

# THE FAMILY TREE

Published by Potlatch Forests, Inc.

IV

Lewiston, Idaho, July, 1940

Number 10

## Spokane Men Take Trip to Clearwater Mill and Forests

(See pictures on page 8)

Sixteen good men of the Spokane Commerce timber products bureau spent three days in mill and woods operations of the company early July, to return home over a wet road happy but hot and dusty and tired; withal, a better knowledge of the problems of a lumber producing

It was the fifth annual tour of the timber products bureau under the guidance of E. Ralph Edgerton of Spokane, one of the foremost campaigners in the country for blister rust control. With H. E. Swanson, senior entomologist of the bureau of entomology, who is in charge of blister rust control work in this region, the visitors were taken to control and study plots; saw some of the selective logging and slash disposal methods of Potlatch Forests, Inc.; ate good sized meals in blister rust control camps, and were entertained at the home of State Senator and Mrs. Leonard Cardiff at Pierce, after a tour of the gold dredge operating nearby, as guests of J. Ross; going home via Bertha Hill, the Northfork bridge and Clarkia on Sunday, the final day of the tour.

Upon arrival in Lewiston on a Friday afternoon, the party was taken through the Clearwater plant; were served refreshments with Mr. Leuschel as host that evening prior to a dinner at which Mr. O'Connell was the principal speaker, giving a paper prepared by Mr. Rettig on the subject of permanent forest management. The Spokanites traveled on to Pierce that night and were guests of F. J. Heinrich, Allen Rice, R. L. McLeod, C. R. Billinger of blister rust control headquarters.

With the Spokane group was Mr. Everett who acted as a joint host. Several of the party had never been in the Clearwater woods section previously,

(Continued on page two)

## Keep Growing

*The Family Tree* in this issue presents the third of a series of articles by Bob Olin of Potlatch on the streamlining of that plant. Other issues in the past several months have carried similar articles by various writers about improvements and changes in the Rutledge plant at Coeur d'Alene, the Clearwater plant in Lewiston and the various logging operations.

These changes have been made to improve the quality of our products, increase the efficiency of our operations and to keep us in a competitive position with others in our industry.

They make it necessary, however, that we all advance our thinking to keep pace with the physical developments which surround us in our daily work; also that we put forth every effort to make each new idea accomplish the results intended.

O. H. LEUSCHEL,  
Assistant General Manager.

## Company, Employees Raise Relief Funds

To the great fund of money raised for the American Red Cross in its recent call for emergency war relief, add another \$527.25. This was the contribution of the Clearwater plant, general office employees and the company, as a part of the Nez Perce county campaign.

Potlatch raised \$465.25 as was told in the May issue of *The Family Tree*. With the Lewiston fund, the American Red Cross received \$992.50 for war refugee assistance. Potlatch's small population, it is recalled, raised the bulk of the fund realized in Latah county.

Both Latah and Nez Perce counties started with quotas of \$2,000 and later in the season the American Red Cross national headquarters urged all counties to double their quotas.

The funds thus realized through Potlatch Forests, Inc., and our employees, was in addition to \$100 given Finnish war refugees earlier in the year.

## Carrier-Lift Truck Solves Problem of Potlatch Dry Yard

Here is the third of a series of articles by Bob Olin of Potlatch, on "Streamlining the Potlatch Plant." This time Mr. Olin tells about the new dry lumber yard.

By BOB OLIN

The heart of the plan to revise the dry lumber production methods at Potlatch lay in the new carrier-lift truck transportation system.

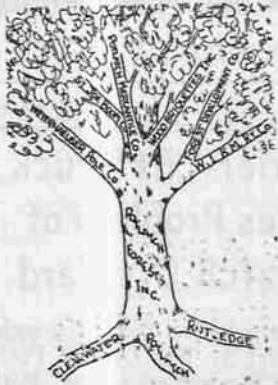
The reason that carriers were favorably considered for this transition was the fact that, with pneumatic tires on these pieces of equipment, an excellent job could be accomplished on a road that was only "good." To provide this road at Potlatch was a real problem, for the entire Potlatch plant is built on grounds that were formerly swampy bottom land.

The sloughs and water holes were filled with countless thousands of cords of old slab wood and then covered with soil. Beneath these slabs is a heavy strata of blue clay which makes a very good quick sand. Thus, the yards were built over this jelly-like mass, with only the thin crust of soil and the wide pile bottoms to carry the load. The yard rail transportation system was built on higher embankments made of gravel taken from bars in the river. Through the many years, these miles of tracks have constantly settled, then would be lifted and new gravel placed under the ties. Now, comes the "Carrier Transportation System," which demands a rather smooth level yard in place of the old one with sunken pile bottoms and raised railroad embankments.

The big job of leveling the yard was to find a material that could be reached quite easily and would form a good solid mat over the soft sub-base of the old slough bottom. Gravel from the numerous bars in the river seemed a good chance. Accordingly, an outfit was rigged up using a drag line bucket that would go out in the

(Continued on page four)

# THE FAMILY TREE



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

Editor ..... Sid C. Jenkins

**Correspondents**

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

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

## Down the Editor's Alley

From R. M. (Bob) Bellis, Weyerhaeuser Sales company representative in Portland, Oregon, comes a letter addressed to Phil Pratt and which inadvertently found its way onto the editor's desk:

"Dear Phil," says the letter, "please refer to your bulletin 1-136 dated 7-10-40.

"I notice you have ability to handle these 'badly mixed party cars.' As you know, I live up on Council Crest with a dead-end street not far from the house. Two of these badly mixed party cars have been coming up there for the last two Saturday nights and I would appreciate it if you would come over and handle them."

\* \* \*

Note: Phil won't talk.

\* \* \*

Recommended reading: "Swift Flows the River" by Nard Jones, a story of the Columbia and its pioneering steamboat men.

Several hundred copies of "Idaho," official state publication observing 50 years of statehood, have been sent to friends of the company as a souvenir.

## RICKETY RAFT HOLDS No Charm For Trio ON SWIFT NORTHFORK

One way to get across a river is to build a raft. Another way is to swim. Neither method holds any charms for a trio of Clearwater plant mill men. Next time, they say—there won't be any next time.

Carl Harris, he of the pond crew, together with Jerry Johnston and George Hudson of the time office, were mixed up in a lot of white water, some logs and rocks—and a few brief moments of hair raising experiences on the north fork of the Clearwater recently. The story bears repeating.

George is good with a trap gun, as evidenced by his name engraved on a certain trophy now in Mr. Billings' office. How good he is with a rod and line no one but George really knows, and nobody believes a fisherman anyway. Jerry, on the other hand, has always been more or less reticent and Carl Harris just hasn't been telling, lately.

This has nothing to do with the story of white water and rocks and logs, however, except that it happened on a fishing trip. Carl was the guide. The boys hoofed it down the Camp T flume and, not content with the fishing on that side, wanted to get across. Carl, being a pond man, volunteered to make a raft. He did. The trio boarded the craft and set out, with Carl as pilot, for the other shore. Then the fun began.

First, of course, the log raft hit a rock, slid hard over this and worked loose. They didn't separate, but they were wobbly. George's few strands of hair began to raise on his head and George was speechless. Jerry said nothing but held on grimly, while Carl talked softly in a language known only to lumberjacks. This didn't seem to work, so he began gesticulating in the sign language of the sawmill man. That didn't work either, but the logs did, and threatened to part from the poles and three pair of feet that were trying desperately to hold them together. It can be imagined that at about this time the north fork was running pretty well and the triumvirate were about in midstream.

There are moments in men's lives when they regard those lives as very

(Continued on page five)

## Here's More About Blister Rust Journey

(Continued from page one)

although all of them showed a keen interest in both blister rust control and selective logging operations.

One of the sidelights of the trip was a visit to Summit lookout tower, near Clearwater Timber Protective Association headquarters, where they could see the smokes of several forest fires in the section that day.

\* \* \*

There are 510,000 acres of land in the Clearwater blister rust control area, according to data furnished the timber products bureau, when F. J. Heinrich, control chief, gave a brief summary of the work.

Breaking down the data, Mr. Heinrich gave the following figures:

Acres of white pine, mature type (over 12 inches DBH), 262,869.

Acres of white pine, pole type (under 12 inches DBH), 36,256.

Acres of white pine, reproducing type, 79,955.

Acres of cut-over type (under 12 inches DBH), 61,221.

Acres of other types, 69,699.

Recent yearly acreage cut over within control area, 8,000.

Acres given first working, 391,665.

Acres given second working, 99,335.

Acres on maintenance, 116,235.

White pine blister rust introduced into Clearwater region in 1923.

Delay measures started in 1929.

Control work started in 1933.

Members of the timber products bureau were then taken to Grasshopper creek, an area worked by CCC crews in 1935 and given a second working by REA crews in 1938. Active blister rust was shown and ribes identified for the benefit of the party. Trees affected or killed were tagged for identification. Next the group went to the Hollywood study plot where 6.4 acres of infection have been set aside for study purposes. Here the data was:

White pine per acre, 7,000 to 12,000.

Ribes per acre, 50.

Area logged, 1934.

Area grazed by sheep for several years.

Heavy wave of infection in 1938.

Ribes eradication work, except on plot, started in 1939.

Visitors continue to go through the plants, but not in such numbers as they did a year ago. Clearwater plant reports 485 in the month of July.



## Potlatch Woods

### Camp 34

Camp 34 has a crew of 215 men working. There are six cats skidding and a D8 caterpillar building truck. Six Kenworth trucks are hauling logs to the landing for an average of 7,600 feet to the load. The haul is from 8 to 12 miles. Camp 34 has one of the Osgood loaders, which works very satisfactorily. There are also two wheel trucks that are hauling short logs from the Linn loader. This loader is rigged with a lead line and does its own skidding and loading. On the railroad landing there is a McGifford loader that replaces the Marion loader that was used at this camp last year. A crew of 35 men are piling brush and keeping up close to the logging crews. Bud Miller has a small crew skidding and hauling cedar poles that were made last year at Camp 34. His crew will handle around 11,000 poles.

### Camp 35

This camp has not started logging, but there is a crew of 35 men getting things ready for the Camp 34 crew that will move in around Sept. 15. This camp is on Merry creek six miles west of Clarkia, Idaho, and is a railroad camp. At the present time the crew is getting the railroad track in shape and maintaining the truck roads that lead into Camp 37. A D8 cat and loader is doing this work. Camp 35 is one of the best railroad camps that have ever been set up in the Potlatch woods.

### Camp 36

This is the first year of logging operations for this camp, which is located six miles northwest of Bovill. There are five White trucks and three Kenworths at this camp, one Kenworth being a Diesel job. Six cats are skidding and an Osgood loader is taking care of the loading. Last month 1,698,750 feet of logs were put in and the scale will come up this month. The logs from this camp are hauled to the mill at Potlatch. The haul is around 28 miles. Camp 36 carries 130 men.

Camp 36 has a softball team called "The University All-Stars," and the team is made up of college boys who are working in the camp this summer. To date the team has played three games, winning one, losing one and the third game was called in the fifth inning on account of rain. The team is managed by R. J. MacDonald and is entered in the league at Potlatch.

(Continued on page six)

## NOTES FROM CLEARWATER WOODS

### Camp N

The Fourth of July is really the big holiday for the year in the woods, so for a few days this camp was quiet with most of the fellows away. They came back all right, and production again was a little better than 100,000 feet a day.

Meanwhile spray pumps have been purring like dive bombers as Renshaw and Doley have been painting the camp. It is done in red with white trim and looks very nice. Bill Coon has been decorating the tables in the manner that has rated northwest lumber folks as being the best fed working men in the world. Bill has his troubles too. A family of flying squirrels has tried to move in with him.

### Camp P

A crew of 80 men is finishing up the logging on this camp site and preparing to move in a few weeks. Forty-eight of the men fought fire late in July.

### Camp T

Everything is running smoothly at Camp T. The fire hazard is upon everyone and a lot of care is being manifest to prevent a catastrophe. Approximately 6,000,000 feet of logs have been cut, and 12 groups of saws are still at work. Six RD6 "cats" and one new D7 are skidding to the flume. There have been four lost time accidents to date, none of them serious.

### Camp 11

With two GMC truck jammers and one Link Belt loader now in good working condition, the daily production of this camp is on a sharp upswing. Also, with the recent addition of a Loadmaster, the prospects are that the production will go still higher. The crew will soon be finished hauling out of Falls creek and hauling has already started from the main road quite close to and above camp.

Several groups of saws are in the Benton creek area, the next source of logs for Camp 11.

There were 51 men from this camp on the Eagle Point fire. Many of them were footsore, upon their return, from the long hike they had to get in to the blaze. Otherwise all were in good shape when they finally got back to camp. With the exception of a couple of spot fires there have been no further blazes and all hands express a fervent hope that there will be no more all year.

Some relief was experienced in a good shower of rain, which should reduce the hazard considerably.

### Camp 14

Huckleberries are claiming the attention of the men at Camp 14. There is a good crop this year and lots of berries are being picked and taken home.

Up to June 26, Camp 14's saw gangs felled 5,668,120 feet of logs. The "cats" have skidded 1,846,880 feet and there have been 1,735,550 feet loaded for hauling to the mill at Lewiston.

The storm of July 12 took a good number of men from camp to fight fire. Continuing dry weather and high temperatures still hold up the fire danger.

Ballasting has started on the Harlan creek and Sheep Mountain spurs. This will add two and a half miles of rail road.

Albert "Smoky" Birdsall, one of the boys working in Camp 14, is handing out his cards these days, as a candidate for sheriff of Clearwater county. He is a republican.

### Camp 24

Phil Peterson's construction crew on Parallel creek is really moving dirt now with over three miles of railroad completed. With a fifty-man crew and the double shift of the Diesel shovel in conjunction with the D6 dozer, the railroad is steadily moving forward. A double drum sixty caterpillar is being used to move the right-of-way logs around.

Phil says that Parallel creek contains timber like he hasn't seen for many a day.

### Camp 27

Camp 27, under Foreman Joe Wheeler, loaded 1,389,470 feet in June and since July Fourth has really been hitting the ball.

Twelve gangs of saws are turning out long logs. Also, 12 teams of "hay burners" are skidding under the direction of Assistant Foreman Ray Porter. There is only one gas "cat" skidding. Two shovel loaders are operating two shifts, five days a week, loading onto White trucks and a Ford dual drive truck for transportation to the 24-log car landing, where Herb King and his swing boom load crew start work at 4 a. m., and continue until switching time

(Continued on page seven)

## Carrier-Lift Truck Solves Problem of Potlatch Dry Yard

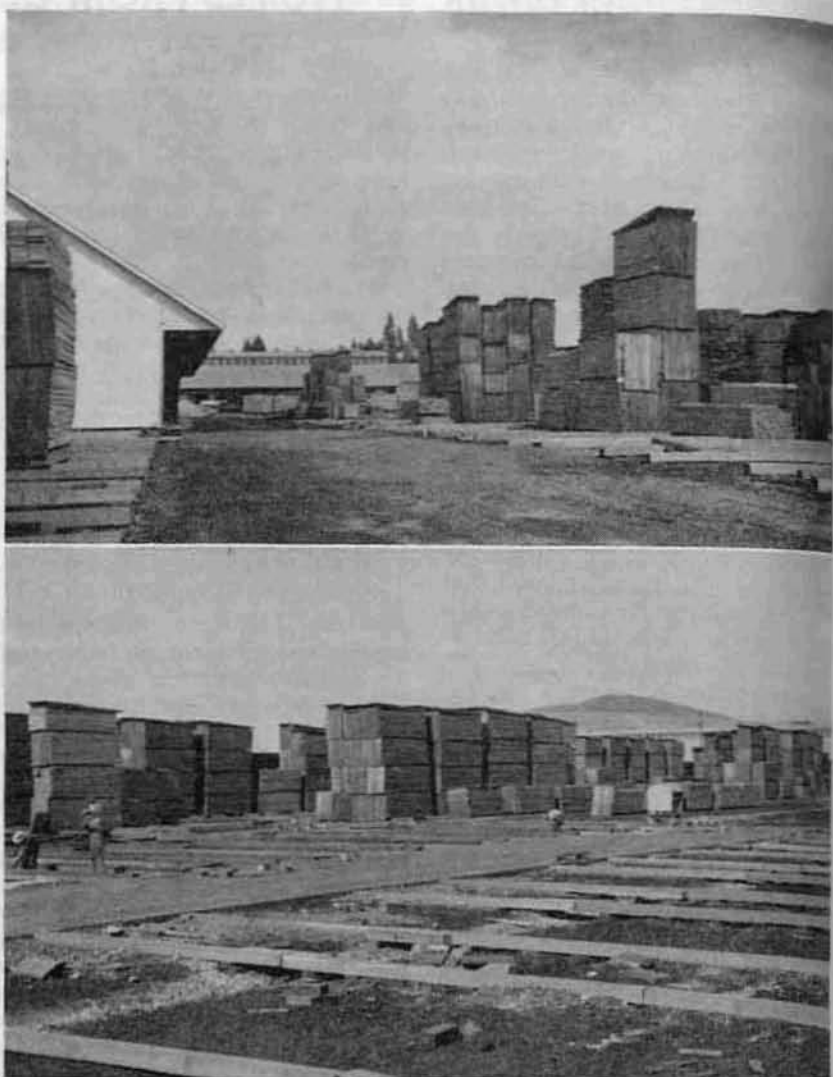
(Continued from page one)

water to dig the gravel. An old loader donkey engine and boiler was used as power. A convenient inclined table was made for the drag line bucket to climb, then dump its load into the truck under the table. With this outfit, it was possible to load and keep two or three trucks busy on a relatively short haul. The gravel from the river was a mixture of sand and small river gravel with very few large rocks. This material made an excellent road surfacing material or aggregate for concrete as it was taken from the river. Since the quantity was limited—for the river bars were not large—it was necessary to find some other material that could be used as a fill material on the yard depressions that took two to three feet of filling.

A large clay and rock bank located near the lumber yard in the old Potlatch brick plant furnished the source of material for the large fills. This yellow clay, mixed with hard rock chips, made a good solid fill when well packed. A steam shovel was borrowed from the woods department, and run into the old brick yard to load trucks. The steam shovel dished up this rock-clay mixture so rapidly that it took four to six trucks to haul it to the yard, even though the yard was just across the road. This task was made more difficult as the winter was extremely mild and it was impossible to get the roads to freeze solid so the trucks could haul. So, even though the job was started early in the winter, it was necessary to stop it several times when the roads got too soft. Fighting the roads and weather made the job increasingly difficult. In May, the roads became dry enough that the trucks could make time and the filling job was rushed through before the woods department had to take back its steam shovel.

After the general fill had been made with clay and rock, the construction crew turned again to the river gravel bars for surfacing material. The washed river gravel was not in very large bars, so as larger quantities were demanded, it was necessary to put a bulldozer in the river to uncover new bars and then push the gravel to the drag line. As the gravel was brought to the yard, it was spread by the trucks

## Dry Lumber Yard Gets Face-Lifting



Top: The new roadway between the shed and yard at Potlatch, surfaced with rock from nearby north fork of the Palouse river. Lower: Timbers of the pile bottoms and the beginning of the new "face lifting" in the Potlatch yard.

and then smoothed down by the dozer and a long wheel-base road grader. Finally, a very heavy roller was used to thoroughly roll the entire yard. Often times, the soft sub-base of quick sand would give way and cause soft spots that required additional work to fill. Finally, in June, the yard was completely filled and the surface formed.

It was necessary to do additional work to get the yard in condition as the filling process was completed. First, the large quantity of lumber piled had to be transferred to some temporary location while the yard was being filled. Then, a complete drainage system had to be installed before the final surfacing could be applied.

The drainage system was made by reclaiming a large quantity of ten-inch water main which was in the sections of the yard that were being abandoned. This steel pipe was punched full of holes to take care of the sub-surface drainage. Risers were frequently placed at the surface to take care of the surface and storm drainage. Thus, the new yard drainage system was made up completely from the old water mains of the older and much larger lumber yard.

When the yard surface was completely covered with gravel and given a final rolling, a dust coat of road oil was applied. This eliminates the dust and adds greatly in maintaining the

(Continued on page five)



## Tool and Equipment Costs Are Analyzed For Camp Expenses

The cost of camp tools and equipment for years has been a problem to both management and the accountants. In the following statement by Harry Rooney, purchasing agent and woods auditor, some of these problems are listed.

"In 1935 the cost of our camp tools was 19½ cents per thousand. In 1936 the figure was 29.6 cents, and in 1937 the cost jumped to 40.7 cents. In 1938 it was 30 cents and last year it was 29.7 cents.

"In 1937 when the cost jumped to 40.7 cents we got down and dug to see what caused it to be so high. Merely by having a conference with everyone concerned the costs the following year were reduced to 30 cents per thousand, which is a fairly representative figure.

"It is pretty easy for the fellows in Lewiston to figure why the cost of our camp tools and equipment runs up to 40.7 cents per thousand, but to come out on the job and actually reduce the cost is a different matter. In order to analyze this we have divided our equipment into 11 classifications:

- 1: Bunkhouse equipment
- 2: Kitchen equipment
- 3: Dining room equipment
- 4: Sawing and skidding tools
- 5: Cat equipment
- 6: Blacksmith shop tools
- 7: Blacksmith shop supplies
- 8: Barn tools
- 9: Log drive equipment
- 10: Service station equipment
- 11: Miscellaneous.

"We will begin an inventory this year of the tools and equipment in these divisions. We will break down the costs to see which of the 11 shows the highest costs.

"There are a good many reasons why our camp tool cost is high. It used to be that when a fellow quit in the woods he got no pay until he checked his tools in at the office. Consequently, all tools were turned in.

"In the rush of the last 10 years conditions have changed. A fellow gets paid and goes down the road and leaves his tools in the woods. That is part of the 39 cent cost.

"This year an effort is being made toward the proper use of tools, which

should reduce the cost some. We want to give new tools to only those who really need them, such as sawyers. \* \* \* Also, our tool cost might be too high because of improper ordering.

"There are many things which might be corrected. There may be, in some cases, three or four dozen broad axes setting around in blacksmith shops. These shouldn't remain there, but should be sent back to the warehouse until they are needed.

"One of the principal things we must require is that every man bring in his tools to someone before he gets his time. We should also have some man to take care of the tools in the winter time, so that tools are not lost in the snow. We can also watch to see that the men have the proper tools for the job they are doing.

"Cable is probably one of the highest contributing factors, which shows an arbitrary figure of 25 cents per thousand. This is no doubt one of the reasons why costs have gone up. It always causes me to stop and think whenever I see a cat driver run over a choker.

"There is one way every foreman on the job could help out on these costs. We might go out and do a lot of campaigning but the foreman should get together with his clerks and the men and try to work out ways and means to cut costs. \* \* \*

We in the purchasing department would like to receive new ideas on the tools sent into the woods. It may be that some improvement can be made in the design and pattern of the tools we use. Present designs have been used for a long time and may be out of date and inefficient.

"It might pay to charge each man with the tools he takes out when he begins work. It might pay to work out some simple system of numbering each tool. These are all things which might help to reduce these costs."

Mr. Rooney went on further to say that in 1937, when the cost was 40 cents per thousand, it came to \$75,000 in round figures; the average per camp from \$300 to \$400 per month. One of the heavy loss items was in blankets which cost \$4 each.

The famous "Don't Be a Flipper" colored signs, hung by the U. S. forest service along the highway between Coeur d'Alene and Kellogg, are in their places again this year. They picture an appeal to the autoist to keep his fire in his ash tray.

## Here's More About Potlatch Streamlining

(Continued from page four)

road surface. However, as the road traffic increases, it will be necessary to apply a more substantial surface material when and where it is required.

To summarize the picture of the yard construction, a few vital figures might help. The area of the new yard that was rebuilt is approximately 300,000 square feet. To fill and surface the yard, about 12,500 cubic yards of gravel and clay were hauled by trucks. This was sufficient to make an average fill of over a foot in depth of the entire yard. When cost comparisons are made, considering the working conditions as well, this fill material was moved at a very low cost, fifty cents a yard being an average price for the material being dug, loaded, and delivered to the yard.

The new yard is now being used by the carriers and lift truck. Some troubles are being encountered, and more will come with the winter weather. However, optimism runs high and, by the time another summer is past, it is hoped the yard will be in first class condition in every respect.

## Here's More About The Fishermen's Raft

(Continued from page two)

dear indeed. That moment arrived. The raft, unmanageable and in the toils of the current, swung toward a wing and Carl yelled "Jump!"

It didn't take George and Jerry long to understand what he meant by that, and both jumped, and so did Carl.

Now they were on the other side, their raft caught in an eddy below the wing. So Carl, not to be outdone by such a thing as a river full of white water, entered like a true river hog, retrieved his logs, and masterfully sailed his craft back to the flume side of the river, with two at least very cautious disciples of Izaak Walton clinging to the raft with one eye peeled for a good place to land if it went asunder.

There are now about 900 men employed in the woods section of the Clearwater side and another 450 on the Potlatch side. With about 150 men working on Homestead creek, the entire woods payroll at this time reaches a figure of approximately 1,500 men.

## OLD SPANISH SKIN GAME REVIVED

\* \* \*

### With Urgent Plea From Prisoner in Mexico

\* \* \*

## BUT FAILS TO FIND SYMPATHIZERS

THE old Spanish skin game is being revived. No less than three letters "from a man in prison" in Mexico, have been received by persons in North Idaho during the last two months.

Old as the hills, in fact, so old that inmates of Fleet Street, itself a notable prison for debtors in England in the early years of the nineteenth century, received these quaint requests for help "from a man in prison." Sometimes they came from Seville, in Spain, sometimes from Devil's Island, but in later years they seem to have emanated from Mexico.

Patently fraud, the so-called old Spanish skin game was revived to some extent at the turn of the century and Theodore Roosevelt exposed the trick to the nation. From all appearances, however, each generation has provided its quota of suckers, and another series of letters such as the one following, is going the rounds of the United States mail.

The joke is on the perpetrator of the hoax this time, for one of his letters, dated May 3, 1940, was addressed to Edward Rutledge, Timber company, Coeur d'Alene, Idaho. Mr. Rutledge has been dead since 1910. This letter came into the possession of Mr. Billings some weeks ago, causing considerable mirth. It was with surprise then, that Mr. Billings himself received one of these letters dated July 19, 1940, Mexico City, and addressed to him in care of the Washington, Idaho & Montana Ry. Co., Lewiston, Idaho, and which follows:

Dear Sir:

A person who knows you and who has spoken very highly about you has made me trust you a very delicate matter on which depends the entire future of my dear daughter as well as my very existence.

I am in prison, sentenced for bankruptcy, and I wish to know if you are willing to help me save the sum of \$285,000,000 U. S. Cy. which I have in bank bills hidden in a secret compartment of a trunk that is now deposited in a custom-house in the United States.

As soon as I send you some undeniable evidence, it is necessary for you to come here and pay the expenses incurred in connection with my process so the embargo on my suitcases can be lifted. One

of these suitcases contains a baggage check that was given to me at the time of checking my trunk for North America; this trunk contains the sum above mentioned.

To compensate all your troubles I will give you the *third part of the said sum*.

Fearing that this letter may not come to your hands, I will not sign my name until I hear from you and then I will entrust you with my whole secret. For the time being I am only signing "A."

Due to serious reasons of which you will know later, please reply via *air mail or wire*. I beg you to treat this matter with the most absolute reserve and discretion.

Due to the fact that I am in charge of the prison school I can write you like this and entirely at liberty.

I cannot receive your reply directly in this prison, so in case you accept my proposition, please air mail your letter to a person of my entire trust who will deliver it to me safely and rapidly. This is his name and address:

Joan Lopez  
Sonora 73  
Mexico City.

## The Golfer's Lament

I think I shall never see  
A hazard tougher than a tree—  
A tree o'er which my ball must fly  
If on the green it is to lie;  
A tree whose leafy arms extend  
To kill the mashie shot I send;  
A tree that stands in silence there  
While angry golfers rage and swear.  
Niblicks are made for fools like me,  
Who cannot even miss a tree.

—Rays of Sunshine.

## Sons of Employees In Legion's Junior Champion Ball Club

Four sons of Potlatch Forests' employees are members of the American Legion Junior baseball team representing Lewiston, which won the state championship on Sunday, July 28, and are now headed for northwest regional games to be played in August at Great Falls, Montana.

The boys are Howard "Nig" Kafer, who pitched and batted his way to glory in the Lewiston games against Pocatello; Bill Yochum, Jr., Henry Peltier and John Estlund.

Winner of the northwest games at Great Falls will go to Texas for western championship tilts. In the final big games of the year to determine the best in the west, mid-west and east, winners will go to a place to be later designated. In the meantime, all eyes are on the Great Falls game.

Lewiston juniors defeated Genesee, Cottonwood and Potlatch, to represent this section of the state at Nampa for the north Idaho championship. At the latter place they won two out of three games and the right to face Pocatello. On Sunday, July 28, the Lewiston boys beat Pocatello three straight.

Fathers of all four boys are employees of the Clearwater unit.

### Here's More About Potlatch Woods

(Continued from page three)

"The boys are good sports, win or lose," says Norman Wood, camp clerk. "We also get real support from lots of the other boys in camp, and they root from the first inning to the last. The yell leader is Bill Sproat of Southern Idaho. So if you want to see a real team in action, come out and watch the All-Stars play ball."

### Stoney Creek

This is a construction camp located eight miles out of Clarkia. Leslie Mallory is in charge and he has a crew of 35 men building truck roads. At the present time there is around eight miles of roads constructed. John Anker's crew will log out of here next year.

Preparing papers for the annual fall convention of the American Society of Mechanical Engineers, to be held in Spokane the first week of September. Dave Troy will speak on materials handling and Bob Bowling on Pre-to-logs.



## Princeton University Geologists Guests At Rutledge Plant, See Milling Operation

THE Princeton University summer school of geology, under the leadership of Dr. S. K. Fox, took time out from the study of rocks to see some of the products of the earth's top, when, clad in truly western regalia, they visited Coeur d'Alene on July 11, in the course of a 12,000-mile trip through the wide open spaces.

Twenty-eight members of the party, which included one Harvard man, were guests of the company at Rutledge mill plant, where Mr. Graue presented each, including the Harvard man, with a white pine board on which a Coeur d'Alene artist had deftly painted a ferocious looking tiger.

"Purpose of the expedition," said Dr. Fox, "is to give the students a comprehensive picture of all phases of geology and natural resources which are clearly exemplified in the west. The course of study started at Salt Lake City and has taken the group to Bryce Canyon, Zion Canyon, Grand Canyon and Yosemite national parks, to San Francisco, Crater Lake, and Mount Rainier.

"Following a four-day stay in Glacier park, the school will proceed to Yellowstone and complete its course of study at Cody, Wyoming.

"Leading highlights of the trip have been the Wayne county wonderland of Utah, the Grand Canyon of Arizona, the Yosemite valley of California, the Grand Coulee dam of Washington, and not the least, the Potlatch Forests, Inc., mill in Coeur d'Alene. None of the group had ever seen large scale milling operations before."

Mr. Jewett joined the party in Coeur d'Alene and assisted Mr. Graue. Roger Carlson and Joe Kelley in guiding the students through the plant. That night, it was reported on good authority, some of the young ladies of Coeur d'Alene helped to entertain the Princeton men and the lone Harvardite.

With Dr. Fox on this trip were Dr. K. D. Watson and four assistant instructors. Names of those in the school group were: Hugh de N. Wynne, 55 Plymouth St. Montclair, N. J.; Stephen R. Steinhauser, R. D. No. 2, Westport, Conn.; Philip E. N. Greene, Sycamore Ave., Shrewsbury, N. J.; John Stoneaker 3rd, 726 Westview Ave., Plula, Pa.; R. P. Fortune, R. R. 17, Box 69, Indianapolis, Ind.; Ellis L. Phillips, Jr., Plandome, Long Island, N. Y.; Van S. Merle-Smith, Jr., Oyster Bay, N. Y.; Clinton V. Meserole, Jr., Englewood, N. J.; Dewey F. Bartlett, Marietta, O.; Robert B. Snowden, Philadelphia, Pa.; Charles A. Von Elm, Forest Hills, N. Y.; Clifford Off, Jr.,

Chicago, Ill.; Alan McIlhenny, Philadelphia, Pa.; Richard Poole, Lake Forests, Ill.; William T. Thom, 3rd, Princeton, N. J.; John Hare Powel, Providence, R. I.; Sheldon Jackson, Utica, N. Y.; Thorp V. Goodfellow, Chestnut Hill, Philadelphia, Pa.; Harry A. Holland, Jr., Chestnut Hill, Philadelphia, Pa.; Herbert L. Willett, 3rd, Washington, D. C.; Milton S. Dillon, Jr., Princeton University, N. J.; Ken DeP. Watson, Princeton, University, N. J.; Edward C. Rose, Jr., Harbourton, N. J.; L. Rodman Page, Jr., Bryn Mawr, Pa.; John T. Douance, Jr., Rachior, Pa.; Reuben J. Ross, Jr., Princeton, N. J.; Steven K. Fox, Jr., Princeton, N. J.; Ledyard B. Hazelwood, Ridgewood, N. J.

## Pioneer of Potlatch Visits Old-time Home

Heading the list of distinguished visitors to Potlatch the past month was one who came during the construction days in 1905 and watched the community grow from a humming beehive of activity to a well organized industrial center. This was Mrs. Margaret Deary Connor, widow of William A. Deary, who was general manager in Potlatch during that time.

As the wife of the man in charge, Mrs. Deary was privileged to participate in many colorful experiences. She recalled building of the Washington, Idaho & Montana railway and the fact that she had a hand in driving the golden spike which marked its completion. At the time the town of Deary (which was named for William A. Deary) was platted, Mrs. Deary sold the first lot from the townsite.

Mrs. Connor now resides in Seattle, having left Potlatch on her husband's death 27 years ago.

Forty-five residents of Lewiston and Clarkston, the twin cities, took guests through the Clearwater plant during the month of June.

## Here's More About Clearwater Woods

(Continued from page three)

by the Camas Prairie railroad, around noon.

Many of the Camp 27 crew live at Pierce or have set up fresh air house-keeping along the Pierce road. The balance of the crew wonder if Ben Marsh, the old reliable, will ever fail in his reputation for good grub.

While the shovel loaders operated along the main road, it was necessary to keep a telephone line crew in reserve to maintain telephone service with the outside world. Jim Delaney was chief of this crew. It is said that those who have heard Jim laugh, stopped complaining about static on the lines while he was working on them. They just weren't sure whether it was the laugh or static.

## Potlatch Old-timers To Picnic August 18

The annual picnic of old-timers of Potlatch will be held again this year at the City Park in Coeur d'Alene. The date has been set for Sunday, August 18.

Anyone who has ever made their home in Potlatch is privileged to attend this annual affair.

Last year around two hundred residents and former residents were in attendance. Many of these were people who had resided in Potlatch between twenty and thirty-five years ago.

Arrangements are being made for tables for the group and a sign will direct the arrivals to the "POTLATCH PICNIC."

## Color Pictures Taken Of Plant and Woods

Colored motion pictures of plant and woods operations of the company were taken during the month by Ray Paulson for the Spokane Spokesman-Review and Chronicle publishing houses. Plant scenes were taken at the Clearwater and Potlatch units, logging shots at Camp 36 with the new Osgood loader and some striking caterpillar tractor action. The pictures are to go east at the close of the year, it is understood, to show business and advertising firms what we have out here.

## Spokane Business Men Take Time Out To See The Forests



Top (left)—R. G. Bailey taking it all in during the lecture on blister rust near Pierce; (right)—Spokane's timber products bureau listening to C. R. Stilling on the Grasshopper Creek study plot; center (left)—H. E. Swanson (half hidden behind the tree) showing a five-year-old Idaho white pine untouched by the scourge because control work started before the white pine did; (right)—Mr. Swanson showing a 15-year-old tree that was hit; lower (left)—an Idaho white pine tree doomed by blister rust; (right)—E. R. Edgerton, chairman of the timber products bureau showing what caused it all, a ribes that has been pulled out by the roots in control work.