

THE FAMILY TREE

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Number 5

Manufacturers Pay Tribute To Curious Men Of Inventions

To curious men of that illustrious line of Edison and Bell—men who do things that the lot of their fellow men may be bettered—San Francisco last night paid tribute."

The above paragraph is reprinted from the San Francisco Examiner of February 15, when Robert T. Bowling, inventor of the Pres-to-logs machine, Potlatch Forests, Inc., and A. H. Onorati, inventor of many machines and methods of lumber manufacture, of the Sawyerhauser Timber company, Tacoma, were honored with the title "Modern Pioneers" of industry and science by the National Association of Manufacturers.

Continuing, the Examiner said:

"Twenty-three western inventors * were given scrolls of achievement recognizing them as 'Modern Pioneers' on the uncharted seas of science and research. To bring forth their inventions they labored in ill fitted laboratories, in clattering mine smelters, on jarring log trains. Their recognition came in the expansive richness of the Harmon hotel's gold room, with 600 formally dressed guests giving honor.

Great Contrast Shown

"It was the 'Modern Pioneer' banquet of the regional National Association of Manufacturers, numbering among the guests the highest figures in the western industrial and scientific world. Its purpose was to commemorate the 150th anniversary of the United States patent system.

"The 23 men, 19 of whom were present, represented a remarkable contrast in the field of creative effort. * * *"

"These accomplished men have advanced the progress of America through inventions of new and better arts and products," said W. R. Marshall, industrial leader, as he introduced them.

"They have created new industries and thereby have made possible thou-

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The Outlook

Weather conditions while I was on the east coast were decidedly adverse to any optimistic attitude toward building prospects. When the air is full of snow lumber dealers are in despair, except those who have fuel departments and for that reason can get some comfort from cold weather. As a matter of fact the weather was beastly and I was glad to get home. I found a lot of people who agreed with me in thinking that if Columbus had landed on the west coast, Massachusetts and New York would still belong to the Indians. Even so, there are lots of fine people back there buying and selling our lumber, all of whom it was a pleasure to see, and most all of whom expected 1940 to be a pretty good year for our industry.

C. L. BILLINGS, General Manager.

Finnish Relief Fund Head Thanks Company

From Herbert Hoover, chairman of the Finnish Relief Fund, in New York, last week came a letter to Mr. Billings, stating the deep appreciation of the administrators of that fund for the \$100 subscription sent by Potlatch Forests, Inc.,

The money is to go to the relief of women, children and other destitute refugees of the war, for their food, clothing and shelter.

Mr. Hoover's letter follows:

"Dear Mr. Billings:

"I do want you to know how deeply all of us appreciate your having joined with us in the Finnish Relief Fund.

"This country has not seen for many years such a generous outpouring of sympathy to a nation as that which is now being given to the Finnish people. Our purpose must be to translate this into actual material aid.

"That can be done only by systematic organization, and your co-operation with us is most helpful and encouraging.

(Signed) Faithfully yours,
HERBERT HOOVER."

Lumber Industry First In Idaho's Early Struggles

Fifty years of statehood for Idaho—100 years of sawing logs into boards for the lumber industry, topped by a widespread modern program of selective logging to perpetuate the forests and keep mills running, payrolls flowing and communities stable—such is to be commemorated in a statewide program for the remainder of 1940.

Governor C. A. Bottolfsen has named the general committee for Idaho's forthcoming Golden Jubilee. John W. Condie, superintendent of public instruction; James F. Ailshie, chief justice of Idaho's supreme court; George Curtis, secretary of state; Mrs. M. B. Nash, state historian; and the governor, form the committee.

"It is the earnest hope of this committee that organization having a statewide membership, such as the State Chamber of Commerce, will find it possible to assist in what the committee believes will be a worthwhile attempt to publicize the state as well as to properly commemorate this important event in our history," Governor Bottolfsen said.

Local Celebrations Urged

"Local communities will be asked to stage celebrations on convenient dates throughout the year, featuring the theme of fifty years of statehood; the larger cities will be urged to cooperate with surrounding communities in observing July 3, which will be declared a state holiday, as a 50th anniversary day."

In a letter forwarded to all chambers of commerce in the state the State Chamber of Commerce secretary, L. F. Parsons, comments:

"I feel that we should all be heartily in accord with such commemoration, bringing to the attention of our people what Idaho has accomplished as a state. Calling attention to the progress that has taken place in the development of

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THE FAMILY TREE

Weyerhaeuser Sales Company Holds Meetings Rich In Inspiration To Staff And Mill Men



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

Having attended the Tacoma sessions of the western zone, Weyerhaeuser Sales company, Ye Ed is impressed with the great efforts of that company to market the products of Potlatch Forests, Inc., and wishes all employes of PFI could have heard the talks given by leaders of the sales forces.

* * *

Bill Boie is back and reticent. Confucius say something but we'll skip it.

* * *

Walt Wiseman is a man of direct action. When 16 Lewiston, Potlatch and Coeur d'Alene people, bound for Lewiston, climbed into a night sleeping car at Portland and there were only 10 beds available, Walter got busy. Within an hour a standard sleeper was on the tracks waiting for the Idahoans and they all got lowers.

New Flagpole Raised

The Potlatch townsite department has just raised a new flagpole for the Potlatch postoffice, according to news from that community. The pole is eight feet high from the building. It will display a six-foot flag furnished by the government.

NEW processes, new products, new selling power to members of the Weyerhaeuser Sales company staffs in three zones from coast to coast, and new inspiration to everyone who attended even one of the meetings during the past two months, gained force and momentum as the dates rolled off the calendar and the finale came at Tacoma in mid-February.

Attending New York and St. Paul sessions were Mr. Billings and Mr. Boie; with Mr. Leuschel going to St. Paul and returning to the Tacoma to be met there by Phil Pratt, Clarence Graue, and J. J. O'Connell.

Following the western zone conclave at Tacoma, the PFI executives traveled on to Portland for meetings of the Western Pine association, where Mr. Leuschel gave the report of the western pine promotion committee. In Portland the group was met by Walter Wiseman who was there for freight rate discussions.

Putting the "oomph" in the Weyerhaeuser Sales company zone meetings were Mr. Kendall, Mr. Saberson, Mr. O'Gara, Mr. McKenzie, Mr. F. K. Weyerhaeuser, and a host of others including mill managers of the Weyerhaeuser Timber company on the coast and in the south; and not the least, Mr. Pratt, who told the assemblage the story of Genuine Idaho White Pine, its trials and tribulations, its successes, its values and its outlook for the coming year.

Throughout three days of meetings, it was apparent that 1940, and even far into the future of 1941, can and will be good years for the lumber industry in general, provided of course, every man "remembers his duty" and pushes the ball for all it's worth.

Salesmen of the sales company are armed this year with a new list of literature backed by a strong advertising campaign in mid-western and eastern publications, including farm papers; and also with every reason under the sun why Weyerhaeuser products should dominate the bins of retail dealers throughout the nation.

Genuine Idaho White Pine is being stressed in a campaign that will reach the advertising columns of trade journals going to architects, building contractors, engineers and home builders; and will be backed by an advertising service for retail lumbermen who will

be encouraged to take advantage of the national advertising to push Idaho White Pine.

In the foreground of all sales discussions was the talk of "service" to the retail dealer, the customer, the prospective home builder, a service that has reached a pinnacle of effort in the offers of financial assistance to wage-earners and salaried people in the lower income brackets who want to have a home of their own. This service is available through Allied Building Credits, Inc., an organization now only a few years old, but which has become an important factor. More will be heard and read of "A.B.C." in the near future.

Within the premise of the promotion department of the sales company came news of assistance from eminent architects who have designed new low cost houses. Colored picture slides of these were flashed on the screen as part of the visual instruction to salesmen and others.

On the second night of the meetings in Tacoma, the sales company spread a banquet at the Winthrop hotel in honor men who have been with Weyerhaeuser, or associated with the company for 20 years or more. The 20-year men were given a place at the center table, and seated among them were Mr. Graue and Mr. O'Connell. Speaker of the evening was Rod O'endarn, public relations councillor of the timber company.

Highlights of the last day were two talks, one by Ray Saberson on "the retail dealer," and the other an inspirational address by Frederick K. Weyerhaeuser on "Eighty Years of Weyerhaeuser." The latter address gave in intimate detail, as it could be given only by one who has lived with it all his life, the history of the company and its founders.

The Tacoma meetings were closed with a trip to Olympia to visit the plywood plant recently acquired there.

About 7,000,000 cattle and sheep used western ranges in 1937.

Clearwater Woods

Camp 22

After bucking heavy, wet weather for a month, it has been decided to skid what logs are still in the woods and close the camp for the season.

Intermittent snow and rain, and roads icy one day and then heavy with mud and water the next, have made working conditions during the past month anything but desirable. However, a crew of 110 men logged more than 3,000,000 feet during February to boost the total to about 11,300,000 for the season.

Fourteen "cats," two Carcos and two bulldozers have been on the job steadily. Breakdowns have been few, and mostly of a minor nature.

A portion of the area of Camp 22A, which borders this area, was given to Camp 22 to finish logging and Alex McGregor and 21 of his men came over here. E. M. "Mac" Barnes took over the camp when E. L. Edelblute went to the river.

* * *

Camp 22A

Closed for the winter. Alex McGregor and crew went to Camp 22 to help clean up what logs there are left here.

* * *

Camp 23

Closed for the winter.

* * *

Headquarters

Headquarters reports the new "cat" shop finished, an account of which will be found in another section of *The Family Tree*.

Potlatch Woods

Bovill

No report—and less going on to make news this time.

Rock Ready for Road

Although there is a big pile of crushed rock at the side of the road between Pierce and Headquarters, work on that road has been delayed by winter weather conditions. According to Howard Bradbury, logging superintendent, the rock will be put on the road next summer.

Charles Darwin, naturalist, worked only three hours a day.

Here's More About Bowling Award

(Continued from page one)

sands of new jobs for all. They have helped make America the greatest inventive and industrial nation in the world.

"J. D. Zellerbach, regional vice-president of the National Association of Manufacturers, made the awards.

"Tributes to the inventors were broadcast over KGO and KSFO."

Inventors Are Listed

The list of other inventors and their inventions was given as follows:

Arthur J. Kercher: the thermostat.

Dr. Ernest O. Lawrence: the atom-smashing cyclotron.

Harry E. Kennedy: egg preserver.

Ernest John Sweetland: 81 inventions for health and comfort.

Charles W. Merrill: metallurgical development.

Dr. Arthur N. Parret: developments in paint, chemical plups and rayon.

Nathaniel Baldwin: sound amplification devices.

John Knudsen (Libby, Mont.) lumbering inventions.

William R. Barber: pear preserver.

Albert G. Natwick, pear preserver.

William Wesley: electric heating units.

George McCormick: railroad improvements:

Frank E. Russell: railroad improvements.

Adrian Nagelvoort: mine processing improvements.

Harold Tolman Avery: speed calculator and precision instruments.

William John Besler: automatic control of high pressure steam boilers and improvements in brakes.

Fred Chriswell: the modern logging car.

Carl Muritz Friden: calculating machine improvements.

Edwin Letts Oliver: filter.

Walter R. Schlage: the Schlage lock.

Albert Riley Thompson: canning improvements.

Presiding at the meeting in San Francisco was Edgar B. Jessup, chairman of the Pacific coast modern pioneer committee; and speakers included Mrs. Lucy R. Milligan, representing the National Association of Manufacturers, and Professor M. P. O'Brien of the University of California. Angelo J. Rossi, mayor of San Francisco, was a member of the sponsoring committee.

"No Practical Value"

The "Baltimore County Advocate," published at Townson, Maryland, printed the following article in 1863:

"A MAN about 46 years of age, giving the name of Joshua Coppersmith, has been arrested in New York for attempting to extort funds from ignorant and superstitious people by exhibiting a device which he says will convey the human voice any distance over metallic wires, so that it will be heard by the listener at the other end.

"He calls the instrument a 'telephone,' which is obviously intended to imitate the word 'telegraph' and win the confidence of those who know the success of the latter instrument without understanding the principles on which it is based.

"Well-informed people know that it is impossible to transmit the human voice over wires as may be done with dots and dashes and signals of the Morse code, and that, were it possible to do so, the thing would be of *no practical value*.

"The authorities who apprehended the criminal are to be congratulated, and it is to be hoped that his punishment will be prompt and fitting, that it may serve as an example to other conscienceless schemers who enrich themselves at the expense of their fellow creatures."

Pharmacist Resigns At Potlatch "Merc"

Boyd Harwood, manager of the drug department of the Potlatch Mercantile company for the past several years, resigned February 1, and is now established with the Corner drug company in Moscow.

R. Kirk Ziegler, recently with the Cannon Hill drug company, in Spokane, has arrived to fill the vacancy caused by Mr. Harwood's resignation. Mr. Ziegler was associated for two years with the C. W. Cady pharmacy at Kent, Wash., and previously with the French drug company in Tacoma.

In some parts of the longleaf pine region, the agricultural population is entirely dependent upon part-time work in the forest.

Funds for Finnish Relief Are Raised; \$100 Cash Donated

In keeping with the award of \$100 for Finnish relief which was made recently by Mr. Billings on behalf of the company, the Clearwater plant's newly organized band of 35 pieces played three serenades on the streets of Lewiston on Sunday, February 17, for the same cause.

Led by W. J. Dower, the band performed first in front of the Granada theater, then the Liberty and wound up at the Roxy. The occasion was in co-operation with the Lewiston Finnish relief drive under way through the chairmanship of George Nelson, manager of the Lewis-Clark hotel.

The band has made four public appearances since it was organized through the activities of O. W. "Red"



W. J. Dower

Fodrea and Josh Lilliard, who are manager and assistant director respectively. First of these was preceding a banquet of the lumber and sawmill workers' union; followed by a performance for the Foremen's Council; the Finnish relief fund serenades, and lately on radio station KRLC sponsored by the Pres-to-logs sales department.

In making the award of \$100 to Finnish relief, in response to a letter from a statewide committee of the larger corporations, Mr. Billings added the Potlatch Forests, Inc., portion to those of the Idaho Power company, the First Security Bank of Idaho, the Idaho First National Bank, the Boise-Payette Lumber company, and the Bunker Hill & Sullivan mining company.

Potlatch Forests, Inc., was invited also to join the work of the committee to help provide shelter, clothing, food and other necessities for the women, children and other refugees of the war in Finland.

Mr. Billings in his letter to J. L. Driscoll, executive vice-president of the First Security Bank, Boise, said he "would be glad to co-operate particularly as we not only admire the Finns, but we have many of their people working for us, especially in the woods."

In a letter received by Mr. Billings the relief fund organization in Idaho said, in part:

"Pages could be written of Finnish heroism, Finnish integrity, and Finnish suffering—also as to what democracy has at stake on the battle-fields. The Finnish Relief Fund, Inc., with headquarters in New York City and for which ex-President Herbert Hoover

(see story on page one) has been drafted as national chairman, is a consolidation of all private activities to aid the Finns outside the field covered by the Red Cross. The latter will furnish medicines, hospital supplies, and some clothing, so there will be no duplication of effort between the two organizations. Both will work in complete harmony."

More than 13,000,000 people in the United States are vitally interested in wild life. This number is believed to comprise the hunters and fishermen of the country.



"Red" Fodrea

There's Music Everywhere When This Band Goes Out to Play



Members of the Clearwater plant band posing in front of one of the Lewiston theaters on the day they serenaded for Finnish relief. Mr. Dower, director, at the extreme left; "Red" Fodrea, manager, at the extreme right. A number of "Potlatch" employees' children are in the organization, which rehearses every Wednesday night.

There's More About First Idaho Industry

(Continued from page one)

natural resources and the progress of our people toward an abundant life. Idaho, in 50 years, has an outstanding record in the development of its mineral and agricultural resources, in providing our people, and our children, with social and educational facilities far in advance of some of the states that are now celebrating their centennial anniversary.

Citizens Held Fortunate

We have a population standing near the top, so far as literacy is concerned; our death rate is much lower than the average of the nation; we have few very rich, and few very poor. While our per capita earnings are not great, nevertheless, our people enjoy to a much greater degree than the majority of the states, the conveniences that modern science and industry have given us.

It is appropriate that we should honor to the pioneers of Idaho who gave us statehood and to those who settled Idaho on a sound social basis. It is appropriate that we should take cognizance of the blessings that we have received, and forget for the time being our petty difficulties."

Idaho's beginnings as a political state were preceded by 50 years of efforts on the parts of sturdy pioneers bringing industry, social and religious life into the commonwealth. Men of firm character rode the plains to settle in the rich valleys and farm the deep-soiled slopes.

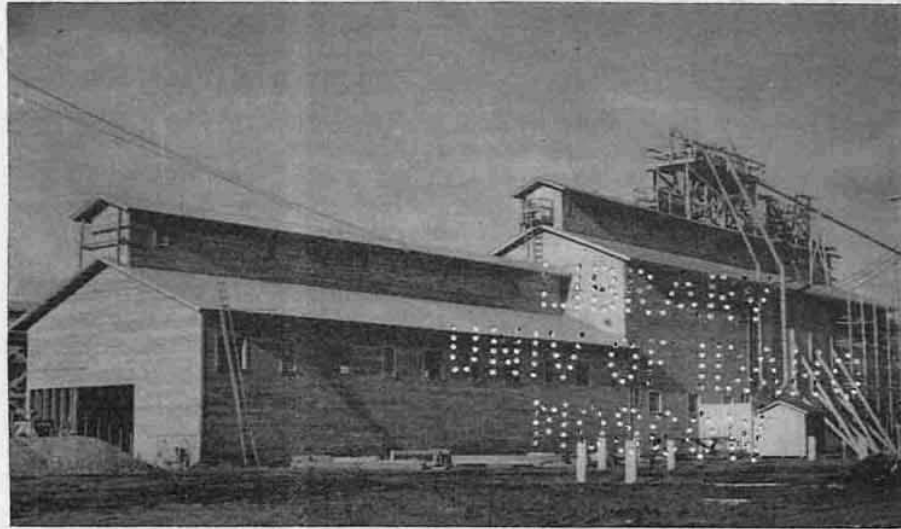
Lumber Industry First

Lumbering formed the very first of our advances. It was on April 1, 1840, that Rev. Henry Harmon Spalding turned water into the mill ditch located near the confluence of Lapwai Creek and the Clearwater river, and started a wooden wheel which provided power for the first sawmill in Idaho's history.

Although he had constructed a grist mill in connection with the plant, flour was not ground until several months afterward.

It was almost 20 years later that the government built another sawmill at Lapwai to make lumber for the garrison at the fort, for Indian agency buildings and a church. The church still stands at this historic spot.

New Pres-to-logs Plant Is Taking Shape



Housing for five more machines in the wood briquette factory of the Clearwater plant at Lewiston. There will be nine machines in this when it is finished.

In 1863 Alex Rossi built the first privately owned and commercially operated sawmill in the Idaho country, at the foot of Fifth street in Lewiston. At about the same time the territorial legislature of Washington, in which territory Idaho then was, granted a charter to a company of business men to allow them to set in boom grounds in the Clearwater river to catch logs. These boom grounds were approximately where the mill pond of the Clearwater plant is now.

Mill Men Win Awards

By winning recognition in the Lewiston Junior Chamber of Commerce Courteous Driving Contest, two Clearwater unit safe workmen displayed safety consciousness for the full 24 hours of the day. John Holmgren, grader, won this recognition the first week in February, along with theater passes. Dan Moss, setter in the sawmill, also has received the award.

"Clearwater unit personnel displays this 24 hour safety consciousness to a high degree," said Tom Sherry, plant safety supervisor. "Follow the line of traffic from the plant through the business district at 5 p. m. and it is all evident. There is no horn-blowing, little cutting out and in, full use of arm signals, and speed is held within safe limits. Our mill men are seldom involved in traffic accidents. Being leaders in industrial safety, habit makes Potlatchers safer on the highways and at home."

Pres-to-Logs Plant Is Being Enlarged

Work is being completed at the Clearwater plant on additions to the Pres-to-logs plant that will make this building 208 feet long. With a 30-foot addition on the rear, or east end, for fuel storage, the factory now will also have another 100 feet on the front, or west end.

Concrete was poured for the wall foundations shortly after the Christmas holidays.

The plan is to move five machines from the old plant, near the box factory, to the new building. Space has been allowed for 12 machines, although there will be only nine for the present.

Operations contemplate a Pres-to-logs storage space in the west end, with a conveyor belt taking the logs from the machines as they are made and carrying them to the new room.

The five machines in the old plant will be moved late in the spring, or early summer.

Rex Jones Promoted

Rex Jones, who has been with the Potlatch Mercantile company for the past 15 years, has been advanced to the managership of the grocery department to fill the vacancy caused by the death of George H. Mayer.

NEW "CAT" SHOP AT HEADQUARTERS "BEST ON THE COAST"

Modern Structure Rises To Replace Destroyed Building

By BOB OLIN

The roar of oil-fed flames, and the crash of falling steel spelled the end of the two-year-old Headquarters "cat" shop, late in 1939. Fifty homeless "cats" were left to roam the mountains in search of logs, without the tender care of the "cat doctors."

Now, three months later, the destroyed hospital has been replaced.

The brief but firm demand, "Get a roof over that shop before the snow flies," brought action. A crew with the aid of cranes and cutting torches, slashed into the tangled frame of the burned shop, clearing away 200 tons of twisted steel in a week.

Plans for a new shop were rushed to completion, and materials ordered. With only a few hours' notice the Schmidt mill was turning out timbers that were to replace the steel frame of the old building. The Clearwater mill responded with a carload of lumber delivered in Headquarters five days after the order was placed. The New Year saw the shop with a roof over it—and the snow still in the future.

Now the shop is in use, complete with the exception of the crane, which is expected soon.

Largest On Coast

To those familiar with the temporary nature of woods structures, the new shop, built on the experience of the old one, will be a striking note of contrast. Here is a modern structure, with modern tools. It is one of the most complete and largest caterpillar repair shops on the Pacific coast. Five or six caterpillars can be repaired at one time, with tools and equipment available to do almost any possible repair job.

One of the highlights is the fire-resistant welding room, large enough to accommodate a large dozer. It is equipped with the latest type electric welder, a complete line of acetylene torches.

The main floor is covered by a crane having a 37-foot span and traveling the entire length of the building. The

main crane carriage has a lifting capacity of 15 tons, while an auxiliary carriage carries a five-ton chain block.

Parts racks on the main floor and on a balcony will serve as storage for a \$10,000 stock of parts.

The shop is built up to its peak by an array of special tools, hydraulic presses, and machine tools.

Wood Frame Building

The building proper has a floor dimension of 50' x 90' and is a wood frame construction. The frame was by necessity heavy and well braced due to the weight of the bridge crane and the load it would carry. The old building foundation was used, and a portion of the floor was salvaged. The wall frame and crane track was made of heavy 12" x 12" timbers. Roof trusses were fabricated from 2" lumber, being built up on the floor and lifted into place by a crane. A galvanized iron roof on a one-third pitch, allows the snow to slide off before it can accumulate to a depth of a foot. The outside is sided with vertical boards and battens so as to conform to the other buildings. The entire inside of the shop is ceiled with lumber over paper.

The interior is painted aluminum, which aids considerably with the illumination.

Daylight is brought in through 40 16-light window sash, while artificial light is supplied by 50 electric lights.

Job Done In Cold

The building construction was carried out by a crew of woods carpenters and workmen, working under the direction of John Libel, construction foreman for the Clearwater camps. The crews did practically all of the frame roof construction in constant rain and near freezing weather.

The speed of this job was due largely to the willing manner that the crew attacked the job, and the rapid and efficient manner in which the warehouse and purchasing departments accumulated materials.

Further improvements are being anticipated, which will prevent re-occurrence of the fire.

A central heating plant for the shops would eliminate the present stoves and greatly reduce the fire hazards.

An automatic fire alarm system, and sirens, will be an aid in getting help

Rutledge's Plant Mill Streamlined; New Machines Due

A crew of men are now engaged in streamlining the planing mill of the Rutledge unit.

The moulding machines have been moved from the old position in the south end of the planing mill to the large building west of the planing mill transfer. Number ten machine, a big surfacer, was taken out of this building and sold. The brand new moulding machine and one of the old moulders now comprise the moulding equipment.

On the south side of this building a new moulding filing room has been built and is up to the minute in every respect. The north end has been converted into building bins, being ceiled up, equipped with large sliding doors, comparatively air-tight and dust-proof.

Concrete foundations have been put in position in preparation for the new fast surfacer, which is expected to arrive this spring. Space is now being cleared for the grading chain and trim saws. The wood box and conveyor are nearing completion.

A new addition on the north end of the sawmill will house a large resaw. This will increase production considerably.

to put out the fires before they get to serious proportions.

The tremendous quantity of work done at the Headquarters shops, and the value of the equipment and tools would seem to warrant these improvements, which will completely modernize the shops.

Run of Logs Comes In

About 10,000,000 feet of "buckskin" logs arrived in the Clearwater millpond as February came to a close, the first time there has been a premature run of logs since the Christmas season of 1937.

Breaking up a jam near Silver creek on the North Fork of the Clearwater river caused the run. There was plenty of high water and most of the sticks afloat came down through the North Fork and the main channel of the river.

Clearwater Plant Men Enrolled For Class In Checking

The first lumber-checking class ever to be held at the Clearwater plant was started February 10 with 32 men of the plant enrolled.

Instructed by A. T. "Skinny" Kauffman, assistant shipping clerk, the class is divided into two groups, one meeting Monday evenings at 7:30 o'clock and one Saturday mornings at 10 o'clock. Ten one-hour sessions will be required to complete the course.

Those attending are:

John L. Aram, Virgil Baldwin, Charles Epling, "Red" Fodrea, Frank Galles, John Garten, Gilbert Gibbons, Chris Holman, Cecil Miller, Cleo Shaw, George Summers, George Rabideau, Earl Terlson, Gene Tower and Vester Whittinger.

Roy Ansbaugh, Bill Armstrong, Bert Bohman, John Brewer, Frank Brown, Earl Bullock, Kenneth Cleary, Bob Ford, Bill Green, Connor Greer, Rudolph Hansen, Milford Jones, Louis Kohl, Bernard Nelson, Lonnie Ropp, Earl Satchwell and John Starr.

"Skinny" says that figuring lumber, use of a scale stick, training in shop and piece tally work, and familiarizing these checker students with lumber orders, are among the points to be stressed throughout the course.

Schools Send Children

As winter wanes and good weather again in prospect, school children are looking forward to holidays when they can visit the plants. Already two school aggregations have toured the Clearwater plant at Lewiston.

Early in February 60 children from the public schools of Kooskia traveled by bus to Lewiston and were taken through the mills by a guide.

Later 20 youngsters arrived from Toho lake, near Grangeville, having traveled in private cars. The Grangeville group covered a distance of about 85 miles; visited the normal school, creamery and a bakery; saw a big downtown fire in Lewiston, a wrecked lumber truck and trailer on the Culiac grade.

Mrs. Calvin Coolidge, before her marriage, taught in a school for deaf and dumb.

Mechanical Masterpiece Of By-Gone Years Gives Way to Modern Streamlined Operation

By BOB OLIN

TO A MECHANICAL masterpiece of 1905, add 20 years, 300,000,000 revolutions, 15 years of retirement, and today stands a beautiful pile of junk. So reads the life history of the 800-horse-power Corliss engine that formerly drove the Potlatch planer. It was a fine engine in its day—the absolute tops in prime movers. It could produce more power than any machine of its type, and day, at a minimum steam consumption. It has been proudly displayed to thousands of people who came to view its brightly painted wheel, its polished nickel and brass parts.

Faithfully, this old Twin City Corliss responded to the whistle for 20 long years, only to be forced into retirement by the advance of electrical power in 1925. The planer was then motorized. For the past 15 years, this memo of by-gone days has rested on its old foundation, waiting for a buyer that did not come. Now, modern transportation and stream-lined operations ask for the very space the Corliss occupies. The time for the junk pile has arrived.

This engine was technically known as a 32" x 48" Twin City compound Corliss engine. The flywheel was 18 feet in diameter by 56-inch face, and weighed 51,000 pounds. To do its job for 20 years, this old faithful consumed well over 1,000,000,000 pounds of steam. Just think what the 75 million cubic foot mountain of sawdust would look like, for that is the amount of fuel required to make the steam for this one engine.

Now, as the old Corliss leads its way piece by piece to the junk pile, the old-timers remark, "What a swell monument that old planer Corliss would make. We could dedicate it to the billions of board feet of lumber that passed through planer knives, whining by the power of the old engine."

Scotia Story Told

Pres-to-logs, and how they are made of redwood in Scotia, California, by the Pacific Lumber company, is a story covered in the February 24 issue of American Lumberman, the title of which is "Fuel Logs from Sawdust Transform Waste to Profit."

The new law extending the income tax to public employees is estimated to affect 2,300,000 persons, heretofore exempt.

Shelton Andrew New Machine Shop Chief

Effective March 1, Shelton E. Andrew, who has been master mechanic of the Washington, Idaho & Montana railroad for the past 15 years, was to relinquish his job at Potlatch and take a similar one at the Clearwater plant for Potlatch Forests, Inc.

Mr. Andrew had arrived in Lewiston a few days prior to the end of the month and was delighted with the situation and help he was getting from the fellows in the plant.

Serving his apprenticeship under J. G. Witt, "Shelt" remained in the W. I. & M. shops until the first world war, when he went to the coast for war work; returning to Potlatch at the end of hostilities. He became master mechanic in 1925.

Mr. Andrew takes the place in Lewiston of George Wright, 30 years an employee of various Weyeshaeuser organizations and associate companies, who has retired to his farm near Ferdinand.

Mr. Wright was tendered a testimonial dinner at the Lewis-Clark hotel at the end of the month, where 36 of his fellow workers gathered to wish him well.

Visitors

Visitors in Lewiston recently included:

Leon E. Hopkins, proprietor of the Hopkins Lumber and Coal company of Wellsville, New York. Mr. Hopkins' yard scored third prize in the American Lumberman shed and yard contest, as officially announced in the January 27 issue of that magazine. In the February 24 issue, a complete account of the plant and how the prize was won, was covered.

FORESTRY AND LUMBERING OUTFIT IN FRANCE RECALLED

Harry Spence Sees Old Camp In Legion Magazine Pictures

While the war rumbles on in Europe, Harry Spence, Pres-to-logs man at the Clearwater plant, is recalling some incidents that were brought vividly back to his memory the other day when he opened the pages of the February issue of the American Legion monthly and saw pictures of his old camp in France.

"Yes, we were bombed but I came nearer to getting killed after I got home and the war was finished, than I ever did 'over there'," said Harry.

Harry was in the 20th engineers, a forestry outfit, and assertedly the largest regiment ever in the annals of the United States army. It is a coincidence that his old commander, Erle P. Dudley, who was the author of the story in the American Legion, is now a resident of Kellogg, Idaho, and one of the lieutenants, Tom Restvedt, lives in Colfax, Washington; while two others, the Lieutenants Le Deau, are in the lumber business in St. Maries, Idaho.

Enlisted At Vancouver

But let Harry tell his story:

"I enlisted Dec. 11, 1917, at Vancouver Barracks, in the 20th engineers, 8th company, and left Hoboken Jan. 4, 1918, arriving at Brest, France, Jan. 27. We went into camp at Eclaron, on the Marne river, and set up our outfit there on the edge of a pine forest.

"We built a sawmill with a double cut carriage arrangement; that is, one carriage was hauled back by the other. As the first saw cut one way, the other was being hauled back, then the second carriage would cut and haul the first one back. Circular saws were used.

"We were in that camp a year. We had another 'dummy camp' set up about two miles away, tents and buildings and railroad spurs and dummy cars, even electric lights, which we left on at night to fool the German aviators. They bombed it too, plenty, but there wasn't a living thing left there for them to 'strafe.'

"Once they found our real camp and a bomb dropped about 75 yards back of my tent. No one was hurt. The bomb left a hole about 15 feet deep and 25 yards across and some of the boys

went down into it for shell fragments as souvenirs. They were overcome by the gasses, but not seriously.

"I was a car-whacker, that is, I inspected logging cars and if I couldn't make minor repairs, had them sent to the shops. When we first went into camp there, I was put to falling trees, but I had never done anything like that, so they gave me the car-whacker's job. You know they cut those trees

Tells of War Loggers



Harry Spence

right down to the ground, left no stumps. Sometimes they had to dig down into the snow to get that low.

"The railroad tracks were narrow gauge, about 30 inches apart. We wouldn't get many logs on cars like those, and some of the cars were short and some long. The French had a lot of trouble with those tracks on account of slides, rocks and falling timber. There were lots of wrecks and then all the logs would roll off.

Kept Right On Logging

"After we had made them into lumber though, the lumber was shipped out on American-made tracks, standard gauge, built by our own engineers.

"When the armistice came we kept right on logging and cutting lumber.

We didn't leave there until February 1919 and went to Dax, from there to Bordeaux. We cleaned up a tie camp at Dax first. We couldn't get engines to move the cars, so once in awhile the whole 8th company had to get out and switch the cars around by hand.

"Two days after we reached Bordeaux we left for home and arrived in Newport News in May, 1919. After one week in Newport News we were sent to Camp Lewis for discharge and were mustered out there in June.

"The old 8th company lost some men over there, but not at our camp. They were in a spike camp that was bombed and the doctor and three medics were killed."

According to the story in the American Legion, there were 18,500 men in the 20th engineers—more than there are in a combat division. Captain Dudley was in command of Eclaron, where he had at various times as many as 2,000 men.

"Some of them were lumberjacks from the coast," said Harry Spence, "but some were from the Bronx in New York too, and had never even seen an axe before. There were others from the south."

Bullets Came At Home

Harry Spence returned to his home in Centralia, Washington, and on the following November 11, fell in with the vets of that community for the first armistice day parade.

"I was marching along with the rest of them when about 100 yards behind me some shooting started. I stopped and went back. There the crowd was gathering and I saw Warren Grimm and two others laying dead on the street. A lot of us rushed the I. W. W. headquarters then and we found some of the men, who had locked themselves in an ice box.

"There was a lot of talk about lynching, so I went home and kept out of it. But that was nearest I came to getting killed.

"I hear from some of the boys occasionally, got a letter just a few months ago from Captain Dudley and he told me where some of the others are. When I saw the pictures of our camp in France, I could even pick out the tent I was in, back there in a clump of trees."