manila. Bill came home a captain.

Bill became assistant personnel manager at Clearwater as of September 1st, and it is doubtful any fellow ever carried into a new job the good wishes of more people. He's a fine athlete too—good enough to pull Jones' game out of the fire in the ninth inning as mentioned above.

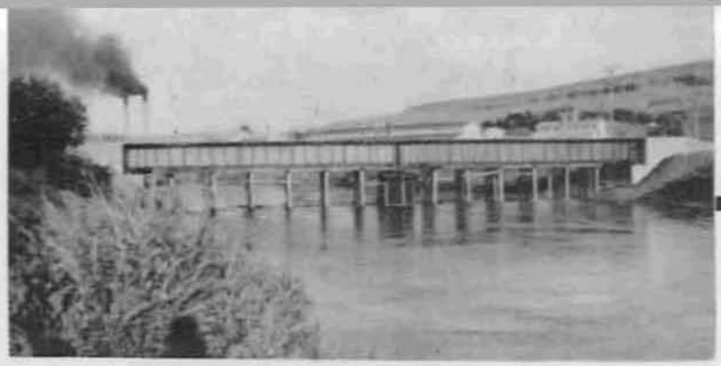
Earl Bullock

Earl Bullock, Clearwater assistant personnel manager, moved downtown to the public relations department in the General Office on September 1st.

Earl's first taste of Clearwater came during construction days when he packed water. Most of his life has been spent in Lewiston and he is a graduate of the University of Idaho, 1936, majoring in journalism. Following graduation he worked as assistant manager of the Lewiston Chamber of Commerce for a time, then spent several months in the Army in officer's training. Followed employment with PFI. In 1939 he was given a leave of absence to manage the Idaho exhibit at the San Francisco Golden Gate Exposition. Earl returned to PFI in December of 1939 and has worked in almost every department at Clearwater, going to the employment office in April of 1940.

World War II claimed him in April 1942, and his years of service were spent in personnel work within the Army. He came home with the rank of major.

Some few people in this world are blessed with the kind of personality that wins immediate friendships and the good wishes of those people with whom they come in contact, or perhaps it's just a mischievous twinkle in their eyes which gives promise of a very human and understanding nature, but whatever it is, Bullock has it. His transfer into the public relations field takes to that job one of the most capable and best liked of PFI's young key men.



Veneer Plant Taking Shape

"Right on schedule, or very near it" was the answer given by Engineer Hubenthal in late August when asked about construction of the Veneer Plant at Clearwater.

The bridge over the tailrace at the west end of the plant grounds has been completed except for minor details. This bridge is to carry all rail and automotive traffic to the plant and will be ready for rail service by September 8th. It has two spans of 100 feet each. Near the mill pond dike and only a short distance below the Washington Water Power plant, a service bridge was well underway at month's end. This bridge will carry all service facilities to the Veneer Plant—steam lines, air lines, return condensate lines from the dryers, conveyors from the sawmill carrying flitches and cants and returning waste to the fuel pile. Foot traffic will also pass over this bridge which has three spans, each a 100 feet in length. The two center pier columns for the bridge have been poured. Abutments on the banks are yet to be poured and trusses for the bridge are to arrive around September 20th. Another important thing which the service bridge will carry is a 12-inch water main for fire protection.

Top left, rail and truck bridge. Center, Engineer Hubenthal. Bottom, Service bridge.

Foundation Work Finished

At the site proper much work has been completed although it makes no great impression on the casual observer. Finished are concrete footings, columns and walls except for the east wall which remains open to admit a tractor for leveling work. Machine foundations are in place except for the lathe which has been delayed until additional information is received from the manufacturer, necessary because of an improved conveyor layout engineered for the Clearwater Veneer Plant.

The big "L" shaped building will take shape very quickly with necessary foundation work completed, and when the building trusses begin to arrive September 10th. Long way of the building parallels the tailrace and paces 547 feet. It is 240 feet wide across the west end, 160 feet across the east end. The trusses, 72 of them, are 80 feet in length, pre-fabricated, with ring connectors. They will reach Lewiston knocked down from Timber Structures, Inc., Portland, and will be assembled here. The trusses will have 19'-6" centers. They are 12 inches thick with supporting posts of the same size which are also to be shipped by Timber Structures, Inc. to Lewiston. Once the trusses are in place the roof and side walls will take shape in short order. Machinery will then be set and last of all the floors will be poured and placed. A part of the flooring will be concrete but final decision as between wood blocks, asphalt mix or industrial tile for certain areas of the plant has not been made.

A smoke hall and lunch room trimmed in knotty pine is an item scheduled for early construction.

Machinery Arriving

Some machinery has already arrived —grinder, gang saw, five elevators, various motors, etc. The lathe is due in late September but two dryers scheduled for September shipment from the Moore Dry Kilns, Portland, are not expected to reach Lewiston until late this year because of flood damage to the Moore factory. Scheduled for delivery after the first of the year is the slicer.

"There's still a lot of work ahead," cautioned Hubenthal in conclusion. "After all the preliminary construction is completed it will take three months work to wire the building, install steam, water, etc. Considerable time will be needed for painting. A lot of progress has been made and we're close to schedule but still some months away from actual production."

Then there was the Indian chief who sat down on a wet blanket and said "Whoopee?"

White Pine Veneer Will Find Many Uses

Either sliced or rotary cut clear face veneer will be used for slab type doors, or for door rails and stiles on panel type doors.

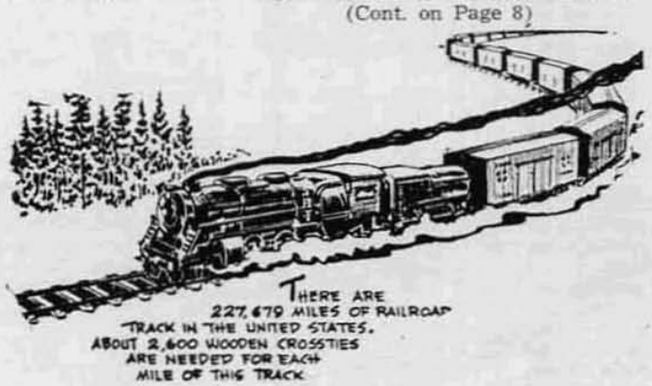
Sliced knotty pine veneer will be used as facing on plywood using other species for core and back for knotty pine panels.

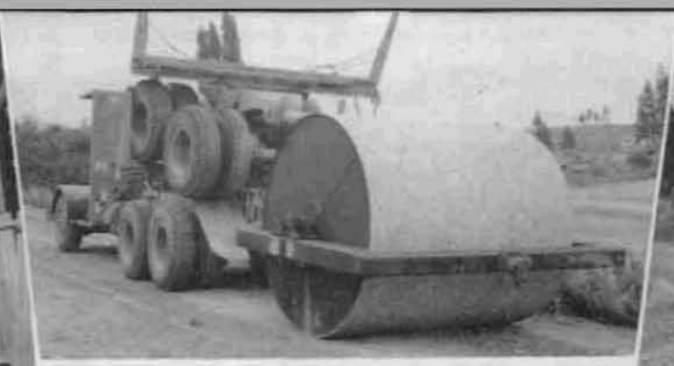
The bulk of our production will be sold as face, core, and back stock to plants having facilities for making plywood, but who are unable to produce sufficient veneer of their own to operate their plants. Also they do not have White Pine veneer.

Some of our long sliced lower grade veneer will undoubtedly be sold for crossbanding for show case fronts and some of our clear veneer in short lengths may be used for facing showcases or other display fixtures.

After our veneer has been made in-

(Cont. on Page 8)





Little Rocks. . . . Out of Big Ones

Tires and rocks just don't get along worth a damn according to the records of PFI Tire Doctor John Huff. Sad experience having well proven this, and with rock bruised patients to serve as a fresh and sorrowful reminder, the Tire Doctor had need for sitting himself down to think and ponder.

His reasoning may have run along this line . . . .

"Making little rocks out of big ones is a job for a man in a striped suit, but we have no men with such experience and my boss will never in this world go for the expense of gravelling this Camp 36 road with fine rock.

'So I've got to make little ones out of big ones quick like—and thats for sure, else tire costs go up like a ballon, my throat gets cut, and my purse ain't a purse anymore.

"A good big roller maybe would do the job, if heavy enough. The rocks not broken would be pressed down below the surface of the road. Those broken would form a hard top covering—but where to get a roller—for free or at reasonable expense—is the question."

The above may or may not have been the pattern of Dr. Huff's thinking. However, subsequent search for rollers revealed very few, either free or otherwise, and none of the desired weight. Came then the idea of welding together wheels from old steam traction engines into the center of which would be poured concrete and tramp iron.

Result—a 60,000-pound roller which really does a job and can be towed behind either a cat or a truck—all of which is good medicine for Dr. Huff's patients, the tires that carry PFI logs millward.

Top left and reading to right . . . the roller takes shape at Potlatch. Was filled with tramp iron and concrete.

Behind a Camp 36 truck.

On a curve on the Camp 36 road big rocks were much in evidence before roller was used. After rolling, rocks were smashed and road leveled.

WHITE PINE VENEER

(Cont. from Page 7)

to plywood much of it will be used as a base for thin hardwood veneers for showcase and store or bank fixture work, and will not be seen by the public after it is once in use. Its advantage for this kind of work is the fact that (1) there is no pronounced pattern to show through the thin hardwood veneer, (2) it offers an excellent gluing surface.

Production of plant is anticipated to require 40 M FLS of peeler blocks per 8-hour day.

The daily production of 1/8" basis is estimated at 243,980 sq. ft.

The slicer will require about 16 M feet of flitches per 8-hour day. Percentage of clear and knotty sliced veneer to be produced is not known at this time.

The slicer will make about 225,000 sq. ft. of 1-16" thick veneer per 8-hour day.

Trouble is usually produced by those who produce little of anything else.

As a man grows older: He values the voice of experience more, and the voice of prophecy less. He finds more of life's wealth in the common pleasures — home, health, children. He thinks more about the worth of men, and less about their wealth. He begins to appreciate his own father more. He boasts less and boosts more. He hurries less, and usually makes more progress. He esteems the friendship of God more and more.

—M-K-T Employees' Magazine

A haughty senior coed sniffed disdainly when a small freshman cut in at the dance.

"Why did you cut in so abruptly?" she demanded.

"Well," he replied, "I'm working my way through college and your partner waved a five-dollar bill at me."

Wife: "A letter marked "Private and Personal came for you."

Husband: "What did it say?"

The only thing left in the world that can be shocked is grain.

FIRST ALASKAN PULP

First pulp wood sale in Alaska was made in early August with acceptance by the Forest Service of the Ketchikan Pulp and Paper Company's bid for one and one-half billion cubic feet of timber in the Tongass National Forest. The company's pulp plant is to be located at Ward's Cove six miles north of Ketchikan.

In comment, Secretary of Interior Krug made this statement: "Signing of a contract between the Forest Service and the Ketchikan Pulp and Paper Company is one of the most encouraging Alaskan developments in many decades."

Krug said there are five preferred pulp mill sites in southeastern Alaska and predicted all will soon be taken by other pulp interests.

Definition of a wolf . . . one who insists on life, liberty and the happiness of pursuit.

Nature couldn't make us perfect so she did the next best thing—made us blind to our faults.

A TINY WALNUT TREE CARRIED BY A PIONEER FAMILY IN 1835 TO OREGON WAS REPLANTED AND PRODUCED $20,000 WORTH OF VENEER WHEN SAWED UP 93 YEARS LATER