

? Name Your Paper ?

Published by Potlatch Forests, Inc.

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No. 1

Elk River Mill Being Dismantled

Ever since the close of its operation in 1930, the Elk River Unit of Potlatch Forests, Inc., has furnished parts and machines for repairs and replacements at the Potlatch, Rutledge and Clearwater Units. The first of August, however, saw the start of operations to totally dismantle and salvage this one-time important unit of the old Potlatch Lumber Company and later of Potlatch Forests, Inc.

Built in 1910 and cutting its first log under the supervision of Andrew Bloom, general superintendent, this plant enjoyed an active life of over twenty years. It had sawing equipment consisting of three single-cut band saws and its rated capacity was in the neighborhood of 125 thousand per shift.

A crew of approximately 60 men under Frank James of Coeur d'Alene, is tearing out the machinery and leveling the old buildings. The salvaged material and machines are, for the most part being taken by truck to Potlatch for storage. The Clearwater and Rutledge units will also receive some of this material.

With the exception of the planing mill, which was built with steel, the buildings were of wooden construction. The debris of these razed buildings will be burned. The spark of sentiment in the old timers having worked at the Elk River plant will find comfort in the cremation of the bones of this old mill as a more honorable way of passing out of the picture than the usual abandonment to weather and decay.

Customer: "Have you any XXX rat poison?"

Clerk: "No, but we have some PWA poison."

Customer: "Well, I've never used any of that brand before. Will it kill rats?"

Clerk: "Hardly that, but it makes them so lazy that you can easily kill them yourself."

GOOD LUCK!

Bob Evenden and his two assistants are taking on a heavy job in the creation of this newspaper. But it will be a heavier job to keep it going.

Our family is quite a large one—when we are running full steam ahead there are 3,500 of us—and it is difficult to maintain the personal contacts and relationships that are so necessary to good team work.

This newspaper, if it can be successful, will come, in time, to be a big help in getting us all closer together. And so the management very sincerely wishes—Good luck and a Long Life!

C. L. BILLINGS,
General Manager.

Ten Dollars for a Name!

The first issue of this paper goes to every Potlatch Forests employee handicapped by being nameless. This burden is a heavy one for the healthiest of infants to carry off successfully, still it was felt that the naming of an offspring should be taken care of by its family and not by the staff, either hospital or editorial, which brings it into the world. Therefore, we are going to devote our entire attention to keeping this nameless offshoot of the Potlatch Forests organization alive in the face of difficulties until the christening can be done as we think it should.

We want suggestions for the name of this publication and to back our convictions there is only one name that will fill the bill to perfection, \$10 is being offered as a prize to the person turning in the name which is selected. The contest will close on the 24th of October. Turn in your suggestions with your name to Miss Kelly at Potlatch, Miss Stoddard at Coeur d'Alene and Bob Evenden at Lewiston.

Another Good Winter for Pres-to-Logs

The week of September 14th to 19th saw the shipment of 13 cars of Pres-to-logs from the Lewiston plant. The total number of carload shipments to date during September is more than double the shipments for the entire month in 1935.

Local sales have increased to the extent that Frank Frost (Lefty, to you) has been appointed as assistant to Les Woodland. Lefty will be very busy this fall dishing out Pres-to-logs. If he can handle briquettes as well as he can a baseball customers will get snappy service. Incidentally, the Coast League is calling pretty strong for Frank to join them and in all probability Lefty will be booming them down the alley in that major circuit next spring.

Beginning October 1st, the hours of Mr. Woodland and Mr. Frost will be changed so that one of them will be at the Pres-to-logs storage until 6:00 o'clock each night. There will also be someone at the time office until 6:00 o'clock to write fuel tickets. This will enable employees and others to pick up Pres-to-logs after 5:00 p. m. and is intended as an accommodation to our many customers.

Another lift truck has been added to the Pres-to-log department. For details, see Morris and Showalter, "insulting" engineers. Full specifications can be furnished by either of these men, in fact Mr. Showalter is fairly dripping with dope and can even tell you the weight of one of the big cast iron counterbalances. At least he can at the present time, this little piece of information having cost him seven candy bars and the loss of his self-respect as well as a weight guesser.

The business of making briquettes is expanding rapidly. At present there are four machines at Potlatch running 24 hours a day. The W. I. and M. shops at Potlatch have produced the striking Pres-to-log car for shipment of this popular fuel. The silver sheen of its aluminum paint will make effective advertising.

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

Robert M. Evenden, Lewiston, Editor
Miss Mabel Kelly, Potlatch
..... Assoc. Editor
Miss B. Stoddard, Coeur d'Alene.....
..... Assoc. Editor

Down the Editor's Alley

The staff of this paper presents the first issue for the inspection of Potlatch Forests employees. We have the start of what we believe will become a popular publication and one which will furnish pleasure and information to its readers. To keep it in print it must be improved and grow in its usefulness and for this improvement and growth, the staff depends upon the support and criticism of its readers.

We are going so far as to demand that your constructive criticisms and suggestions be given the staff member on your plant. We'll be frank and tell you that we won't use them all but will also promise you that any that have the slightest promise of improving the sheet will be given a trial.

With this invocation, we are turning the job of making this publication a success over to our readers.

In commencing this column, we are making a statement of policy. There will be no sense to some of it and no more than necessary in any of it. After thus guarding against any possible future desire to wax eloquent on some problem of the day under the convenient protection of editorial comment, so beginneth this column of quips and pseudo-witticisms.

We are scooping the editor of that much-read sheet, The Lewiston Lumberman, by announcing our partisanship. We will support any presidential timber which has as its platform the full dinner pail; deflation of hat bands and inflation of waist lines; and no grass on garage runways. At date of writing, Joe LaRue seems to be our only hope. After his recent tour, we are expecting to hear of him entering the race at any time.

Times change and with them the rules of the game. Once was when three called "strikes" meant you were out. It seems that the other guy is out

this time or maybe it was that we were mistaken on who was "calling them."

We thought of this while we were in Potlatch. "Knock, knock." "Who's there" "Tobe." "Tobe Who?" "Tobe or not to be!" It doesn't look so good as it sounded. There isn't much punch in the finish.

Already we are finding compensations in this work. We have been approached by a request to suppress news. There might have been little money in it but we're hesitating on an asking price. Wonder what the traffic would bear on this Corliss story?

Safety First At Potlatch

Anyone, even the most casual visitor, cannot leave the Potlatch Plant of Potlatch Forests, Inc., without being fully convinced that "It's Hell to be a Cripple." Signs are responsible for this condition and it is the original and still one of the most effective methods of conveying an idea from one person to another. As it has been intimated, accident prevention is the idea in this case and it surely is being conveyed from the Potlatch safety committee to the Potlatch employees.

The use of the signs and posters is not the only means which this active committee uses to sell safety, but it is one of the most striking. Your reporter ran into a brilliant newly painted sign describing the penalties of carelessness within a few yards from the plant entrance. With the memory of this sign still in his mind, another caught him just as he was about to step between two loads on a track. There seemed to be plenty of clearance but it was simpler to go around than face that accusing sign. "Do Not Step Between Loads." When Arnold Johnston was finally reached in the shipping office, he told us all about it. The answer is simply that Mr. O'Connell and the Potlatch Safety Committee believe in signs.

The Potlatch safety program is utilizing the modern and effective methods of selling safety. It is basically educational. No one has to be forced to observe a safety rule if he can be shown the consequences of his continued violation of that rule. The continuance of this program on its present basis will inevitably result in an accident-free plant and a safety-minded crew, working and living safely because it is the easiest and best way of doing it.

New Safety Program at Lewiston

A new program of safety promotion is already under way at the Clear water Unit. The problems encountered during 1935, during their first year of organized safety work are hoped to be solved by the reorganization which has gone into effect.

The success of the new set-up depends on three main features: the establishment of a central first aid room in charge of a full-time attendant; the training of all employees in first aid and the establishment of departmental and central safety committees.

The administration of this program will be under the Employment Office and Oscar Swedland has already taken up his duties as First Aider. The appointment of safety committees has already been made and their first meetings have been held.

Sales Predictions

Prospects of a good fall business are looking up, according to reports from the East.

"While there are no prospects for a boom or runaway market, we feel that there is going to be a substantial fall business," remarked Phil Pratt, Sales Manager, when quizzed.

Mr. Pratt stated that he felt things were holding back due to two factors—the low price on Ponderosa Pine which affects the sales of Idaho White Pine, and a shortage of certain items of White Pine stock. He states, however, that the Ponderosa price condition seemed to be improving and that this will relieve some of the competitive pressure on White Pine. The items of White Pine most sorely needed are 1x10" and 1x12" Sterling (No. 2), and 8/4 No. 2 Shop and Select of all descriptions. The present type of logs should develop the much needed Sterling (No. 2), but relief on Selects will be slower due to scarcity of the larger logs needed for that grade.

Price structures in Ponderosa and White Pines will be firmer this fall due to the broken stocks.

S. V. Fullaway, Jr., of the Western Pine Association, makes the following prediction an statement: "Residential construction during the first seven months of 1936 was up 60% over the 1935 period and it is now forecast that 1936 will see the best fall business since 1930, with construction participating in the improvement."

Incoming Shipments at Coeur d'Alene

A rather remarkable fact, but one entirely in keeping with Rutledge's function as a concentration point of purchased stocks of lumber, is that during August the incoming shipments were nearly twice as large as those outgoing. The care of this amount of incoming stock as well as the production of the sawmill, which is now operating, is a problem which threatens to tax the available storage capacity.

This incoming lumber, which is entirely White and Ponderosa pine, is put on grade, remanufactured and put in the dress shed. During 1935, Rutledge shipped about three times their average stock, or in other words, turned their stock over three times. This in itself is an unusual record and conditions point to their probably duplicating it in 1936.

Woods Activity

The following paragraphs contain a brief summary of woods activity at the present time. The space allotted allows only the general facts to be given:

Camp K has about one million feet of timber yet to cut. After this is cut, the camp will be cleaned up and its operation finished.

At Camp M, the dam blew and they have been working for the past two weeks on its repair. All that remains to be done at this camp is to clean up the logs and rear the flume.

Camp P, flume construction camp on Sourdough creek, is under Henry Hendrickson. From 40 to 60 men are employed there. At present, it is a temporary setup with a portable sawmill installed with which to cut lumber for the permanent camp and for flume construction.

Camp 16, which is a cat camp, has a production of about 125 thousand per day. It will operate as long as the weather permits. About 130 men are working there at present.

Camp 11 is a new camp which was under construction when the strike was called. After the settlement of the strike, it was decided that the camp could not be finished in time to log before winter, so the cars were pulled out and spotted on Alder creek. This new setup is known as Camp 21. One hundred and thirty men are getting out about 125 thousand feet of logs per day. J. McDonald is the fore-

man and this camp will operate all winter.

Phil Peterson is in charge of the operation on Reeds creek. This is a construction camp with the men staying at Headquarters. Soon there will be enough steel laid to move in and at that time this camp will be known as 22. One steel gang is in at present and the work is coming along in a satisfactory manner.

Camp 20, under Les Mallory, on Armstrong creek between mileposts 24 and 25 on the Orofino branch, is a construction camp at present and will be a winter camp when completed. Logging will start there within a few weeks. A steel gang and 50 men are employed at Camp 20.

McCloskey is the contractor at old Camp 3 and is finishing up the timber which remains to be cut. The timber is being trucked to the railroad at the old Camp 3 spur. He has a crew of about 100 men.

Luther Profit, contractor, is putting logs into the North Fork and Poiere and Reidt are also logging into the same stream. T. S. Martin has been logging around Big Island on company stumpage and is also selling logs to the company.

Frank Fromelt is putting out about two million a month. The Schmidt Brothers camp at Quartz creek landing out of Pierce, having their mill at Weippe sufficiently supplied with logs, are sending the logs direct to the pond at Lewiston.

In regard to logging activities for the winter and prospects for the spring drive, Camps 20, 21, and 22 will be winter camps, all sending logs by rail to Lewiston. For the drive, about five million feet were in the river on the 25th of August. Kelly at Camp L pond has about three million to be flumed out of there and Camp L on the Swamp creek flume will start logging for the 1937 drive within the next month.

The Englishman and the American were doing a little bragging about their ancestry.

"My great-grandfather," said the Britisher, "was made an earl by the king whose image you see on this coin."

The Yank was stumped, but only for a minute. Drawing a five-cent piece out of his pocket he replied:

"That's nothing. The Indian whose head you see on this nickel made an angel out of my great-grandfather."

Labor Day Outing At Coeur d'Alene

The Flyer and the Miss Spokane carried the employees of the Rutledge Unit, the Red Collar Line and the St. Joe Boom Company and their families across Lake Coeur d'Alene to Camp Easton on Labor Day morning for the annual outing.

Approximately 250 grownups and children were at the morning's program of sports. Beginning with the footraces for the youngsters, the program soon took on the aspect of Ladies' Day. Wives of sawmill and yard men were pitted against spouses of planing mill and dry shed employees in a tug-of-war. After a hard and even pull, the yard and sawmill group proved superior.

This event was followed by a ball game between a team composed of women and one of men. Morgan Smith organized, managed and assisted the women's organization which won handily, 9 to 5. Sam Doshna was at the helm of the lumbermen's team, which was handicapped by a ruling that all throws had to be made left handed and only one hand used at bat. Possibly this was more in the nature of an alibi than a handicap.

Mrs. Charley Law was first in the nail-driving contest, with Mrs. Henry McGraw second and Mrs. Harold Lindberg third. This contest was a difficult variation of the usual form as both hands had to be equally capable of wielding the hammer.

Following the picnic lunch at which the Company furnished the coffee and ice cream, a cruise was taken to the adjoining bays with the return to Coeur d'Alene being made at 4:30 p. m.

In the evening, the Miss Spokane reembarked with a happy boatload for dancing on the lake. Whether maliciously or not, the boat left without Sam Gilbertson and party, but a spirited stern chase in a chartered launch soon put them aboard to join the merrymaking.

These annual outings seem to grow on the success of those preceding and true to form, this one was a "better than ever" Labor Day for those participating.

Jake Stone: "You are twenty minutes late again. Don't you know what time we start this box factory?"

Smart Punk: "No, sir, you see they're always at it when I get here."

Prominent Visitors to Potlatch Forests, Inc.

The following men, members of the Sales Organization and others, visited the three units of Potlatch Forests, Inc. within the past weeks:

Bill Schaedel, Assistant to Jack Irwin at Newark.

Harry Grace, assistant manager of the Central Zone at St. Paul.

W. G. Hanley, salesman at St. Joe, Missouri.

W. T. Griffith, salesman from Detroit.

Joe Loisel, salesman from Lima, Ohio.

Si Loisel, salesman from Norfolk, Nebraska.

Phil Boyd, in charge of the Chicago office.

Mr. Wilcox of the White Pine Company of Chicago.

Ray Lindquist, salesman at Wausau, Wisconsin.

Arch Franklin, from St. Louis.

Bob Sinclair, in charge of Pine sales in the Central Zone, St. Paul.

Charles McGough, St. Paul.

A. E. Senkler, St. Paul.

First Aid Class Starts

John Shepherd, Red Cross first aid instructor, opened his advanced class of first aid instruction during the week of September 21st. This first class of the fall season is for the men who have volunteered to serve as instructors for the winter's program of training all employees in this work.

After 30 hours of first aid training, these men will take an oral examination from the district Red Cross doctor which, if passed successfully, will entitle them to the American Red Cross Instructor's Certificate.

During the winter, the standard 15 hours course of first aid will be given to the entire crew. In handling this immense class, residential groups will be made up in which members of each group will have their homes within a certain district. Each of these groups will have an instructor assigned and receive their first aid training from him.

"I think I'll go downstairs and send Nancy's young man home."

"Now Elmer, remember the way we used to court."

"I hadn't thought of that. I know darned well I'd better go down and send him home."

Legion Log Cabin Benefit

The indoor carnival at Riverside Hall on Saturday evening, September 12th, at Kennedy Ford, proved to be a large and successful evening. The proceeds, which are to be used to start a fund for beautifying the grounds around the American Legion Cabin, were very gratifying to the Legion Carnival Committee. G. P. Anderson headed the committee and was assisted by O. H. Burrows, Paul Welo and Alfred Johnson, Post Commander.

Started in 1929 and completed in 1930, this cabin has since become a popular community center in Potlatch. It is used throughout the year for social events of all descriptions.

The main room of the cabin is sixty feet long and forty wide with a wing on the northeast corner which houses the kitchen, cloak rooms, etc. The building of this cabin was a cooperative enterprise between the Robinson Post of the American Legion and Potlatch Forests, Inc. Its original cost was in the neighborhood of \$15,000, which expense was shared by the two organizations. The company furnished the logs and ground for the site and paid the skilled Scandinavian log house builders that were imported to erect the building. Legionnaire volunteers contributed all the common labor necessary for the job.

The long hall, flanked on one side by an immense stone fireplace, is a beautiful example of rustic architecture. Massive log beams shadow the angles and corners of the wide roof and create in one's imagination the smoke-colored rafters of a pioneer cabin. Surely the illusion is strengthened by the spirit of good fellowship which pervades the many community affairs held in this fine hall.

Near Accident

McLeod, on the second floor of the warehouse, dropped a ten-pound hammer on the head of Jensen below. Spitting out his chew of Peerless, Al peered up the stairway at Alex.

"Be careful, Old T— of G—, you made me bite my tongue!"

Misinterpretation

George Fones, visiting Ken Ross' new house: "Well, Ken, how do you find it here?"

Ken Ross: "Third door to your right in the hall."

Load Shifter Invented

Ed Anderson, planing mill foreman at the Rutledge Unit, is frequently called upon to invent and improvise. His latest invention is a device to transfer rough units from yard cars to planing mill buggies.

Due to the increasing amounts of incoming shipments the loading device on track one is not often available to transfer rough units from yard trucks to lumber buggies for transportation to the car or to the rebutt. In answer to this difficulty, Anderson gathered reduction gears, sheaves, cables and a motor and now an apparatus makes this transfer easily and quickly.

The loaded yard truck is run under the frame supporting the lift, two rails, protected by rubber, are placed under the ends of the unit, cables hooked over their ends and the load raised off the truck. The truck is removed, a buggy substituted, the unit lowered and the transfer is complete. It is a simple but ingenious use of material at hand in a time and labor saving device.

At this time, about 600 men have gone to work in our woods through the employment office at Orofino. With the 300 men working during the strike at Fromelt's, McCloskey's and at fire protection work, there are about 1,000 men at work in the Clearwater woods.

On the Potlatch side, Camps 31 and 32 ran all through the strike and the production remained near normal. Camp 31, run by Alex Anderson, is the headquarters camp and has 250 men. They are running six engines pulling logs about 23 miles from the Three Bear country to old Camp 6, where they tie in with the W. L. & M.

Camp 32 under Melker Anderson, is preparing to go into Dick's creek and when established there will be known as Camp 34. This will be a truck haul to the railroad near Camp 32.

Camp 33, out of Harvard, is sending logs directly to the Potlatch pond by truck. Clyde Ratliff is foreman.

Camps 31, 32, and 33 all have a monthly production of about three million feet each.

At Child's creek camp out of Fernwood, John Anker is sending logs to Lake Coeur d'Alene via the Child's Creek Landing and railroad, and Ralph Lucas at Keeler, Idaho, is logging for the Rutledge Unit at Coeur d'Alene. Greenwood and Clark are also logging for this mill.