

# The Family Tree

V. 13, no. 1



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## SMALL UNIT OPERATOR

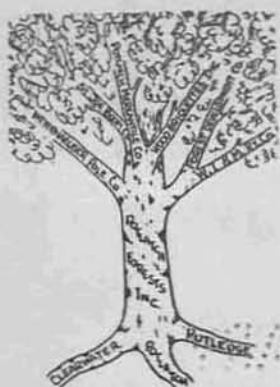
In 1945 there were forty sawmills in the United States which had an output of more than 50 million board feet. Together they produced something less than 13 percent of the total lumber footage. An additional 10.8 percent was produced by 91 mills with an output of 25 to 50 million board feet. These two groups combined, which may be considered the large-scale producers, accounted for less than one-quarter of the entire output. On the other hand, more than three-quarters of the production came from mills with an output of 25 million board feet or less and these mills numbered 40,000 . . . the small unit operators.

Comparing 1945 data with 1938 and 1929 reveals that the proportion of lumber production coming from the larger mills has declined while the proportion from the smaller mills has increased. Clearly indicated is an industry in which no single producing unit, or group of units, will

(Continued on page 4)



Mill at Addie



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Lewiston, Idaho

Editor ..... Leo Bodine

#### Correspondents

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

## NEW EDITOR

From the capable hands of experienced writers The Family Tree was tossed to a raw, rank recruit just five years and three months past. The war and a manpower shortage really brought it about and the new editor donned the robes of office with mixed emotions . . . uppermost among them a feeling of uncertainty. But, it wasn't such a tough job after all. There were many hands to help and no one ever denied the Tree aid . . . from the man on the pond, in the mills, or the woods, right on up through the top rung of management.

The intervening years and months have been pleasant ones, made easy by capable help from correspondents Mabel Kelley of Potlatch, Roger Carlson at Rutledge, Carl Pease at Headquarters and the inimitable Cut Epling of Clearwater. The Tree has been a sort of co-operative undertaking which has drawn help from many people, received aid and substance from many sources and has benefited much by a universal willingness among PFI people to lend a hand in the filling of its pages with copy and pictures.

True, there have been moments when 'neath the editorial cloak there was much fretful squirming and the diety oft was invited to confer deserved attention on those forgetful of deadlines. Along the route there were various and sundry typographical errors to wreck a measure of havoc, produce both nightmares and some good, stout, belly laughs.

Now, five years and three months away from his first crime of commission, omission and typographical errors, ye ed bequeaths the Tree to a new editor. The legacy includes a supply of midnight oil and a boundless wealth of unwritten stories pertaining to the woods, sawmills, and other far flung

## TEN YEARS AGO IN THE TREE

The Clearwater Unit laid claim to the national record for safety in saw and planing mills when it passed the four hundred forty-nine thousand hour mark without a lost time accident . . . received congratulatory telegrams from National Safety Council and Temple Lumber Company, Texas, former holder of record.

Thirty-six members of Society of American Foresters, Western Pine Association and the North Idaho Forestry Association visited Clearwater woods operations to view PFI land management plans.

Bud Egan was chosen to take over as full time director of the Potlatch Amateur Athletic Club.

Two new bateaus were built at Clearwater for the 1939 log drive. The new boats replaced two old boats sold during the summer to MGM for use in the movie Northwest Passage, filmed at McCall, Idaho.

The fifth jamboree was held in Potlatch, Mayor J. J. O'Connell extended a warm welcome . . . described thusly . . . "Festooned with banners that led the way to the Jamboree Wannigan, Potlatch accepted the inevitable and welcomed the visitors. After a hasty glance at those who came in first, the price of hay and oats dropped two bits and the mayor told the boys to add another bucket of water."

Concerning labor's lot in the year past there are conflicting schools of thought. That clanking sound, which one ascribes to chains forged by Taft-Hartley, is identified by the other as a pocketful of dough.

branches of the company's operations. All that the new editor must do is to unearth these stories, and stonily reject those of limited interest. Simple? No such luck!

There's plenty of plain hard work involved. Twelve issues of the Tree approximates two full-length novels. All of which is by way of saying that The Family Tree, as must every such publication, draws its health and vigor from the quality and quantity of contributions sent in by its readers. Remember this . . . give the new ed a hand whenever possible. His name is Earl Bullock. Many, if not most of you, know him. He is a swell fellow.

## Shepherd Speaks At Safety Meeting

Urging Job Instruction as an accident prevention tool at the September 20th meeting of the Western Forests Products Safety Conference, Harrison Hot Springs, British Columbia, was PFI director of training and methods John Shepherd.

Presiding as president and chairman of the safety conference was another PFI man—Charles Epling, safety director from Clearwater. The meeting, scheduled for June, had to be postponed until September because of flood conditions in mid-48.

Said Shepherd in a speech that brought many compliments and expressions of interest from those in attendance—

"Despite all the effort that has been put forth in the field of safety, accidents continue at an appalling rate in our industry. Before this conference, dedicated to Safety in the lumbering industry, ends, approximately 180 men will be killed and 21,000 men will be accidentally injured, many of them partially or totally disabled.

"Many different approaches have been tried during past years by various companies in an effort to reduce accidents within their own organizations. Effective work has been done, but I believe all of these approaches have had one common failing—THEY HAVE NOT REACHED each and every individual in the organization and as a rule have been so general in scope that much of their effect has been lost.

"There is another approach to Accident Prevention which, though little used to date, will, I believe, spread throughout industry and prove to be the most valuable method of preventing accidents that management and Safety men have yet found. The approach I am referring to is "ON THE JOB" instruction . . . for accidents can be reduced through proper job instruction.

"Job instruction trains the worker in more than just the use and operation of a machine. It teaches the Safest, Easiest, Quickest methods of production.

"Job instruction impresses the hazards connected with each step of any job on the learner.

"Job instruction is the surest way to a perfect Safety record, for if every man is given thorough instruction on every job he is assigned, accidents will be few and far between."

## GIVE THE NEW MAN A FEW SAFETY POINTERS







## Retired Antique

Sitting majestically on a hill overlooking the Potlatch Timber Protective Association headquarters at Elk River is a veteran of some 27 years service with the Association.

This veteran is not a mortal being but the White truck shown in the picture above. Having retired from active participation in forest fires about two years ago, it is still serving a useful purpose by holding an extra water tank on its bed for fire protection of Association buildings. It has faithfully served in every capacity required and at one time recently was the water wagon for sprinkling down Elk River streets.

It is interesting to note the early history of this truck and how it was acquired by the Association. According to Bert Curtis, fire warden for PTPA and CTPA, who, incidentally, was with the Association at the time, the truck was purchased from the War Department in 1921 after World War I. It was one of many surplus trucks that the War Department had at the close of the war.

The conditions upon which the truck was purchased were that in the event of another war the Association would return the truck to the War Department. Some twenty years later the other war materialized and Curtis, adhering strictly to the terms, notified the War Department that the truck was available and desired instructions for its disposition. He is still waiting for an answer. Best guess is that the Adjutant General's office is still looking for the file marked "trucks."

At the same time a sister truck of the same vintage was purchased and used at the Clearwater Timber Protective Association at Headquarters. This truck was used for six or seven years hauling freight between Orofino and Headquarters and was part of the fire fighting equipment. Eventually the old bus lost a ring gear and the Association sold the motor. The chassis is still in a garage at Headquarters.

## Hunters Please Note Swartz and Wallace Promoted

Of special interest to those of you who are cleaning your shot guns, gathering that certain size shot shells, trying to find your hip boots, and wondering if your favorite duck blind is in need of repair, the Department of Interior, Fish and Wildlife Service has issued a warning about new regulations applying to plugging of shotguns.

Duck hunters are reminded to check their guns carefully so that they comply with the following amendment to the hunting regulations which was adopted this year:

"The regulations which prohibits the use of automatic-loading or repeating shotguns capable of holding more than three shells still continues in effect. The new amendment adopted this year, however, provides that the metal or wooden filler used in automatic loading or repeating shot guns, so as to reduce the capacity of such guns to not more than three shells at one time in the magazine and chamber combined, MUST BE INCAPABLE OF REMOVAL WITHOUT DISASSEMBLING THE GUN."

The effect of this amendment will be to outlaw the use of any trick plug which would permit the use of the full five shots.

The season on Upland game birds for Clearwater, Idaho, Lewis, Latah and Nez Perce is November 7, 10, 11, 14 and 17th. Other north Idaho counties are closed. Migratory waterfowl seasons are from October 29th through November 14th and from December 23rd through January 8th.

The cute little dog saw the sign: "Wet Paint," so he did.

## Swartz and Wallace Promoted

Ed Swartz, formerly chief of the electrical crew at Clearwater, has been promoted to the Engineering Department. The move was made because of the increased amount of electrical research work required of the department to take care of the demands of all five units of Potlatch Forests, Inc. Ed's technical knowledge and ability as well as his knowledge of the company's electrical systems makes him well qualified for the job.

Everett Wallace, who has been in the electrical crew at Clearwater since 1933, was promoted to the vacancy left by Swartz.

### Ed Swartz

The following is a first person account of Ed's life and experiences:

"I was born in Winona, Minnesota. Attended Grade School, High School in California and the University of California.

"At the age of two I was apprehended dissecting an alarm clock by an irate aunt, presumably to find out what made it tick. It made little difference to the aunt when assured by the elders immediately responsible for my well being, that the clock was long since defunct. She was still of the opinion that no good could come from such extra curricular activity, and that some time in the future they would regret having allowed such freedom for intensive research.

"My next experience was in the direction of lawn mowers and early morning paper routes, which, in the eyes of paternal supervision, I am sure was in-

(Continued on page 6)



## HEADQUARTERS AMBULANCE

A thing of beauty and ease of riding best describes the new ambulance at Headquarters. F. E. Anderson, shown with the ambulance, who works in the shops at Headquarters and drives ambulance when the occasion arises, states that it is a great improvement over the old one and he should know since he averages about two, sometimes fast, trips to Orofino a week.

The car was purchased in Lewiston and sent to the Novelty Carriage Works in Spokane where it was converted into an ambulance—with sirens, red lights, large easy riding tires, and soft cots to make the patient comfortable.

## APOLOGIES

From Mrs. Don Withey and Miss Gloria Cooper:

"In the last Family Tree the Headquarters correspondent, Carl Pease made a mistake about the girl with the Bruin at Camp T. If he will look more closely at the picture he will find that it is Miss Effie Cooper instead of Jean Kincaid.

"I am surprised that as long as Miss Cooper has worked around Headquarters he would make such a mistake. Would you please correct it in the next issue."

Editor's Note: Error herewith corrected. We'd like to say "shame, shame, Mr. Pease," but that would only lead to another correction. The error was ours, and we don't even have an alibi, which is no bull... as can be plainly seen below.

## COVER PICTURE

Lumber is handled in yard at Bonners Ferry with straddle-bug which is also used to transport lumber from yard to loading track or planer.

My friend across the street argues that modern courtship is too accidental. His future son-in-law got a \$10 raise the same day that his daughter, who works in the same office, wore a tight sweater.





Mill at Bonners Ferry



## Small Unit Operator

(Continued from page 1)

ever attain a position of dominance, dictate prices or control output.

Economists describe the lumber industry as one with a large number of enterprises, most of them small in size, a large reserve of productive capacity and a low degree of concentration. Because of these characteristics the industry is one in which increases in demand quickly call for increases in production. Thus in the years 1939 to 1942, lumber production increased nearly 50 percent. Again from 1945 to the present time, the annual rate of production has increased 23 percent. All periods of increasing output has witnessed an accompanying increase in the number of sawmills. In the depression low of 1932 the output of lumber was a little less than 10 billion board feet but in 1942 was over 36 billion feet under the urgency of an all-out war effort . . . in 1947 lumber production in response to housing needs was 34.5 billion board feet. These figures show an industry which worked mightily and well to provide the timbers, boxes, crates and wood for industrial use needed to wage war, then proved itself capable of a fast shift to production of lumber for housing.

Due to the distinct limitations in the expansibility of individual mills, the increases in lumber production have been due primarily to reopening of old mills or the installation of new ones. There have been many such new mills in Idaho, among them the Thompson Lumber Company, Bonners Ferry.

### At Bonners Ferry

Tall, soft spoken, ex-forest ranger, John (Tommy) Thompson took to the sawmill business in 1942. "It looked like a good time to start—" now has two mills (one at Bonners Ferry, the other at Addie), a partner, and construction work underway on a planing mill and dry kilns which will eventually call for moving of the first mill to a site alongside the new planer and dry kilns.

There's a lot of country in Idaho's northernmost county of which Bonners Ferry is county seat, and very little of it the kind that makes for easy logging. Perched astride the Kootenai River, the city was campsite in 1859 for the International Boundary Commission when that group was led down the Kootenai by old Chief Abraham and his braves. Later it became a camping place for pony riders in the Star Mail Service. The trail to the Wild Horse mines in British Columbia went through Bonners Ferry and when the great rush to those mines began in 1863 Edwin Bonner, business man from Walla Walla, Washington, purchased land from Chief Abraham and established a ferry. The town officially became Bonners Ferry in April of 1899.

The bottomland along the Kootenai, rich sandy loam deposited by centuries of water enroute north to Kootenai Lake, sends into the city almost unbelievably heavy crop yields, but the economy of the area leans heavily also on the harvesting of forest products.

Timber clad peaks wall the city. The land spreads out in all directions like a great green carpet, flecked generously at this time of year with the gold of Tamaracks disrobing for a winter's sleep. The folds of the forest carpet form deep valleys over which the mountains tower in quiet dignity, outlined in sharp, rugged grandeur against the sky. It is beautiful country, grand and wonderful. But, from a practical standpoint

. . . . . 40,000 strong they produce  
over 75% of U. S. lumber

. . . and Mr. Thompson is a practical man . . . there could hardly be a tougher logging chance or a thing more apt to play hob with logging costs than the precipitous slopes which hold Boundary County timber.

### Mills and Woods

There are some fifty men on Thompson Lumber Company payrolls including the mills at Bonners Ferry and at Addie (three miles south of the Canadian border) plus the woods operations adjacent to both. The mill at Bonners Ferry is described by both Thompson and partner Marvin Wing as a "clap-trap, pile of junk," but the description is given affectionately, much as a hunter describes his favorite dog.

Be it clap-trap, junk heap, or not . . . the outfit at Bonners Ferry turns out a neat seventeen to twenty thousand feet per day with one carriage and a circular saw. It has a number of labor saving gadgets, scattered here and there about the plant . . . the kind that distinguishes small operations where the owner because of necessity must improvise and call into play all the ingenuity at his command . . . there is no bull chain for one thing. Along the length of the landing where trucks unload is a flume, or what could perhaps better be called a long trough filled with water. Into this, from the landing, logs are rolled as needed and are floated into position alongside the log deck of the mill proper. An iron fingered sling then hoists the logs from the flume to a position above the level of the log deck within the mill. The sling is hinged to the top edge of the log deck and accordingly tilts as it is pulled upward, eventually depositing its burden of logs onto the deck.

Waste sawdust is carried to hoppers alongside the mill and finds market in downtown Bonners Ferry (a market developed by Thompson as salesman for the Conifer sawdust burner after a government agency ordered collection of sawdust for Spokane shipment during war time, then decided the cost was prohibitive). Slabwood also finds its way to similar hoppers and a market in the community.

In the yard lumber is handled by a straddle bug which is also used to carry lumber from yard to loading track or to a planing mill in Bonners Ferry.

The mill at Bonners Ferry operates year around except during a spring period of from one to two months when soft roads make it impossible to supply the mill with logs. In contrast the Addie mill, to the north of Bonners Ferry closes down during months of severe winter weather, although this is the better of the two in both appearance and productive capacity.

The Addie mill has one carriage, uses circular saws and will cut a few thousand feet per day more than the Bonners Ferry mill. It is a neat model layout, loads its lumber aboard cars in units with a straddle bug, employs good equipment and is well managed. Logs for the operation come from nearby and the men who operate the mill live on small farms within a close radius.

### Use 'planes

Partner Wing was an instructor in Uncle Sam's Air Force during the last war and Thompson is no less air minded. The firm has two planes . . . a Piper Cub cruiser and a seven-passenger two-motored Cessna. The cruiser is used by Wing and Thompson to locate roads in their logging operations and to





Left above . . . Senator John Thompson, three-term member of the Idaho legislature, chairman of the senate's forestry committee during 1947 session. Thompson is senior of Thompson Lbr. Company's partners. Other member is Marvin Wing, above, who was instructor during war period in U. S. Air Corps. Both partners are air minded, using Piper Cruiser to lay out route of logging roads, to appraise timber stands, etc.

Trucks haul logs distance of fifteen to twenty miles to keep Bonners Ferry mill operating. Firm has membership in Idaho Natural Resources Trucking Association of which Thompson is director—note identifying sign on door of truck. Aim of Association is a voluntary policing of membership against abuse of highways, close cooperation with law enforcement officers and highway department. States the senator—

"We know what loads our bridges will tolerate . . . we know what loads our highways will stand under various conditions of weather . . . we propose to stay within those limitations and to voluntarily police our membership. We also intend to school our drivers in road courtesies, to insist our members carefully maintain all equipment, etc. We recently instituted use of Scotchlite on trucks to make them more easily visible at night for the motorists . . . " (Edge of Scotchlite strip can be seen on left front fender of truck at right.)

Results of Association's efforts are encouraging even at this early date . . . promise a solution to many road problems in logging areas.

appraise timber. The last is managed on a sort of comparison basis . . . an area is cruised and closely studied on the ground, then from the air. The appearance of this area becomes the relative gauge against which other areas are measured. Results, say the partners, are accurate, dependable and can be had in a fraction of the time necessary to perform the same calculations on foot. Likewise the best route for logging roads can be determined speedily and with less likelihood of error as regards logging of the entire purchase. The larger plane finds use on trips necessary to obtain parts and machinery when breakdowns occur and to maintain market contacts in the East.

The new planing mill and dry kilns under construction are to occupy space near the county fair grounds, a bit down river of the city itself, and across the Kootenai from the old mill which will eventually be re-located alongside the planer. Here there is rail service and ample room for a rough storage yard. Part of the building and equipment was in place in early 1948 when water flooded the lowlands around Bonners Ferry, taking out every dike along the river. Dikes have since been rebuilt or are in the process of reconstruction to a height several feet above the level of 48's high water.

#### Politics

Crowded into the busy years of lumber manufacture 1942-48 has been three terms in the state senate for John Thompson. Each session has found him on the senate's forestry committee, and he was chairman of the committee during the 1947 session.

What's ahead for the next legislative session . . . forestry-wise that is?

"Well, we're in better shape in a forestry way than you might imagine," said the Senator. "It's true that the great, dense stands of old growth, big log timber are gradually going to mill, but it's also true that a great many thousands of acres of forest land are supporting new tree crops. These crops are growing a great deal faster than it was thought they would. A better understanding of reforestation promises to further speed their growth, just as better fire protection and a willingness to spend money to guard against disease and insect destruction of trees promises to reduce the forest loss to those causes.

"Idaho, however, needs to give her state forester opportunity to better manage the forest lands which the state owns. The state-owned areas suited only to the growing of trees should be so classified and should be turned over to the state forestry department for management as such. These lands should be held in state ownership and not be subjected to sale. Sufficient funds to permit proper management of



these lands and to get them into maximum tree production should be made available to the State Forester. In other words, the state should be the shining example of how best to operate forest lands, instead of something less than that, which is all that is possible under present laws.

"The other thing in which I'm most interested is roads. Here we should settle back to a calm survey of road needs and by that I mean as a first consideration the needs of people and industry already present in Idaho and operating. A clinching argument in favor of this it seems to me is that we folks already here are the ones who are going to pay for the roads, in large part at any rate. There must be careful determination of the kind of roads necessary to serve our needs in the different sections of the state and it is more important that the roads we have be properly maintained than that we build new ones. There must be no abuse of hauling rights. A helpful step in this direction is a voluntary policing by members of a particular industry or organization such as we have this year attempted in northern Idaho through the Idaho Natural Resources Trucking Association of which I happen to be a director.

Members of our Association have met with the State Highway Department. We know what loads our bridges will tolerate, we know what loads our highways will stand under various conditions of weather. We propose to stay within those limitations and to voluntarily police our membership. We found the State Highway Department sympathetic to our needs, anxious to cooperate but rightfully determined there should be no abuse of highways. Our organization is also interested in schooling drivers in road courtesies, safe driving practices, careful maintenance of equipment, etc. We recently instituted the use of Scotchlite on trucks to make them more easily visible at night and to clearly and unmistakably identify width and length of load for the approaching motorist while relatively distant.

"The road problem is tough but not hopeless. All we need to remember is that no such problem can be solved overnight, that the approach to the problem needs to be sensible and careful with a minimum of legislation and a maximum of educating operators against highway abuses.

"As for taxes, slot machines, liquor, automobile license fees, and some ten thousand other items—those I leave for the boys to wrestle with in Boise—and wish them well at their labors."

(The Senator isn't running for office this time—staunchly insists that three offenses are enough . . . the fourth would make of him a "habitual." He admits also in explanation that he is some six months off schedule with his fishing . . . missed opening day of the goose hunting season in Canada this year for the first time in many years, and polished off the enumeration with " . . . I took on Marvin Wing as a partner a few years back so I could give more attention to fishing and hunting . . . and it would amount to breach of contract if I fail to do so.")

## SWARTZ AND WALLACE

(Continued from page 3)

tended to teach me the need for thrift and the value of accumulating capital. However, once having succumbed to the alarm clock inoculation, it seemed that always the need for intensive investigation of such fascinating subjects as photography, telegraphy, the telephone and finally radio, prevented capital accumulation and kept my purse in a sadly depleted state.

Having started high school, other activities crowded into the foreground. It seemed highly desirable that, having learned how to generate Hydrogen Sulphide, I should share this knowledge with all members of the student body by placing the generator in the ventilating system. This won instant recognition from the School Superintendent who, recognized genius in the making, decided that proper punishment in my case should consist of my investigation of the electric clock time metering system after which I was to deliver a lengthy discourse on the electric clock system before the student body, my fellow scientific sufferers and the faculty. Little did the poor man know what might transpire, inasmuch as the school fire alarm system was arranged to operate from the master clock, and what an opportunity for research. I am sure that unscheduled fire drills at most inopportune periods in the school program are still unexplained.

"Followed a number of years exposure to higher thinking at the University of California with no apparent results other than the depleting of such funds as I accumulated during summer vacations, due to the crying need for further investigation into the mysteries of transformers, coils, what-not, which I would purchase and immediately unwind, scattering wire, iron, bolts, nuts about the place. The paternal side of the clan finally decided that the aunt had predicted correctly. I was told that in the interests of all concerned it was best I go to work.

"The most inviting prospect at that time seemed to be the Stone and Webster Company, at that time constructing several dams for the Southern California Edison Company. This was a wonderful opportunity—dynamite, rock and concrete being a new angle of approach. Then quickly followed several other connections—a railroad, power company, highway construction, the Panama Pacific Exposition and the army as of World War I. I am sure the Signal Corps' citation of my activity—Paragraph 4, War Department General Order No. 48, Headquarters, 91st Division Order No. 25 of April 19, 1919, was entirely due to my activity with the buzzer phone, an English invention, the mysteries of which were quickly solved by means of a screwdriver and a jackknife, a combination tool as issued by the Signal Corps, presumably for the advancement of investigative effort.

"Following my association with the army and return to civilian life I was exposed to the idiosyncrasies of various electrical contractors, one industrialist and the Electric Refrigeration Corporation. After all of this it was almost

clear coasting—the lumber industry never having benefited by the results of my earlier alarm clock activity seemed to be a logical prospect—this being the only reason, in my opinion, that Potlatch Forests, Inc. (The Clearwater Timber Company of that period) let down the bars—1927—and permitted me to enter.

"Folks, I'm still here!"

## Everett Wallace

Everett was born in Britton, South Dakota in 1900 and came to Lewiston with his parents in 1910. His father was one of the first to settle in the Lewiston Orchards Irrigation project.

His educational background consisted of high school at Lewiston, one year at the University of Idaho, and graduation from the Lewiston Business College. At Idaho, Everett majored in Agriculture. His first electrical experience was as an apprentice with Echternach Electric and during his training he completed a correspondence course in electrical engineering.

He came to PFI in December, 1933, as an electrician and has worked continuously since that time. He has been Swartz's assistant for the past several years.

Among his outside hobbies and interests is radio. He has long been interested in this field and during the war years took special training in radio application under the War Emergency Training program. He served for five years on the North Idaho Appeal Board under Selective Service and was a member of the State Guard. When the Lewiston Orchards Fire Protection District was organized he was appointed Fire Commissioner by the Governor.

Everett and his mother live in Lewiston Orchards.



This picture was snapped at Rutledge while the engine was running and the fly wheel traveling at 90 rpm ... still indicates engine trouble were the engine not running. Explanation appears at bottom of this column.



This rough dry shed was recently constructed at Rutledge for storage of rough dry lumber enroute from unstacker to planing mill.

If your eyes are sharp you will notice the engine is on dead center—the drive rod being in a horizontal position. A steam engine will not start from dead center, it has to be moved off this position before starting.

## Plant News

## CLEARWATER

There is one man in this organization who is fast becoming famous for winning prizes with one of nature's gifts. He is none other than Ernest Magden, who during the past Roundup days, won first prize for having the best all around beard. For his effort he received reserved seat tickets for all three days of the show. This was Ernie's second experience in winning distinction with his natural gift—whiskers. It seems some 15 years ago Ernie was in Boise during a beard growing contest for a county fair and anyone growing a beard would receive a free pass. When he went to claim his pass he was chosen the winner and received a \$10 cash award as well as the ducats.

Four vocational classes have started under the sponsorship of the State Department of Education. These classes are available to all employees in order to prepare them for higher skills. On October 23 a surfaced lumber grading class for both beginners and advanced students will start with Clinton Glover as instructor. Rough grading classes for beginners and advanced will also start on that date with Walt Cronin as instructor. A sawmill ratchet setting class will start November 6 with Hugh Fox as instructor and a new course in sawmill manufacturing will start on November 2 and will be held during the noon hour on both shifts. The course will consist of instruction in the proper manufacture of lumber in the sawmill in order to obtain the highest quality of product. Walt Cronin and Jake Peterson will conduct this class.

The strange noises heard about the plant are part of the new plant communication system. The Pacific Telephone and Telegraph Company are completing the code call system consisting of bells, gongs, buzzers, horns, etc., all blowing at the same time with somebody's code.

Ed Armstrong and Orrin Slocum, monorail maintenance men, have completed the installation of Scotchlite on the monorails and track switches. It is hoped to have a reduction in accidents where monorails crash into one another as well as accidents caused by going through an open switch. This is what "Doc" Epling calls preventative maintenance.

Personnel Director Cummerford was quite put out during the month. The cold bug hit Charlie and confined him to his home for a few days, and it is the practice of the plant nurse to visit all employees who are ill at home or in the hospital. Well, lo and behold, no one in the personnel office was aware that Charlie was sick until he returned to work fully recovered.

## RUTLEDGE

Elk hunters from the Rutledge plant were fairly successful in their recent elk hunt. Many brought home their elk and others shared their with those who were in on the hunt. A few were troubled with bears attempting to take over pos-



## PLANT NEWS

(Continued from page 6)

session of the elk after it had been killed.

## POTLATCH

As a result of a suggestion by one of the employees, Potlatch now has new street signs. The markers are in the form of a tree and what could be more appropriate.

Jack Ryan, a former employee at Potlatch, was a visitor during the month. Jack was on his way to St. Paul to join the Weyerhaeuser Sales Company staff. He had completed his sales training at the Weyerhaeuser Timber Company's plant at Longview, Washington.

A novel idea has been started during the noon hour each Wednesday at the smoke hall. Problems such as "will a bullet pass through a silk handkerchief" are offered and a discussion of the problem is held. At the end of the discussion Tom Youmans, personnel director, sets out to prove whether the feat is possible or not. It has caused a lot of interest and enthusiasm among the men.

## Woods News

### Headquarters

Most newsworthy subject (except Jack McKinnon—you will hear more about him later) is the weather which is perfect for hunting and fishing, and maybe a little logging. Although many hunters have bagged their game and left, there are still a few left in the woods. Trucks, trailers and other hunting equipment is seen daily—some going home, others returning to have another try.

A double shift of gravel trucks is hauling gravel from the crusher at Revelling. The morning shift is hauling on the Camp 60 road and the night shift works on the Camp 57 road.

Many of the Clearwater woods personnel attended the foremen's meeting at Bovill on October 16. From all reports they had a good time, the best eats and an instructive meeting. Many thanks to Superintendent Earl Ritzheimer and his foremen for everything.

The outstanding hunting story of the year concerns Glen Johnson. It is said that last year he went out in the woods, sat on a log and a deer came along which he forthwith shot. This year he went back to the same log, sat down and soon a deer came along. Glen glanced down and saw that he had his elk rifle and you know you can't shoot a deer with an elk gun, so back home he goes to get his deer rifle. Upon returning to the log the little deer was waiting for him. (Probably thought that Glen went after some raisins for him.) He got his deer. The mystery is: "Where is that log?" Glen isn't telling.

### Camp 14—Beaver Creek

This camp is hard at work cleaning up Sheep Mountain under direction of its new foreman, Whitey Welland. Bill Burke, the cook, has been turning out excellent steak feeds from the prize 4-H beef purchased by Howard Bradbury. Ralph Grant is leaving early in No-



## BOWLING

The enthusiasm for bowling which has swept Clearwater and Potlatch is a fair indication of why bowling is becoming America's favorite indoor sport. The interest at Clearwater during the past two years was held in check somewhat by the league schedule which called for Sunday bowling. However, this year a schedule was worked out whereby those on day shift bowl Wednesday night and those on night shift bowl Wednesday afternoon. As a result twelve teams were organized into a PFI league, and have been hard at it for about six weeks.

At Potlatch, a slightly different league has been organized. Potlatch and Palouse have formed a four team league with representatives of both towns on each team. They bowl on Monday nights at the Elk's club in Moscow. The high average bowlers include George Hudson, J. J. O'Connell and Walt Mallory.

Presently, team standing at Clearwater find the Graders and Sawmill tied; Electricians in second place, trailed by the Plant Officers and Planing Mill. High individual averages are Leo Moore, 178; Jim Seibert, 164; A. T. Kauffman, 162; and Day Gupton, 160. Highest handicap is 88, lowest is 1.

The Lewiston boys state that they well remember the near snellacking they took from their friends at Potlatch and are anxious to have return engagements with both Potlatch and Rutledge. It seems that all it will take to arrange such inter-unit contests is an exchange of letters. Nuff said.

### Advice from Varipapa

Do you want to be a topnotch bowler—then learn the following six steps and, according to Andy Varipapa who is considered tops in the game, you can greatly improve your score. He says the champion bowlers are made—not born, so heed the following:

1. Secure a ball that fits your hand, a bag in which to carry it, and a comfortable pair of bowling shoes.
2. Take position from twelve to fif-

teen feet behind the foul line, facing the pins squarely and use a four or five step approach.

3. In addressing the pins keep your body erect and shoulders square with the pins. Weight evenly distributed on each foot and the ball held somewhat between the belt line and the shoulders.

4. A bowler's game is only as good as his footwork, so start your footwork as you start the ball in motion. Slide up to the foul line on your last step with the off foot, the ball leaving your hand at the same time.

5. Line up your right arm with the No. 3 pin (for right handed bowlers). Approach the foul line in a straight path with knees slightly bent and body relaxed.

6. Do not use a long back swing, it will tend to throw you off balance. The back and forward swing should be free, easy motion, with an exaggerated follow-through.

By using the straight ball delivery easier control will be maintained and by the time you have built your average to 200 with a straight ball then you can practice the hook, slice, or curve.

(Continued on page 8)



Top left—Potlatch Unit Manager J. J. O'Connell rolls one down the alley for a strike. O'Connell is top Potlatch bowler. Center picture was taken at Lewiston alleys and both balls scored strikes. Bottom above is Leo Moore, who delivers a mean ball and has the top average at Clearwater.



QUESTION: WHY DO SAVINGS BONDS GET YOUR VOTE?



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FOLKS EVERYWHERE WITH HEART AND VOICE SAY, SAVINGS BONDS—THE PEOPLE'S CHOICE!

#### IMAGINARY INTERVIEW

Inquiring Reporter: Define after-dinner speaking.

Contestant: An occupation monopolized by men—women can't wait that long.

Quizmaster: What is the smallest volume in the world?

Contestant: "Who's Who" in Russia.

#### PAYROLL SAVINGS-SURE SAVINGS

We seem to forget at times that "the best years of our lives" are those we're living right now. For most of us they're our productive years. One of the wisest things which any of us can do is to buy U. S. Savings Bonds regularly on the systematic payroll savings plan. If we sign up to buy Bonds every payday through this automatic partial-payment plan we'll soon discover that saving is no chore, and that we save BEFORE we spend our "take-home savings." So don't let these "best years" slip by. Don't find yourself wishing a few years from now, that you should have saved for your future back in 1948.

#### WOODS NEWS

(Continued from page 7)

##### Camp 58—McComas Meadow

October is the one month each year when it seems that everyone, logger, mechanic, foreman, cook, and clerk, gets a contagious urge to don red hats and shirts, grab his gun and go tramping through the woods looking for game tracks. It seems that this one month logging must take second place in men's minds, and that inner spark, centuries old, takes control. Seriously though, logging has held its own and with the purchase of new timber here, plans are now being carried out in preparation for further logging.

##### Camp 60—Washington Creek

Thursday night, October 7, a full supper of pork chops, fries, peas and soup was cooked by Felix Shaver and hot pastries and hot bread by Charles Stevenson was served to the entire crew in our new camp—60. With electric lights, commissary in operation and everybody acting like moving an entire camp down the tracks in one day was a common occurrence, the new camp was formally opened. We are still logging at the Camp 56 site, however, the new landing at Flanary Creek is getting under way, and as soon as the new American loader is put to work, old records will fall and new ones will be made.

##### Camp T—Elkberry Creek

With weather conditions favoring the logger, our production has increased considerably over previous months. If the present Indian summer prevails throughout the month we will have the best production to date. Several of the men got started the first day of hunting season to bag their elk or deer, but at present writing not one has anything to show for their efforts but can tell some tall tales.

Lyle Arbuckle has been conducting a first aid class during the last six weeks. On October 13, about twelve received their sheep-skins.

##### Camp X—Robinson Creek

The flume and flume walker's cabin should be completed by the 25th of Oc-

tober and ready for use. We have four D-7's skidding right-of-way logs to the river which will add to the drive next spring.

This isn't a fish story, however, some of the anglers may get some hints from it: A pack rat had been robbing Hugh Dresser and R. Wiles of apples and other fruit that they had in their bunkhouse. It was decided that something should be done about it, so, there being a hole in the floor under the sink which Mr. Rat was using and Wiles seeing said rat stick his head out, dug out his new flexible pole. The first cast was a miss. The second cast got Mr. Rat on the back of his neck. Really a sharpshooter.

##### Camp Y—North Fork

Logging operations at Camp Y are about ready to start. The company road, connecting with county road, has been finished and saw crews have started sawing logs. The camp will be in full production as soon as the widening of the county road and construction of the landing at Elk Creek is completed.

Art Henderson and George Kolassa are camp foremen and Vern Craig is the camp cook.

The rock crusher and gravel trucks are operating on a double shift and the camp construction is nearing completion.

##### Bovill

Logging superintendent Ritzheimer and Engineer Field bagged elk the first day of hunting season on the east fork of Potlatch Creek.

There is much road building in Camp 43 territory in preparation for winter logging—also construction work on the Deep Creek railroad.

Camp 45 buildings on Beaver Meadow are to be removed for use elsewhere. Remainder of the 45 area will be logged by Camp 42 crews.

##### Camp 53—Waha

Camp has closed for the winter with just a little cleaning up left to prepare for winter. Equipment and men have been transferred to other camps in the Headquarters area.

Foreman Joe Holinka is busy getting tools and equipment assembled to build roads this winter.

Only dependable communication was had in camp this summer was portable radio WTXMH and lucky we were—the phone was out of order most of the time.

Tri-Wheel Corp. of Oxford, N. C., is starting production of 3-wheel, 3-passenger car designed for commuting, household errands and light city deliveries. It has 2-cylinder, air-cooled motor and top speed of 40 miles an hour. Will sell for less than \$800.

A girl can be mighty sweet when she wants.

A DOLLAR won't do as much as it once did....but maybe that's because we don't do as much for a dollar as we once did.