

The FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. I

Lewiston, Idaho, June, 1937

Number 9

Clearwater Woods Activities

Phil Peterson has a crew of about twenty-five men working two shifts with one shovel and two new dump-tors filling in bridge "4" on the Beaver Creek main line.

Knut Hove has about thirty men replacing old ties on the Beaver Creek main line.

Headquarters is now on a twice-a-day bus schedule. In addition to the one on regular schedule, the other one leaves Orofino at 10:00 A. M. and arrives here at 12:30 P. M. It leaves here at 5:30 P. M. and arrives in Orofino at 8:00 P. M. The second bus only runs between here and Orofino.

This looks like a wet summer. The last ten days have produced almost a steady downpour.

CAMP "M"

Camp "M" has been running about six weeks and to date, we have skidded approximately two and a quarter million feet of logs. The scale has been small so far, due to the fact that much of the timber is old, having lain on the ground for nearly a year.

Fourteen teams and three "cats" are skidding at present with a fleet of small "cats" trailing on the chutes.

We have a crew of approximately 160 men now and expect to increase it to 175 within the next few days and upon the completion of a new bunk house.

CAMP "O"

Nothing to report this month.

CAMP "P"

Twenty-five men are engaged in making camp improvements.

CAMP "T"

May 14, 1937, the baby camp of the Clearwater Unit was born.

Henry Hendricksen with a crew of twenty-five men, moved over Bertha Hill, bulldozed snow from the road and put up a temporary camp about fifteen miles out of Headquarters. Hendricksen has a portable sawmill to erect and then cut lumber for two camps, two dams and about eight miles of flume.

(Continued on page two)

"A Good Outfit"

Rutledge was the victim of the depression! Due to a lack of dry kilns, lack of a sufficient supply of logs for continued future operation, coupled with an excess of production capacity at the other units to more than take care of available business, it was decided to shut the Rutledge unit down. It looked black!

In 1934 it was decided to experiment with the fine shipping facilities at Rutledge by using them in the remanufacture, grading, finishing and shipment of small mill cuts. The experiment was started in a small way with a small part of the old Rutledge crew. It worked out successfully and each year the volume and crew have been expanded until Rutledge now again stands a real factor in the Potlatch Family, with lumber, logs and trees to back them up.

This showing is due in very large part to the fine cooperation of the Potlatch and Clearwater units and to the courage, faith, determination and fine spirit of the Rutledge crew. They put everything they had into their job of proving that Rutledge was entitled to a place in the picture and was entitled to be part of "A Good Outfit."

C. O. GRAUE,
Manager, Rutledge Unit.

New Fuel Office on Clearwater Plant

Plans are already drawn for a fuel office which is to be built in the very near future in the Lewiston plant to handle the fuel sales. It is to be located at a point approximately half way between the Time Office and the road to the Parking Lot and west end garages, and will stand about 35 feet from the edge of the road. An area possibly 100 feet long and extending from the new office to the highway will be graveled to furnish ample parking room for trucks and passenger cars of customers.

The office will consist of one room and will be heated with a "Heat-Rite" circulating fireplace burning, of course, Pres-to-logs. The front of the building and for half way on each side will be completely glassed, giving an uninterrupted view of the road from the gate to the monorail shed. A device, electrically operated, is being designed by Bob Bowling with which any truck in the fleet hauling fuel may be called in to the office by signal.

The change of location of the fuel office, which formerly was in the time office at the plant gate, will relieve traffic congestion at that point, especially during the winter months. Inadequate parking space made the gate area pretty well crowded when Pres-to-log trucks, sawdust trucks, and individual customers were after fuel. In addition, the change will relieve the already burdened time office staff and give them additional space.

New Well Being Dug At Potlatch

A well is being sunk near the Potlatch reservoir to augment the city water supply. The location of the new well, on top of the hill, is hoped to correct the faults of the former location down on the flat. Surface water was responsible for well casings becoming badly rusted and finally in allowing the water to become contaminated. The new site will be free of this condition and reduce the need for chlorination.

A six-inch casing is being installed in the new well.



"PSST!... DON'T PUT ANY MORE PRES-TO-LOGS ON THE FIRE... DO YOU WANT HIM TO STAY ALL NIGHT?!"

Potlatch Woods Notes

CAMP 31

Camp 31 is now running to full capacity with a crew of 240 men. They are loading some cedar poles, and around 25 cars of logs per day. This camp is the headquarters for all train and loading crews.

CAMP 32

One hundred forty men are now employed skidding cedar and logs. This camp will move in to Camp 34 some time in July.

CAMP 33

Camp 33, truck camp on Meadow Creek under Clyde Ratliff, started hauling three weeks ago but at present the wet weather is holding them up. They should produce about one million per week when the rain lets up. Twenty-four trucks will haul to Potlatch.

CAMP 34

At Camp 34 on Dick Creek, they are building a truck road to the Three-Bear railroad. The Camp 32 crew will move into 34 for the summer about the 4th of July and move back again in the fall.

CAMP 35

Camp 35 is a railroad construction camp working 50 or 60 men out of Clarkia. They are working on Marrie Creek.

CAMP "R"

Camp R is located two miles below old Camp L. This is a horse camp and they are fluming the logs as fast as they are skidded to the flume.

CAMP "S"

Are busy building road, and have started sawing in the last two weeks. This camp will be strictly cat logging, and all logs will be trucked to the Clearwater river.

BOVILL CEDAR YARD

Have a crew of 40 men working taking care of the poles that are now coming in from the Three Bear Camps and Harvard.

The double shift at the Rutledge mill is getting logs in Coeur d'Alene Lake that were purchased from the Blackwell Lumber Company. When the woods start drying out, logs will come to Rutledge from Chas. Clark at Clarkia, Harry Younkens on Gold Center Creek, and Ray Stacy on Katz Spur on the Milwaukee. The output of these camps should be around two million each and give employment to about 250 men. These are contract camps, formerly cutting for the Blackwell Lumber Company and continuing on these agreements for Potlatch Forests, Inc.

Sawmill Hands

Experts disagree on the comparative value of the good example over the bad. Likewise, on the merits of "do" over "don't," but to illustrate this safety note, we've used a perfect example of what not to collect as mementos of your lumber experience.

Hands like these used to be considered good indications of experience in a sawmill. A man with all his fingers just couldn't be a good planer man ten fingers on a shingle mill man were a seventh wonder; box factory



workers were labeled with missing digits.

The introduction of safety into the lumber business has improved this condition in the past few years and in the next decade should cause it to become an unpleasant part of the history of the industry. What has been gained is a credit to the lumber worker and progressive management, and what is to be accomplished is still up to the man on the job. Machines are becoming better guarded; men are not asked or expected to risk life and limb in doing their work, and the job of preventing accidents is 98% up to the man. A piece of sawmill or logging equipment has not been manufactured in which you cannot get hurt, but it can be demonstrated that all of them may be operated and worked around in perfect safety.

Addition to Lewiston Sales Force

Mr. Ray Fowler, formerly assistant sales manager for the Blackwell Lumber Company, is joining the sales office at Lewiston this month. Bill Logan, formerly sales manager for the above mentioned company, has been employed by the Weyerhaeuser Sales Company.

Potlatch Forests Directors Visit

On May 17, Potlatch Forests was visited by its Board of Directors. Those present were:

R. M. Weyerhaeuser, President, Potlatch Forests, Inc., St. Paul.

Laird Bell, Vice President, Potlatch Forests, Inc., Chicago.

G. F. Jewett, Vice President and Treasurer, Potlatch Forests, Inc., Coeur d'Alene, Idaho.

F. K. Weyerhaeuser, President, Weyerhaeuser Sales Co., St. Paul.

George R. Little, Secretary, Potlatch Forests, Inc., Winona, Minn.

E. P. Clapp, Pasadena, Cal.

C. R. Musser, Muscatine, Iowa.

T. J. Humbird, Spokane, Wash.

George C. Crosby, Minneapolis, Minn.

A. W. Colby, Pasadena, Cal.

W. H. Peabody, Newark, N. J.

James M. Clapp, Seattle, Wash.

Walter B. Driscoll, Cloquet, Minn.

During the visit, the plants of the Rutledge, Potlatch, and Clearwater units were visited as well as the Clearwater and Potlatch woods operations.

Facts About Wood

The outer layers of growth of a tree, especially in one of considerable thickness, contain the only living elements of the wood and comprise what is known as sapwood. There is usually a sharp, conspicuous line of division between the living sapwood and the dead heartwood.

And it is a fact that only a portion of the trunk of a mature pine, or any tree for that matter, is actually alive. In the growth of the tree, new wood forms under the bark of the tree and correspondingly, some of the innermost sapwood dies and becomes heartwood.

As far as the tree itself is concerned, the heartwood has value only as mechanical support for the rest of the tree, but, to the user of lumber, the value of heartwood is generally greater than that of sapwood. Sapwood is subject to stain in some wood and grades it is a defect; heartwood is more durable under exposure. Numerous other factors make heartwood usually more valuable. Exceptions to this rule are in hardwoods used for spools, handles, spokes, etc.; the manufacture of pulp; and in timber to be impregnated with preservatives where heartwood is considered undesirable.

Big Safety Bulletin for Clearwater

Work has started on the installation of a large, three-sided safety bulletin at the forks of the road in the center of the Clearwater Plant at Lewiston. All three directions will be faced with a big 4 by 8 foot board and a three-sided column will rise from the center about eight feet above the sign.

This central pillar will carry a thermometer-like column of days of the month without lost-time accidents, and, on the side facing the main road, these days will be marked with colored lights.

One face of the lower sign will carry a permanent record of departmental records and another a chart comparing this year's record with last. Space will be given on the board for a display of safety devices, unsafe tools, etc., and the remainder of the space will be given to posters and bulletins. The sign will be painted the green and white of other safety posters on the plant and will be well lighted.

John Shepherd, safety director and designer of the sign, said that it will probably be ready in about two weeks.

Rutledge Rejects

"Mr. Smith, these are very small oysters you are selling me."

"Yes, ma'am."

"They don't appear to be very fresh, either."

"Then it's lucky they're small, isn't it?"

Then there was the dumb duck that was three years old before he knew his pants were down.

"Ah sho' does pity you," said the colored pug to his opponent as they squared off. "Ah was bo'n wid boxing gloves on."

"Mabbe you was," retorted the rival, "an' you is gwine die de same way."

What has become of the old-fashioned man who used to brag on his wife's cooking?

Teacher: "And what makes you think two heads are better than one?"

Johnny: "Well, there would be four ears to wash."

A good way for a married man to hide his money is to put a button in the same pocket.

New Fire Equipment At Potlatch

Since 1905, or over a period of thirty-two years, the town of Potlatch has been served by a volunteer fire department, with a hand drawn hose cart and chemical cart.

The insufficiency of this equipment has been felt for some time and, as the first step in a program "to do something about it," the Townsite Department procured a second-hand logging truck which has been remodeled



and converted into an up-to-date fire truck. Included in the equipment are:

- 800 feet of 2½ in. hose.
- 1 100-gal. water tank with 150 lb. pressure, equipped with 150 ft. of 1 in. hose to use for small fires.
- 1 C. O.-2 extinguisher.
- 2 Fomite extinguishers.
- 2 Pyrene extinguishers.
- 2 Spotlights, one in front and one in the back of the truck.
- 1 Roof ladder.
- 1 Extension ladder.

The new truck is painted the standard fire engine red.

The old fire station was moved from Cedar Street to a location on Sixth Street just west of the Federal Building. It has been remodeled to house the new truck and equipment and provide suitable quarters upstairs for two firemen, who will sleep in the building at night. There is also an office in the station for the occupancy of the local justice of the peace. The building is steam heated, electric lighted and supplied with hot and cold water.

George Mill Advanced

Clearwater Unit friends of George Mill will be glad to hear of his advancement to the Milwaukee territory from Zanesville, Ohio, replacing George Morgan, also a former Clearwater Unit boy. George has gone into the wholesale lumber business.

Building Booms At Clearwater

Al Jensen, boss carpenter, has a crew working on the north bank of the Clearwater near Hatwai Creek. They are engaged in the construction of two new fin booms, one flat boom and of permanent storage skids.

Two of the old fin booms that have been in service for 10 or 11 years are going to be pulled out and split down the middle to make narrow flat booms for the pond. (Ed's note: Rumor has it that these are necessary because of the unconventional "dancing shoes" which Harris insists on wearing.)

Last year permanent rollways were installed so that these booms could be easily snaked out of the river and to complete the installation, skids at right angles to this rollway are being built so that the booms may be run up, transferred sideways out on the skids and left to dry during the summer. Every 30 ft. along the length of the rollway, double rails of 3 pound steel are being installed to accommodate short dry kiln trucks that were salvaged from the Elk River plant. The booms are to be jacked up, trucks placed under them and the whole setup rolled off onto the skids.

When this work is completed, the setup will handle six booms, five of the skids and one on the rolls. It is planned that the new booms will be removed and dried out once every five years.

Visitors

Visitors during the past few weeks were:

Louis W. Rick, manager of the Wholesale Division of the Weyerhaeuser Sales Company at Pittsburgh, Pa. Mr. Rick was formerly sales manager for the Humbird Lumber Company at Sandpoint.

Mr. Van Landingham, of the Edward Hines Lumber Company of Chicago.

Don Lawrence, assistant general manager of the Weyerhaeuser Sales Company, in charge of pine sales.

Mr. Joe Sampietro, District Manager Wood Briquettes, Inc., at Oakland, California, was a visitor at the Lewiston Plant on June 25.

"Sir, do you realize to whom you are speaking? I am the daughter of an English peer."

"So what? I'm the son of an American doc."

Our Product—Its Grades and Uses

Choice Idaho White Pine is, like Supreme, also of very good appearance and is based on the idea of furnishing a high class paint finish wood. Numerous pieces are found in this grade with a Supreme surface, having been lowered because the backs of the pieces are slightly poorer than are admissible in the higher grade. Other pieces have a clear appearance, but on closer examination may show slightly torn grain, fine checks or possibly light pitch. In many pieces the defects are readily noticeable. These include scattered small, tight knots, or medium blue or brown stain covering not more than $\frac{1}{3}$ of the face area, provided the stain is not in serious combination with other blemishes that detract from the high appearance of the piece. This grade, while it will permit slightly more and slightly larger defects than the Supreme, is well suited to the very highest uses, except where practically clear lumber is required.

Choice lumber, like Supreme, is readily available in the varying thicknesses, widths and lengths, and the same manner and method of shipping will apply as outlined in the case of Supreme. Like the latter grade, the proportion of 4 in. and 6 in. widths is small, and 6 ft. lengths very limited in shipments calling for mixed widths and lengths.

Choice lumber is a highly serviceable grade for better quality exterior and interior finish, including casing, base, built-in fixtures, partition, wainscoting, cornices, door frames and porch details, where the small amount of defects or blemishes that are found can be easily and satisfactorily covered with paint or enamel.

"At the masque ball last night my girl represented the firm she works for, and she was dressed in an insurance policy costume."

"I'll bet she looked pretty nifty, too, didn't she?"

"I'll say—there were only one or two things the policy didn't cover."

A retailer on receiving the first delivery of a large order, was annoyed to find the goods not up to sample. "Cancel my order immediately," he wired to the manufacturers.

They replied: "Regret cannot cancel immediately. You must take your turn."

Sales Predictions

The order file is getting thinner every week and shipments are about twice the amount of new business received. This statement was given by Phil Pratt of the Lewiston Sales Office.

The month of June will probably be a pretty good one as far as shipments are concerned, by living off the fat of the file, but the 4th of July will see the orders quite low unless a rapid pickup is experienced.

Ponderosa Pine and Fir prices are showing signs of weakness which may eventually affect Idaho White Pine.

Rutledge has been making a good showing in taking the Blackwell lumber across town and putting it through the mill, and the Potlatch Unit has been receiving considerable incoming shipments from Greer.

As a faint ray of sunshine (to be spread over a period of months, however Mr. Pratt told of orders for 9 million feet of match, 1 million feet of Utility, and 1 million feet of Ponderosa Pine Shop.

New Pole Yard At Ahsahka

The Weyerhaeuser Pole Company is building a concentration yard at Ahsahka to handle the pole production from that area. The source of supply will be the North Fork area from which poles will be brought to the new yard by truck.

Under the direction of John Akin, pile bottoms are being built and steel laid for a locomotive crane. The yard will also be able to serve rail shipment from Headquarters.

The yard at Bovill is coming in for some rebuilding. New pile bottoms are being built and the treating plant is being improved by the crew now employed.

"I cannot learn to love you."

"But I've saved \$10,000."

"Give me one more lesson."

PAGE GEORGE WRIGHT

"A bolt is a thing like a stick of hard metal, such as iron, with a square bunch on one end and a lot of scratching wound around the other end. A nut is similar to a bolt, only just the opposite, being a hole in a chunk of iron sawed off short with wrinkles around the inside of the hole."

The Why of Change in I. W. P. Grade Designations

Several years back, a radical change was made in the designation of Idaho White Pine grades. For years the number system grade marking had been handicapping White Pine sales for the fact that a grade of White Pine was a much better product than the same numbered grade in any other species. The No. 2 common White Pine was a better grade than say the No. 2 common of fir and its price was accordingly higher. This caused a tendency on the part of those not thoroughly familiar with lumber (which probably covers most of the lumber buying public) to compare the price of No. 2 I. W. P. to the price of No. 2 Fir or No. 2 Southern Pine, actually not the same grade, with the resultant loss or unfavorable comparison falling on the more expensive White Pine grade. This created a sales resistance against Idaho White Pine which was hard to overcome. The White Pine manufacturers, therefore, hit upon the plan of designating the grades by names instead of numbers, and the grades were changed as follows: B & Better to Supreme, C to Choice, D to Quality, No. 1 to Colonial, No. 2 to Sterling, No. 3 to Standard, No. 4 to Utility and No. 5 to Industrial.

This was quite a radical departure from the old rule of things and at first met with some resistance from certain quarters, but gained favor rapidly and these names are now used almost entirely for designating Idaho White Pine grades. This enables the dealer to sell our grades of Utility in competition with No. 2 Fir or Southern Pine without calling it a No. 4 board, which would give it an inferior name.

In many places lumber is not sold by grade, but more for the use to which it is to be put. In other words, for shelving, finish, etc. If the government should pass a law requiring every board to carry a grade mark, Idaho White Pine would occupy a good comparative position in having grade names which do not fix its value in the eyes of the general public, such as No. 1, No. 2, No. 3 or No. 4. Utility might be just the article the customer wanted as far as appearance, serviceability etc., were concerned, but if it had to carry the old No. 4 mark, its value could not help but be lessened in the eyes of the prospective purchaser.

WOOD BRIQUETTES, INC. . . . By Roy Huffman

The editor of the "Family Tree" has asked me to write the story of Wood Briquettes, Inc. I am not sure whether what he really wants is that story, or the story of our product "Pres-to-logs." The two are so interwoven and bound up together in so many places that it is quite difficult to write the story of one without tying it in with the other.

Many of you will recall that Bob Bowling started his experiments, looking toward the development of a shavings briquette and a machine with which to manufacture it, along about February, 1929. The first machine, which made 8½ in. briquettes, and had removable dies, was built for us by what was then the Willamette Iron & Steel Works, during the summer of 1930. This machine ran all during the fuel season of 1930-31. In the summer of 1931 the machine was torn down and rebuilt, and at this point the disc to watercool the logs was incorporated into the machine. This rebuilt machine ran during the fuel season of 1931-32.

In the spring of 1932, it was decided to move the briquette plant from the location back of the sawmill fuel house, which it had occupied up to that time, and set it up adjacent to the planing mill fuel house. At the same time, to increase the productive capacity of the machine it was decided to try and make a longer briquette. Two of these larger machines were built that summer in our

own shop, and are still operating as Machines No. 1 and No. 2 in the old Pres-to-logs plant. The original short machine was again overhauled and made into two separate machines, which were placed on the foundations now occupied by Machines No. 3 and No. 4. These four machines started operating in the new location in August, 1932.

The growth of the sale of Pres-to-logs from that point on was quite rapid. In November of that same year, 1932, it was apparent that we were going to run out of logs before spring, and our present No. 5 machine was built for us by Willamette Hyster Co. This machine was installed in January, 1933, has run continuously ever since, and is still going strong.

A few months after the No. 5 machine was installed, and had operated at a greater capacity per day than we had ever obtained with our home-made machines, we reached the conclusion that we had arrived at the point where we had something to offer to others who might have a surplus of refuse to dispose of.

BIRTH OF WOOD BRIQUETTES, INC.

This is where Wood Briquettes, Inc., comes into the picture. Wood Briquettes, Inc., was organized in May, 1933, for the purpose of leasing machines to other companies. It has nothing to do with the machines which are operated by Potlatch Forests, Inc., nor with the product from those ma-

chines, which is sold by the Potlatch Forests, Inc., Fuel Department. In other words, the activities of Wood Briquettes, Inc., have been entirely outside the area reached by Potlatch Forests, Inc., which may be roughly described as the Inland Empire.

The first machine leased was to the Oregon Lumber Co., at Baker, Ore., in June, 1933. The machine was installed in August. No difficulty was encountered in selling all of the Pres-to-logs made, but over a period of time the Oregon Lumber Co. had difficulty in operating the machine continuously, due to insufficient supply of refuse, and finally the lease was terminated early in 1936, as Potlatch Forests, Inc., needed additional machines at Lewiston.

Six machines were leased to the Weyerhaeuser Timber Co., and installed at Longview in the fall of 1933. These machines are operating continuously, and the market in their local territory has now expanded to the point where it is practically a certainty that additional machines will have to be installed this year.

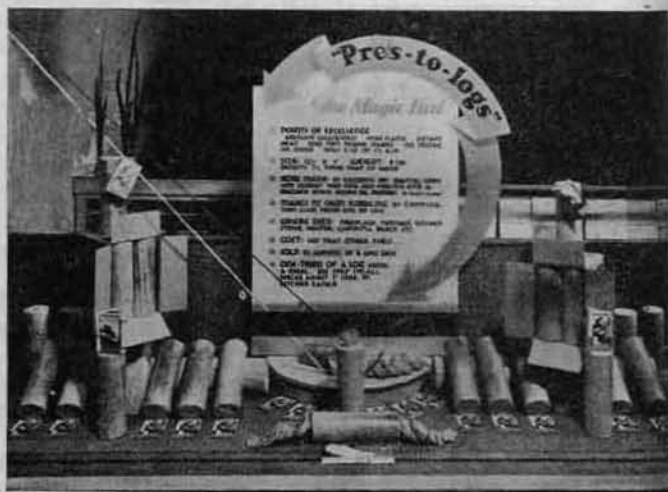
One machine was leased to the Rogue River Box Co., at Grants Pass, Ore., late in 1933. It was installed early in 1934, and at this point, due to excessive moisture in the refuse, it became necessary to develop a dryer. Bob Bowling tackled this job and emerged victorious. The dryer at Grants Pass has been in operation.

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Left—Cartoned Pres-to-logs on Display.

Below—Bulk Pres-to-logs on Display.



WOOD BRIQUETTES, INC.

(Continued from page six)

since 1934, and the production of this particular machine has at all times been right up to an average of ten tons per day.

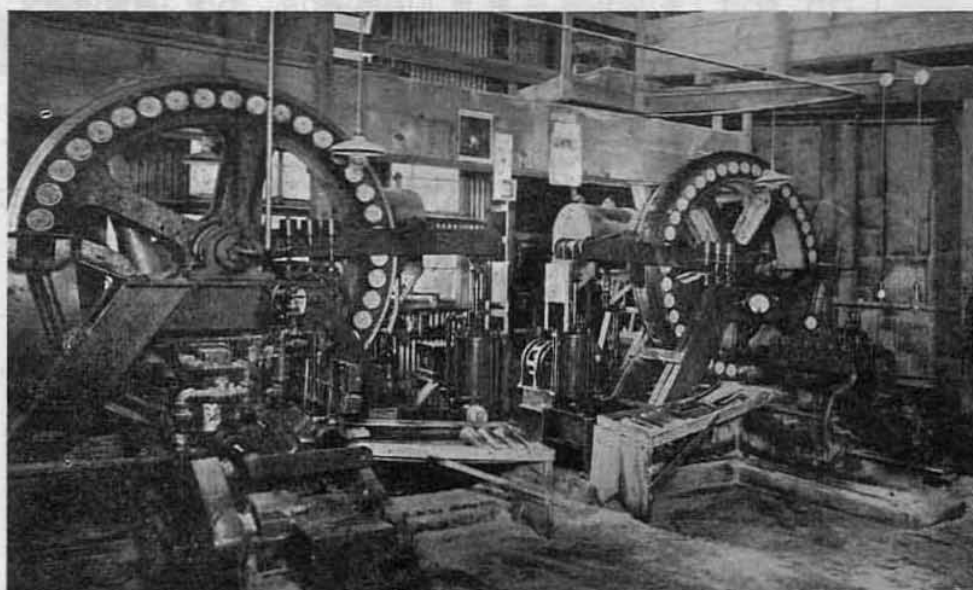
One machine was leased to the Shea Mfg. Co., at Los Angeles, early in 1934. This machine was installed in the plant of the Hammond Lumber Co., at Terminal Island in the Harbor district of Los Angeles, the Shea Mfg. Co. buying the refuse from Hammond. The machine ran until October, 1935, at which time the Hammond Lumber Co. shut down their plant at that point. After a reorganization of that company, the plant was about to commence operations again in 1936, when the seamen's strike intervened. Operations are again in full swing at Hammond's plant, and the Shea Mfg. Co. expect to get this machine started again within the next thirty days.

One machine was leased to the Setzer Box Co., Sacramento, California, and installed in August, 1934. A second machine was installed in this same plant in February, 1935. Both of these machines have always operated very satisfactorily.

Two machines were installed in the plant of the Pacific Lumber Co., in the fall of 1934. These machines operated in redwood. Some difficulties were encountered in running redwood in our machines, but these were finally overcome, and the plant was running nicely when it burned late in 1935. The Pacific Lumber Co. had some other irons in the fire which required considerable expenditure in 1936, and they deferred rebuilding the Pres-to-logs plant this year. Two new machines are now being installed in Scotia, and as the market in California requires, additional machines will be installed at that point.

DEVELOPMENT OF CALIFORNIA SALES

When the California market was opened, it became necessary for Wood Briquettes, Inc., to enter the business of marketing Pres-to-logs. This step was undertaken, as it was felt that the potential demand for the product in the Bay cities of California, as well as in the Los Angeles area, would exceed the capacity of any one manufacturer to supply. Pres-to-logs for the northern California market are drawn from Sacramento, Scotia, and some surplus from Grants Pass, although all of these plants have an exclusive territory of their own adjacent to their



Twin Machine Installed at Setzer Box Co., Sacramento, Cal.

plants. Pres-to-logs for the Los Angeles area have been supplied by the Los Angeles machines, and to some extent from Sacramento and Longview.

The problem of marketing a product like Pres-to-logs in the California area is entirely different than on our home grounds. In that area, fuel is purchased by the consumer in small quantities, and only as the need for it arises. The marketing channels must be convenient to the purchaser, and the fuel must be in a form that it can be easily handled, and stored in a small place. Practically all of the Pres-to-logs sold in California have been packed in cartons, and the bulk of our distribution has been through grocery store channels. It was necessary to do considerable advertising, both at point of sale, and direct to the consumer, to familiarize the public with the product. It also naturally took some time to build up proper distribution in all of the large cities which are located in that area. All of this has been done, and Pres-to-logs are building for themselves a repeating demand in California, which gives promise of a large tonnage, and the requirement of additional machines as time goes on.

Wood Briquettes, Inc., has had and continues to have a large correspondence from foreign countries in all parts of the world with reference to Pres-to-logs machines. While no sales to foreign countries have been made as yet, conditions in the other countries are improving and we believe that it is

only a question of time until some definite deals are consummated.

In addition to being used wherever other solid fuels are used, Pres-to-logs have found their way into a number of unusual and interesting places, where they have proven more economical and satisfactory than other fuels with which they have been compared. Some of these uses are (1) as fuel in the dining car ranges of all of the Union Pacific trains, and in the dining car ranges of some of the other railroads, (2) as fuel in rolling field kitchens of the U. S. Army and California National Guard, (3) as galley fuel on many coastwise and intercoastal vessels, (4) as fuel in CCC camps, (5) as caboose and station fuel for railroads.

It is difficult to foresee what figure the ultimate manufacture and sale of Pres-to-logs will reach, in tons per year. At no point has the saturation point for the sale of this product even been approached, and it is entirely probable that the market will consume all of the product which can be profitably made in any given locality. The volume of production in any certain area is of course controlled by the amount of suitable refuse available for the manufacture of Pres-to-logs. New areas will gradually be opened up by the installation of additional machines, where the refuse is found available, and the cumulative result will, in the course of time, reach quite a sizeable figure.

To those of us who are closest to Pres-to-logs, the most interesting

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Can You Follow Directions?

We saw this the other day and because it was such a screwy jumble of senseless directions we couldn't help doing as it says. It seems that if you follow the directions perfectly and do it within three minutes you are pretty good, or something. Here it is:

"With your pencil make a dot over any one of these letters FGHIJ, and a comma after the longest of these three words, boy, mother, girl. Then if Christmas comes in March, make a cross here but if not, pass along to the next question, and tell where the run rises If you believe that Edison discovered America, cross out what you just wrote, but if it was someone else, put a number in to complete this sentence: 'A horse has feet.' Write yes no matter whether China is in Africa or not and then give a wrong answer to this question: 'How many days are there in a week?'"

Write any letter except g just after this comma, and write no if 2 times 5 are ten Now if Tuesday comes after Monday, make two crosses here but if not, make a circle here or a square here Be sure to make three crosses between these two names of boys: George Henry.

Notice these two numbers 3, 5. If iron is heavier than water, write the larger number here but if iron is lighter write the smaller number here Show by cross when the nights are longer: Summer in winter Give the correct answer to this question: Does water run uphill? and repeat your answer here Do nothing here (.....) unless you skipped the preceding question but write the first letter of your first name at the left end of this dotted line

Rutledge News Items

The Rutledge Unit is running two shifts now. This is the first time Rutledge has had a night shift in the saw-mill for a good many years.

The Briquette plant hopes to be making Presto-logs by July 15.

The Rutledge Unit is transferring the lumber from the Blackwell Lumber Company at the rate of about 72 units per day.

Mr. G. F. Jewett has gone to Washington, D. C., to attend the Forestry Conservation meeting.

Questions and Answers

What is the luminous element in the new mercury vapor lights being installed?

As the name implies, the source of the light is the mercury vapor within the tube. The light is caused by an electrical discharge through this vapor.

When the tube is cold, the mercury appears in small droplets inside the tube. These drops evaporate while the tube is reaching its proper temperature and when it is all vaporized, the light is up to its full intensity.

It takes 10 or 12 minutes for these lamps to become fully lighted, and if they are shut off for some reason, they must be allowed to cool again before they can be relighted.

The tube is of double construction, the inner one containing all the "working" parts of the lamp while the outer acts on the thermos bottle principle to keep the inner one up to temperature. Extreme temperatures are generated in these lamps and they must be burned in a vertical position or the arc stream will sag and melt through the glass side of the tube.

Where is the pressure developed in the Pres-to-log machine which results in the formation of the "log?"

The pressure is produced in two stages. The first is the result of passing through the tapered screw from the fuel hopper to the tip; the second is in feeding through the tip and into the die of the machine. The oil cylinder, which to the uninformed person seems to be the source of the pressure which causes the compressed wood to "fuse," furnishes merely a holding pressure to control the density of the "log."



Humor

Two old women were having heart-to-heart chat. One said to the other, "So you're having trouble with constipation, too, are you? What do you take?"

"Oh," answered the other, "I take my knitting."

Customer in restaurant: "Waiter, these veal chops don't look so tender to me."

Waiter: "Sir, I used to be a butcher and I can tell you that less than a month ago these chops were chasing a cow."

Customer: "That might be; but not for milk."

"I was bitten by a dog the other day," said the visitor as he eyed the yapping terrier with obvious distrust. He held out his hand and showed a ugly mark.

"Did you have it cauterized?" the housewife asked politely.

"No," he returned. "I just hit it on the head with a spade."

The one-ring circus was visiting town in the hills. The folks there recognized all the instruments of the band except the slide trombone. One old settler watched the player for quite some time, then, turning to his neighbor, said:

"Don't let on that you're watching him. There's a trick to it; he ain't swallerin' that thing."

WOOD BRIQUETTES, INC.

(Continued from page seven)

thing about the whole story is the fact that Pres-to-logs are the first successful attempt to make a briquette from wood refuse, after the same thing has been tried by many others over a period of a great many years. Some of the machines that were developed actually reached the production stage but in every case there was something wrong with the product or the machine, with the result that in a short time nothing more would be heard of it. Our experience with Pres-to-log has been quite the reverse. While we have encountered difficulties in manufacture and marketing, each year has shown a large gain in the tonnage of Pres-to-logs made and sold, and the increase is more and more pronounced as time goes on.

Pres-to-logs are here to stay.