

# THE FAMILY TREE

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Vol. III

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## SHIPMENT OF IDAHO WHITE PINE GOES TO ARABIA FOR HOMES OF ADVENTUROUS AMERICAN OIL DRILLERS

### Lumber Order For Desolate Deserts Travels Long Way

If a fellow wanted to go "somewhere east of Suez, where a man can raise a thirst" he might follow a shipment of Idaho White Pine lumber that recently left the Clearwater mill at Lewiston.

It would take him to parched, hot lands, through the Arabian sea to the Gulf of Oman and thence into the Persian Gulf of Bahrein.

One might add, "where there's life, there's Idaho White Pine" because of all the outlandish places on the globe, Saudi Arabia, where men dress in clothes that look like nightgowns, is one of the dreariest, most desolate portions of an otherwise green earth. Yet men do live there.

While not a large order, the lumber that left here is going a long way, three-quarters of the distance around the earth, to make dwellings and office buildings for workers in the new American controlled oil fields of the kingdom of Saudi Arabia, a true "sheik of Arab." Approximately 5,000 board feet of Idaho White Pine will go with a larger order of other lumber from the coast.

#### Oil Company Digging

Entrance of a large American oil company in the Arabian deserts dates back to 1932 when successful wells were brought in on Bahrein islands. A current pictorial magazine describes the venture as one of great profit to the sheik of Bahrein and to the ultimate intrigue of King Ibn Saud. The latter, who rules most of the eastern portion of Arabia, was interested in the American venture and permitted the drillers to work on some of his sandy wastes. The result was an oil field of the first rank in Dammam and by the first of May this year, a 43-mile pipeline had been constructed to the Persian gulf. More land was

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### A Good Job Well Done

Year after year every tree in the woods, every log at the landings, every stick of lumber in the yards and sheds, and every one of our jobs is menaced by fire. Newspaper accounts of fires here and there, in plants, in woods and elsewhere, bring close the realization that if one of our operations should burn up, hundreds of men would be thrown out of work.

To the alert, hard-working lookouts and patrolmen of the Timber Protective Association, to the logging camp fire wardens and the careful lumberjacks, to the neat, orderly and careful men on the plants—I take off my hat in salute to the record made in another successful anti-fire year.

**NEVER FORGET THIS**—The man who is careless with fire is careless with your job and mine, as well as his own.

C. L. BILLINGS,  
General Manager.

### Pres-to-logs Order Comes From Florida

Still the orders for Pres-to-logs come from far away places. Roy Huffman, manager of Wood Briquettes, Inc., reported not long ago the second order from Rock Island railroad for a car of Pres-to-logs for use in the dining car kitchens of the Rock Island streamlined trains. The first order took in a big way.

Now comes an order for the "clean, economical fuel" of the Pres-to-logs machines from Krauss Brothers Lumber Company in Tampa, Florida—from the extreme northwest to the extreme southeast.

Krauss Brothers in Tampa are district representatives of the Weyerhaeuser Sales company in Florida.

Two carloads of logs were shipped by water carrier from the Longview plant of the Weyerhaeuser Timber company, one to Tampa on the west coast and one to be delivered at Port Everglades on the east coast. The logs were placed in cargo on one of the Quaker line ships.

### Ludwig Swanson's Suggestion Winner Of Potlatch Award

Annual awards have been made for the best suggestions turned in at the Potlatch unit for the year ending June 30, 1939.

Object of this program has been to obtain suggestions from the men on the job that would increase production, improve the quality of the product, eliminate waste and prevent accidents.

Members of the committee handling suggestions made a thorough investigation of every suggestion received and the awards were made on the basis of practicability, as shown from each study. With these thoughts in mind, the committee has made four awards, as follows:

#### First Prize

For advice on mixing Idaho White Pine select with sap common (four-quarter stock) and heart common. Cash prize of \$75 to Ludwig Swanson.

Advantages as listed by Mr. Swanson, with possible savings, were as follows:

"1. Loads build faster and consequently move faster to the dry kiln stackers with less exposure to the sun and less danger of stain or mould. It would be difficult to give an approximate estimate of loss through degrade from this cause.

"2. Less lumber held in storage.

"3. Easier to handle transportation. More four-quarter kiln charges of one length permits faster charging and discharging of kilns because lengths have to be sorted in the dry storage, and, where one length of four-quarter lumber is in the kiln, it can be pulled directly across the dry transfer car onto the vacant storage track without delay of switching which is caused by mixed lengths in the kiln. This also reduces considerable sorting work when sending stacks to the dry sorter to be un-

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## THE FAMILY TREE



Published by Potlatch Forests, Inc., Once Monthly for Free Distribution to Employees.

Editor ..... Sid C. Jenkins

## Correspondents

John Aram ..... Clearwater  
 Jack Eaton ..... Rutledge  
 Mabel Kelley ..... Potlatch  
 Carl Pease ..... Headquarters  
 Chet Yangel ..... Bovill

*"He has a right to criticize who has a heart to help."*

## Down the Editor's Alley

Jack Eaton of the Rutledge unit says the latest epidemic to hit the country is the golf ball chain letter, and that if science is looking for a serum to combat this scourge, he would like to suggest the niblick treatment—wrapped around the neck.

Says Jack McKinnon at Headquarters: "A sugar daddy is just another form of sap."

Why don't somebody mark the roads so a fellow looking for Bertha Hill Lookout won't get down into Silver creek, or one looking for Camp P won't get into Camp 11 or Camp 14? Last week we never missed the wrong road once.

Never again can we say: "It's the same old 'Bob' Evenden. Bob (Professor to fernhoppers of Corvallis, Oregon) turned up like the proverbial penny at the Clearwater plant again recently—but it was a bigger and, we hope, a better Bob than ever. And he didn't tell one risque stork, tsk, tsk.

When a man presses his suit he loses his shirt.

## 'Cup Magnificent' Awarded To Potlatch Who Grows Bushy Drapery On Upper Lip



Mustache Cup Winner  
Orville Garber

## Charley McCarthy's Pappy In Disguise?

The sawmill boys of the Clearwater unit keep their eyes "peeled" for pieces of miscellaneous species of wood that come with the mixed timber logs from the Clearwater woods to the Lewiston mill. It's a favorite pastime to ask the fellows who have not seen the log or its bark to identify the wood.

Last month C. E. Hull, sawmill worker, found a "freak" piece. The outward appearances were characteristic of a good wet sample of Idaho White Pine. Lewiston foresters said that it was hardwood because of the absence of resin pockets along the grain. They complained of being unable to identify the wood for lack of proper laboratory facilities.

Mr. Hull made their eyes pop by flashing a strip of bark from the log—it was birch.

Good guys, these wrestlers—they're always throwing parties.

When the modists broke onto the pages of the newspapers with a back-bustles were coming back—back—members of the planning crew at Potlatch unit decided they had some rights left and the old spot on the shelf, vacated these long years by the once familiar mustache cup, was dusted off.

Orville L. Garber, Ray Pelton, Harold Beckmeier, Bayard Larson, Ed Chambers, Jack Poston, Kenzie T. Bitts, Elza Browning, Clifford Berg and Floyd Morgan, assembled themselves and manfully refused to shave their upper lips. The results were monstrous but beautiful.

At the first signs of rugged individualism manifest under the various noses, the spirit of 1900 flamed in the breasts of many a worker in the mill and the first planing mill mustache derby was declared open. This was officially on July 26 and ran for two weeks, with Orville Garber casting a heavier shadow on the planing mill floor than any of the others. Ray Pelton and Harold Beckmeier were second and third best of the hairy tribe.

Contestants thereupon were called to the confectionery one afternoon where the prize winner was presented and handed a great and ruggedly handsome copper mustache cup designed and hand-made by Van H. Ardson. As the facial adornment was a home product, so was the cup—the fact that it once was an oil can did not lessen the flavor of the beverage that ran it over during the evening.

Award of first, second and third place prizes was decided by a tribunal of judges, namely, Bob Olin, H. Hansen and Hazel Dobberthein. The "cup magnificent" is on display in the confectionery.

## What, More Coke?

The disposal of 45 cases (144 bottles) of Coca-Cola in nine days proves the reception and popularity of a Coca-Cola vending machine installed in the smokehouse at the Potlatch unit. A nickel in the slot brought out the ice cold bottle, which is eagerly received by the men during their periods.

One cent out of each nickel goes into a fund to be used as decided by the employees.

## Here's More About Order From Arabia

(Continued from page one)

thrown open to drillers last month and when came the order to Potlatch Forests, Inc., for Idaho White Pine lumber for houses.

Across the seas and into the sandy wind-swept deserts on huge trucks that are borne on oversize inflated tires to compete with the rolling sand for traction, this shipment must go to its destination. With it goes the thoughts and secret desires of the many men who helped in its manufacture, for a taste of the spice and the aroma of strong tobacco and perhaps the bouquet of red wine that only the far east knows.

And if they should allow their imaginations to drift a little they could visualize nights of cooling winds under a star-draped canopy of blue sky, with the rustle of silken tent flaps beside them. It was the Persian, Omar Khayyam, who said "A Book of Verse, Jug of Wine, and Thou, Beside Me in the Wilderness—Ah Wilderness were Paradise Enow." And so those of us left behind this shipment of Idaho White Pine, we now know its own rugged frontier, would be content to have the wine—and maybe Thou too—if we could have but gone with the wind to Arabia.

### Romance of White Pine

Another story of the romance of Idaho White Pine occurred last week when the Western Pine Association's model home on Treasure Island, site of the Golden Gate international exposition, scored a bulls' eye for this chief lumber product of the Clearwater area.

Going through the Western Pine home, a Berkeley, Calif., resident saw the knotty pine panelling which has been effectively displayed in the rooms of the model house, so the story goes, seeing it was to develop a desire for it. As this man is building a home in Berkeley, and the home is nearly finished, the order for knotty pine panelling said "rush."

Here's the story, as it was repeated by Phil Pratt:

"The customer was so pleased with the appearance of the knotty pine panelling that he went immediately to his Weyerhaeuser Four-square dealer and demanded knotty pine. The dealer cautioned the customer that it would

## Henry W. Maxey Hands Down Traditions Of Potlatch to His Four Stalwart Sons

When Henry W. Maxey came with his family to Potlatch 22 years ago to enter the employ of the company, he brought his oldest son, Guy, who thought it would be a pretty good idea to hitch to the same outfit. They have been working for Potlatch Forests, Inc., ever since.

Later on three more boys got big enough to get jobs and Dad Maxey encouraged them to remain in Potlatch. Roy Maxey was just old enough and husky enough when the Pres-to-logs machine was developed to get in on the ground floor. Now he's foreman of the Pres-to-logs plant.



Roy and Henry W. Maxey

Everett and Clarence, the two other boys, got behind the wheel of a truck when their turn came to work, and there they have stayed.

This idea of working for the company was a pretty strong one in the minds of the Maxey family and when world war days came Mrs. Maxey put in some time at the box factory. Her eldest daughter even laid sidewalks on the Potlatch townsite.

The family originally came from St. John, Washington, attracted to Potlatch by the growth of the lumber industry. The smell of pines was strong and sweet to them, so with a combined service of 65 years with Potlatch Forests, Inc., they all say "aye" to a "good outfit."

Shown in the accompanying picture is Roy, the young starwart who followed in his dad's footsteps and now has a foremanship, with Mr. Maxey, venerable head of the family, who is watching.

Guy is now working in the box factory at the Clearwater unit in Lewiston.

### Rutledge Safety Advances

The boys at the Rutledge unit are being congratulated on their safety record for the first six-months of the year. During this time there was a total of six lost time cases with only seven days lost time. There were 160,506 man hours worked during this period. This gives a frequency rate of 37.38 per 1,000,000 man hours worked and a severity rate of .04 per 1,000 man hours worked.

### Roof Treatment Started

In spite of the hot weather around Coeur d'Alene, the rainy season is not far behind. In preparation therefor, the roofs of the planing mill and sheds of the Rutledge unit are getting a nice coat of tar—no feathers.

take some time to get the order through and that it would delay the completion of the home.

"I don't care," said the customer, "Idaho White Pine panelling is what I want—and you get it for me."

The result, concluded Mr. Pratt, is an order which reads:

"This is a special job, and as house is ready and waiting for the above, 'rush.'"

Loose talk starts after you get tight.

Lonesome Wife: "My husband is a sound sleeper."

Phil Anderer: "Yes, so I hear."

Girl: "You're a terrible lover!"

Youth: "Why I haven't touched you!"

Girl: "That's what's terrible."

Drunk: "Do you like liquor in any form?"

Drunker: "No—just in shapely forms."

## Here's More About Suggestion Awards

(Continued from page one)

stacked. It also makes it possible to set up runs of several days on one length of four-quarter, starting from the green side and through the kilns, reducing the lost time that creeps in, in making changes.

"4. Increased percentage of heart should increase dry kiln production. Using the dry kiln report of year 1938 through June in the Northwest kilns, we have 8,509,250 board feet of four-quarter dried. Of this, 1,316,650 board feet, or 15.5 per cent, was heart lumber; 6,163,790 board feet or 72.4 per cent, was sap lumber; and 1,028,810 board feet, or 12.1 per cent, was four-quarter select.

"In the same period during 1939, through the Northwest blower kilns, we dried 12,465,200 board feet of four-quarter divided into two segregations only—heart and sap; 5,011,080 board feet was four-quarter heart, or 42 per cent of the total four-quarter through the new kilns was heart; 7,454,120 board feet was four-quarter sap, or 58 per cent of the total through the new kilns was sap. The heart lumber increased from 15.5 per cent to 42 per cent, and the sap lumber decreased from 72.4 per cent to 58 per cent.

"The average drying time per kiln charge of 36,500 board feet is 75.83 hours for heart lumber, 112.11 for select and 98.68 hours for sap.

"If we take the 12,465,200 board feet of four-quarter produced in 1939 and break it up:

"15.5 per cent into heart or 1,931,90 board feet, making about 53 charges at 75.83 per charge for a total of 4018.99 drying hours;

"12.1 per cent into select or 1,508,289 board feet making about 45 charges at 112.11 hours per charge for a total of 5044.95 drying hours;

"72.4 per cent into sap or 9,024,805 board feet making about 247 charges at 98.68 hours per charge for a total of 24,376.43 drying hours;

The total drying time for all three classifications would be 33,440.37 hours.

"As it was, the 12,465,200 board feet of four-quarter was broken down into:

"42.0 per cent heart, or 5,235,384 board feet, making about 143 charges at 75.83 hours per charge for 10,843.69 drying hours;

"58 per cent sap, or 7,229,816 board

## Here's Dozen of Oldest Potlatch Old-Timers



Top row, left to right: Jesse Elsea, Amelia Horstkotte Burke, Lolla Borgh Clifton, Mrs. B. Douglas, Shelton E. Andrew and Murray Andrew. Lower row, left to right: Mrs. Egan, E. W. Davis, Mrs. Louis McKarcher, Ed Compton, Mrs. Donna Partridge and Mrs. Compton.

feet, making about 198 charges at 98.68 hours per charge for 19,540.63 drying hours.

"This gave a total of 30,384.31 drying hours.

"This means a saving of 3,056 kiln hours. We can dry about 10,662 board feet per kiln day of 24 hours. The 3,056 hours represents about 127 kiln days or 10,662 board feet per day, or about 1,354,084 board feet more dried in the same period.

"It costs about \$0.98 per thousand to dry four-quarter lumber, as per dry kiln report for the year 1938, and this would mean a saving of \$1,327 per year when running to capacity of dry kilns for nine operating months.

Three other annual awards were given.

### Second Prize

Installation of a whistle for millwrights downstairs, connected to electric buttons in each sawyer's cage.

### Third Prize

A change in hammer dog on No. 4 rig—to lengthen hammer dog so it will swivel on the same pin the bracket hangs on. The reason for this change is, whenever the hammer dog is bent, it takes several hours to change it. This way it takes only a few minutes.

### Fourth Prize

That nobody, unless authorized, move rigs in sawmill at any time, as men are apt to be working underneath a rig and not in sight and no chance to get out; that a suitable chain be attached to mill securely, say, the back end, and a bitch link attached to back end of a rig, so, when work has to be done under the rig, a man can hook

## Coeur d'Alene Scene Of Pioneer Meeting

Potlatch Old-Timers held their annual picnic at Coeur d'Alene on August 13. There was a large representation of former Potlatchers from Spokane and others from Coeur d'Alene, Wood, Post Falls, Athol, Bonners Ferry, Kellogg, Lewiston and Moscow, besides the delegation from Potlatch.

Mrs. Donna Partridge, who left Potlatch about 20 years ago and now resides at Aurora, Ill., together with her granddaughter, Miss Carol Stapleton, daughter of Claude and Mrs. Stapleton, timed a visit to the west so they could be present.

Around 200 participated in the picnic, but the real high lights of the occasion were the renewing of old friendships formed in Potlatch in the early days.

chain and go to work and feel safe.

Suggestions filed are numbered and the suggestor is not known until he presents the stub bearing the number of the suggestion.

The last three were all claimed by Harold Olmstead.

At the present time S. E. Andrew is chairman of the suggestion committee. Serving with him are L. H. Young, Paul H. Tobin, W. J. Gamble, E. Swanke and W. B. Wakeman.

Boy Friend: "How can I cure my girl's varicose veins?"

Doctor: "Rubber stockings."

Boy Friend: "I tried that and my face slapped."

## Foremen In Woods Organize Council; McKinnon Chairman

Organization of a foremen's council in the woods department of the Clearwater unit, following the suggestion of Howard Bradbury, logging superintendent, was perfected in July, at a meeting held at Camp 14. Included in the council are all clerks and scalers of the camps.

George McKinnon, "pusher" of Camp 14, was elected chairman; Thor Niberg, vice-chairman; and Clarence Haeg, secretary.

The meeting was called to order by Mr. Rettig, who spoke on the aims and purposes of such an organization, later turning the meeting over to Mr. McKinnon. It was decided that meetings would be held regularly at one of the camps at least once each month, for the purpose of discussing problems of mutual interest.

At the organization was Mr. Leuschel, who gave a talk in which he stressed the type of lumber that is needed and in most demand. In closing, Mr. Leuschel offered his fullest cooperation at his end of the lumber industry, the manufacture, promotion and sale of the boards that come out of the logs.

Among the subjects of general interest discussed at this meeting were safety in the woods; the use of tongs and chokers by the loading crews; and the results of studies made on cull logs at Schmidt's mill at Weippe, the latter being told by Mr. Rettig.

### Shipping Office Popular

The shipping office of the Rutledge unit at Coeur d'Alene is one of the most popular spots on the plant right now. The reason is, a new Coca-Cola automatic dispenser has been installed. A bottle of ice cold Coca-Cola may be had by dropping a nickel—no slugs—in the slot. And does that cold drink hit the spot? It does, especially at about 2 o'clock on a hot afternoon!

### Visitor Likes Pres-to-logs

Pres-to-logs, and especially Rainbo-logs, proved fascinating to Dr. A. R. Anderson of 27 East 151st Street in Harvey, Illinois, when the doctor stopped at the Rutledge plant for a visit recently. He took some of them home with him.

## Notes From Clearwater Woods Camps

### Camp 14

During the month one of the flat cars loaded with logs from this camp, was derailed. Considerable damage was done to the track. Walt Hornby, was on hand at the time and took charge of repairs to the rails, with the result that everything was shipshape for resumption of traffic over the line in a few days.

Louis Swanson, the "Paul Bunyan reincarnate," has been transferred to Camp O. Marion Cross was in turn brought over here from that camp. There is also a new scaler in camp, from Colorado, M. F. Young.

### Camp 25

To date Camp 25 has cut 26,606 logs for 10,389,810 feet. By the end of August the loaders expected to have a scale of 5,600,000 feet with 3,000,000 of that out during the month. This is really an up and coming outfit. Three loading crews, headed by Clarence Baker, Pete Carr and Albert Frazier are running two shifts with Bucyrus-Erie shovel outfits, skidding and loading with a drag line from the boom. There are six trucks owned by Charles Lashley, Cecil Logan and Harold Brown, doing the hauling to the camp landing.

### Camp O

Camp O is on the windup with a few remaining strips to be sawed and skidded. Barring any serious delays, four more weeks should bring the final cleanup for this camp. Fluming conditions are becoming rather critical, but due to conscientious effort on the part of the flume crew, every drop of water is being put to good use. It has been a long time between rains.

### Camp T

Bigger and better logs are steadily being produced at Camp T. Two monster logs, recently cut, were too large for the flume, and in fear that they might widen the flume considerably if an effort was made to flume them down, they were hauled by truck to Camp 25 and put on flat cars there. Net scale on each was about 2,300 feet. Butt dimensions were six feet 11 inches.

Mrs. Fred Thomas and two daughters, and Mrs. Clarence Haeg; Mr. and Mrs. S. C. Jenkins and three children, and A. Curtis of Seattle, were among visitors at the camp recently.

A 1500-gallon sprinkler tank, mounted on a chevrolet truck, has been

added to camp equipment. Glen Barnes, transferred from Camp 25, is the driver. This, and a grader operated by Amel Zumwalt, have been keeping the roads in shape.

Believe it or not, "Jigger Jones" has gone in for contract bridge. Stan Proffit, Whitey Barnhart, Earl Stevens and Laurence Edelblute are participating in nocturnal bouts. Results have not as yet been announced.

### Camp P

Up to August 20, Camp P had flumed 2,400,000 feet for the month and 5,900,000 feet for the season. At the present time three "cats" and nineteen teams have been skidding to chute and flume. There is a possibility that one or two more "cats" will be added in a short time. Camp P is on federal forest land, and brush piling is proceeding at a good pace, with the pilers often right hot on the trail of the saw gangs and skidders.

### Camp N

Introducing a new camp to the Clearwater woods set-up, Camp N, which is situated about six and a half miles below Camp P on Sourdough creek, was officially started August 1, when Ed Gaffney went in with a crew of 12 men to clear the site.

At present the workmen at Camp N are adding about 10,000 feet daily to Camp P's 120,000 feet going down the Sourdough flume. John Liebel and Frank Sears are contracting the construction of Camp N buildings.

### Bike Trailer Invented

Something new in "truck hauls" was sprung on Pres-to-logs sales the other day when young Rudolph Kazda, Lewiston high school boy, appeared at the plant for a load of fuel.

Attached to his bicycle with a bent arm that fit into a ball and socket receptacle, was a homemade "Bi-Trailer" big enough to hold 25 logs. Pneumatic tired wheels on the trailer were taken from a kiddie-scooter. Rudolph was the artisan and originator of the idea. It's slick.

Just for the fun of comparison, Rudolph and his bike and trailer were photographed alongside Charley Hardisty and his No. 5 fuel truck, the newest big outfit on the job.

You sure get action when you kiss some girls—court action.

## Resourceful 'Jacks' Rig Log Chute On Steep, Rocky Draw

The old adage that necessity is the mother of invention has again demonstrated its truth, and Mother Nature will have to take a second guess to defeat the boys at Camp O.

There being a sizable patch of good timber along the lower section of the flume, which is also situated above a rugged and steep outcropping, rock team skidding direct to the flume was impossible, which was the thing that scored a hit for Mother Nature.

But where there is a will there is a way, and wanting this timber, the Camp O crew set about to build a chute down the rocky draw. A "60 cat" with double drums was stationed at the top. The trails of logs were snubbed down more than 1,000 feet of mainline. At the bottom, a single horse meets the logs and is used to spot them on a skidway.

A sturdy log was rigged up as a "pig," or elevator, to haul back the "dogs," after following a string of logs down the chute.

There are three teams skidding to the outfit with Dennis Bardwell "punching."

## Art In Safety First Pictured At Camps

A new note in the kind of pictures one sees in logging camps has been struck by an artistic safety first man, Paul Black.

Throughout the camps now one will find pictures in color drawn on the tops of cracker cartons, pieces of slabwood and on paper, putting a little humor in safety first slogans and suggestions.

In addition, each camp, from Headquarters right on down the line, has a chart which shows the number of accidents per day, for each camp, with totals to date; also the number of "lost time" mishaps involved.

Clerks, as a rule, are the camp first aid men, and to each camp has been added sufficient quantities of gauze bandages, tweezers, adhesive tape, liniment, earache and toothache drops, etc., for emergencies.

Accident records are inspected daily by the men in all the camps and there is a sort of rivalry being built up between outfits to see which can keep the records lowest.

## BRAIN TEASERS

### Problem No. 19

A man bought a pair of shoes that cost \$25. He paid the storekeeper \$10 in cash and took the shoes, intending to return the next day with the rest of the money. He returned the next day; gave the storekeeper a check for \$100; receiving \$85 in cash after the storekeeper had deducted the \$15 still due him. Next day the storekeeper learned to his dismay that the check was no good.

What did the storekeeper lose?

### Problem No. 20

Three girls registered at a hotel each taking a separate room. The clerk charged them \$10 apiece, which they paid in cash. That night his conscience bothered him, so saying to the bell hop that he had charged the girls too much, he gave the bell hop \$5 to return to the girls. The bell hop couldn't divide 5 by 3, so he pocketed \$2 and gave the girls each \$1 refund. That made the girls pay \$9 each for their rooms. Three times 9 is 27 and the bell hop had \$2, which totals \$29.

What became of the other dollar?

## ANSWERS

To Problem No. 15: Thirteen children in the family. Four were born before Mary and eight afterward.

To Problem No. 16: The break in the tree was 45½ feet from the ground.

To Problem No. 17: Thirty dollars was divided as follows: To the first person he gave \$16; to the second \$8; and to the third, \$6.

To Problem No. 18: The baseball player may get to first base by (1) a safe hit; (2) a base on balls; (3) get hit by a pitched ball; (4) be interfered with by the catcher; (5) by error on the part of an opposing player.

Fire guard to a new crew of fire fighters just arriving in the woods: "Just take any room you see, boys."

They say one way to make a peach cordial is to give her some.

Auctioneer: "I succeed where others fail!"

Jane is the best golfer in town—she putts the rest of us to shame.

A girl has to be on her toes to keep away from the heels.

## Pres-to-logs Plant At Rutledge Draws Praise of Visitors

Recent visitors at the Rutledge plant were Mr. and Mrs. Brock of Dresden, Germany. They have been staying at the summer home of Mr. Milo Farnery at Hayden Lake.

They were very interested in the manufacturing of Pres-to-logs and marked on how typical it was of the American people not only to eliminate waste, but to capitalize upon it.

They commented upon the alertness and energy of the men, especially in comparison to the laborers in Germany. Mr. Brock stated, "the Germans are quite a little slower and more going and seemingly not as enthusiastic about their work."

They thoroughly enjoyed the tour through the plant and marveled at the beauty and quality of the lumber that is being produced.

An interesting sidelight to their trip is that they were not allowed to bring any money from Germany to spend in America. When they landed in New York they had exactly \$2.10. It hadn't been for relatives their trip through the United States would have been impossible.

## Visit Treasure Island

Among Clearwater unit people attending the San Francisco exposition since May are Mr. and Mrs. Pete Nelson, Mr. and Mrs. Ed Broderick, Mr. and Mrs. O. W. Fodrea, Harry Johnson, Woody Rasmussen, Mr. and Mrs. I. F. Guilbertson, Mr. and Mrs. E. Williams, and Mr. and Mrs. A. Staley.

## Inspections Continued

The mechanical inspection committee of the Potlatch plant has continued since the last issue with S. E. Anderson, F. J. Mitchell and Mark Seymour composing the committee.

At the inspection of each department a millwright from the department is added to the group. Inspections have been completed on the stackers, unstackers, dry kilns, green charcoal yard piler, yard, and soak tank. At present the committee is engaged in inspection of the planing mill.

There are millions of reasons why women paint their faces, and they all men.

## Once Upon A Time; Now Go Ahead With 1939's Bear Stories

There have been many bears hungry waiting near cookhouse doors for a chance bone tossed out by flunkies, and many bear stories told around the bunkhouses at night, but the bear that shadowed sawyers of Camp 25 last month really had what it takes in nerve.

First notice that Mr. Bruin was "on the make" came when 15 lunch buckets, laid aside for the noon meal, were broken open and the contents destroyed. Bear tracks around the place revealed the cause. Next day the bear haunted the vicinity and when the sawyers came out to work, was among those present.

The result was that until the lunch buckets could be put in a safe place, the sawyers had to tie them onto their suspenders. To set the buckets down was to lose their meals.

The correspondent who told the story neglected to say what has happened to the bear.

In November 1936 "Sikes" Sergersten, genial land agent of the Potlatch unit, who roams the woods very frequently, found himself within eye range of the boudoir of a big black bear taking a bath in a pool of water which had collected in a hole left by the roots of an up-turned tree.

This month he comes in with an even better bear story—at least there was much more action.

Late one evening as he was driving on the Park road three miles south of Helmer, ahead of his car loomed a big black shadow, which soon took shape as the form of a full grown black bear.

The bear was definitely not a "lumbering" bear, but stepped along as if training for a tilt with Glenn Cunningham. For a considerable distance the bruin, according to the speedometer, was making 20 miles an hour. After proving it could be done, the bear darted off the side of the road and left "Sikes" marveling at the burst of speed.

Many a husband gets his sails trimmed on the sea of matrimony.

The girl who always goes about with downcast eyes is just watching her step.

## Complete System of Plant Transportation Co-ordinated By Careful Load Planning

(Ed's note: Last month Mr. Aram gave a detailed story of the transportation system on the Clearwater plant, as represented by the monorails. The second installment, presented here, deals with other forms of carriers.)

By JOHN ARAM

Ed Swartz, chief electrician at the Clearwater plant, explains the mechanical details of the electric tractors, cranes and locomotives as follows: "The electric tractors are powered by an Edison battery. They are built by the Elwell Parker company. One driver operates each of the five machines, and the approximate load capacity is 5,000 pounds on one shipping department truck. The 'bugs' are used in the shipping department for transportation between the planing mill, four-square and rebutt, replant, dressed shed and dock.

"The cranes are used in the rough sheds. One crane is in each of the four sheds, and two operators keep them going. The cranes are monorail equipment mounted on a huge beam. The lifting unit runs across the shed on the beam, and the entire crane runs the length of the shed. Like the monorails, the cranes are built by Harnischfeger corporation.

"There are four track locomotives in use. Two of them made by General Electric company were originally purchased from the Great Northern tunnel construction job. The wheel bases are unchanged, but the length of the machines has been changed to balance the weight of a large sized Edison battery, by which they are powered. The locomotives are four-wheeled and handle from eight to twelve loaded lumber trucks. Two electrically powered Jeffrey locomotives are used. One moves the piling machine and does the switching work for the piler. It has an approximate capacity of six cars of lumber. One Jeffrey 'loco' has been rebuilt in the Clearwater machine shop. It is used as a 'spare' for rush periods and overhaul jobs. Two men are employed to operate each machine.

Monte Morris, shipping department millwright, tells about the Willamette carrier used in the shipping department. He says, "The carrier was purchased to transport loads of lumber from the replant to the dressed sheds. At that time the carrier and two 'bugs' were needed to handle the load. At present all of the replant production, except moulding stock, is handled by the carrier, and the machine helps con-

siderably in the planing mill and at the new rebutt.

"The carrier is manufactured by the Willamette Hyster Company. It has a four-cylinder gasoline motor, and it is a four-wheeled vehicle with four-wheel steering apparatus and two-wheel drive. The machine straddles its load to pick it up. The load may not exceed 44 inches wide and 50 inches high. The maximum speed is 35 miles per hour in both forward and reverse. One man operates the machine.

"Chief advantages in the use of the carrier transportation are as follows:

1. The truck supply is greatly relieved throughout the department.
2. Loads are picked up and dropped quickly.
3. Low cost transportation is provided for a large volume of lumber.

"Carrier transportation is not used throughout the shipping department because of the inconvenience of spotting the lumber throughout the department where it is needed."

"Efficient functioning of operating men, maintenance men, and machinery throughout our interdepartmental transportation system is strictly necessary for smooth, continuous shipping operation," says D. S. Troy, superintendent of shipping. "Only by working together can we be assured of economy in our shipping operation. Spotters, graders, checkers, scalers, clean-up men, foremen and others should adjust their work to avoid transportation delays. It is also necessary that all persons and departments who rely on the transportation department must likewise do their utmost in cooperating if we can expect a continuity of coordination of all departments which is so necessary in delivering items of lumber to the shipping dock in their respective order and is essential to our maintaining a definite schedule for shipping."

By passion moved, he overstepped,  
Scoffed at her firmest warning;  
She acquiesced: then parting, said:  
"I'll sue you in the morning."

## SKIDDING AND LOADING HEAVY LOGS DONE WITH 'SHOVELS'

### Huge Sticks Hauled On Narrow Strips In Camps T and 25

Started as an experiment at Camp T last year by Howard Bradbury, the use of swing-boom shovels as skidders and loaders on truck hauls has gone into "big time" operations at Camp T and Camp 25, with three outfits at work.

One shovel at Camp T is a one-yard Link Belt, powered with a 100-horsepower Waukesha gasoline engine, while two machines at Camp 25 are one-yard D-2 type Bucyrus-Erie shovels equipped with four-cylinder Atlas Imperial Diesel engines. Loading booms have slack pullers to assist in paying out the lines to the setters and chasers.

The idea originated as a result of the heavy old growth logs that are being sawed in the dense stands adjacent to both camps, logs in fact that taxed the "jammers" in loading because of their weight. Mr. Bradbury put in one shovel at Camp T during the summer of 1938, and in the belief that they might prove more economical than the combination of "cat" skidding and "jammer" loading, the company installed two more at Camp 25 at the outset of this season.

In the use of the shovels it is necessary to build more roads and to build them closer together, as the farthest point away from the shovel that has been found practicable to skid from is about 200 feet. As each shovel has a swinging boom with a 360-degree arc, it can skid an area with a 400-foot diameter, then move up on treads to the next station. Trucks back up to the shovel and in some instances are loaded in the skidding operation. When the shovel operator is in position to do so and trucks are not waiting, he skids out to the road and drops the logs for a quick loading "chance" when the truck does arrive.

So far the experiment is believed to be very satisfactory and economical. Time studies are being made by Charles Jack and Clarence Haeg and from these the costs will be worked out later.

It is evident, from the studies made thus far that the shovel jobs are practicable in old growth timber. No effort is being made to use them in second

### Out of the Woods and Onto the Truck, Pronto



Above: Skidding out a big one at Camp T with a line from a Link Belt shovel. Lower: Loading the same log onto a truck without missing a stroke.

growth, and "cats" and teams are still being used for skidding purposes in second growth camps.

A man will do anything to save his hide when a girl gets under his skin.

Sometimes a girl who has the most curves hits straight from the shoulder.

It takes long green to tickle a girl pink.

The most popular after dinner speech is: "Let me pay the bill."

Mr. "I've been sleeping like a (Pres-to-) log."

Mrs. "You wood!"

### Fuel Men Match Wits But High Bid Is Low

Here is one for Ripley.

When asked for fuel bids the government in this vicinity has often asked for bids on Pres-to-logs too.

In a recent case no Pres-to-logs bids were offered, but two wood men sought the contract. One of them submitted a bid of \$6.20 with 2 per cent off payment within 10 days. A competitor at the same time offered to sell to the government on the basis of \$6.25 a nickel over the first man, but with the following terms: one per cent for payment within 10 days; 2 percent within 20 days and 3 percent for payment on the side of 30 days.

The first man's bid would have brought the cost to the government approximately \$6.08.

The government accepted the second bid on 30 days' terms, which reduced the price to the basis of \$6.06.

All of which causes one to ponder on the present appetite for business.

When a woman is in her second childhood she usually wants a new daddy.

Said the father at his daughter's wedding:

"It's hard to lose a beautiful daughter."

His friend, with much feeling, replied:

"It's much harder to lose the pig ones."—Pearson's.