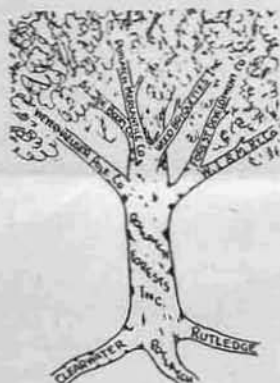


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The Family
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MARCH 1952

The Family TREE



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Volume XVI Number 3
Lewiston, Idaho

Editor.....Earl R. Bullock
News Editor.....Fred Landenberger

Correspondents
Charles Epling Clearwater
Carl Pease Headquarters
Roger Carlson Rutledge
Chet Yangel Bovill
Louise Nygaard Potlatch

The cover picture used this month
shows the reload station for Camp 58
logs at Greencreek, about 10 miles
east of Stites.



10 Years Ago IN THE TREE

MARCH 2, 1942 was a record
day in the Clearwater
woods. Before the day was
over, 802,000 feet of logs had
been loaded on 99 cars on the
way to the Clearwater mill.

Sid Jenkins, editor of The
Family Tree, volunteered for

service in the U. S. Army. He
was replaced by E. F. Roprae-
ger.

Clair Nogle, Superintendent
of the Potlatch Woods, and
Mayor of Bovill for twenty
years, passes. Joe Parker is ap-
pointed to take his place.

Significant Statements of Today and Yesterday

You cannot bring about prosperity by discouraging
thrift.

You cannot strengthen the weak by weakening the
strong.

You cannot help little men by tearing down big men.

You cannot help the wage earner by pulling down
the wage payer.

You cannot further the brotherhood of man by en-
couraging class hatred.

You cannot help the poor by destroying the rich.

You cannot establish sound security on borrowed
money.

You cannot keep out of trouble by spending more
than you earn.

You cannot build character and courage by taking
away man's initiative and independence.

You cannot help men permanently by doing for
them what they could and should do for them-
selves.

—Abraham Lincoln.

* * *

"If you will help run our government in the
American Way, then there will never be danger of
government running America the wrong way."

—General Omar N. Bradley.

JONES RASMUSSEN Promoted



Above left: M. E. "Bud" Jones. Right: Carl Rasmussen.



Clearwater Foremen Move Up The Ladder

Electric Blasting Caps May Be Detonated By Radio Waves

Safety investigations have disclosed that electric blasting caps may explode if left uncovered within 100 feet of a 5 to 50-watt radio transmitter in operation.

Danger is greatest when blasting wire is uncoiled, making it a good antenna system to pick up radio energy. The cap may be anywhere on the wire circuit and grounding does not reduce the hazard.

Recently a test was conducted at the Lewiston General Office to show the energy contained in radio waves. A 50-watt portable lamp mounted on a 3-foot antenna wire was set up near the car. At distances of six to eight feet the radio energy was strong enough to cause the lamp to glow.

Company safety regulations recommend that electric blasting caps be kept in all-metal cans when placed near radio transmitters. Mobile radios should not be used within 100 feet of blasting jobs where electric caps are used. Blasting wire and caps should not be uncoiled near radio transmitters, and for greatest safety should always be kept in metal containers until used.

"We should remember that the Russian people are not innately any more evil than we are; it is just that they have adopted an economic philosophy that necessarily must create evil, and exist upon evil."—Dean Russell, The Foundation for Economic Education, Inc.

Bud Jones

M. E. "Bud" Jones, stacker and dry kiln foreman at Clearwater, was promoted to production and shipping superintendent at Potlatch, effective March 17.

"Bud" started at Clearwater as a green chain puller in 1939. He worked through every job in the stacker and was a dock checker for one year before he was promoted to stacker night foreman in 1941. Later in 1941 he moved up to day shift foreman.

From 1943 to 1946, Bud served in the U.S. Army Engineers as a master sergeant construction foreman on Okinawa, Ie Shima, and the Marshall Islands in the Pacific. When his service was concluded, Bud returned to his old job with PFI. In 1948 his duties were expanded to include supervision of the dry kilns and stacker, which job he has held until the present. Dry kiln conversion to the modern Moore cross-ventilation kilns was started by Phil Reinmuth and continued by Bud until 18 are now converted at Clearwater and 6 at Potlatch.

Bud's family consists of his wife, Inez, and two boys, "Butch", age 8,

Carl Rasmussen

Carl Rasmussen, Clearwater unstacker foreman, was promoted to take over Bud's former duties as well as his own. His new job is foreman of the green chain, stacker, dry kilns, and unstacker.

Carl started working at Clearwater Unit in 1928 as a green chain puller. Later he spent six years in the unstacker as trimmer operator. He worked in the grading department for three years before he was promoted to unstacker night foreman in 1941. In 1947 he was advanced to day foreman, the job he held until his last advancement.

Carl's family include his wife, Rosalie, a son, Delano, 17, and a daughter, Joanna, 16. His spare time is taken up with a good many hobbies, including woodworking, home construction, 8mm home movies, and fishing. Congratulations also to you, Carl, on your new job.

and Jimmy, age 4. His hobbies are hunting, fishing, golf and woodworking, especially house remodeling. Congratulations, Bud, and best of luck at Potlatch!



John A. Pritchett, winner of the PFI forestry scholarship.

PFI

Scholarships Awarded To Five Students

4-H CLUB scholarships were awarded to five Idaho high school students in recognition for outstanding interest in the field of forestry. One \$100 scholarship is awarded each year toward a college forestry course at the University of Idaho, and four \$25 summer short course awards are made to the alternate and three other honorable mention winners in the competition.

John A. Pritchett, 16 year old resident of Custer County, was the winner of this year's \$100 award. John is a senior in high school this year and has completed five years of 4-H Club work. He has finished five major Club projects, including forestry and wildlife, and has demonstrated that he has a vital interest in the future of forestry.

John Huber, 17 year old Kootenai County student, was alternate for the \$100 award and winner of one of the \$25 short courses. Other short course winners were Deloris Munger, Boundary County, Ronald Terrill, Clark County, and M. Roy Schwarz, Power County. Alter-

nates for the \$25 winners were Renee Hollingsworth, Franklin County, Dorothy Sowa, Lewis County, Charles Kucera, Power County, and Neolia Anderson, Madison County.

The Potlatch scholarship method of assisting outstanding boys and girls who have shown an interest in the forest industry has proven to be valuable both to the students and to the industry as well. The future belongs to these youngsters, and from all appearances, they are preparing for it.

Rowe Bennett Passes

Clearwater Unit lost a fine man and one of its old-timers March 4 when Rowe Bennett passed away. Rowe had worked for the company since 1934 and was a rerun checker in the planer at the time of his death.

Rowe was born in Post Falls, Idaho, in 1905 and moved to Lewiston in 1934 when he went to work at Clearwater. For a short time he lived in the company Fire Hall before he married in 1935. He was a member of the Credit Union Board of Directors for several years, and was a familiar sight in the Smoke Hall as he filled soft drink machines.

Rowe was always ready to help his fellow man. He donated at least six pints of blood at various times during the last five years alone. He was very active in church work, and was an elder of the First Christian Church. He was also active in Gideon camp work, distributing Bibles to schools, hotels and other places.

January 10 was the last day Rowe worked at his job. Shortly afterward he suffered an attack of intestinal hemorrhage and was hospitalized. He underwent major surgery in the hospital and made a gallant seven-week fight for his life before he succumbed March 4.

Rowe is survived by his wife Irma, and three children, Lynn, 15, John, 13 and Eve, 9. He was always pleasant, thoughtful and steady. He was always ready to stop and pass the time of day with his friends; he was a "good friend" in the true sense of the word.

O'DONNELL SPOTS PICTURE OF FATHER IN WEYERHAEUSER NEWS

Harve O'Donnell, Clearwater sawmill scaler and 39 year veteran with the company, became quite excited when he saw the latest issue of the "Weyerhaeuser News". He saw a picture of a man driving a team of horses in the early days in the woods. Harve is sure the man is his father, George, and he even recognizes the horses—the team of "Pearl" and "Midget" that his father had in 1904. Harve says the picture was taken near Pack River north of Sandpoint, where Samuels is now located.

PLYWOOD

Production Planned At Clearwater Veneer Plant . . .

THE Clearwater veneer plant will soon be producing plywood. A new cold-press plywood plant will be added within three or four months, according to Lawrence Bashore, superintendent, and Homer Hubenthal, engineer.

The purpose of the plywood plant will be to utilize the entire veneer log, lower quality veneer going into backs and center plys. The output of the plant will be mostly three or five-ply panels, the plys glued together with a No-Clamp soy bean cold press glue. Panels will be left under the press for twenty minutes and will be allowed to set overnight before trimming. The 4' x 8' press will have a 72" opening, and will be manufactured by the Wienker-Marolf Company of Seattle.

Two Laux-Globe spreaders will spread glue on centers and interior cross-bands. One 175 gallon Fluckinger glue mixer will mix the glue from glue powder, water, and chemicals. A Yates six-drum sander will be used to sand a smooth surface on the finished panels. A skinner saw will be used to rip the panels to the four-foot width, and a Marine-Johnson equalizer saw will cut the panels to eight-foot lengths. Repatching equipment will be installed, and a belt sander will be used for spot sanding. Waste trims will be conveyed to a Diamond No. 25 knife hog and will be picked up by a blower system for use as hog fuel. A sander dust collection system will be installed to remove dust resulting from the sanding process. Homer Hubenthal reports that all equipment should be delivered within three months. Foundations and preparatory detailing work will also be completed in that time.

Species used in the production of plywood will be larch, Douglas fir, and possibly white fir. The manufacture of plywood will be another step by the company in the direction of more complete utilization of forest resources.



A unit being lifted from the huge Peterbilt for reload to smaller truck for the 10-mile run into Stites.

NEW *Giants*

..... IN
**CLEARWATER
WOODS**

PAUL Bunyan would almost have to look up to see the five new giant Peterbilt trucks now operating from Camp 58. Each truck has the power of 300 horses under its hood, and has bunks sixteen feet wide capable of carrying 15,000 feet of logs. The trucks weigh 100 tons apiece, have the largest conventional axles made in the United States, and carry eighteen 1400x24 tires, almost as high as a man's shoulders.

Three units of logs are loaded on each truck in the woods. At Greencreek landing, twenty-three miles away and 2600 feet below, the trucks are unloaded with a mammoth derrick. Thirty-ton log loads are lifted as easily as match sticks and reloaded on smaller highway trucks for the ten-mile haul to the railroad at Stites.

This elaborate and seemingly unnecessary reloading process is re-

quired because of the truck load limits on state highways. Due to cancellation of special permits, load limits were cut back in January to 68,000 pounds gross weight for the type truck in use, or about 4000-5000 board feet of logs.

CONFERENCES HELD TO SOLVE PROBLEM

The idea of using two different types of trucks, on-highway and off-highway types, resulted from a series of conferences between woods operating and mechanical departments held in the winter of 1950-51. Operating conditions were tough. Loaded trucks had to start at an elevation of about 4300 feet at the landing, climb over a 4650-foot saddle, then drop to the 1700-foot elevation at Greencreek. Large amounts of power were required to climb the uphill grades, and red-hot brake linings were mute evidence that good brakes

were needed on the long, steep downhill run. Sharp curves that twisted back and forth over the precipitous slopes made the road a nightmare to an ordinary motorist. Safe operating speed was set at about 10 to 12 miles per hour in order to keep tire wear within reason and stay within limits of brake endurance. In view of all of these operating conditions the trucking field was investigated thoroughly and the Peterbilt Model 390 was the truck chosen for the job.

HYDROTARDER USED FOR BRAKING

One of the outstanding features about the Peterbilt truck is a new speed retarder called a hydrotarder. At the flip of a lever it serves as a powerful hydraulic brake on the transmission, reacting through the wheels of the truck. Coupled on the drive shaft, its action is similar to that of a centrifugal water pump in reverse. The greater the speed of the truck, the greater the braking power of the hydrotarder. Without this ingenious braking device, much more braking capacity would be required on the steep logging road grades, and the truck driver's job would be much more difficult and dangerous.

RELOADER HAS 90-FOOT BOOM

The reloading equipment at Greencreek landing consists of a guy derrick having a 90-foot boom fastened to a 105-foot mast, the entire unit anchored by eight 1 1/8-inch cables, each 250-350 feet long. The cables, spreading out from the top of the mast like streamers from a May pole, weigh up to 800

(Continued on page 8)

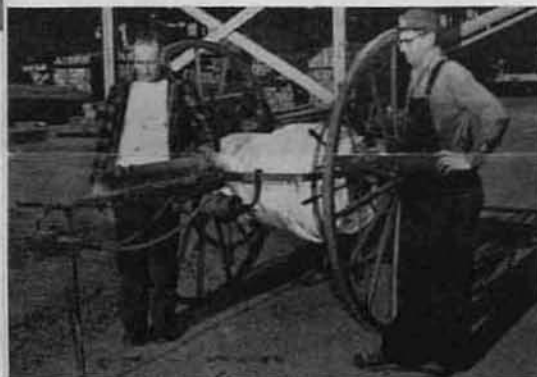
A unit being lowered unto the bunks of a smaller truck.

A side view of the 100 ton Peterbilt trucks capable of hauling more than 14 thousand feet.





Red Walters, pipe crew, driving the old Clearwater fire truck.



An old hose cart that is still used for auxiliary hose.



The impressive new Ford fire truck fully equipped.

NEW FIRE ENGINE AT CLEARWATER

pounds pressure. A 4½-inch hard-suction line is used for pumping from the pond, river, or other sources of water. The pump will produce enough water for two 2½-inch hoses, or five 1½-inch lines. It will also pump 350 gallons per minute at 200 pounds pressure, or 250 gallons at 250 pounds, to throw water out at great distances or heights. The higher volume of water pumped at lower pressure is used for discharging more water at closer range.

An auxiliary (booster) pump draws water from a 325-gallon tank carried on the truck. It will produce 100 gallons per minute at 125 pounds pressure through a ¾-inch hose. The booster pump is especially useful in fighting grass fires away from water sources. It can also be used while the truck is in motion, and while the main lines are being hooked onto hydrants.

An impressive array of equipment is carried on the truck, including two 15-pound CO-2 extinguishers, two 20-pound dry chemical extinguishers, two 1-gallon pressure pyrene tanks, and six 1-quart pyrene tanks. 1340 feet of 2½-inch fire hose, and 1000 feet of 1½-inch hose are carried, plus a hose clamp, nozzles, couplings, axes, shovels, and wrecking bars.

The new truck is just another aid in fighting fires, according to Cully Bing, fire chief. Most important still, is the instant cooperation of men and women on the job who are relied upon to attack the fires first.

Eight maintenance men have already been trained to operate the new engine. In a fire school held recently, Ben Van Dyke, Voight Ogden, Ed McGee, Dominic Lemm, Kenneth Davidson, Jim McAllister, Mickey Walker, and Ray Smith were trained in as operators. Key men in many departments will also receive instruction in the future.

Fire drills will be held throughout the coming summer months and as many men as possible from all departments and all shifts will be trained to be ready for any



Frank Baney in the doorway of his speeder.

Frank Baney old-timer, retires

Frank Baney, speeder operator who retired at Headquarters January 4, can look back on 73 active years covering 46 of our 48 states and the Philippine Islands.

Born at Cleveland, Ohio, in 1878, Frank left home at the age of 12 and has made his own way in life since then. At the age of 20 he served in the Spanish-American War, and drove a team in Manila for a month before returning to the States.

In the early 1900's Frank was in Lawton, Oklahoma when the territory was opened up for homesteading. A friend advised him to buy 80 acres of land (which he could have bought for \$80.00) but Frank decided against it even though he had enough gold dust in his pocket.

In the early days Frank worked at a number of different jobs. He worked on the construction of the Northern Pacific Railroad between Great Falls and Billings, Montana, in 1910. He says he came through Jerome, Idaho, in his travels when it was just a few tar-paper shacks. He contracted the building of the Wood River district railroad grades in southern Idaho.

A highlight in Frank's life occurred in 1912 when he was at McCammon, Idaho. He heard that a "rich widow" was coming to town, and decided to make her acquaintance. They were married later in the same year. Mrs. Baney laughs as she looks back on that now, and adds that at the time she was a widow with three children, but not very rich. "The lawyers had seen to that," she says. Their family grew to include three more children, 19 grandchildren, and 12 great-grandchildren. A son and two grandsons are now working for the company.

In 1927 the Baney's moved to Lewiston where Frank worked on the con-

(Continued on page 8)

emergency. The new fire engine will be an extremely valuable addition to the company's expanding store of fire-fighting equipment.

Rutledge News

FUTURE LUMBER MEN

Born to Mr. and Mrs. Oliver S. Breto on February 1, a boy named Gary. Oliver is sawmill filer helper.

Born to Mr. and Mrs. Johnny Carlson on February 11, a boy named Stephen Jeffrey. Johnny is a green chain off-bearer.

Born to Mr. and Mrs. Frank Andrews on February 13 a boy named Dale F. Frank works on the rebutter.

FUTURE AIRMAN

Henry C. FitzRoy, "Boy from Britain", left Coeur d'Alene for Lackland Air Base, Texas, after enlisting in the U.S. Air Force on February 20th. Henry had worked at the Potlatch Unit for a year or more and has spent the last 8 months at the Rutledge Unit. Henry was born and reared in England and came to the U.S. in 1947 and after two years of Forestry at the University of Idaho began his lumber business career only to have it interrupted for a "hitch" in the Army. Best of luck, Henry.

SAFETY PAYS

Departmental Safety Committeemen at Rutledge for the month of February were: Sawmill, Pond, green chain, Harry R. Fields—Stacker, kiln, yard unstacker, Nels E. Anderson—planer and moulding, Joseph Bjornstad—shed and shipping, C. R. Kochel—power plant, James B. Hand—pres-to-log, L. H. Mensch—maintenance, George W. Cowen.

Only the sawmill marred the accident free record since the first of the year. All departments enjoyed accident free records for January and February and in February the sawmill department had two lost time accidents. One accident happened when a slab hit the saw and kicked back against the tail sawyers hand. The other happened when a timber fell on the foot of a construction helper. Safety shoes could have prevented the fractured toe.

Plant safety committeemen for this year are Harold Lindberg, Rudolph E. Olsen, Harley K. Maynard and Oscar C. Olson.

DOGS PURSUE DEER

With the deep snow this winter many deer have migrated to the hillside near the Rutledge mill. Nearly every day Rutledge employees can view the deer feeding on the hillside without leaving the mill grounds. With the deer so close to town some dogs have been seen chasing the deer and in one case had a deer down. That was until the Game Warden was informed of the situation and he then had the unpleasant duty of shooting the dogs.

BOY SCOUT DRIVE

Donations by Rutledge employees to the Boy Scouts in their annual finance campaign totaled over \$160. The Boy Scout organization extended its thanks for the fine contribution by the Rutledge employees.

COEUR D'ALENE LAKE NOT FROZEN

Lake Coeur d'Alene has had a thin sheet of ice covering most of the lake a time or two this past month but winds have broken it up each time. The Boatman reports that they had to break 5½ inches of ice to get the logs out of

Potlatch News

POTLATCH NEAR SKI BOWL

Potlatch, too, is accessible to a skiing mecca, called the St. Joe Ski Bowl, located approximately thirty miles northeast of Potlatch in the beautiful St. Joe National Forest. This ski area is now leased by Washington State College.

The warming cabin, built by the three C's in the early 1940's, makes a picturesque setting, surrounded by evergreens, and a panoramic view of mountains near and distant, with descending slopes, on an almost immediate drop-off but a few yards from the cabin. From the long porch that overlooks the ski slopes, can be seen a spectacle of sport-clad colors each weekend—some in best form and others whirling with the snow into a massed snowball.

Beginners and experts alike have plain fun, and can enjoy their separate up-hill ease, for there is a tow for each. The past few weeks has sprung up a third tow, with a cleared-off section near it, giving still more skiing space. Across the way, facing the cabin, is a jump that isn't as busy a place as the others, for it's only those with that special technique that attempt this skiing thrill, but many make a try at slalom. The foreign students from Norway, Switzerland, Denmark, Bavaria, etc., or those from the winter-sportlands, can almost be spotted from afar for their ease, grace and ability.

The Pacific Northwest Ski Patrol is on hand to enforce safety and help in case of accident or emergency, which happens rarely. WSC members are in charge of the food bar, which is busy handing out chili, piping hot coffee, hot dogs, candy. Spectators are many; it is not uncommon to be one of a couple dozen cars parked on the highway with a mile walk ahead, finding that many cars and several buses are jammed into the small parking area near the ski site. The Tri-State Ski Meet was held here on February 23 and 24th, with WSC taking the honors.

This same place is gorgeous in the summer and fall, with a natural spring at the bottom of the drop-off hill, and huckle berry bushes and wild strawberry vines covering the hillsides. This ski paradise is snow-laden until late March and ski enthusiasts feel it is good "till the last drop".

New Radio Station In Camp T

A new portable radio station has been used in Camp T this winter to prevent slow and costly maintenance on telephone lines. Winter repair work was previously done on snowshoes. The radio station, borrowed from Camp 40 for use this winter, is of a new design by RCA. It is a self-contained "suitcase" type, the only installation expense being that of setting up the antenna.

the storage at Squaw Bay which is located across the lake from the mill. We have to keep our fingers crossed though as the lake did freeze over solid, a few years back, on the 14th of March.

Woods News

HEADQUARTERS

A new telephone switchboard has been installed in the warehouse and is a definite improvement over the previous board.

Favorite topic of conversation these days is "when are the birds coming back". The first robin is a sure sign of spring but none have been seen here in Headquarters as yet. Several birds of unknown variety have been seen and heard. The snow is going down steadily but not fast enough for us. Last Sunday the Headquarters Ski Club had their weekly outing. They apparently want to get in a last round of skiing before the spring breakup.

The road from Headquarters to Pierce is almost free of snow. The road is rough as is usual for this time of year but it is not icy. The road plows have been trying to widen the banks of snow along the sides of the road. In some places particularly at Cardiff and other places, the road is very narrow, making cautious driving a must.

March has been a good month for logging. Large strings of logs roll by the warehouse every day. The weather has been cold enough for the roads to stay firm.

The skiing season is drawing to a close but this isn't so bad as the fishing season is just around the corner.

CAMP 58

The weather generally has been very good for logging. The roads are holding up and production has been steady. The area apparently enjoyed a normal winter for deer and elk since they seem to be more numerous than during the hunting season.

CAMP 60

The camp is operating with a crew of about 100. There is still from four to six feet of snow with temperatures ranging from zero to 36 above. Production has been normal.

CAMP 61

This camp is still operating with a crew of about 80 men, on tree length logging, with some right-of-way sawing. There are seven cats skidding tree lengths and 2 cats on right of way logs. The weather has continued mild and there is around four feet of snow on the level.

CAMP 62

March still finds Camp 62 in operation with the continuation of good logging weather. The truck haul road is holding up under repeated thaws during the day and freezes at night. Two tree length landings are in operation and with seven cats in operation are landing an average of 160m per day. The camp itself has been shut down all winter. Most of the crew live in and adjacent to Headquarters and drive to work. The balance of the crew stay in the bunkhouse at Headquarters and board at Marsh's Restaurant, catching a manhaul in front of the warehouse in the morning.

CAMP T

The landing at the pond has been completely filled with logs but not enough water is available to flume them yet. Normal operations are going on

at the lower landing while down at Meadow Creek the frozen decks are being broken.

CAMP Y

Camp Y has nearly finished another logging season. It appears that the quota will be filled and the camp closed before the roads break up.

Over half the production this year was decked at Elk Creek with a clam shell on an old Linkbelt loader. Lately the logs have been dumped directly into the river. The extreme low water has made it necessary for the river to be patrolled nearly every day to break small jams.

LOG DRIVE NO. 21

Veteran riverman, Bill Aiken, has arrived at the Perd Hughes place on the North Fork to oversee the construction of the wannigans for this year's log drive. More on the drive later.

CAMP X

There is better than 4 feet of snow. The warm days are causing a slight run-off, but the roads are in good condition.

The Cedar creek road is progressing rapidly with 5 dozers working. Last week the road was plowed out to Perd Hughes' so that log drive supplies may be taken in.

CAMP 42

This camp has enjoyed exceptionally good logging weather during the past winter. There hasn't been any rapid melting of snow,—the nights are cold and the days are not warm enough to melt the snow. During the winter, there has been many improvements in the camp. Some of the shacks have been lined and inside toilets have been installed making it more comfortable for the crew. The office also has come in for an overhauling.

NEW GIANTS (Continued from page 5) pounds apiece and required special anchoring in the rocky walls of South Fork canyon. Two-inch holes were drilled ten feet deep in solid rock and huge hairpins twice a man's height were dropped in the holes. No ordinary cementing substance would stand the 26,000 pound tension imposed on the anchors, so molten sulfur was poured in the holes to fuse the hairpins to the surrounding rock. This method has proved very successful, and is a tribute to the engineering genius of modern man.

The complete process of unloading one of the big Peterbilt trucks and loading three small highway trucks usually takes only about thirty minutes, according to Connie Packer, derrick operator. The entire hauling and loading job has worked out well with minor changes and improvements becoming necessary as operating experience is gained.

Special credit should be given to the drivers of the five Peterbilts: Jim Smith, John McMillan, Ralph Thompson, Andrew Jackson, and Howard Spets. These men must be highly-skilled to control the 100-ton giants on the steep grades and sharp turns of the narrow mountain logging roads. The year round operation of these trucks in all kinds of weather, including glare ice in winter, requires courage and skill on the part of the drivers far beyond the normal requirements of truck driving. As these drivers say, "The difficult we can do immediately: the impossible will take a little longer."

Connie Peterson

in Tuscania SINKING

Survivor of Famous Sinking Has Been With PFI for Many Years

IT was a cold, wet night on the Irish Sea, February 5, 1918. Icy mists closed in from the shores of Scotland as Connie Peterson stood between the funnels of the troopship Tuscania, bound from New York to Liverpool and the gray uncertainty of the First World War.

He had eaten at the early five o'clock mess and now, at a few minutes after six, he was on deck silently cursing the British mess sergeant for the plum pudding that he had just finished eating.

A tremendous explosion shook the entire ship as a German torpedo struck the Tuscania amidships on the starboard side. For an instant everyone on board was paralyzed with shock; then the lights went out and confusion reigned supreme. From the bowels of the wounded ship frantic doughboys climbed, clawed, and clambered their way to the decks, only to find that the explosion had destroyed a third of the lifeboats. Many never saw the decks, but were trapped below or shattered by the initial blast.

Within a few minutes the Tuscania started to list to the starboard, making the lowering of the lifeboats on the port side all the more difficult. Connie was lucky. He had been able to get into one of the first lifeboats that was lowered from the sinking ship. As his craft pulled away in the choppy waters, he looked back and saw other comrades by the hundreds pushing toward the few remaining boats. Many who could find

FRANK BANEY

(Continued from page 6)

struction of the new Clearwater mill. He later moved to Headquarters to work for Howard Bradbury at Camp 3.

Many dates in Frank's story are somewhat obscure because he says he never felt that it was important to remember them. He holds that his motto is "look ahead". Even though he has retired he is still looking ahead, and this summer he plans to get out his old gold pan and see if he can pan some gold again. He found his pan in a crevice years ago where it had been left during the gold rush of the 1860's.

All of us in the Potlatch family join to wish Frank well in his retirement.



Connie Peterson

none jumped from the ship in desperation, never to be seen again.

The British destroyer Pigeon came out of the black of the night and picked up many men directly from the decks of the Tuscania. Scores of others were taken from the chill waters before they succumbed to the cold. The sea was covered with debris. A cap here, a coat there, and the slow sinking of an outstretched hand, were mute evidence of unsuccessful struggles in the fight for life.

The warmth of the wardrooms on the destroyer Pigeon were a welcome relief to Connie as he was finally taken aboard from his lifeboat after three hours on the water. Three lifeboats were not so lucky. Drifting away in the night, they went aground on the rocks of the Scottish coast and were dashed to pieces. When the death toll was finally counted, 210 of the 2395 on board the Tuscania had perished.

After the sinking Connie landed in Ireland, went to England a month later, and to France in April, 1918. He was among the first 250,000 Americans to land in Europe. His job was sawyer for American band and circular sawmills cutting ties and trench timbers for Army use in southern France. At the time, he said, there were from 50 to 60 small American and Canadian sawmills in operation supplying timber products for the Allied armed forces.

Connie returned home in July, 1919, after a very interesting tour of duty in a number of different French lumbering operations. He is now sawmill foreman at Clearwater unit. The most vivid memory of his life is still the sinking of the Tuscania, when 210 of his buddies were swallowed by the cold, black waters of the Irish Sea on that fearful night in 1918.