

# THE FAMILY TREE

Vol. IX

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Lewiston, Idaho, July, 1945

Lake Chateolet, in the Coeur d'Alenes, tributary lake to Lake Coeur d'Alene . . . a beautiful vacation spot.

## CRUISERS

Timber cruising is an ancient and honorable profession. In a good timber cruiser the ordinary virtues of ability, judgment and experience must be strengthened by a high moral character and conscientious application to duty. Nothing can be guessed at. A good cruiser reports only on what he sees. Hundreds, even thousands, of people are direct beneficiaries of the cruiser's judgment and integrity.

Good luck to you, Hansen and Harlan, and to all cruisers.

C. L. BILLINGS,  
General Manager.

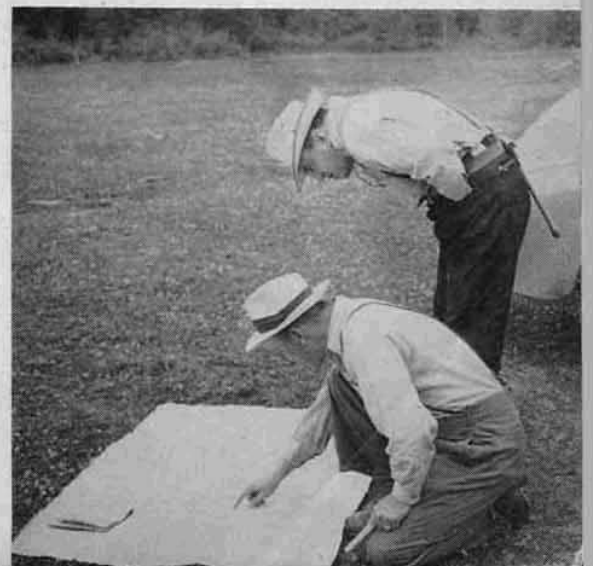
## *Land Looker... Trail Blazer...*

In lumberjack parlance the cruiser is a land looker. By any standard and in any language he has been a trail blazer.

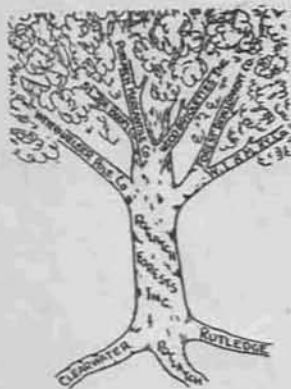
Few trails and fewer roads crossed Northern Idaho forest lands when Bill Helmer cruised the Potlatch and Theo Fohl the Clearwater in the early 1900's. It was the rule, not the exception, that cruiser and compassman disappear into the timber for months at a stretch, packing a meager outfit on their backs, over uncharted areas of timberland, sleeping wherever darkness overtook them. Theirs was a rugged existence, but it blazed the trail for the industrial development that is today P.F.I. Millions of dollars were invested in timber and lands in reliance of the judgment and integrity of these men. Fohl has many times been mentioned as the "father" of the Clearwater Unit. Helmer no less deserves the tribute from Potlatch.

(Continued on page four)

Right — Hansen kneeling, and Harlan study map and ownership book. The small axe, hanging from the back of Harlan's belt is used to mark trees when necessary. It hangs from the back of his belt to avoid all possibility of furnishing magnetic attraction for the compass which is carried in his shirt pocket and is attached to a string that runs up and around his neck.



THE FAMILY TREE



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Editor ..... Leo Bodine

Correspondents

Robt. Billings ..... Rutledge  
 Mabel Kelley ..... Potlatch  
 Charles Epling ..... Clearwater Plant  
 Carl Pease ..... Headquarters

Responding to the plea to prevent inflation by saving instead of spending, the American people saved more than 23 billion dollars in 1944 . . . on top of nearly 20 billion the year before. However, a group of leading economists quizzed in a recent poll, say that during the six months following Germany's defeat, the danger of inflation here will increase. Asked, "What can the individual do to help?" they answered, "Continue to save!"

Forest Areas Closed

Forest areas in the Potlatch and Clearwater were closed in July at the request of the State Forester and the State Cooperative Board of Forestry. Closure was by proclamation of Governor Gossett.

Some of the best fire prevention records in the United States against forest fires have been set by the Potlatch and Clearwater Protective Associations, thanks in no small part to the cooperation of logging camp crews of P.F.I.

In a letter dated July 1, Woods Boss E. C. Rettig enumerated eleven items to be remembered by loggers at work in the woods. Briefly they add up to "be careful of fire" and "be prepared to fight fire if it occurs."

Ever been puzzled by land descriptions? There's really nothing to them. For instance if you want to locate a 2½-acre tract in a certain part of a section you might refer to it as the E½ E½ N½ N½ NE NE . . . meaning, the east one-half of the east one-half of the north one-half of the north one-half of the northeast-northeast. Simple, isn't it?

Said the cat, watching a tennis match: "You know, it takes real guts to be in that racket."

Safety Notes

The National Safety Council has stated that one person is accidentally killed every five minutes of every twenty-four-hour period!

Can too much emphasis be placed on safety? Answer that question for yourself . . . by being more mindful of safety on the job and at home.

There was but one lost time injury in July at the Potlatch plant, despite hot weather and the fatigue it induces. Bennie Reynolds was injured on No. 3 band while tall sawing . . . lost seven calendar days.

A good start toward the goal of a million man hours worked without a lost time accident was ruined at Clearwater in July when a load of box shook tipped over onto a worker. It was no act of God according to Safety Director Epling, but one of carelessness, the product of thoughtlessness.

Good advice for stairways is to keep them free from mops, brooms, boxes, toys, garden tools and the like. A stairway should always be well lighted and have at least one strong handrail. More accidents occur at home than anywhere else!

Woods accidents are occurring with increasing frequency among experienced woodsmen but not among relatively inexperienced men, according to woods safety director, Doc. White.

This seems a contradiction of what should be happening. The answer lies in an old proverb—"familiarity breeds contempt." The man who has gained long experience at his job must constantly guard against the acquisition of careless habits.

A first aid class, under the direction of a Red Cross instructor, will soon be held in every logging camp. From eight to twelve men per class is desired, but no one will be refused attendance. The course will last approximately 20 hours.



AS YOU LIKE IT

By Berton Braley

Buy a bond—to check inflation.  
 Buy it as an obligation.  
 Buy it as a Noble Mission,  
 Or a Business Proposition,  
 What's the difference why or how?  
 Buy a bond—and DO IT NOW.

Back of all accident work is the idea of accident PREVENTION! Safety directors deserve the cooperation of every employee, a part of which is the reporting of unsafe practices, mechanical failures, etc.

Clearwater employees have been asked by the Watch Crew to park cars only in spaces provided for this purpose, not elsewhere. The time for cooperation on this request is now, not after an accident has more forcefully called attention to bad parking practices.

Movies are soon to be actively enlisted by P.F.I. safety directors to bring visual realization of accident hazards.

Sanitation is an important item around a logging camp. Full use should be made of every item placed in camp to help guarantee sanitation. Camp water is tested to insure its purity at county health offices, but the water will not remain pure unless its course to camp is well protected and the water source undisturbed.

Around the Clearwater plant at conspicuous spots in July appeared signs reading 1,000,000—119. Explanation offered by Safety Director Epling was that it takes a million fish the size of those caught by Foreman Les Woodland to make one hundred nineteen pounds.

Another calculation, however, reveals that it will take 119 accident-free work days for every employee at the plant to total a million hours without a lost time accident.

Woods camps are far apart and ambulance service is difficult. Three hours and fifty minutes were required to get a Camp 40 man with a fractured leg to the hospital in July. The obvious moral—be careful!

The lady of the house suspected her very comely young maid of an affair with one of her two sons, but could not discover which one. Finally she asked the maid, "If you were going out for a good time, which of my sons would you prefer to have accompany you?"

"Well, mam," came the reply, "they're both awful nice boys and I have had a lot of fun with both of them, but for a good, rollicking old time, give me the boss."

Lawyer: "Did you say the man was shot in the woods, Doctor?"

Doctor: "No, I said he was shot in the lumbar region."

War Bonds

The purchase of war bonds by P.F.I. people in July totaled \$41,674.67. Top purchaser among the various units was the General Office and Supervisory Personnel with a percentage of 14.52% of salaries to the purchase of war bonds. Others ranked as below:

General Office and Supervisors	14.52%
Rutledge Unit	11.24
Potlatch Unit	9.14
Clearwater Unit	8.16
Potlatch Mercantile	5.75
Woods	5.31

## ★ SERVICE LETTERS ★

### From Calvin F. Kreid, E.M. 3/c, Pacific

A year and a half in the combat areas of the Pacific has taken me to Guam, Saipan, Tinian, New Guinea, Kwajalien, Iwo Jima, Okinawa, the Solomons and the Philippines.

My ship has helped soften up a lot of the islands preparatory to the landing of troops. It's been over a year since I have seen a girl.

### From Pfc. Don Egan, Oahu, Hawaii

Although it is now past the fourth of July, the Xmas box for last year just reached me. It traveled all over the U. S., finally caught up with me over here. It was in just as good shape as the day you mailed it, and the items can all be used to good advantage.

I am well and getting along O.K. Have not seen anyone from home as yet, but keep looking.

Hope everything at the plant is going all right.

### From Kenneth W. Peterson, Cox, Camp Parks, California

I am working in the Camp Parks Security Office and have been here for the past two months. It looks as if my address may at last be the same for some time, so please note it for *The Family Tree*.

It was good to get back from the South Pacific. There were times down there when everything seemed confused and mixed up, although things usually worked themselves out in spite of it.

To cheer me, I always had the feeling that you fellows back at Potlatch knew exactly what you wanted to accomplish and were doing it. What that unspoken assurance meant is impossible to explain back here, where men can accomplish their work and have reasonable assurance that they will still live at the end of each day.

The officers and men over there were a well bunch of fellows. The same as the men here, and believe me, IT'S SURE GOOD TO BE BACK.

### From G. E. Howerton, Mo. M.M. 2/c, U.S.S. Alcor

Have been receiving the *Family Tree* each month and enjoy especially the hunting stories about Jim Delaney and the other fellows at Headquarters. I once worked with Jim and I know he is a great hunter, as well as a good pack horse.

Please say hello to all the boys at Headquarters. Hope to be back on the job some time soon.

### From Albert G. Gardner, Rdm. 3/c, U.S.S. Elden

Things in the Pacific are just about as always, and are shaping up for a final push before long. At the moment, everything is fairly quiet—can't say very much about what we are doing, so will have to let you imagine that.

Received *The Family Tree* right along, and it helps to read about what the old gang is doing for the war.

A few pictures of good-looking girls would not damage it a bit either.

### In Hospital

Mr. and Mrs. Eric Berg have been advised that their son, Pvt. Kenneth Berg, with the Red Cross in Europe, has been confined to a hospital at Rheims, France, following a hip injury in a jeep accident on June 11, the date of his twenty-first birthday. He will be in a cast for many months and expects to be transferred to the states; hopes to be assigned to Baxter Hospital in Spokane.

### From J. G. Carlson, S 1/c, U.S.S. Storms

Can't tell you much as to where I have been or what I am doing. Have seen a lot of ocean and many places I hardly knew existed.

Would give a lot to be back at the old mill doing most anything. There are lots of fellows who feel the same way. Hope some of the boys from the European war get out and can return to work. There should be quite a few of them. I am the only fellow aboard this ship who has worked around a sawmill, and I really get a bang out of some of these fellows when trying to tell them about lumber manufacture.

Our crew seems to have at least one man from almost every state in the Union, so we learn a lot about different occupations. Tell all the fellows hello for me.

### From Henry W. Bethman, Rdm. 2/c, U.S.S. Success

I believe the day isn't too far away when this thing will be over, and we can all get back to normal living. Effective July 1, I was promoted to Radarman 2/c. This made me very happy, and a 30-day leave would really suit me just fine, but there's no reason to believe I'll get it.

Haven't anything to tell you right now as to what we've been doing, but we have been plenty busy all the time. It is warm here, and the typhoon season is at hand.

Hello to all the gang.

### From Noah V. Howell, Mo. MM 2/C, Philippines

Haven't seen any snow since I left Lewiston a year ago last April, so, when I get back plan on spending quite a bit of time up in the mountains hunting and fishing.

We have been in the Pacific theater approximately six months now and have been to quite a few places. I don't get a chance to get off the ship very often but have managed to see a few of the islands. On a nearby island are two small portable sawmills, used by the Army. The natives are very friendly and grateful for what the Americans have done for them. I was surprised to find them so well educated.

Hope all of the fellows at home continue to do as good a job as they have been doing. Every foot of lumber that they put out, and

every bond they buy brings the day that much closer when we can come home. It will also bring closer the day of reckoning for the Japs and I believe they are counting their days right now.

### From Cpl. Alfred E. Warner, Marine Corps, Pacific

I've seen lumber in nearly every camp or station where I have been with the "Genuine White Pine" mark on it from P.F.I. Keep up the good work.

## Unexpected Encounter

One of those odd pranks of fate that make such excellent reading in fiction, but seldom happen in real life, brought Pvt. Lee Billings (home from Germany and action with General Patton's army) and Marine Pfc. Rick Billings (on leave from Camp Lejeune, N. C.) together in Boise when enroute home to visit their parents.

Neither knew definitely of the other's whereabouts and met at the Boise airport just before departure time for Lewiston. Lee and Rick are sons of P.F.I. boss and Mrs. C. L. Billings, Lewiston.



Pfc. Archie T. Nearing, former Potlatch employee, was recently home on convalescent leave. He was wounded by machine gun fire when helping other Fifth Army Engineers construct a bypass through remains of a bridge destroyed by Nazi demolition squads. Was first hospitalized in Italy, then at Vancouver, Wash. Is now awaiting reassignment at Sana Monica, Cal.

The loss of Ensign Wendell E. LaVoy, pilot of a Navy P.B.M., while on a training flight over the Atlantic, was reported by his commanding officer on July 25th in a letter to Mr. and Mrs. D. E. LaVoy, parents, Potlatch.

"An exhaustive search for the plane and the crew has proved futile . . . it is my opinion that this plane with its crew crashed during the night of July 9th and sank, as we have been unable to find any trace of the plane or men . . . I believe everyone aboard is lost.

"There is little that can be said to soften the blow you have received; mere words are inadequate. However, I hope you can find comfort in the fact that your son died in the service of his country while training that he might use his talents and abilities to their utmost in order that the ultimate decision we all desire, in the present conflict, might be attained and in the fact that the officers and men of this station join me in an expression of deepest sympathy . . . A. W. Gordon, Captain USNR."

The *Family Tree* joins all those people of P.F.I., and elsewhere, who share with the LaVoy's and their friends a feeling of loss and sorrow. In the sympathies of so many friends we hope can be found a measure of solace.



Above—Hansen cutting out a bearing tree to find location before beginning cruise. Many bearing trees are no longer standing and section corners are often difficult to find. In open areas section corners were marked with a rock by surveyors and pits were dug to serve as bearing posts. Erosion, grazing cattle, and time have combined to wipe out most of this sign, making such corners difficult to locate.

### Land Looker . . .

(Continued from page one)

#### AN AGENT TO LONG-TERM PLANNING

The cruiser is the reconnaissance force for individual, or company, engaged in the harvesting of timber. From his field notes come determinations of how much to pay for a stand of timber, how much it will yield in footage, how difficult it will be to log and what value the land holds as acreage on which to grow future tree crops. The cruiser's records are the basis on which

Below—Using staff compass to run a line that will establish corners of a forty-acre plot within a section—it is used in conjunction with an abney hand level since exact calculation and allowance must be made for slope and ground—compass is set atop stick which is called a Jacob's Staff.



payment is made for timber purchased or land and timber exchanged to consolidate ownership holdings. Long term operations in the growing and harvesting of trees are made possible by the information he compiles.

Al Hansen, now P.F.I.'s cruiser, was once a compassman for Fohl and much of his knowledge of cruising was acquired from the older man. In the process, by his own account, a healthy respect for Fohl's ground covering gait and rawhide like toughness was also acquired.

George Harlan, compassman to Hansen, is likewise an old hand in the timber, having worked there most of his life, even during summer vacations when a student at the University of Idaho.

#### THE MECHANICS OF CRUISING

Necessary preliminary to a cruise of timberland is a study of area maps and a look at the ownership book which covers that particular region. At, or near, the point from which the cruise is to begin a search is made for the bearing trees which indicate exact location of the section corner. Into the bearing trees, by the surveyors who ran lines and established corners some forty or fifty years ago, will have been cut needed information to identify section corners and exact location. Because of elapsed time since the original survey the bearing tree (if still standing) will have covered the identifying scroll with several inches of live growth, leaving only a thin vertical scar on the trunk of the tree to indicate that here is a bearing tree. The cruiser, unless positive of section identification, must then chop out the bearing tree so that the scroll can be read.

The corner established, cruiser and compassman go about their task with an air of deceiving casualness, almost leisureliness. Their course will be across drainages so that a sampling of thin and heavy growth will be had if the area is not evenly cropped.



Above—Harlan with abney level—an instrument used to discover degree of slope or grade.

A 20% cruise is generally taken—that is, twenty percent of the area is checked for timber values and this figure is multiplied by five to give total value.

Sounds simple, but years of training are necessary before cruiser and compassman can plod their way across an acreage of forest land and come up with an answer as to footage which will be fair to both seller and purchaser and can be relied upon as such.

The compassman is responsible for direction and distance. After taking his bearing over the compass needle he must accurately pace his way uphill or down and come out at the end of his tallies (5 chains, or 330 feet, equal a tally) within a few feet of the objective corner. At the end of each tally the compassman pauses, calls out the number of the tally, and sketches into his field book a topography map of the last tally covered. The procedure is repeated and the map gradually becomes a record of intersecting streams, roads, ledges, out-croppings, ridges and landmarks.

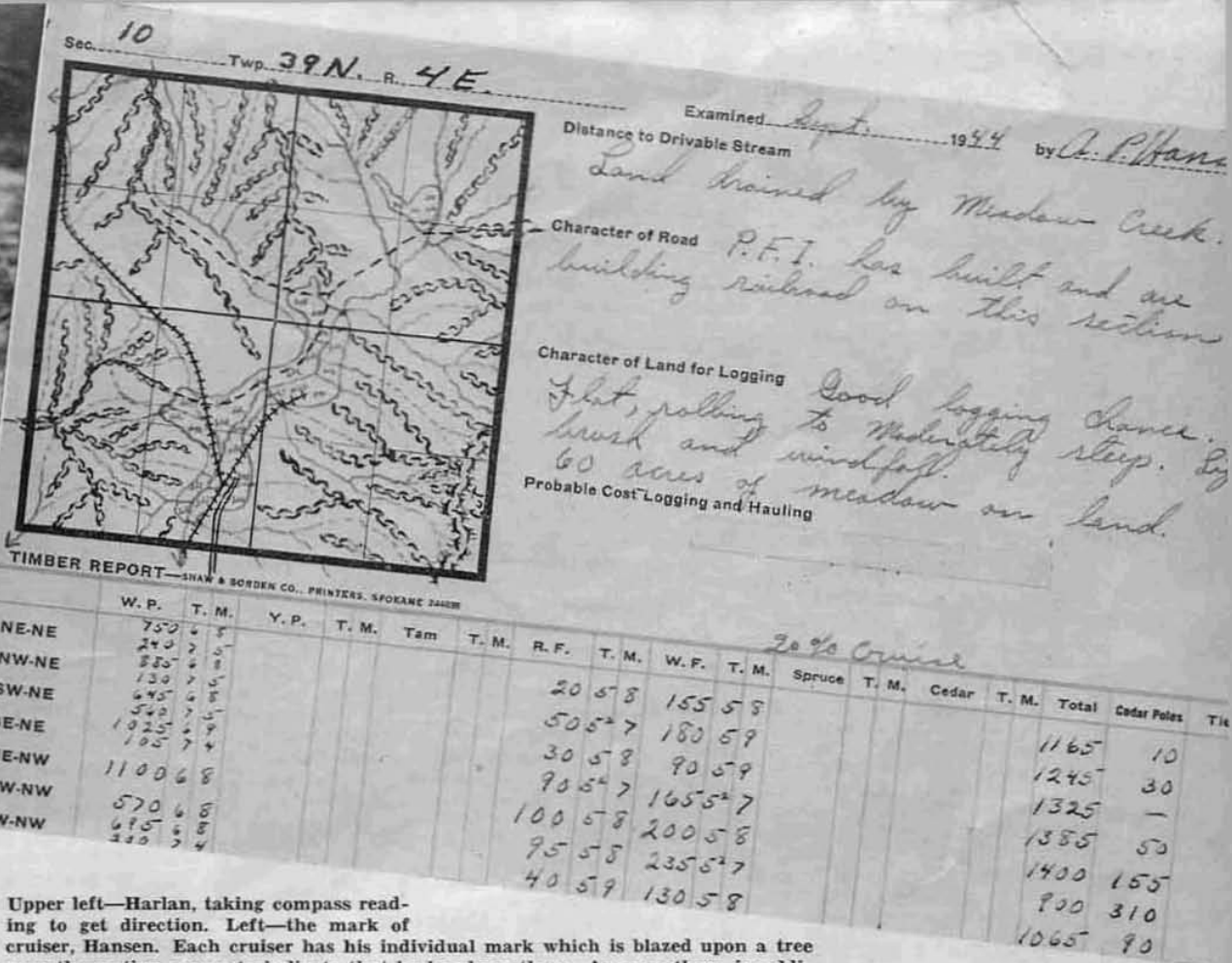
Meantime the cruiser follows close behind the compassman, his head tilted upward like a crowing rooster to better scan the timber. Diameter, height, species, defects and footage a tree will yield are judged

Below is illustrated two ways of marking the spot where a section line intersects a road or trail. The "X" blazed into the tree is the old method, but has the disadvantage of telling nothing other than "here is an intersection with the section line." The new way is to use the yellow plate which appears above the "X". The plate carries on it reproduction of a township, divided into sections and quarter sections. Above the diagram of the township is written identifying information. The plate is nailed to the tree where the section line intersects and a tack is driven through the township map to indicate exact location of that particular intersection within the township and section.

Township lines run east and west with six miles spacing—range lines run north and south at like distances apart, forming a six-mile square, or township. Each township has thirty-six sections.

Meridian lines run north and south and distance is measured to east and west by naming meridian and number of range lines west or east to spot of location. The Boise meridian is used to write land descriptions in this region. The cedar yard at Bovill is directly on the meridian. Next meridian east is the Missoula meridian, next one west, the Willamette meridian.





Upper left—Harlan, taking compass reading to get direction. Left—the mark of cruiser, Hansen. Each cruiser has his individual mark which is blazed upon a tree near the section corner to indicate that he has been there. Among others, in addition to the peace pipe mark which Hansen choose, are the mitten, alligator, beaver skin, dead salmon, rabbit, mule ears, peavy hook and diamond. Right above—a page from one of P.F.I.'s land books. These pages are made up from the field notes of the compassman and cruiser, generally during winter months. Reverse side of the page gives information on species of timber within the section. Different colors and markings are used to indicate ridges, meadows, roads and trails in the map at upper left corner of page.

at a glance as also are the boundary lines of the strip within which he shall note the timber crop to arrive at a true 20% cruise. Years of experience have developed an ability to gauge distance and he knows instinctively which trees are within his strip, which are without. However, to guard against error there are frequent paces of strip width and tree measurements are taken with a diameter tape.

At the end of a tally the cruiser notes in his field book the species present; amount of each that is old growth; amount that is new growth; cedar poles, their average length and quality; calculates net amount of timber present after allowing for noted defects (wind shake, frost cracks, rot, clusters of limbs, crooks and bends, conks, etc.); notes reproduction present, tree diseases, burns, etc.

#### EYE-SIGHT, BEARS, BULLS AND—

There are many interesting asides to the work of cruiser and compassman. No two men see exactly alike along a compass needle, the result of different qualities of eye-sight. The declination to adjust magnetic north to true north therefore varies slightly as between people and anything which causes a compassman's eye-sight to vary from its normal is sure to bring grief aplenty. The declination for a particular compassman is found when his eyes are at their normal and is checked frequently against known section lines to insure cor-

rectness, or, can be checked by taking a solar reading (if you know how).

A bad cold, eye strain, a piece of dirt that lodges in the eye, accidental brushing of the eye against a tree branch . . . all can cause temporary change of vision. A trip to town and a liberal consumption of bottled cheer requires a time-off period for the compassman in which his eyes must be given opportunity to return to normal. Either he must forego liquor entirely or learn to keep himself in exactly the same stage of intoxication day after day (a rather difficult feat, if, as we remember, one drink leads to another).

The compassman must also avoid over fatigue. Too long a day will affect his pacing and will result in miscalculation as damaging as incorrect reading of the compass. As with the cruiser, much of his knowledge and skill is acquired through long experience. The ability to pace evenly, compensate instinctively for slopes, rises and earth curvature without the aid of an abney, and to come out at the right spot when his tallies have been paced, are attributes not easily or quickly developed.

There are other hazards to happy cruising. Herds of grazing cattle are sure to number among them a bull that is anxious to dispute right-of-way (Hansen distinctly recalls a time when Theo Fohl fervently urged "run boy, run . . . if you've ever run in your life, do it now"—and himself suited action to words).

A mother bear, if her cub is nearby, is very much a dangerous element, but will generally amble off with her progeny if given opportunity. Hansen has been forced to climb a tree upon a few occasions to detach himself from the immediate presence of the parent bruin; recalls vividly a compassman (not Harlan) who selected too small a tree in his haste . . . the sapling bent earthward until a part of the compassman's anatomy dangled within easy reach of mother bruin who, fortunately didn't notice.

A bull moose is the most dangerous animal in the woods, although not belligerent unless molested. When encountered, it is wise to remember a pressing appointment in some other sector and to depart in that direction without delay.

In some areas, but infrequently, rattlesnakes are present and it is a masterpiece of understatement to simply say they liven up the cruiser's work.

Mosquitoes are annoying, yellow jackets more so. Generally it is the compassman who stirs up the yellow jackets as he passes along and the cruiser coming afterward suffers their wrath. Hansen was once stung on the tip of his nose and was knocked to the ground as if by a club . . . the poison affected his ears, causing an infection and necessitating treatment.

It is the solemn duty of the compassman to traverse a straight line through brush,

(Continued on page six)

**Land Looker . . .**

(Continued from page five)

over windfalls, across creeks, etc., but he can offset to clear an impassable. Hansen whimsically recalls a compassman (again, not Harlan) who took too literally the instruction to travel a straight line and almost drowned in a mud hole. Hansen, who can't swim, once nearly drowned in the North Fork of the Clearwater when rafting past a fire—the raft hit a rock and catapulted him over into the river. He somehow managed to get back aboard, but in grabbing hold of the raft the protruding end of a stiff piece of wire (used to bind the logs of the raft together) pierced his throat, scored a near miss of windpipe and jugular vein. He still carries the scar.

**TRESPASS**

Another chore of the cruiser and compassman is to watch for trespass, both by P.F.I. and against P.F.I. This offense carries with it a penalty of three times the value of the timber cut in trespass, although unintentional trespass is never penalized, owners asking only the payment of fair value for timber cut. P.F.I. has been guilty of few trespasses, but frequent trespass has occurred on P.F.I. land, with good reason to believe some of the instances intentional. Seldom has a penalty payment been collected, but a few have been so flagrant in their trespass as to need punishment. Repetition of the offense is, of course, dealt with severely.

**NO SHRINKAGE IN IMPORTANCE**

Today's landlooker is less a trail blazer than early day cruisers, but his record book has diminished no whit in importance and, if he must cruise in winter months, he still has need in good measure for all the hardy qualities which inured the pioneer to severe weather and physical exertion.

It is from such acreages as the Clearwater and Potlatch that successive crops of trees will come to furnish raw material for the diverse products developing out of wood research and a better knowledge of wood properties. The value of these acreages and of other acreages has been, and will continue to be, determined first of all by the cruiser. His, is an important and responsible task.

Received recently from the Towmotor Corp., was a letter addressed to Potlatch Forests, Inc., Lewiston, Idaho . . . Dear Mr. Forest—

**PLANT NEWS****Rutledge**

Some maintenance and improvement work has been underway at Rutledge during the month. The roadway around the green chain, stacker and unstacker has been graded down, oiled and topped with gravel and sand. The road from the plant gate to the shipping office has received like attention and treatment, except that no oil has been used. The roof is being extended to cover the unstacker chain. A new oil house has been built near the power plant, and within the triangle formed by the power plant, pres-to-logs, and sawmill buildings. There have been few visitors, but notable among them was DEBS ROISE, intrepid Weyerhaeuser Sales Company representative. Mr. Roise has complained that he is the only salesman whose visits to P.F.I. plants never rate mention in *The Family Tree* . . . other fellows get a real blow up . . . his feelings have suffered grievous damage . . . etc., etc. Well . . . he was here . . . looking for lumber . . . as usual . . . still customer-minded . . . still sharp as a razor . . . but, we suspect, besieged by customer requests to a point where even carrying away a splinter in the seat of his pants from off some lumber pile would seem a major achievement. (Mr. Roise has been mentioned.)

**Potlatch**

Flight Sgt. Harvey T. Goodnough, for the past three years a member of the Royal Canadian Air Force, has been home on a 21-day leave. After returning to Canada he will report to a release center for a discharge. Plans for the future include business college and return to the United States.

Pfc. Martin Norberg, veteran of New Caledonia, Guadalcanal, the Admiralties and action in New Guinea and at Leyte has been a visitor at the home of his brother, Ed Nygaard. After returning to the states, Martin was hospitalized in Swannanoa, N. C., for four months, but managed to spend a part of his convalescent leave at Cloquet, Minn., where his wife and baby are staying with her parents. He is to report September 9 to the redistribution center at Santa Barbara, California.

Also home on furlough in July was Ray Walker, former Potlatch employee, who has served 18 months with the 91st Bombing Group in England, Ireland, and Scotland.

Sgt. Patrick J. Kilfoyl has been discharged from the Army and recently visited friends and relatives here. For the past year he had been stationed at Clovis, New Mexico.

Following 4½ years in service, S/Sgt. Joris O. Johnson was recently mustered out at Ft. Douglas. He was a visitor in Potlatch in mid-July. Joris spent three years over seas and acquired eight battle stars. First saw action in Fideli, then Casa Blanca and Tunisia. Landed in Sicily and at Salerno, and traveled onward to Rome and the Arno Sector. From there his outfit was sent to France and he was in camp at Nancy, France, on V-E Day.

Joris reports one of the highlights of his overseas experiences to have been a sight-seeing tour of London, conducted by an English taxicab driver who knew all of the answers. He witnessed the "Mounting of the Guards" at the Royal Palace, and thought it a most impressive ceremony. The Union Jack was down that day, indicating that the King and Queen were out.

Sgt. Johnson stayed at a hotel opposite Hyde Park, and while in his room a robot bomb landed in the park some 200 yards away. He was amazed at the speed and efficiency of the English in cleaning up the debris resulting from the bomb.

Plans for the future include a year at vocational school at the University of Oregon, studying carpentry.

Pfc. Kenzie H. Tibbits, home from three years overseas service, has been discharged at Fort Douglas. Plans for the future include a year in school to specialize in mechanics. Kenzie was at Casa Blanca, in French Morocco, Tunisia, Sicily, Normandy, Belgium, Rhineland and Ardennes. He wears seven battle stars, presidential citation with two oak leaf clusters, pre-Pearl Harbor ribbon, E.T.A. ribbon, Combat Infantry Badge, Good Conduct Medal and a hash mark denoting three years service.

Lt. Philip J. Larson, home from thirty-five missions after V-E Day was married to Miss Bette Stanfield on June 2 in Hobbs, N. M. The couple have since visited Lt. Larson's mother in Potlatch . . . are now in Santa Monica, California.

**Clearwater**

With sincere regret we note for *The Family Tree* the death of William (Billy) F. Powell, who passed away July 14, following a six-month's illness. Mr. Powell was a long-time Clearwater employee, coming to work here in May, 1928. He last served as watchman.

Jack Lanningham of the sawmill, and Thomas Pollilo of the stacker were called into service during the month.

There have been a number of visiting servicemen here in July . . . included among them . . . Pvt. Al Uglem who spent a week of his furlough working in the dressed shed; Sgt. Carl Weimer, now stationed at Ft. George Wright, after some two years spent in Florida; Pvt. Don Huffman, home from Germany; Sgt. William Shangle, veteran of North Africa, Sicily and Italy (he has received discharge and is now pulling saws on No. 3 trimmer in the sawmill on the day shift); Pvt. Irad Dickinson, home from Germany on a 45-day furlough, worked the month of July grading

**Home Canning Means:**

**BETTER MEALS . . . MORE FOOD  
WITHOUT RATION POINTS!**

**It's Smart to Can all you Can!**





Above—Big load of logs from Camp 58, McComas Meadow. In hugging the bank on a corner the driver has the outside wheels at a higher elevation than the inside wheels but the compensator keeps the load evenly distributed on the tires . . . note the right rear wheels of the truck—light can be seen under one tire and the outside tire is bearing entire load weight. This well illustrates point sought by Hyster Engineer Anderson that Hyster trailer eliminates strain ordinarily placed on tires when truck rounds curves or travels over rough ground

Left—Close up picture of compensating device on new Hyster Company logging trailer. In effect the trailer has knee action on each wheel. The adjusting mechanism automatically keeps weight evenly distributed on all tires. It promises much in the way of lengthened tire life, especially on rough roads.

match; T/5 Ollie Poston, in the South Pacific since 1941, where he suffered shrapnel wounds (expects medical discharge); Sgt. Wilfred (Bill) Meshishnek, home on a 45-day furlough following seven months of battle action in Germany, where he was wounded by shrapnel . . . spending 24 days in a hospital; Charles Francis Cline, S 1/c with the Navy in the South Pacific (hopes for early discharge and return to work at Lewiston); Lt. (j.g.) Thad Hansen, home from the Navy and an around-the-world trip as officer in charge of a gun crew on a merchant vessel.

## WOODS NEWS

### Camp 54—Washington Creek

Life in the woods has changed—for the better. Hot weather has resulted in the girl flunkies donning sun suits. They are acquiring a nice coat of tan.

Ham Snyder, our cook, is the champ bond buyer here, and deserves a share of the credit due us for making our seventh war loan quota.

A falling tree early in the month left two fawns without a mother, killing the doe. One of the fawns died shortly afterward, but the other is now the pride of the camp. Joe La Motte is the foster mother.

### Camp 59—Meadow Creek

Our crew is down to 35 men, who are busy building cat roads and landings for fall logging.

### Camp 56—Moose Creek

With the addition of several new men, Camp 56 has expanded into a sizeable logging operation. Phil Peterson's construction crew has set up Camp 60 on Washington Creek, and will work out of that camp.

Daisy Knight has left 56 to cook at Camp 60, Vestal Cantrell will be the new flunkie, and Jack Schafer is our new cook. Donna Chapman, who was the student clerk at 56, is now clerking at Camp 60.

We also have a new blacksmith, Peter Herman.

### Camp 55—Lower Alder Creek

Majority of the work at Camp 55 is skidding right-of-way logs.

Good luck seems to have come our way in the form of dry weather. Like the temperance worker of prohibition days, we'd like to "keep 'er dry."

### Headquarters

With passable roads, the fishing part of the Headquarters populace journeyed to the North Fork and returned with little to show for their efforts. So far the fish aren't biting.

The restaurant has been feeding one of the largest crews we have had in quite some time during the past month. One reason is Oscar Carlson's crew, working on the Snake creek road . . . there is 18 to 20 miles of truck roads to be built into Snake and Gold Creek from Revling. Another reason is the crew of Mac Barnes that stay in Headquarters and work at Camp 57.

Dog owners of our village are rather ruefully pondering the possibility that they are not getting deserved protection out of their dogs. During the month a bear has paid frequent visits to the circle around which Headquarters houses are grouped. Following each of bruin's visitations it has been necessary for George Lawler to repair several screen doors. When the bear appears the dogs seem to develop an irresistible yearning for home and the family livingroom. A screen door is only a delaying obstacle in their path and suffers accordingly.

### Camp 60—Lower Washington Creek

We have had a slight bit of stove trouble at Camp 60. The Headquarters Warehouse sent us an oversized range for use in the kitchen and it was installed with considerable work, but the stove pipe did not line up properly and a decision was reached to return the stove to Headquarters.

A bill has been sent to Headquarters Warehouse accordingly. Worth noting in the invoice is an item reading—life time

good wishes from Camp 60 crew to Purchasing Agent and Warehouse Foremen—\$15. Also included was a charge of \$5 for profanity used to describe undesirable features of the stove design and judgment of Warehouse Foremen.

## Camp 40 Bear Hunt

By MILT PIERSON

Welch and I went bear hunting last month. He took along a 30-30 carbine and eight shells and I carried an 8 mm. camera with fifty feet of film.

An old she bear and cub had become so friendly with our sawyers that a few of them actually quit and headed for safer spots (in town, of course). Seven lunches were stolen in one day and some lunches disappeared every day. One of the lunches, according to the sawyer involved, was a willing sacrifice since it enabled him to travel faster from where he was—to where the bear wasn't—if you know what I mean—he seemed to think that the slight weight of a lunch would have been an important retardant to his speed at a time when time was unquestionably of the essence.

We had no trouble locating the bear family. While Welch readied himself to do the shooting I ground out a few feet of film. He took four shots from a distance of about a hundred feet and then handed me the gun. I chased Mrs. Bruin around until all the shells were gone. Apparently she sensed that our ammunition had been used up because she came out of the brush like a streak of lightning and definitely had our persons in mind as an objective. However, lightning only travels 186,000 miles per second, so she was no match for our speed and we soon outdistanced her.

Back at camp it was discovered our ammunition had been 25.35 instead of 30-30. We had been shooting curves at the old lady. Later search failed to discover either mother bear or cub and they have given us no trouble since.

# Clearwater Picnic



Center above—The first aid station where souvenir tags were distributed upon arrival of picnickers. Above—Preparing the weiners in the cannery adjacent to Clarkston picnic grounds. Left—"Come and Get It"—and everybody did. About 2500 were in attendance. Concluding event was open air movies that lasted until eleven o'clock (with the kids still asking for more).

Below—The swimming beach was a popular spot with everyone. Prizes were given youngsters who won swimming events but most interest was in just cooling off.



Right—Softball, male and female. Bob Stillinger took a healthy cut but failed to hit the ball. Rita Pratt on the first lap of a home run. C. J. Hopkins, general office, in a state of collapse, receiving first aid . . . we understand he was used as a pinch hitter by one of the girls' teams (he says no, was simply returning property left with him for safe keeping during game).



Below—There were moments of fun in preparing for the picnic. The lemonade-making crew, under direction of Foreman Al Jensen, did a big job, in jig time. Jensen rolled up his trouser legs and set the pace. Below right—The bingo table was a popular place during the afternoon.

