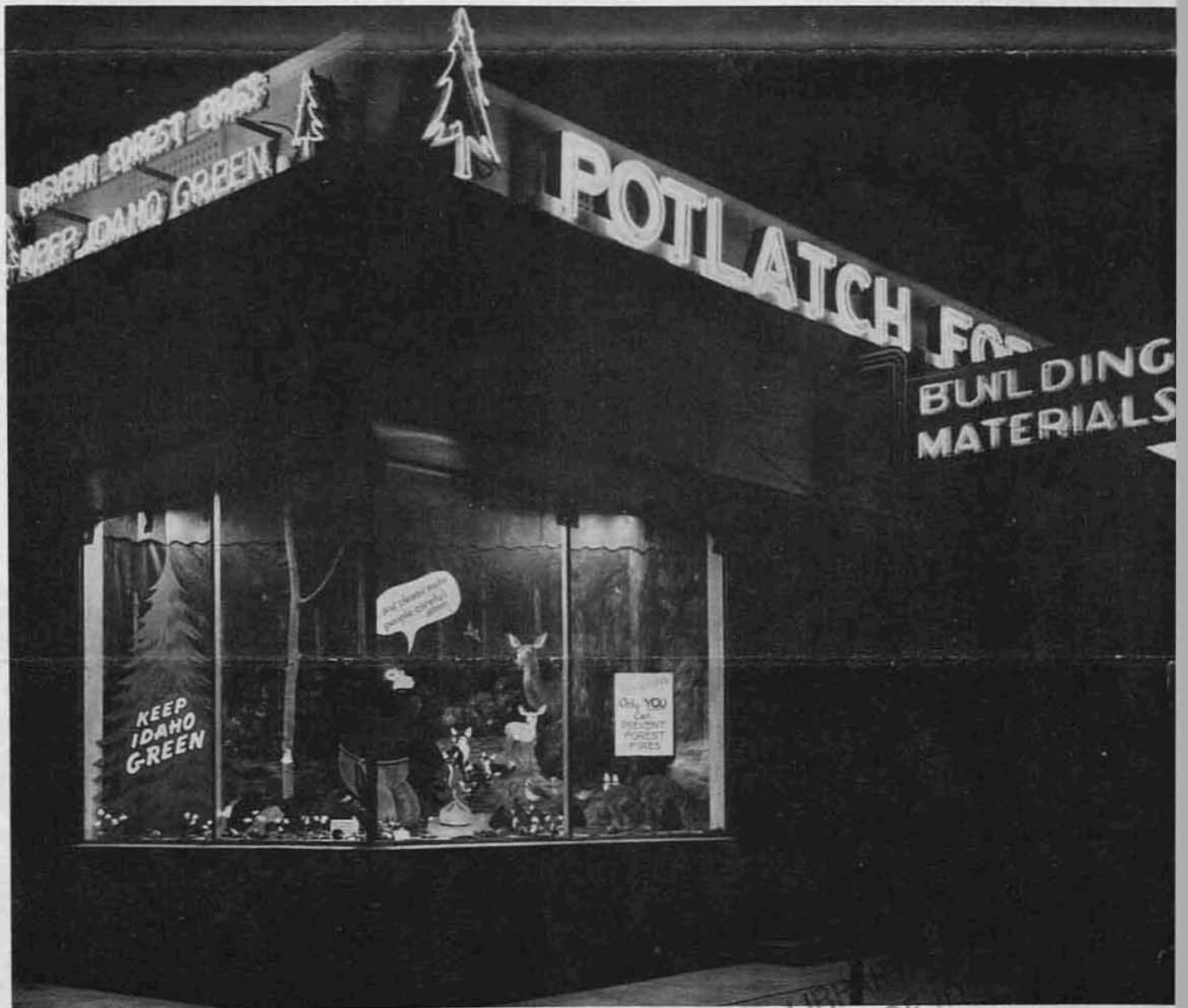


POTLATCH forests of

The Family TREE

NOVEMBER 1950



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It's A Poor Rule That Doesn't Work Both Ways

The following was taken from the News Bag and is very timely.

Once again the American people are being called upon to make many sacrifices and economies and to pay increased Federal taxes in an all-out effort to make certain that we, as a nation, are ready at all times to meet the threat of Communist aggression in Korea, Formosa, or wherever it may occur.

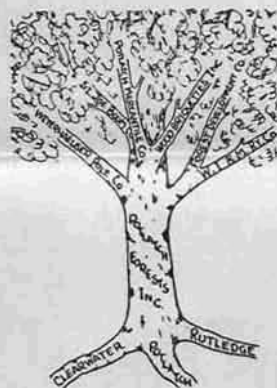
The Administration will get both the rigid economy and the increased taxes for which it is calling. They will get them for two reasons: first, because the American people have never failed when "the chips were down"; second, under the proposed tax increase (notice your first check in October?) to finance the Korean war and adequately to rearm ourselves and our allies, none but a rigid economy, for most of us, will be possible.

The American people, by and large, do not object to sacrifices and economies; they do not complain too much about high taxes, if and when they were convinced that such sacrifices, economies, and high taxes are necessary. No one doubts that such a time is, and has been, with us. The thought arises, however, that it would have been far better for our national leaders to show the way in economizing by putting into effect in the government some of the economies they are asking the taxpayer to practice.

At no time has the Administration made any mention of what it could, or would, do about curtailing some of the unnecessary expenditures that have repeatedly been called to the Administration's attention by economy-minded Senators and Congressmen, as well as by the very Hoover Commission that the Administration set up to study and make recommendations relative to economy in government.

The Administration has the right to ask and expect economies and sacrifices from the people in times of emergency; It has the right to levy additional taxes. At the same time, however, the people have the right to ask and expect of the Administration not only economy in government, but a wise use of their tax money.

It's a poor rule that doesn't work both ways.



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TEN YEARS AGO IN THE TREE

The first satisfactory machine for the production of Pres-to-logs stoker fuel has been developed. Much of the credit for this development is due to the engineering skill of Robert T. Bowling.

How materials are handled in the Clearwater plant was told in a talk given before the American Society of Mechanical Engineers by Dave Troy, shipping superintendent.

Cliff Hopkins was general chairman of the Lewiston Community Chest drive this year.

A patent for the Pres-to-log product No. 2222250 was received by Wood Briquettes, Inc., dated November 19, 1940. It is good for 17 years.

Cover Picture

This month's cover picture shows the display window of the Rutledge Unit office. In a letter from Roger L. Guernsey, State Forester, Clarence Graue and his unit was complimented for their note-worthy efforts in the prevention of forest and range fires. Special mention to the fine signs and exhibits arranged by the Rutledge office was given.





The New WI&M Deisel Electric

THE new 660-horsepower diesel electric locomotive for the WI&M Railway Company was received early in October from the American Locomotive Company in Schenectady, New York, according to an announcement by Potlatch Forests, Inc., officials.

The new locomotive has been put into round-the-clock road and yard switching service at Potlatch, Idaho. The unit will replace two steam type locomotives now in service on the railroad and will make runs from Potlatch to Palouse and return and will bring logs to Potlatch Unit from the Bovill logging operations at Bovill, Idaho.

The locomotive is about 44 feet long and has a 30 foot wheel base. It weighs approximately 100 tons. Power is supplied by a 6-cylinder diesel engine. The engine turns the generator which supplies the electricity to 4 traction motors geared to the axel. The maximum amount of traction power per pound of locomotive weight is obtained by having the entire weight of the locomotive rest on the four axels which drive it.

Push Button

By using electricity to power the driving motors a smooth, quiet application of power may be obtained. This locomotive can be started by the push of a button. This means that the engine can be turned off when the locomotive is not working. The result is a high availability and a low fuel cost.

Diesel electric locomotives have slowly been replacing the old steam iron horses on railroads of the nation and it has only been recently that diesel electrics have been utilized in woods and semi-woods operation.

The Association of American Railroads recently reported that during the first half of 1950 all but 5 of the 1,127 locomotives put in service by major railroads were diesel electric units. Of the 1,000 locomotives on order July 1st, 97 per cent were diesel electrics.

A glance at Interstate Commerce Commission figures shows that these locomotives are hauling a substantial share of railroad traffic already. More than 48 per cent of the miles traveled by passenger cars, 33 per cent of the ton miles hauled by freight cars, and 48 per cent of the total yard switching hours are being handled by diesel electric locomotives on the nation's railroads.

New Washington, Idaho, Montana Railway Company Locomotive

Three Reasons

There are three main reasons for the switch from the old steam locomotives; economy, availability and cleanliness. The economy of the diesel starts with its fuel. One gallon of diesel fuel ordinarily does the work of 100 pounds of coal in a locomotive and there is no need to build up a head of steam in the boiler. The diesel engine starts with a push of a button. The diesel electric is always ready to go to work and often goes for 24 hours without stops for servicing or refueling. The diesel electric eliminates the smog and smoke problem of the steam locomotive. A smooth flow of power from diesel engine to generator to electric motors to wheels means less maintenance on the drawbars and couplings.

In test runs the WI&M locomotive has already proven its worth in economy of fuel operation.



Left to right are the fellow who braved the snow storm to have their picture taken with the new WI&M deisel electric. They are Roy Huffman, assistant general manager of PFT; Dick Elsea, brakeman; Chuck Trotter, brakeman; Carl Elsea, Trainmaster; A. E. Conger, conductor; W. J. Gamble, WI&M manager and on the steps of the locomotive, Alfred Howard, fireman and Elmer Helm, engineer.



Carl Frederic Balling

European Group Studies PFI Operations

During the latter part of August, about 25 lumbermen from eleven European Marshall Plan countries arrived in Lewiston for a three-day study of the operations of PFI. Our company was one point among many of a nation-wide tour that this group visited before returning home to compile the report on American lumbering methods.

The first day they spent in touring the Clearwater Unit. They made a tour of the mill in the morning and following lunch were told of our personnel program and training program by the Training and Methods Department. Following this they broke up into groups that were interested in particular phases of sawmill operation.

Tour Bovill Woods

The following day they spent in Lewiston compiling reports and returning to the mill for further information. On the third morning they left for Bovill and were conducted on a tour of the woods by Earl Ritzheimer, superintendent of the Bovill operation, and Royce Cox, PFI Chief Forester. Upon arrival at Bovill they were taken to the East Fork of the Potlatch Creek and there a representative of the Blister Rust Control program of the Federal Government explained the blister rust scourge that has hit the Idaho White Pine and showed them samples of some of the cankers. Ritzheimer explained the advantages of tree-length logging and they visited a landing on the East Fork. In this area they viewed the selective logging program.

Following this, they were taken to Camp 40, out of Clarkia, for lunch. Following lunch, they were shown the

(Continued on page 5)

German Training Program

Carl Frederic Balling, a native of Germany and former pilot with the German Luftwaffe, is now working at Clearwater Unit under a program of the Department of State and Department of Labor whereby a number of young German workers were brought to the United States as industrial trainees. Carl is an ex-fighter plane pilot with the German Air force and flew a ME-109.

Balling was born at Dusseldorf in the Rhineland. His father, Adolph, was a wood merchant. He attended elementary school from 1931 to 1935 and from 1935 to 1943 he attended a high school for boys. After finishing high school he was drafted into the military service. In 1945 he was taken prisoner by the Americans and he received his military discharge in June of 1945.

"Merchant Assistant"

From September, 1945 until February, 1948 he received a thorough business training in a sawmill, finishing with an examination as a "Merchant Assistant". In March, 1948 he enlisted as a student at the college for technicians and engineers of the woodworking industry where he passed the woods technician examination in 1949.

His practical experience consisted of working in sawmill, furniture work, veneer factories, plywood factories and special training in handling of vertical log saw frames, horizontal gang saw, circular saw, chain saw, spindle molding machine, planer, hydraulic press, sanding machine, veneer cutting and rotary lathe machine. He has also operated cranes and trucks.

Under the program, the State Department is to make it possible for a selected number of young German workers to live and work in the U.S for a period of time in order that they can observe American practices in self government and our democratic way of life. The second objective is to enable them to obtain training in industrial processes and skills which will be of value when they return to Germany.

At the present time there are 23 trainees including Belling in this project. The age of the trainees range from 21 to 31 years of age. The kind of training for the 26 Germans include automobile manufacturing, wood working, iron foundry, electrical fitting, structural steel erection, coal mining, auto body construction, optical industries, textile, office organization and statistics, organ building and church architecture and work in industrial factories.

The trainees will be in the U.S for a period from 6 months to 12 months.

Balling was asked what he thought of the possibility of peace and war. He said he thought things would get better as the Russians don't want war, but if there should be a war he said he thought many of the East Germans would flee to Allied-dominated territories. He was further asked what the nations could do to prevent war. His reply was "The only thing to do is to become friends or if not friends to become not enemies."



The group of European lumbermen who studied Potlatch Forests, Inc. operations.

C. of C. Get Preview of Pulp & Paper Mill

Approximately 200 Lewiston business men and women were given a preview of the new pulp and paper mill November 21. The group was taken on a guided tour of the new plant by PFI officials.

The visitors were given a glimpse of the entire process by which PFI will convert wood chips from North Central Idaho forests into paper. The tour began at the chips storage tank where the visitors were told that the chips would be received from the Clearwater Unit sawmill by a conveyor belt with the second conveyor carrying the chips to the pulp mill digesters where they are cooked into pulp.

Caustic Plant

The tour then progressed through the caustic plant into the boiler room. The boiler room is housed in a four story building and contains a recovery boiler which will recover the chemicals contained in the black liquor and will burn the lignin and other non-cellulose materials. The main source of steam and electric power for the plant will come from the power boiler. It will burn hog fuel, coal or oil. The 10,000 kilowatt turbine is installed to furnish the power for the plant.

The visitors were shown the digesters where the wood chips are converted by a cooking process into pulp. They were shown the vacuum washers where the pulp is separated from the liquor and washed and bleached. From the bleachers it is transferred to vibrating screens where impurities are sifted out. From this process the pulp is put through the save-all washer. Additional refining is then carried on in the beaters and Jordons, the last step before pulp enters the paper machine.

Paper Machine Room

The guests were then shown the machine room where the large paper machines will be housed. From there they were conducted on a tour of the plant laboratory where tests of paper quality and type are conducted.

Following the tour they were guests of the company at a luncheon held at the plant cafeteria.

EUROPEAN GROUP STUDIES PFI OPERATIONS

(Continued from page 4)

new Mobilcrane in operation, some of the old growth White Pine, and road construction and then taken over to a landing where logs were loaded onto a truck.

The group was returned to Camp 42 for supper. Following supper they boarded their bus for Spokane where they were taken over by the E. C. Olson Lumber Company.

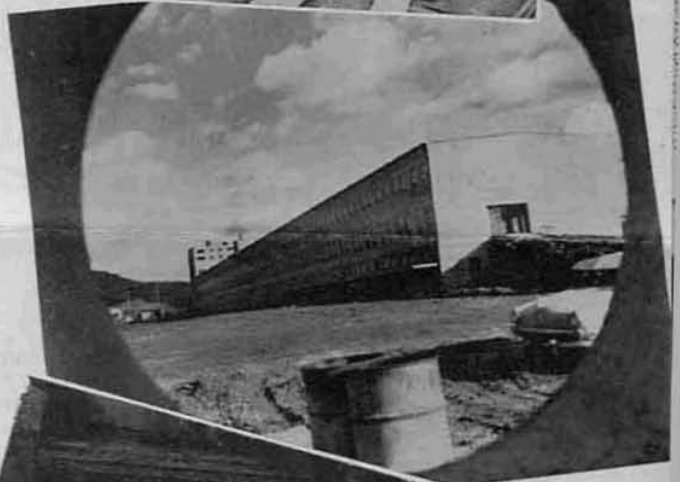
Large Machinery

As of this writing, the Company has received several letters from individuals thanking us for showing them our operation and asking for additional information. They were particularly interested in our logging methods. Most of them were awed by the large machinery that we operate and the production which we obtain.

In charge of the tour was Hume Frayer, Louis C. Hermel and Paul H. Russell, all of the U. S. Forest Service. The visitors were from Austria, Belgium, Denmark, France, Federated Republics of Germany, Italy, Netherlands, Norway, Sweden, Turkey and the United Kingdom.

They sailed from LaHarve, France, July 24th along with some 75 other specialists in the different fields on similar errands. Their studies, designed to help increase productivity and efficiency in Western Europe, were proposed by the organization for European Economic Cooperation and are being made under the ECA's technical assistant program.

Each of the men that studied the timber operations here is a specialist in his field and each will contribute at the end of the tour, to a bulky report which the group will publish. This report when circulated among lumber manufacturers in Europe, will provide European industrialists with an up-to-the-minute method of logging and producing finished lumber.



Pictures from top to bottom which were taken during the Chamber of Commerce tour of the Pulp and Paper mill are the caustic plant, the machine room of the paper mill, a group of business men feeling some pulp in the beaters and a group starting on the tour by the chip conveyor from the chip storage into the digester room of the pulp mill.



NLMA NAMES LEUSHEL Director

O. H. Leuschel, assistant general manager, was named director-at-large at the meeting of the National Lumber Manufacturers Association in Houston, Texas, November 13 through 16.

Other directors-at-large included G. F. Jewett, Chairman of the Board of Directors of P.F.I., and Harry T. Kendall, Board Chairman of the Weyerhaeuser Sales Company, St. Paul, Minnesota.

Corydon Wagner, vice-president and treasurer of the St. Paul and Tacoma Lumber Company, Tacoma, Washington, was elected president of the association for the ensuing year.

GENERAL OFFICE CREW HEARS WILBER—BOWLING

Roland Wilber, manager of the pulp and paper mill, described the operation of the new mill at a dinner for the general office gang, Tuesday, November 28.

R. T. Bowling explained the operation of the hydraulic barkers and chippers following which Wilber talked about the process by which the wood chips are converted into pulp, the caustic plant, the recovery and power boilers and finally the description of the paper mill.

From comments received from those attending, Wilber and Bowling did an outstanding job of explaining our latest development.

"Regardless of the outcome of the battle in Korea, we have embarked upon a program which will cut critical strains upon our domestic economy. Serious shortages, heavy taxes, and problems of inflation will tax our ingenuity and self-control and strength to the utmost; and this will go on for years." Charles Sawyer, Secretary of Commerce.

The judge was sentencing a hardened and often-convicted criminal. "You are found guilty on 26 counts. For each you are to serve 5 years making a total of 130 years." The prisoner, already middle aged, suddenly broke down in tears. The judge, believing this to be a sign of remorse, said in a gentle voice, "I didn't mean to be so harsh. I realize the sentence is unusually severe, so you don't have to serve the 130 years." The criminal's face showed new signs of hope. The judge continued, "Just do as much as you can."

"This country is composed of two kinds of people. One group believes that government can support all citizens. The other wonders whether all citizens can support the government."—James A. Farley, Chairman of the Board, Coca-Cola Export Corp.

I was in a crowded elevator in a downtown department store during one of the recent summer clearance sales, and standing behind me was a little boy. "Aren't you afraid your son will be crushed in this crowd?" "Not a chance, my dear," she replied. "He bites."

In the largest forest rehabilitation program ever undertaken, the State of Oregon has launched a \$10 million program to get Oregon's 750,000 acres of state forest land under full protection.

Plant News

Rutledge Unit

The moving picture "Green Harvest" was shown to the grade school group at Rathdrum, Idaho.

Henry Jorgenson, watchman at the Rutledge Unit, has completed 10 years in that position. Being interested in the walking distance a computation was made and it was found that he had walked approximately 37,700 miles, which is the equivalent to 1½ times the circumference of the earth. Included in this mileage is 6,500 miles of stairways. This proves to be quite a jaunt.

The following was copied from the December issue of Plant Engineering and was entitled the American Worker's Creed:

"This is my job. Next to my life, my family and my home it is the most precious possession.

"I will protect it against all dangers.

"I will observe the actions of others who may have ulterior motives to destroy it.

"I will report any suspicious acts to my foreman, supervisor or department head.

"I will protect all the tools that are part of my job or craft.

"I will do anything in my power to

cooperate in the campaign against the spy and saboteur."

A terrific wind storm during the night of November 16th broke the log boom and the logs were piled on the beaches near the plant.

The Washington, Idaho and Montana Dry-Kiln Club met in Coeur d'Alene early in December and were guests of the Rutledge Unit. Bud Jones of Lewiston retired as president and Mort Huetter of the Northwest Timber Company in Coeur d'Alene was elected president for the next year.

Mr. Herman of the Western Pine Association talked on dry-kiln schedules and Clarence Graue, manager of Rutledge Unit, discussed a dry-kiln foreman's responsibilities and management's interest in dry-kilning.

Clearwater

The annual meeting of the Potlatch Credit Union No. 1 will be held at the plant cafeteria Sunday, January 14, at 2 p.m. There will not be a dinner this year. All members are urged to attend.

Today there are 23 professional forestry schools in the United States functioning as branches of colleges or universities of recognized standing.

"We know that a total war drags us inevitably in the direction of totalitarianism; and the longer war lasts, the further we are drawn toward it."—Robert H. Jackson, Associate Supreme Court Justice.

Woods News

Headquarters

We have about 5 or 6 inches of snow which will probably be gone in a few days.

Joe Clark, the state trapper from Pierce, is transferring beaver from one area to the other because of the damage they are causing.

The Pierce and Headquarters highway is clear of snow and no chains are needed; however, the road bed is extremely rough and there are too many chuck holes to miss.

Log Drive No. 20

"Whitey" Welland and his crew consisting of about 6 men plus one batteau consisting of about 6 men plus one batteau, two D-8 dozers and one D-4 double drum tractor are making progress rearing between Cherry Lane and the Clearwater mill pond. Part of the crew stays at home and the balance at the Helgeson Hotel in Orofino.

Camp 58

At camp 58 were in a position to feel sorry for the lad in the tropics who received a sled for Christmas. We know exactly how he felt since we also are in a "banana belt" waiting for a freeze. Our logging has stopped and the road building has slowed to a snail's pace. The gravel haulers have been laid off and the crew was reduced to such an extent that our flunky took a little vacation.

We are getting ready to set our Christmas tree and what we want most for Christmas is a good freeze. We have no snow—we're down to bare facts, and, speaking of "bare or bear" facts brings up the following

I don't know much about a bear
But I know that I've been told
They go to sleep and sleep for months
When the weather gets real cold.
If cold is what they need to sleep
We'll warn 'em fair and square:
"Don't hibernate at Fifty-eight,
It ain't got cold up there."

Camp 60

Camp 60 is sending out about 15 cars of logs a day. Five skid cats are on tree length logging and three on short logs. We have 18 inches of snow on the ground and the only thing holding up good logging weather is the temperature, it should be about 2 degree colder.

Camp 61

This camp is operating with a crew of 95 men on construction and log production. We have eight skidding cats and nine saw gangs, five of which are using power saws. The loading crew is averaging between 18 and 20 cars a day.

The lack of frost in the ground has hampered work considerably.

Camp 62

Camp 62 is back in production and even though the weather has not been exactly desirable six trucks are busy hauling logs to Revling Siding for transfer to railroad cars. All 78 men are somewhat keyed up in anticipation of

Christmas holidays and will, no doubt, settle down to real business upon their return to work December 28.

Camp T

Camp T has a crew of about 105 men. Production has been slow because of mud. In some places the snow is two feet deep and in other places the mud is from 10 inches to 3½ feet deep.

About 25 men take the cat and sled to the railroad every Saturday night to meet the speeder. The entire trip from Camp T to Headquarters takes about 3½ hours for 14 miles of travel.

Camp X

Camp X has raised funds to purchase a 16 mm movie projector. It will be used for entertainment and safety pictures. Some of the men in camp have movie cameras and plan to take wood scenes for the entertainment of the men in camp.

We have a crew of about 100 men and are getting some production although the weather has reduced our efficiency.

Camp Y

Camp Y officially opened their 1950 logging season the 23rd of October when Camp 53 at Waha closed their operation. Most of the crew at Waha made the migration to Camp Y and formed the nucleus from which we have built to a strength of about 100 men. Because of bad weather Camp 58 also contributed some men. The remainder of the force were recruited from the locality of which the Altmiller and Saylor clans have contributed quite liberally.

The hunting season was quite good at "Y" this year and most of the crew had a deer to claim before it closed. Outstanding shot of the year goes to Chuck Plank, cat mechanic, and George Kolosa, who both shot at a seven point buck across the Camp Y "Canyon", some 300 yards. Both claimed a kill, however, only one wound was found.

Logging conditions are excellent here at Camp Y. We have only lost one Cat, but recovered same with the aid of a diver sent out from Lewiston, the mud being only three to four feet deep in various places.

The tree length landing was placed in operation the last week in November, and has been doing quite well in spite of the mud, averaging around 100,000 feet per day with four cats and saw crews. With four loading rigs and eleven trucks on the road the river is beginning to look like the Lewiston log pond already.

BOVILL

Bovill Shops

A ½-ton electric power hoist was installed in the parts department during the last month. Our dynamometer began its first run on November 16. There were a number of bugs to be ironed out but we are sure it is going to pay off in increased motor efficiency.

Lucky hunters from the shop this past season were Les Griffin, who bagged a big bull; Pete Stump, a fat cow elk; Julius Crane, a small bull elk; Earl Crane, an old cow elk. As per usual an awful lot of us just got what we expected—a lot of hard hiking.

POTLATCH FORESTS INC.

POTLATCH UNIT

INTERESTING FACTS ABOUT THIS Pres-to-log PLANT

THE MACHINES ARE TWENTY FOUR HOURS A DAY OPERATING AND THE ONLY CAPACITY OF THESE MACHINES IS 500 LUMBS. THE ANNUAL CAPACITY OF OUR MACHINES IS ABOUT 100,000 LUMBS. WE HAVE 40 MACHINES IN OUR SHOP AND WE USE 100,000 LUMBS EACH YEAR. THE MACHINES WEIGH 22,000 POUNDS EACH. IN MAKING PRES-TO-LOGS A HEAT OF ABOUT 400 DEGREES IS DEVELOPED FROM PRESSURE AND FRICTION ALONG THE SURF OF THE MACHINES ARE KEPT COOLED BY WATER USING ABOUT 40 GALLONS OF WATER A MINUTE. THESE PRES-TO-LOGS ARE PROVED TO A GREATER DENSITY THAN THE HARDEST COAL. NO BINDER IS USED IN MAKING PRES-TO-LOGS. ONE UNIT OF PRES-TO-LOGS WEIGHS ONLY 1/2 CUBIC FEET OF SOLID WOOD. A TYPICAL PRESSURE WOODS FORMER IS DEVELOPED IN MAKING PRES-TO-LOGS. MORE THAN FIVE YEARS OF CONSTANT RESEARCH AND CARELESS EFFORT WERE NECESSARY TO PERFECT THE PRES-TO-LOG MACHINE. THE PRES-TO-LOG MACHINE IS OPERATED AUTOMATICALLY IN OPERATION. PRES-TO-LOG MACHINES HAVE ATTRACTED WORLD WIDE ATTENTION. PRES-TO-LOG MACHINES REPRESENT ONE OF THE GREATEST ADVANCES EVER TAKEN IN THE HISTORY OF WOODS PROCESSING. PROBLEMS

THIS PLANT REPRESENT INVESTMENT \$102,000

The above picture was taken at the Potlatch Unit and gives the story to us as it is given to all visitors entering the Pres-to-logs plant at Potlatch.

Camp 36

Continued bad weather has caused a break in production here and also a break in the Graves Creek road. The crew has moved to the Johnson Creek landing until the weather freezes.

There is a minimum of snow around camp, about 4 inches and about 8 inches in the woods.

Camp 40

About 15 men are clearing right of way for construction of the road from Glover Creek to Gold Center. We have about three feet of snow.

Camp 42

Soft weather and accompanying mud have slowed operations considerably, but even so the production is not too bad and the camp is looking forward to having heavier production as the winter tightens up.

A number of minor accidents and considerable sickness has plagued the camp, but we were fortunate in escaping casualties due to the sudden heavy wind a few days ago, although there were some close calls from falling trees.

Everyone has recovered from colds which accompany the hunting season. "Spring" seems to be blossoming in the hearts of a few of the personnel, and the "light that shines" permeates the morning and evening gloom.

Our senior bull cook, Steve Hnatyshyn, has been in the hospital for a couple of weeks with stomach trouble and reports are to the effect that he may be off the job for a month or so longer. We wish him a complete recovery.

Auton Johnson is pinch-hitting for him at camp.

"My good man, don't you realize you'll never get anywhere by drinking?"
"Ain't it the truth? I've started home five times already."

SPEAKING OF TAXES

The Tax Bite What it Adds to Everyday Living Costs

 <p>TAXES 8¢ MILK 13¢</p>	 <p>TAXES 5¢ BREAD 10¢</p>	 <p>TAXES 11¢ CIGARETTES 8¢</p>	 <p>TAXES 20¢ MEAT 50¢</p>	 <p>TAXES 2¢ SOAP 5¢</p>	 <p>TAXES 18¢ BABY POWDER 29¢</p>
 <p>TAXES \$3 WHISKEY \$2</p>	 <p>TAXES 20¢ MOVIES 40¢</p>	 <p>TAXES 9¢ RECORDS 72¢</p>	 <p>TAXES \$2 TELEPHONE \$4</p>	 <p>TAXES \$70 TELEVISION \$400</p>	 <p>TAXES 16¢ CARDS 29¢</p>
 <p>TAXES \$3,000 NEW HOUSE \$7,000</p>	 <p>TAXES \$20 RENT \$40</p>	 <p>TAXES \$1.75 LIGHT \$3.25</p>	 <p>TAXES \$75 REFRIGERATOR \$150</p>	 <p>TAXES \$7 COAL \$13 (1 TON)</p>	 <p>TAXES \$1 CLOCK \$2</p>
 <p>TAXES \$700 AUTO \$1,400</p>	 <p>TAXES 11¢ GASOLINE 14¢ (1 GAL)</p>	 <p>TAXES \$3 TIRE \$15</p>	 <p>TAXES \$2.36 BATTERY \$15.59</p>	 <p>TAXES \$7 MOWER \$14</p>	 <p>TAXES 70¢ SHOVEL \$1.30</p>
 <p>TAXES \$2.25 R.R. TICKET \$12.75</p>	 <p>TAXES \$2.45 PERFUME \$9.75</p>	 <p>TAXES 50¢ HOSIERY \$1</p>	 <p>TAXES \$3 SHOES \$6</p>	 <p>TAXES \$5 PURSE \$10</p>	 <p>TAXES \$1.77 CAMERA \$11.23</p>

The above picture story is self-explanatory. It is hard to realize in every day living what part of our every-day necessities and luxuries are taxes. It is believed that the above examples will more

forceably implant in the minds of citizens how much of the every-day dollar spent for goods is taxes.