

THE FAMILY TREE

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THE WORKMEN'S COMPENSATION EXCHANGE TOPS THE LIST

Twenty years of paying claims on injured workmen and annuities to dependent widows and children, have found the Workmen's Compensation Exchange at the top of the list of organizations designed for the protection of wages and salaries of lumbermen in the Inland Empire.

Such is the report that comes from Coeur d'Alene, headquarters of the exchange, on the twentieth anniversary of its founding by Ralph S. Nelson, who has managed the affairs of the exchange since its inception.

The Workmen's Compensation Exchange may be likened to an insurance company or association. It receives its income from the employers only, invests reserve funds in sound securities, and receives and pays claims of the workmen of the contributing companies.

Nothing is deducted from the employe's pay. His only participation in the Workmen's Compensation Exchange is when he is unfortunately injured and is on the receiving end. Instead, the associated companies are assessed on the basis of the total amounts showing on their payrolls each month. It is a sort of a self-taxing proposition.

The Workmen's Compensation Exchange was organized in 1917 just prior to the enactment in Idaho of the workmen's compensation law. Associated in the venture were the Bonners Ferry Lumber company, Dover Lumber company, Edward Rutledge Timber company, Humbird Lumber company, Potlatch Lumber company and what is now known as the Boise-Payette Lumber Company. The part played in the management and conduct of affairs of the exchange by the Edward Rutledge Timber company and the Potlatch Lumber company, was turned over to Potlatch Forests, Inc., in the merger of 1931.

"The principal object of the organizers was to pay their employes the compensation due them rather than

(Continued on page two)

WE ARE GAINING

January is going along at about December's rate of shipment—if anything, a little bit better. We continue to get our share of the business available and there IS some business. I know it is dangerous to prophesy, but I think things are going to get better, not worse, and that we shall be shipping at a pretty fair rate before spring is very far along.

Let's look at the doughnut, for a while, instead of the hole. What do you say?

C. L. BILLINGS,
General Manager.

E. C. Rettig Honored

Officers and directors of the North Idaho Chamber of Commerce elected E. C. Rettig, forester of Potlatch Forests, Inc., as president for 1938 at the annual meeting held in Lewiston in December. Walter Clark, Kellogg mining man, relinquished the gavel which he swung during 1937.



Piling Machine Improved at Potlatch

In an effort to provide more safe working conditions, and to reduce the cost of changing the load carriers on the yard piling machine at Potlatch, two new bars of specially treated steel have been installed on the piling machine.

Since the installation of the piling machine at Potlatch two pieces of 20 lb. rail 60 inches long, notched on the ends to hold the vertical lifting rods, have been used as load carriers. The two pieces of rail support the entire weight of the load. The maximum load, which is 20 feet long, scales 4800 board feet and should weigh somewhat over five tons.

It was believed that breakage of the old type rails could be laid to two causes: first, steel fatigue, since they were made from used rails; and second, the high percentage of carbon in rail steel, which made it snap without warning. In cold weather this condition greatly increased, giving the men who worked on the machine a most insecure feeling.

Lately the old bars have been heat treated every month and no bar has been used for more than thirty days. This heat treatment, or normalizing, consisted of heating the bar to a cherry red and permitting it to cool off. Even with this precaution, another bar snapped. This bar had been in use just twenty-nine days.

In an effort to overcome this defect, the Pacific Tool Company, of Portland, was asked to recommend a material from which to make bars for this purpose, which would have the strength, in the same dimensions, and possibly be lighter in weight. They shipped us two bars of Chrome Molybdenum steel, with a much lower carbon content than the rails which had been in use.

The new bars weighed 36 lbs. each, this being three pounds heavier than the rails used. This added weight was far from desirable. To lighten these bars, the top flange was planed to 3/8 in. and the center web to 7/16 in.,

(Continued on page six)

DESCRIBES PIONEER SELECTIVE LOGGING

In the January issue of the *West Coast Lumberman* an article, "Pioneered Selective Logging," describes the selective logging methods practiced by Potlatch Forests, Inc.

According to the "Lumberman" logging in North Idaho is much different than it is on the Pacific coast, because the coast timber is "a whale of a lot bigger," and "North Idaho is a rugged, steep-hilled type of logging chance and a place where flumes and chutes do a lot of work."

The article states as follows:

"Selective logging began in North Idaho in 1927 when the Clearwater unit, then Clearwater Timber Company, was ready to cut into the vast stands of Idaho White Pine in this territory.

"C. L. Billings, who was assistant manager, convinced the management that a great many logs coming into the mill pond were an economic loss—that is the company was cutting into its pocketbook as well as its trees.

"Following a survey to determine what was the right size log to cut to make a profit on it, Mr. Billings got a green light. He took the plan to Thomas E. Kinney, then logging superintendent at Headquarters, Idaho, who saw its wisdom, and the plan became at once an operating policy.

"Obviously, if the smaller trees were not cut, they would be left standing, and if left they might some day grow up into a real merchantable piece of timber. Seventeen inches, at chest high on a man, was the minimum cutting diameter.

The conclusions drawn are that the ten years of such a policy along with brush burning has left North Idaho timber stands in pretty good shape. The saving of trees for future cutting, natural reforestation, saved water sheds, and the least in forest devastation shows that the industry has practiced real forestry. According to "The Lumberman" it is so real that Gifford Pinchot, America's No. 1 forester, has commended the company for it, and G. H. Collingwood, forester of the American Forestry Association, has added his praise.

On January 10 another of the series of educational films was presented by the Potlatch Unit as a part of their educational program. This was a three reel film depicting social diseases.



1. Site of old Camp 3, cut over ten years ago before selective logging started in the Clearwater district of Potlatch Forests, Inc. 2. Part of old Camp 21 cutting showing heavy growth left after logging. 3. Touching a match to a pile of slash near Camp 11, showing how the brush is piled well away from growing trees.



Upper left: The wall of the Rutledge retail office at Coeur d'Alene. The two doors shown open into offices that face Sixth street.

Upper right: The log cabin wood products display in the Rutledge retail office. Note the log cabin siding.

Lower left: The desks of Miss Stoddard and the entrance to Mr. Belknap's office are shown. This picture shows clearly the Nu-wood patterns, and the oak floors of the room.

Lower right: This picture shows the interior of Mr. Belknap's office. The Idaho White Pine Paneling was not especially selected for this display. It was taken out of the regular stocks.

Rutledge Now Has Modern Offices

Selling "the other half of the log" the retail department of the Rutledge unit in Coeur d'Alene has set up one of the most advanced sales rooms in the Northwest, in the belief of Clarence Graue, manager. The entire display space is devoted to a demonstration of the value of a modern, friendly atmosphere in office interiors as compared with the older and conventional types.

In creating this room much thought

was given to attracting attention to the different products that are being developed in Cloquet and St. Paul from wood waste, such as Nu-wood paneling in soft tones, Nu-wood ceilings, knotty pine walls, etc. On a table in one part of the room are samples of many types of wood treatments, and in another section is a panel of sidings of white pine and of shingles.

Reconstruction of the Rutledge offices which are situated at the corner of Sixth and Sherman streets, began during the summer of 1937. A new entrance was built on the Sherman street side and a large display window

put in the corner of the building. Later over the entrance a large neon sign was hung to advertise Pres-to-logs.

Black tempered Prest-wood board was used as a "front" for the office building. Walls in the window area are Idaho white pine in the Chatham knotty pine pattern and the ceiling is of Nu-wood tile.

Floors of the retail office are of oak. One entire side of the interior wall was left in the conventional pattern of plaster covered with kalsomine and with the white pine trimmings for doors and windows. Another wall was covered with the Nu-wood paneling

A third wall, which faces Sherman street and which has several large windows, was untouched, but against this background are the tables with samples and literature, and the home-made panel demonstration stand with siding and shingles on one side and plaster and reinforcements on the other side. Between these two layers of sidings is a quantity of insulating material.

Along the fourth wall of the display section of the building, two small rooms were built, one to represent a house built of six-inch log cabin pattern siding. A large opening into the log cabin reveals a modern heatilator type of fireplace faced with selected tile. Pres-to-logs are burned in the fireplace and there is always a cheery fire going there to add to the warmth and friendliness of the picture. The cabin on the inside has a variegated Nu-wood planking and Nu-wood tile for the ceiling. The roof, which slants down from the plate of the display room is of red cedar shingles. A new silent-tight window provides soft lights from the outside.

Next to the log cabin is the private office of Elmer Belknap, manager of the retail department, putting into practical use the embellishments of the modern office decoration. Nu-wood again is used here for ceiling and the walls are of Clearwater knotty pine panels. The treatment of this office provides windows and doors trimmed in white pine and painted white to blend with the coloring of the Nu-wood planking which faces the outside of the room.

As visitors and customers enter the main display room they are greeted by the tone of the interior decorations. Facing the doorway are the desks of Miss Bernadine Stoddard who acts as hostess in connection with her other duties as part of the office staff. A high ceiling gives the room an appearance of bigness which a system of indirect lighting softens against a background of vari-colored panels. The log cabin is immediately attractive and the visitor inspects this feature, to be interested next in the tables of samples and literature nearby.

Lath, studding, balsam wool and other articles of home and building materials offer further interesting features and there is a small model of venetian blinds to add to the variety of the display.

Pres-to-logs are kept in small quantities in this office building for the convenience of the "drive up" customer.

SALES PREDICTIONS

This month Phil Pratt, resident sales manager, was sitting in a cloud of cigar smoke which originated from the cigars being passed out by Roy Fowler, who was recently married to Miss Mary Kennedy of Coeur d'Alene.

After clearing the smoke, Phil came to realize that he was being put on the spot to make a prediction about business. Phil says that business has slightly improved. As yet there has not been enough activity to indicate whether the improvement is a permanent condition.

Mr. Pratt is hoping for better orders after the salesmen who have been attending meetings at Longview, Chicago and Newark get back to their territories.

C. P. Baker has been representing Potlatch Forests, Inc., at the sales meetings.

"POTLATCH WOODS"

December saw a big month of production at Camp R on Swamp Creek. The skidding scale was 3,512,370 feet which was decked in the woods. The total now decked in the woods is around 5,000,000 feet.

The two Linn tractors were hauling, but due to the weather this has been stopped. We hope that before long the cats and sleighs can start on this haul. The camp has started to make cedar in the past week. Thirteen cedar makers are now working and more will be put on soon.

"No Lost Time Accident Fund" Helpful to Many Employees

For some time the Potlatch Unit of Potlatch Forests, Inc., has made cash awards to the various departments for "No Lost Time" accidents. This money was to be spent by the group as they chose and has usually been used in entertaining the members and their families.

William Doty, a former member of the W. I. & M. shop crew, recently lost his home and the contents by fire. Bad news travels quickly and, when it reached his fellow workers, their first impulse was to be helpful. The \$50 which had accumulated in their "No Lost Time Accident Fund" was used for the unfortunate family.

A butcher backed into the meat grinder and got a little behind in his work.

Western Zone Meeting Held At Longview

The Weyershaeuser Sales Company western zone meeting, held at the Weyerhaeuser Timber Company offices at Longview, Washington, on January 5 and 6, followed a different procedure in handling the meetings. Representing Potlatch Forests, Inc., at the meeting were C. L. Billings, J. J. O'Connell, Clarence Graue, C. P. Baker and Dave Troy.

The program was divided into four main divisions, which included financing, merchandising, inland or pine mills, and coast or fir mills. Instead of having the entire group assembled in one body for a discussion of each division, the salesmen were also divided into four groups, and the groups rotated so that each of them attended four meetings and one of the four different subjects was discussed at each meeting. Detailed discussions were brought out in these smaller group meetings that might have been passed by.

One of the topics discussed in the meetings was the large number of lumber items offered to Weyerhaeuser customers. In addition the sales company is offering its customers financing, under title No. 1 and title No. 2 of the Federal Housing Act, as well as merchandising methods, which include plans for homes, farm building plans, etc., drawn up by leading architects in the United States. These plans are accompanied by material lists which specify the use of exact length Weyerhaeuser Four Square lumber.

In addition to the regular Four Square line, the sales company is this year promoting the sale of Knotty Pine Paneling. This item is to be a selected grade, run to a variety of pattern choices, cut to exact length, wrapped, end capped, and labeled. This item will attract a premium price, and it will represent the best in Knotty Pine Paneling.

Near the close of the meeting Mr. F. K. Weyerhaeuser, president of the Weyerhaeuser Sales Company, expressed optimism with regard to the business outlook for 1938. He said that he believes that business for the new year will be slow in getting started, but it will develop gradually to a point where business is at least as good as 1937.

Lost Time Accidents for 1937 Good

Only one infection case marred the 1937 safety first record, although two lost time accidents caused plenty of gloom among the men of the Clearwater plant who have been striving to cut down the toll of mistakes. Such was gleaned from the report of Oscar Swedland at the close of the year. The bright spot was in that section of the report which indicated that eight departments went through the year without a lost time accident chalked up against them.

There were 50 recorded lost time accidents and 2,079 first aid cases during the year with a total exposure of 1,571,489 man hours on the job. The first half of 1937 was the hardest, showing 35 lost time accidents as compared with only 15 during the last half of the year. The day shift had 26 lost time accidents, the night shift 17 and sawmill repairs had seven. As this was the first year with a full time safety director, there are only meager records for 1936 with which to make a comparison.

"No Lost Time" Awards

It will cost the Potlatch Unit an even \$500 to pay the "No Lost Time Accident" awards earned by the various groups for the six months' period ending December 31, 1937. The operation is divided into groups with approximately equal hazards, and for each sixty-day period without an accident a \$25 cash award is given.

The power plant, electrical and maintenance departments and briquette plant under L. H. Young, had hard luck during two periods, which reduced their award to only \$25 for the past six months.

The W. I. & M. shop group earned only one award for the latter half of the year. They had, however, accumulated a nice balance in their fund earlier in the year.

The stacker, dry kilns and unstacker group made a poor start in the first sixty-day period and lost their award for July and August, but a perfect record for the balance of the year put \$50 in their fund.

The following four groups had perfect records and each received \$75 in cash:

Yard and transportation; planer, re-butt and 4-square; dressed shed, re-manufacturing, shipping dock transportation; townsite, warehouse and Potlatch Mercantile Company.

Piling Machine Improved At The Potlatch Mill

(Continued from page one)

thus reducing the weight, as well as making the bar more compact. These new bars with the lowered dimensions are much preferred by the piling crews as they are more easily handled than the old bars.

After these bars had been received, the Pacific Tool Company recommended that they be heat-treated. They were quenched from a temperature of 1650° F. and then drawn by re-heating to a temperature of 1200° F. for a period of four hours. This treatment produces a very tough structure.

These treated bars were placed in operation over a month ago. Since that time there has been no trouble of any kind which has caused work around the piling machine to cease due to breakage.

Wood Waste Received from South Africa

Arrival of 2800 pounds of wood waste from the A. Kurland box factory in Capetown, South Africa, on January 10, signalled the first attempts ever made to manufacture a wood briquette out of the products of an African forest. The shipment was sent here at the request of Bob (R. T.) Bowling for testing purposes prior to delivery of a Pres-to-log machine to the Capetown mill.

The waste has approximately 40 per cent more weight per cubic foot than the product of mills in this part of the world. There is a quantity of sawdust with the shavings which adds to the problem of successfully making a wood briquette. Mr. Bowling is making experiments and expects to have a good Pres-to-log shortly. In the meantime he is studying the waste material for the answer to the problem of making up the difference between it and the woods of the United States west coast forests.

Mr. Kurland was in Lewiston late in the summer and at that time ordered a briquette machine for delivery some time this winter. He manufactures box shooks of a specie of white pine growing in the South African government reserves.

The Rutledge Unit is now displaying in their window an exhibit of articles made by the Manual Training students of the Coeur d'Alene high school.

Other Industries Have Troubles Too

The following lament came to the Billings' desk from H. Wenzel Tent & Duck Co. of St. Louis:

DEFINITION OF COTTON

Cotton is the overcoat of a seed that is planted and grown in the Southern States to keep the producer broke and the buyer crazy. The fiber varies in color and weight, and the man who guesses nearest the length of the fiber is called a cotton man by the public, a fool by the farmer, and a poor business man by his creditors.

The price of cotton is determined in New York and goes up when you have sold and down after you have bought. A buyer working for a group of mills was sent to New York to watch the cotton market and after a few days' deliberation he wired his friends to this effect: "Some think it will go up and some think it will go down. I do too. Whatever you do will be wrong. Act at once."

Cotton is planted in the spring, mortgaged in the summer and left in the field in the winter.

You can and you can't, you win and you won't. Be damned if you win and be damned if you don't.

An Orchid For Clearwater

The following letter from William Schuette Company, Pittsburgh, Pennsylvania, is about a car of stock shipped from the Clearwater plant.

"We are pleased to refer to the shipment of car U. P. 183731, your invoice 5-2731-N our order No. 1226, which recently was unloaded. The resawn and the quality was indeed very good but we particularly wish to thank you for the care and attention given in the bundling of this carload of resawn stock. It is most annoying and delaying when resawn stock discharged from the car with broken and loose strings and when we have a shipment come along in almost 100% condition we believe it proper to express our appreciation."

VISITORS

Visitors of Potlatch Forests, during January include Mr. Frank Click, an old Potlatcher, who is now a Weyerhaeuser salesman at Los Angeles, California; Paul Oettel and daughter from Paul Oettel Match Block Company, Spokane, Washington; and Mr. Ramsey of Cupples Match Company, St. Louis, Missouri.

THE PART CLEARWATER DAM PLAYS IN LUMBER INDUSTRY



The many million gallons of water that have laughed their way through the gates of the Lewiston dam seem to make no material impression on this structure that provides energy for the light and power of the mill and the vicinity of Lewiston and log storage for the mill.

"Ha! Ha! Ha!" the Clearwater river roars. "You can't cut logs without my power."

However there are two sides to every story, and Mr. H. E. Baker, district power superintendent of Washington Water Power Company, tells how the mighty Clearwater has been harnessed.

"The Lewiston plant dam was constructed by the Winston Brothers, contractors for the Inland Power & Light Company," said Mr. Baker. "Construction work began on May 15, 1926. It was completed in October, 1927.

The total length of the dam including the abutments is 1150 feet. The construction consists of ten piers set in the river bed rock. Four of the piers are 40 feet wide, and the other six are 15 feet wide. Between these piers are installed three motor-operated tainter gates and four needle-beam gates.

"The roller gates are 105 feet long. The drum is 13 feet 5½ inches in diameter. The total affected height of the roller gate is 18 feet 6 inches. Each roller gate weighs 280,000 pounds, and it is operated by a 25 horse power motor.

"The needle beam gates consist of a series of eye beams set vertically supported by steel work of the dam at the

top, and set in a slot in the concrete at the lower end. The space between each beam is about eight feet six inches and is filled with stop logs. Each needle beam section is the same length as the roller gates, 105 feet long. These steel beams are so arranged that they can be raised out of the supporting slot on the lower end, which allows them to swing down stream tripping out the stop logs and leaving the area free to handle flood waters.

"The tainter gates are 30 feet wide and 14 feet high. These gates are both motor-operated and differ from the roller gates in that they are remote controlled from the power plant. (By remote control is meant control from a distant point.)

"Other interesting facts about the dam are as follows: The normal elevation of water above the dam is 764 feet; a trash gate 22 feet wide is installed on the south end of the dam to let floating river debris through the dam; the spilling capacity of the dam is 240,000 second feet of water; the largest flow through the dam was recorded in December, 1933, when there were 162,000 second feet of water flowing through the dam. Lewiston residents will remember that time by the amount of water that was standing around the time office at the Clearwater mill.

"The chief factor leading to the building of the Clearwater dam was the fact that the Clearwater mill was built in Lewiston. Besides providing water in the log pond, the dam furnishes water power for the generators in the hydro-electric plant, which was

built by the power company on the basis that the mill demand increased the need for power facilities in Lewiston. The excess power is used in Lewiston and vicinity.

THE SAWYER'S LAMENT

Down to Ward's, hurry boys
There I'll show you all the toys.
Wind a top or pop a gun,
Gosh! I find that's lots of fun.

Then to drive away the gloom
We'll tip toe to the furnace room
And from my bosom I'll produce
A quart of good old giggle juice.

By the horns we'll toss the bull
Till we feel that we're quite full.
From smiling lips I want to hear
Parting words of Christmas cheer.

Then I hope I've done my part
To drive worry from your heart.

—*"Santa Claus Pete"*
alias *Connie Peterson.*

A LUCKY FELLOW!

Allen Welsh of Potlatch is in possession of a purse which he had given up as lost forever. It contained his social security card, driver's license, and keys, all of which were invaluable to him. This purse was returned by C. E. Andrews, a lumber and mill working concern at Bethlehem, Pa., having been found in a car of lumber loaded by Welsh several weeks ago.

A true lover of music is a man who, upon hearing a soprano voice in the bathroom, puts his ear to the keyhole.



"W. I. & M. GOES STREAMLINED"

New Railway Car for Potlatch Service

With modern transportation all going that way, and customers of the W. I. & M. still riding on a "galloping gander" there was only one thing to do about it—go streamlined.

So there was born into the service in the year 1938 "The Potlatch," a new feature in railway transportation. The home port is Potlatch, Idaho. Here's the story:

During the spring of 1933 the W. I. & M. Railway Company found that it would be necessary to reduce expenses, and, at the same time, continue to give patrons along the line a dependable mode of transportation. It was decided by officials of the railroad that the regular steam operated passenger train would have to be replaced by something less expensive to operate.

According to Mr. W. J. Gamble, manager of W. I. & M. Railway Company, a good Studebaker automobile, then owned by Potlatch Forests, Inc., and in need of a driver, was purchased by the railroad company and rebuilt in the company shops. It was put on the tracks and christened "The Bug."

"The result of this operation so far exceeded our fondest hopes that we continued its use," stated Mr.

Gamble. "At the close of 1937 it was in continuous service, making about 120 miles each day, handling passengers, mail and express. At present the mileage shows a total of 118,000 miles and the only major maintenance operation has been a re-bore job.

"However, the ruthless hand of time has taken its toll. We decided that a new unit was necessary.

"A gasoline propelled car for rail operation is not entirely new, but, in looking around for something that would fit our needs, it was impossible to find anything suitable. Most motored cars operated by railroads were too large and the builders of light equipment had nothing to offer better than overgrown section cars.

"We decided to have a car built to our specifications. I made a trip to the factory armed with nothing more than a desire and a flock of ideas. After two days with the factory engineers and considerable correspondence thereafter, the "Potlatch" was born.

"The engine is a Waukesha, with 110 horse power, and six cylinders. It is powered by gasoline and mounted inside with complete insulation to eliminate noise and gases. There is one door in the front of the car on each side. Seating space is arranged for twelve people in non-reversible double seats upholstered in genuine

leather. The side walls are veneer window height, and the top is finished in imitation leather. The floor is Idaho white pine and is covered in the passenger compartment with best quality linoleum.

"The baggage compartment is 14½ feet long and it is eight feet wide. The inside height in both the passenger and baggage compartments is six feet one-half feet. A slide door opens on each side of the baggage department.

"The body is completely insulated with balsam wool to eliminate winter noise. The windows and windshield are made of shatter-proof glass with mechanical type window regulators and sliding sash type.

"Among other features of the "Potlatch" are a water heater, front and rear headlights, an air horn, mechanical safety rail sweeps, a defrost fan, front and rear windshield wipers. The overall outside length is 33 feet 6 inches.

Mr. Gamble believes that the "Potlatch" is the only railway car of its kind. Some short lines have a mail car, but nothing so complete and capable of giving good service to the public has been designed for short branch line operation. The factory engineers, who helped build the "Potlatch," are pleased with this equipment, and several short lines have been asked for operating data.