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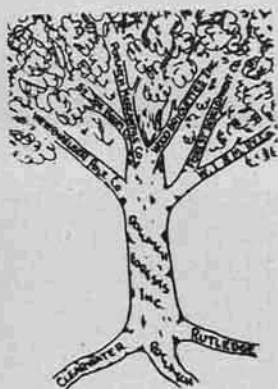
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*The Family*  
**TREE**  
no. 6

March 1950



# The Family TREE



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Editor ..... Earl R. Bullock

### Correspondents

Mabel Kelly ..... Potlatch  
Charles Epling ..... Clearwater  
Carl Pease ..... Headquarters  
Rober Carlson ..... Rutledge

### TEN YEARS AGO IN THE TREE

Rutledge Unit at Coeur d'Alene began its 24th year of operation on April 1, 1940. Clarence O. Graue, manager of Rutledge Unit, started on April 1, 1916. Sam Gilbertson, superintendent, started the following July. These men, from the point of service, are the oldest men on the payroll.

Governor C. A. Bottolfsen will give the commencement address for the graduates of Potlatch High School May 13th. The 1940 class, numbering 55 students, is the largest graduating class in the history of the High School at Potlatch.

Emmitt Barton, Damon Hayes and Phil Packwood have heeded the call of professional baseball and have reported to various spring training

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## Political Expediency and Debt

The following editorial by George S. Benson, President of Harding College, has a very definite message that should be read, concerning facts about Government spending who is paying for it.

If by some miracle out of a Thousand and One Nights, the genie of Aladdin's fabulous lamp were to appear before me and grant one wish—and one only—I think I should wish that the financing of government be removed from the realm of expedient politics for at least the next ten years. It would be the greatest blessing that could come to the 150,000,000 people of America in these crucial times. But Aladdin's Lamp is merely a beautiful fairy tale. And big spending politicians are a bold reality, as yet unbridled.

It's doubtful that there are more than a handful of people outside Washington who know the full facts about the spending program being persistently pressed on Congress by the executive department. To get the facts and correlate them would require a considerable staff of specialists. And to present the findings in an objective manner, justifying public acceptance, would require non-partisan handling. Fortunately, such a study has been made and such an objective report has been presented—by the staff of the Senate's own Committee on Executive Department Expenditures.

### Shocking Facts

The facts revealed are enough to shock every free and independent person in the country. If the Congress should enact the 15 new major

spending programs being urged by the President, the aggregate annual cost within the next five years would exceed \$25-billion. The Committee staff added this figure to the requested regular budget of \$40-plus billion and got \$65-plus billion, or about 30 per cent of the earnings of all the people in the U.S.A.

Some of the costliest new items being urged are: national health insurance, \$7-billion a year; social security expansion, costing \$6-billion; housing and public works, \$1.4-billion; the Brannan farm program, \$6-billion; aid to education, \$560-billion (to be very rapidly expanded), etc. The total new \$25-billion is recommended in spite of the fact that the executive department is already deficit spending to the tune of \$5 or \$6-billion a year, and the national debt has climbed beyond the quarter trillion dollar mark (\$256-billion).

### The People Must Pay

A report on the Committee's findings was made to the Senate by Committee Chairman John L. McClellan (D., Ark.). The Committee's study of the new program costs and the present budget showed, he said, "that to support such expenditures on a pay-as-you-go basis will impose a tax burden of \$433 annually for every man, woman and child in America. This, added to the amount of taxes already levied for State, County and Municipal governments will make the annual tax obligation of the American people more than 40 per cent out of every dollar they earn."

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## Cover Picture

Front cover shows a river of logs resulting from the jam breakup at Lenore and the North Fork. The picture was taken from the bridge at Cherry Lane. By the time these logs reached Lewiston they were strung out and no difficulty occurred in reaching their final resting place at the Clearwater Unit log pond.





Les Mallory, Axel Anderson and others during one of the last runs of the Elk River Railroad.

## Good = Bye Elk River Railroad

FOR over 40 years the logging railroad of PFI and its predecessor, the Potlatch Lumber Company, have hauled out the logs obtained within a 15 mile radius of Elk River. These railroads have transported many thousands of feet of white pine and other species to the mill at Potlatch. It was with considerable sentiment that the last track was removed and placed in storage. Many of the old-timers will recall the days spent in the Elk River area and on the Elk River railroad.

These rails have given way to truck logging. The trend toward truck logging was first apparent about 15 years ago when the company eliminated the logging railroad at Bovill which consisted of over 100 miles of track. During this same year they pulled out the Elk River system. However, it was merely to shift the logging effort in previously uncut timber stands south of Elk River. The company now maintains only one logging railroad, that is from Headquarters to the camps in that area.

### New Logging Methods

According to Earl Ritzheimer, superintendent of the Bovill operation, the company has adopted a new logging method and that, coupled with the use of truck logging, has resulted in stepped-up production with decrease in cost. The statement is borne out in fact with a new record output of 6,201,800 board feet in February. The old record was just over 5,000,000. He added that this new record was established through the work of from 125 to 135 men.

The new method of logging consists of cutting timber to tree length and skidding the entire tree to one of two landings in the woods out of Bovill. An electric power saw reduces the tree to 32 foot lengths and trucks working each landing haul the logs to Bovill where they are loaded upon the W.I. & M. Railroad for deliver to the sawmill at Potlatch.

This same plan will be established at

Elk River as soon as the necessary log roads are constructed. Three large swinging booms to transfer logs from trucks as they come out of the woods have been erected on the north bank of Elk River about a mile west of town. The Milwaukee Railroad plans to build loading docks alongside as it will continue to haul logs from Elk River to Bovill for transfer to the W.I. & M. Railroad for Potlatch.

The road beds left after the company "pulled steel" are being converted to permanent logging truck roads. The construction crew is now working upon such a conversion southeast of Elk River.

### Axel Anderson

One of the few men to see both the birth and death of the logging railroad at Elk River is Axel Anderson who has served Potlatch Forest operations for over 40 years. Axel landed in Potlatch in 1907. His first job was with the crew taking gravel from the river to use as ballast in the lumber yard. Spent time at old Camp H . . . then to Elk River, and was woods boss and superintendent to general superintendent Andrew Bloom from 1919 until the Elk River Mill closed in 1930.

The Potlatch Lumber Company laid its first spur tracks from Elk River in 1911. New steel tracks were purchased and installed periodically during the next ten years as the company logged areas around Neva and Shattuck's Butte, and after 1918, up Elk Creek toward the upper basin and Elk Butte. About 30 miles of track were laid the first ten years. After that the company "pulled steel" from old road beds, transferring them into new areas.

According to Axel, transferring of rails to new areas was "back-breaking work." He stated that a gang of from 150 to 200 men using picks and shovels would lay between 500 and 1000 feet of rails a day. First they would dig a long trench for drainage. The discarded

dirt alongside became the road bed for the track. Some railway spurs were routed only three-quarters of a mile into a wooded ravine. Others were extended up to 12 miles.

### Use of Horses

An unusual cycle in Elk River logging operations was pointed out by Anderson. He explained that the company first used horses to drag logs out of the woods, then used steam donkey engines mounted on slick log skids. Eventually the company experimented and mounted the skids with electric donkeys, the first ever used in high line logging. These electric donkeys were abandoned after three years at Elk River in favor of steam. These in turn were finally replaced by horses to com-

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Axel and Les in front of Old No. 23.



# Log Jam

## *On the Clearwater*



Top scene shows the logs and ice against one of the roller gates at the Clearwater Dam. Lower picture is a view upstream from the mill pond.

**J**UST after noon of March 6th the log jam at Big Eddy pulled and following this by about 30 minutes a larger jam in Little Canyon of the North Fork pulled. As a result, the Clearwater the rest of that day was filled with logs from bank to bank.

The crew of men had been working on the Big Eddy jam attempting to pull a few logs out by a drum tractor. They had removed less than one-fourth of the logs from the jam and were working at the time. In the words of Booth Edelblute, assistant Clearwater woods logging superintendent and supervisor of the crews, "All of a sudden it started to take off."

### Rise of River

A moderate rise in the Clearwater after weekend rain in the upland areas, plus the work that had been done on the Big Eddy jam, was credited for the jam breakup. The logs at Big Eddy were lodged in ice

and it is doubtful if the Little Canyon jam would have been able to take out the lower group of logs.

All but one of the crew members were able to jump ashore. However, Vern Perry of Orofino, had a two mile journey down the river on the jam while attempting to retrieve a run-away boat the crew had been using. This boat, which was equipped with air tanks, was recovered later three miles down stream from where Perry went ashore.

### Center Moved

Many of the logs near shore failed to move out . . . only the center part of the jam gave way. By the time the logs reached the Clearwater mill pond, they were spread out and there was no difficulty in handling the logs coming into the mill pond. High water could have made the logs more difficult to handle.

The jam at Big Eddy had stayed firmly in place since it started to pile up January 22nd. The jam itself was about 200 yards from front to back.

"Dad," asked the small boy, "why is a man not allowed to have more than one wife?"

"My son," replied the father, "when you are older you will realize that the law protects those who are incapable of protecting themselves."

\* \* \*  
In education, as in forestry, few live long enough to see a true measure of what they have endeavored to accomplish.

\* \* \*  
The recipe for successful afterdinner speaking includes using plenty of shortening.

Picture on left . . . a jam on one of the piers of the Cherry Lane Bridge. Thousands of feet of logs that remained at the jam in Big Eddy.



# Log Jam

## Communications

A POND full of logs, a river full of ice, a jam of logs and ice at Lenore, and another one at Little Canyon on the North Fork, and warm weather impending after the long freeze, left a state of apprehension hard to describe. All loggers were confident that warm weather would come gradually, however, it was necessary to take the proper precaution in the event an emergency arose. To do this everything possible was done to prepare for an emergency whether it be a matter of salvaging logs down stream or whether it would develop into a public emergency taking out bridges and communications.

It developed that communications was the key to rapid action. The PFI radio system was utilized along with local radio station KRLC, the Washington Water Power radio system, the Clearwater Timber Protective Association system, the telephone system, and local amateur radio operators. This organization was accomplished sixteen days preceding the emergency that did arise. The weather was ideal for these sixteen days. The warm days melted the ice with much of it becoming rotten. The log jam remained intact and the rivers did not raise during the sixteen-day period. However, February 24th the warm rains came with the log pond at Clearwater Unit only partly open and fin booms lodged in ice. If the log jam broke there was still a great possibility that most of the logs in the jam would be heading for the Pacific Ocean. However, much of the public emergency was reduced because the volume of ice was greatly diminished over that which caused the formation in the first place.

The first alert of impending trouble came at 5:00 P. M. February 24th. Frequent telephone messages from the region carried additional information that the river was rising rapidly and that there was heavy runoff on the prairie streams. PFI radio station KOA550 was put on the air at 7:40 P. M.



"Boots" and the crew enroute to retrieve the swamped boat.

The following is the log of events as recorded from the PFI station and shows the fast moving scene of concern and constant vigilance on the part of those responsible.

At 7:58 Edelblute called back from Spalding stating that there had been a slide near Arrow and the highway was blocked but that he was going to take a look.

At 8:12 Headquarters advised that the stage had been turned back and there was another slide between Orofino and Greer.

At 8:15 Edelblute called in from Arrow and said there was a car stuck in the slide blocking the highway and was in danger of being pushed into the river. He requested that the sheriff of Nez Perce County be advised. This message was relayed to the sheriff's office immediately. The warm rain kept coming down in torrents instead of the scattered showers as predicted.

By 9:00 o'clock Edelblute called to Headquarters radio station and advised that the river was running full of ice but the logs had not moved. He reported that the ice was holding firmly although it was making lots of noise and there was some internal motion as the ice passed under the jam.

At 9:35 he reported the logs as quiet but that the river was rising rapidly and that the ice was passing under the jam at Lenore.

At 10:00 P. M. came the report from the radio car that no logs were running from the North Fork at Ahsahka.

At 10:45 P. M. Edelblute reported again to Headquarters saying they were making ready to watch the jam over night. Telephone operators had been set up at Lenore, Gifford and Lewiston to assist in an emergency and the radio car was staying at the jam.

Inspection at 11:35 indicated no particular danger to the bridge, that the ice was moving under the bridge and in good orderly fashion and no logs were jamming back of the bridge at Lenore. As midnight arrived water was rising rapidly.

At 12:30 Edelblute called to express his opinion that the jam would not go out that night.

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... a jam against the Lenore Bridge. Picture on right shows several



## Woods News

### Headquarters

Instead of spring breakup as was experienced in other parts of the country here it is still winter.

Frank "Hot Rod" Stedman departed for his Shangra-la via second-hand (new to him) rust-colored Chevrolet sedan. When last seen he was going over the hill without a tail light. It is reported he became stalled on this hill, got out to put his chains on . . . bent over and ripped the seat out of his pants. However, he got his chains on and took off. All at Headquarters hope that he has a pleasant time.

Fred Hardenbrook set an all-time record for Headquarters personnel . . . he left here on a Friday afternoon single and returned the following Monday night as a family man. This included a round trip to Thompson Falls, Mont.

It has been reported that Dave Hunter of the timber marking squad, while snowshoeing recently with his company of local Boy Scouts, got hit by a BH hornet. The Scouts say that he took off like a jetsoned plane.

By this time next month the log drive should be on its way. It is wondered if any of the Lewiston office drivers intend to sign on for anything other than meals.

### Camp 55—Alder Creek

Camp 55 closed down March 3rd because of spring breakup.

### Camp 58—McComas Meadows

Camp 58 closed down February 18th due to the spring breakup.

### Camp 62—Snake Creek

Camp 62 personnel closed down on March 9th due to the spring breakup.

### Camp 61—Silver Creek

The size of the crew is holding fairly steady although a few transfers have been received from other camps. The snow this year piled to a total of 9½ feet. However, intermittent rains have decreased this to probably about five or six feet.

Tree length skidding seems to be working satisfactorily. The production is about equal, however, the cost seems to be lower.

### Camp Y—North Fork

In February over five million feet of logs were trucked to the North Fork of the Clearwater and were decked along the banks of the river below Dent.

Several thousand feet of logs had previously been dumped into the river and were enclosed in log jams. These moved out on March 7th and were on their way to the Clearwater mill.

The logging roads of Camp Y withstood the spring thaws very satisfactorily.

Camp Y operations closed on Febru-

ary 25th and will reopen next fall.

### Bovill—Camp 40

Art Henderson and his crew have seen a winter with plenty of snow and under such conditions have had quite a time keeping from becoming hermits. It has been a big job trying to keep the main road open. There is approximately seven feet of snow here now and stand a chance of getting more. However, the construction of new roads for the coming season's logging is well along. The roads are all in on Snake Creek, and at present they are building roads on Glover Creek, where, it has been reported, a good sized herd of elk have been wintering.

### Camp 42

Camp 42 had good logging in February, in spite of deep snow, loading out over six million feet of logs. The breakup has started and the snow is vanishing and with cool nights it looks as though we might get off without too much flood conditions.

In spite of dangerous conditions, the camp operated with no fatal accidents and with only a small number of minor accidents.

Water standing deep on the flats has flooded out a number of beaver on Fry Creek.

Les Mallory and his crew are heading into another big month.

### Camp 43—Elk River

Having pulled the last of the steel on February 9th this camp will be a truck camp when production gets underway. With the pulling of the steel the old railroad bed will be the main thoroughfare between camp and Elk river and should prove to be a good one as the grades are moderate and the heavy ballast will also provide a good road surface.

The crew of 13 men are chiefly engaged in truck and cat road construction and road repair.

At present the snow is about four feet deep and the old county road to camp is practically impassable, especially around the new Elk Creek dam site.

### Camp 44

On February 6th two dozers started removing snow and arrived at Camp February 10th. The snow at that time was over five feet deep. On March 3rd the snow was 4 feet deep, but with the heavy rains the snow depth is decreasing rapidly.

The two road construction jobs, the

"So you have to run home as usual?" scoffed one of the group at the bar as a timid looking little man rose to leave. "What are you, a man or a mouse?"

"A man of course," replied the little fellow with dignity.

"What makes you so sure?" demanded the other.

"Because," he explained, "my wife is afraid of a mouse."

## Plant News

### CLEARWATER

During February considerable ice flowed into the mill pond and piled up behind the dam. Several thousand feet of logs were salvaged that had been lodged in the ice behind the dam.

February was another outstanding month for the Shipping Department. They operated 24 days during February and shipped over 23-million feet of lumber. The Shipping Department discontinued the six-day week because of low inventory of rough dry lumber.

### POTLATCH

J. J. O'Connell has been appointed by the Bureau of Navy Personnel to serve on the Idaho State Selection Committee. Responsibility of this committee is choosing from the successful applicants by competitive examination those who are eligible to enter the NROTC program this fall.

Another session of Job Relations was completed in March and the following received their Job Relations cards: Rex Nagle, Donald Kried, Arthur J. Sundberg, Jr., Jewels Leef, Lester Minden, Calvin Kried, James O'Reilly, Harold Crumley, Harlin Owens, Kenneth Van Sickle, George Whitney, Roger Lucas and Herbert Wilhelm.

main truck road to Fishhook basin, and branch roads to Fishhook are now well underway and will tap new logging areas.

### Bovill Warehouse

We are very proud of the new lighting system that was installed in the warehouse offices just last week.

We are busy putting in order a new Kardex employment file. We expect to have it all completed this month.

Chet Yangel attended the meeting at Potlatch the week of February 20th that was conducted by Mr. Shepherd. He brought back a recipe you might like to try:

Recipe: "How to make a Peach cordial."

Answer: Buy her a drink.

There is a lot of water in front of the warehouse and anyone who doesn't feel like swimming to the front steps has to come in the back door.

People will gamble on anything. Now they're beginning to save money, on the chance that it may again be valuable some day.

A farmer put up this sign at the entrance to his pasture: "Hunters, please don't shoot anything on my place that isn't moving. It might be my new hired man."

The greatest of all devaluations—a woman's estimate of her own age.

## Political Expediency And Debt

(Continued from page 2)

"So far as I know," said Senator McClellan, "only one other nation today, among the free peoples of the world, have a tax obligation in comparison, and that is England—and England, as we all know, now has an austerity standing of living which we, by gratuities of a billion dollars a year, are helping her to support. The prospects of our traveling the road that England has taken are appalling."

### No Aladdin's Lamp Available

The executive department has just recommended costly new increases in unemployment compensation payments (to \$120 monthly) and a revision mak-

ing it possible for idle workers to draw the payments six months out of the year. One commentator who reported the news from Washington said political observers considered the recommendations as a gesture "for making political capital for this year's Congressional elections." But I think we'd better take it a lot more seriously than that.

Certainly there can be no question about the fact that too much government spending, at all levels of government, is based on a prime consideration of political expediency. To heap new spending programs on top of the present staggering federal budget is outrageously unsound. Though there isn't any Aladdin's Lamp, if the public actually becomes awakened to the seriousness of this they will put a stop to it.

"So you're back from your vacation? Feel any change?"  
"Not a cent!"

Nature gives everybody five senses—touch, taste, sight, smell and hearing. Everybody also needs two more—horse and common.

"Henry is our best salesman—that guy could sell anything."

"That so?"

"Well, yesterday a widow came in to buy a suit in which to bury her husband, and he sold her one with two pair of pants."

Kowan, the Eskimo, was sitting on a cake of ice telling a story. He finished and got up. "My tale is told," he said.

A reputation is easier to keep up than to live down.

Gas station attendant (pointing to choke lever): You say your car uses too much gas? Know what this is for?

Woman: Oh, that—I never use it, so I keep it pulled out to hang my handbag on.

## Log Jam Communications

(Continued from page 5)

All communications were kept intact all night with operators on duty at Headquarters and Lewiston, as well as the telephone operators taking an all-night vigil at some of the outlying telephone exchanges. At 4:30 A. M. Edelblute sounded the alarm from Lenore by radio that there was a severe motion within the jam. Washington Water Power and all concerned personnel within Potlatch Forests, Inc., were alerted.

At 5:10 Edelblute reported that apparently a thousand feet right in the middle of the jam had suddenly disappeared and water was showing, but apparently the logs had only shifted to make more room for the ice.

The first "scare report" was received at 7:40 A. M. Cars equipped with radio systems were dispatched to the scene and the reports were correctly evaluated. There was no danger existing at that time. However, a large volume of ice was moving and a few logs were in the ice. The jam of logs in the North Fork had not moved. For a further check of the North Fork jam, a plane was sent over the area to check the flow of logs and ice and by 9:00 A. M. the report indicated the North Fork jam had not broken and the river was relatively clear of ice and logs.

During the day three radio cars were on the scene patrolling the river, watching its rise and fall from measuring sticks set up in the river bank. By noon the river was on the decline and there was no likelihood of the jam moving in the North Fork or at Lenore.

The communications network was allowed to remain intact until the evening of February 25th. By that time all danger to the public or to the facilities of transportation along the river were reduced to nothing.

This is a practical evaluation of radio communications. In this emergency the facts were quickly reported and evaluated from on-the-scene observers. In this way, all people concerned were aware of the situation at all times. There was complete cooperation between the radio systems of the Washington Water Power Company, the state police officers, radio station KRLC and the amateur radio operators in the area. This experience with radio further strengthens the practicability of the use of radio industrially.

The industrial forest radio equipment on the job for indus-

trial purposes was able, ready, and willing to transmit any messages that might affect the safety of the public or its property. Without this radio service, information could not have been relayed from the scene. Other means of communication would have supplied only scanty information.

Automotive engineers are working on a device to control motorists who sound horns at stoplights. Invention, when perfected, will make it impossible to blow horn when machine is at a standstill.

Three fastest ways to send a message, according to Larry Lee are—telegraph, telephone, tell-a-woman.

One hour of work in the U. S. will buy 2.8 baskets of food. In England one hour of work will buy 1.3 baskets of food. The same amount of work will buy 1.2 baskets of food in France; 1.1 in Belgium; 1.0 in Germany; 0.7 in Italy, and 0.4 in Russia.



"Well, I just got the bad news, Charlie! I've been promoted and starting next Monday I'll have my own private office!"

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Roland Wilber, pulp and paper mill manager.

## ROLAND WILBER

PULP AND PAPER MILL  
MANAGER

Roland Wilber has been named manager of the new PFI pulp and paper mill now under construction, according to announcement by William P. Davis, PFI President and General Manager.

Mr. Wilber arrived early in March to take over his new duties. He has had many years of experience in the pulp and paper industry. He came to Lewiston from Savannah, Georgia, where he was manager of the Southern Paper Board Corporation. He is a native of Pennsylvania and received a degree in chemical engineering from the University of West Virginia.

His experience in the pulp and paper industry began with the Sherry River Company in West Virginia where he was employed as a chemist. He later went to the Ecusta Paper Company,

Part of the 650 cubic yards of concrete per day.



manufacturers of cigarette papers, in North Carolina as the mill superintendent. Following this, and before going to Savannah, he was production manager of the Crossett Paper Mills at Crossett, Arkansas.

His family will come to Lewiston at the end of the current school year.

### Pulp Mill Construction

The construction of the new paper and pulp mill is going at a rapid pace. Cement for the forms for the side walls of the first 18-foot section, the columns and the machine room of the paper mill is being poured. A total of about 650 cubic yards of cement is poured daily and they are employing about 400 men on the project.

### TEN YEARS AGO

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camp. Turning out for positions on the local semi-pro club are Ike Peterson, Mack Frost, Cully Bing, Les Ball, Willard Currin, Steve Summers, Henry Graham and Wallace Currin.

The long elapsed time record without lost time accidents rolled up by Clearwater plant employees since last November, was broken during March when a kiln worker sustained a broken ankle.

Sweeping with tornado-like fury across the Clearwater Forest area of north central Idaho, the wind that blew in gusts and appeared to have bounced as it went, left a trail of utter destruction behind it on February 28th. Between 4,000 and 6,000 acres of standing timber were damaged.

All camps of the Potlatch Unit are shut down, Camp 32 having been closed in February. At Bovill a crew of ten men are overhauling Caterpillar tractors and trucks. Also, at old Camp 6, there is a crew of 12 men cleaning and doing general repairing to the Camps 31 and 35 cars.

"My wife says if I don't chuck golf she'll leave me."  
"That's tough, Old Boy."  
"Y-yes, I'll miss her."

Marriage brings music into a man's life. He learns to play second fiddle at home.

"A girl's face is her fortune."  
"Could be, but it's her legs that draw the interest."

For storing wet paint brushes, a plastic bag is said to keep them soft and usable for long periods.

Mother: Do you like your new bathing suit, dear?  
Six-year-old: Yes. Only next year I want one that's just a skirt and earmuffs.

The man who fiddles around rarely gets to lead the orchestra.

"Here," said Johnny to his father, "is my report card. And here, he added triumphantly, is an old one of yours I found in the attic."

Filing an income tax is like playing a Truth or Consequences game with yourself.

## Painless Payments

Not only has the payment of taxes been an obligation which is mandatory in the life of civilized man, but it has been associated with some great historical events. The United States gained their independence from a war which was provoked largely by an issue of taxation.

While the custom of paying taxes is not new, a method of extracting them has been developed in our times which is designed to do so by a painless method. It is said that we do not miss the "unseen dollar," since we learn to live on a budget which is limited to the "take home pay." If we had to part with tax dollars after we once had them in our hands, it is quite possible that the pain would be excruciating.

There is danger in making the collection of tax money too easy. So long as people do not feel the "pinch" of having to part with tax dollars in their possession, our elected officials may not exercise too much care in making use of these dollars wisely. From such practice it is quite conceivable that we may allow this activity to grow until we reap the rewards of our nonchalance, the "welfare state" of socialism.

### GOOD BYE ELK RIVER RAILROAD

(Continued from page 3)

plete the cycle. Today, however, bulldozers and tractors do the job.

Motive power for the railroad was furnished by Lima Shay locomotives. A dozen such locomotives have been used in this area during the last 40 years. Only three of them at Elk River are left. Two will be scrapped, the third will be retained at Bovill for switching.

"These locomotives could climb a ten per cent grade if they had to, and once operated near the top of Elk Butte which has an elevation of about 6,000 feet," said Axel. "This was accomplished by switchbacks, but normally anything more than seven per cent grade was tricky business for these locomotives."

The old-timers watched the trucks take over and the rails disappear. They are all agreed in the theory of the new methods of logging but are saddened by the passing of the colorful and dramatic past.

Mrs: "I want an explanation of this, and I want the truth."  
Mr.: "Very well, dear,—which shall I give you first?"