

THE FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. IV

Lewiston, Idaho, September, 1940

Number 12

ARMED FORCES OF UNITED STATES TAKE MANY YOUNG MEN FROM COMPANY DURING MOBILIZATION FOR DEFENSE

POTLATCH Forests, Inc., has given quite a number of its young men to Uncle Sam for a year, and while this is intended as a simple news story of their going away to army camps, some to the navy and marines, it is also intended as a reminder they are there—and a request to all hands that they not be forgotten. A word from home now and then helps in ways that those who have never gone will ever know.

Incidentally, if this list is not complete—please send the name and address of the young man, or men, because the editor of *The Family Tree* wants to put them on the mailing list.

Taking them just as they appear on the list at hand, the first one for mention is Morris Fletcher, first lieutenant in the field artillery, who left Lewiston with Battery E, 148th F. A., for Camp Murray, near Fort Lewis. Morris was assistant foreman in charge of finishing end in the box factory of the Clearwater unit.

Lieutenant Fletcher worked in the box factory since April 26, 1928, and is one of the few original troopers of the old Troop 1, 116th cavalry which was transformed to field artillery when the big national defense call came during the last month.

Another lieutenant, Second Lieutenant Louis Kohl, who had been a sawmill checker since last January 2, went with Battery E from Lewiston.

Sons of Workers Go Too

Don Peterson, son of Connie Peterson, the latter a sawyer in the Clearwater plant, is another Battery E soldier.

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VOTE

The best way we can show our faith in our democratic institutions is to be faithful to the obligations they impose upon us.

The most important duty of our citizenship is the protection of the use of the free and secret ballot in our elections. Pause a moment and remember how many peoples of the world are having this priceless privilege denied them today!

The way to protect our right to vote is—VOTE. If we do not guard this right by using it, some day we may find that we have lost it.

C. L. BILLINGS,
General Manager.

Norwegian Funds Raised

The drive for funds for Norwegian relief has been completed in Potlatch by Peter Martinson, local chairman, assisted by Sven Alsager and Simon Alsaker. The amount subscribed was \$146.55.

Much of the funds were for houses for homeless refugees.

Lewis-Clark Route Will Open Markets In Missoula Center

Construction of the Lewis and Clark highway between Lewiston, Idaho, and Missoula, Montana, which may be realized as a result of the wave of national defense sentiment sweeping the country, will open a new avenue for the marketing of the forest products of this company.

Unlike the great population centers of the east, the primitive sections of the west are most primitive in such areas as the Montana-Idaho section through which this proposed highway is routed. Completion of the work already under construction will shorten the distance between Lewiston and Missoula, by highway, 150 miles.

With the development and improvement in trucking equipment that has taken place in the last few years, markets in the Missoula trading area will be opened for such things as Pres-tologs, box shook and lumber that, if they are sold there at all now, must be routed by rail over lines going north 146.6 miles before they turn east.

Truck lines over the Lewis and Clark highway, commonly known as the Lolo pass route, would transport these forest products from Lewiston in a direct line, without transfer, and much quicker, so the markets east of the Bitterroot mountains could be served efficiently and daily, if need be.

With all eyes at present on the national defense picture, it is recalled

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LOGGERS' LAMENT CHANTED IN RAIN AND SEAS OF OOZY MUD

LOGGERS as a rule seldom pray, but from the Clearwater woods during the last month silent prayers went up from the throaty woodsmen amid certain verbal incantations aimed at the weather man et al.

If there are any doubts as to the veracity of the old bromide that "it never rains but what it pours," the doubters ought to see the log landing at Camp 27, near Headquarters. They ought to hear the laments of the fore-

men, the clerks and the men alike. Not since the construction days of 1926 has there been so much rain.

Camp 27's landing was afloat and so were the logs that had been brought in over seas of mud by teamsters flagging the rumps of sturdy horses. The "cats" were mired in the mud.

According to press accounts, precipitation of 4.63 inches in the vicinity of Lewiston during September, was more than four and one-half times greater

than the normal of .97 since the United States weather bureau was established in the community 40 years ago.

In the Headquarters area the like of it had not been experienced since the fall of 1926 when supplies and material were being hauled by team over the road from Jaypee, then the end of steel, to the new camp. Howard Bradbury, superintendent at Headquarters, most vividly described those

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THE FAMILY TREE



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

Editor Sid C. Jenkins

Correspondents

Jack Eaton	Rutledge
Bill Armstrong	Clearwater
Mable 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

PETER'S PATTER

In the next two columns is an editorial by Peter E. Terzick, managing editor of the Seattle Union Register, a labor newspaper, which struck home with a lot of us.

Said Mr. Billings in a letter to Mr. Terzick:

"I think your remarks under the head of 'Peter's Patter' in the Union Register of Sept. 13, are very much to the point at this time. You certainly are, in my opinion, rendering a very valuable service to our country if you can see your way clear to keep hammering on this idea. I sincerely hope that you will stay with it for a long time to come."

The editorial has been bodily lifted and reprinted here because it is a thought-provoking and intelligently patriotic editorial.

The editor of *The Family Tree* hopes Editor Terzick will accept the purpose of the re-printing and not sue us for copying his editorial "in toto."

Attend Logging Congress

Mr. Rettig and Mr. Rooney attended the Pacific Logging Congress held in Victoria, B. C., this year. Mr. Rettig took part in the program, telling of time studies in the woods operations of the company.

Copied, lifted and reprinted from The Seattle Union Register of Sept. 13, 1940

PETER'S PATER

By PETER E. TERZICK

A column to be cussed or discussed, reflecting merely the opinion of the editor, who is constantly being amazed by the commonplace.

We are being told by some perfectly sincere Americans that Hitler will never attack America. But while we are fighting the invisible enemy within our gates in our struggle to build up a stronger national defense, there is one powerful foe whom we must not overlook—a moral saboteur, an unseen Hitler. This hidden foe is Intolerance. In nearly every case it will be found that where Intolerance stalks the earth it is merely seeking a scapegoat—an alibi, someone to bear the blame for all its misfortunes and failures.

Likewise, it is this unseen Hitler who in insidious ways saps the moral courage of our people in a constant attempt to destroy the main fortifications of our country—the morale of its people, their unity of purpose. Where its slimy touch has been, are weakened fortresses, through which the enemy may crash to knife us in the back.

Dangerous Foe

It is this unseen Hitler, who pointing to one labor racketeer, says all labor leaders are racketeers. It is this unseen Hitler, who singling out one employer of labor who fights with agents provocateurs and tear gas, says all employers of labor are like that. It is this unseen Hitler who sets class against class.

It is this unseen Hitler, who flings charges of bribery, corrupt political machinery, undue influence, job pressure—at one or another of all our political parties—trying to make the people vote according to their hates, instead of according to their honest convictions.

It is this unseen Hitler who damns the whole body of immigrants as Fifth Columnists because of the act of some one man; who condemns all refugees because of the foolish arrogance of a few; who seeks political preferment for a man or a group because of their nationality; who attributes certain evil characteristics to certain nationalities, damning the whole because of the actions of a limited number—who are generally more completely despised by the good among their own people than they are by native Americans. It is

this unseen Hitler who sets race against race.

Vicious Ways

It is this unseen Hitler who sets religion against religion—imputing to each deep laid plans for the domination of the country, vilifying, distorting and intensifying differences of belief in a gigantic effort to create that religious intolerance which has destroyed more nations than has war.

The one task of national defense which is within the power of every citizen to erect or establish is the wiping out of this unseen Hitler. Don't let him get a foothold in your home, your shop, your lodge or your community.

Rutledge's Paint Job Takes Lot of Gallons

Nine hundred gallons of liquid paint were spread by brush and gun over the exterior walls of the Rutledge plant during the past two months. In this 900 gallons were 550 gallons of red paint base, 346 gallons of raw oil and a few more gallons of drying substance.

Fifteen thousand eight hundred sixty-seven square yards of walls were covered and it took five painters 33 eight-hour days to do the job. The project was begun on August 14 and finished on September 30.

Supervisor of the work was Darrel Cole, the young man who has made a name for himself in the Coeur d'Alene country through his art work, and the one who made the famous outline pictures in color on Nuwood, which have been featured wall hangings in the Rutledge office the last couple of years.

It is of interest to note also, that the painters were all Coeur d'Alene men who were out of work at that time.

Head Painter George "Shorty" Schenfield, of the Clearwater unit at Lewiston, assisted Mr. Graue and Roger Carlson in making estimates for the paint job. Roger avers the cost came within the budget estimate, so the Rutledge officials pass the apples to "Shorty."

There's More About Weather In the Woods

(Continued from page one)

days when he recalled that the mud was so deep that it took many hours for teams, hauling supplies on the bottomed rigs to struggle through. Many of the horses got mud fever and lost their hair. One was lost in the mud. As the late September abnormal rains came this year, Camps 14 on Beaver creek, 23 on Reed's creek and near Headquarters began to feel the pinch of the scowling Jupiter Mercurius, who must have sat on high hearing and chortling at the puny efforts of man to combat his elements. Where trucks had been used, the men turned to "cats" and when the "cats" mired down in the mud, they reverted to the old standby—the horse. Camp 27 was this condition most unusual, for even as the men there turned to horses, and tied their own water repellant clothes tight around their legs to keep out the ooze of slimy, sticky mud, the skies literally opened and rained. Water filled the depressions around the log landing and started the logs.

Camps N and W and T, on flume logs, became difficult to operate. Camp 11 likewise.

The supply of logs to the Clearwater unit in Lewiston came slower and lower, and at this writing there is little to say because the rains are still coming down. And how the logs are loaded!

Over on the Potlatch side conditions were not much better. Camps 36 and 37 were moved in to Camp 35 on Merry creek, near Clarkia. The big new trucks of 36 and 37 were deep in mud.

In the meantime, Clearwater unit scheduled a one-shift basis, the night crew alternating work each week, starting the first of October, with the day crew. In a bulletin to employees, Mr. Leuschel said that the one-shift condition would apply until October 22, when it was hoped the supply of logs would be coming again on regular schedule.

Leans Camp Equipment

When the joint CAA teaching project between the University of Idaho and Washington State College started near Pullman, Wash., camp equipment for 80 men was furnished by Burt Curtis, CTPA fire chief.

Clearwater Woods News Notes

Camp 27

Recent rains have not been of such great consequence to Camp 27, for production has gone ahead anyway. Joe Wheeler, camp "push," has been yarding with "cats" and horses direct to the big 24-car landing, which at the present moment is in a big sea of mud.

Two truck loading machines have been decking logs that will be hauled if and when the weather permits.

Brush pilers have been doing a good job here and it won't be long before Jack Baggs will be sending up some smoke squads from this area.

Total production of Camp 27 is over 10,000,000 feet and going ahead at the rate of about 20 cars a day.

Camp N

Life at Camp N centers around the mail box. According to the clerk, sorting mail when the crew is in is more dangerous than getting in the bight of the line. Stamp and stationery sales are greater than the turnover of snoose. Actually some of the fellows have gone downright literary. In fact, when Jack Egenes finishes filing saws for the day, he starts in on "Gone With the Wind." In spite of the higher intellectual brackets, however, once in a while something happens to recall the old days. One of the fellows recently came into the office and asked.

"Is it true that the commissary closes at 6 o'clock?"

"Yes," he was answered, "there is a sign saying so on the bulletin board."

Then Bayne Johnson, the bull cook, put up a sign in the wash house which said: "No Washing Friday Nights or Saturday." The washing didn't stop, so he locked up the stoppers for the tubs during that period.

The next Saturday morning he went into the wash house and it was as busy a place as ever.

Micky, "the whittler," had made new stoppers.

Camp T

Rain has greatly reduced the fire hazard, practically, among other things, brought the fire season to an end.

While the precipitation greatly aided the water supply, it has hindered trucking and skidding operations. Truckers have been temporarily forced to cease

and desist until weather conditions will again permit them to operate.

In the meantime, "cat" skidding is still in progress, albeit with some difficulty.

Camp W

This camp is settled and has begun logging with about 85 men. Although rains have slowed trucking operations, quite a bit of timber is being decked with team skidding.

Ten saw gangs have been falling about 100,000 feet of timber per day.

The cook here, Ed Steber, is now without an automobile. While returning to camp on Labor day his car froze up and cool weather has prevented it from thawing out. The boys in camp are getting good food anyway.

Camp 24

Down with the dirt movers on Alder creek the rainy weather has had its effect. Charles Lang has been trucking the right-of-way logs but wet weather has kept him tied up most of the time.

Everybody here is still safety minded and have held down the lost mine accidents to one for the season.

With three-fourths of the grading completed to date, October should see the finish of the grading on Parallel creek.

Camp 14

Camp 14's production, until the rains hit, steadily mounted in September, and up to the 20th of that month this camp had put out 16,600,000 feet sawed and 9,550,000 feet loaded.

Bird hunting has replaced fishing as a leisure time activity. Hunting has been good and birds plentiful this season.

Ferdinand George, assistant clerk, was transferred to Camp 34 near Bovill.

Camp 11

This camp is about to close operations for the season. Heavy rains the last of the month have made all roads impossible for hauling with trucks. However, Camp 11 has loaded out nearly 10,000,000 feet for the summer's work.

Charlie Westegard has been in charge of operations since Maury Thompson went to Camp 23 to get things lined up for the winter operations there. He has about 20 men with him. Fifty or sixty other men are scheduled for road improvement work in anticipation of next summer.

STREAMLINING OF POTLATCH PLANT CONTINUES IN PLANER

New Machines Give Quick, Easy Change For Various Setups

By BOB OLIN

The second major step in the "streamlining" of the Potlatch lumber plant was the reconstruction of the planing mill.

About 1925 this planing mill had been changed over from an old steam-engine-lineshaft drive to individual electric motors for each machine.

Many other improvements were made at that time. Later, a new high-speed Stetson-Ross "30" shop and matcher machine was added. This machine was—and still remains—one of the largest planers ever constructed. In fact, the largest machine ever con-

structed is simply a more powerful model of this same machine.

In more recent years, a high-speed Woods matcher was transferred from the Lewiston plant to Potlatch. Thus, the Potlatch planing mill consisted of nine older belt-driven slow-speed machines, and two modern high-speed, direct driven machines. As would be expected under such a plan, the bulk of the work was done on these two machines, while the older machines were left to do the small and unusual items that were in the orders. The old machines had to be retained for these small items were just as essential as the larger ones, and there were no high-speed machines built that could be changed rapidly from one set-up to the next without a great deal of lost time.

New Principle Adopted

Recently, the Stetson-Ross company has designed a planer that operates on

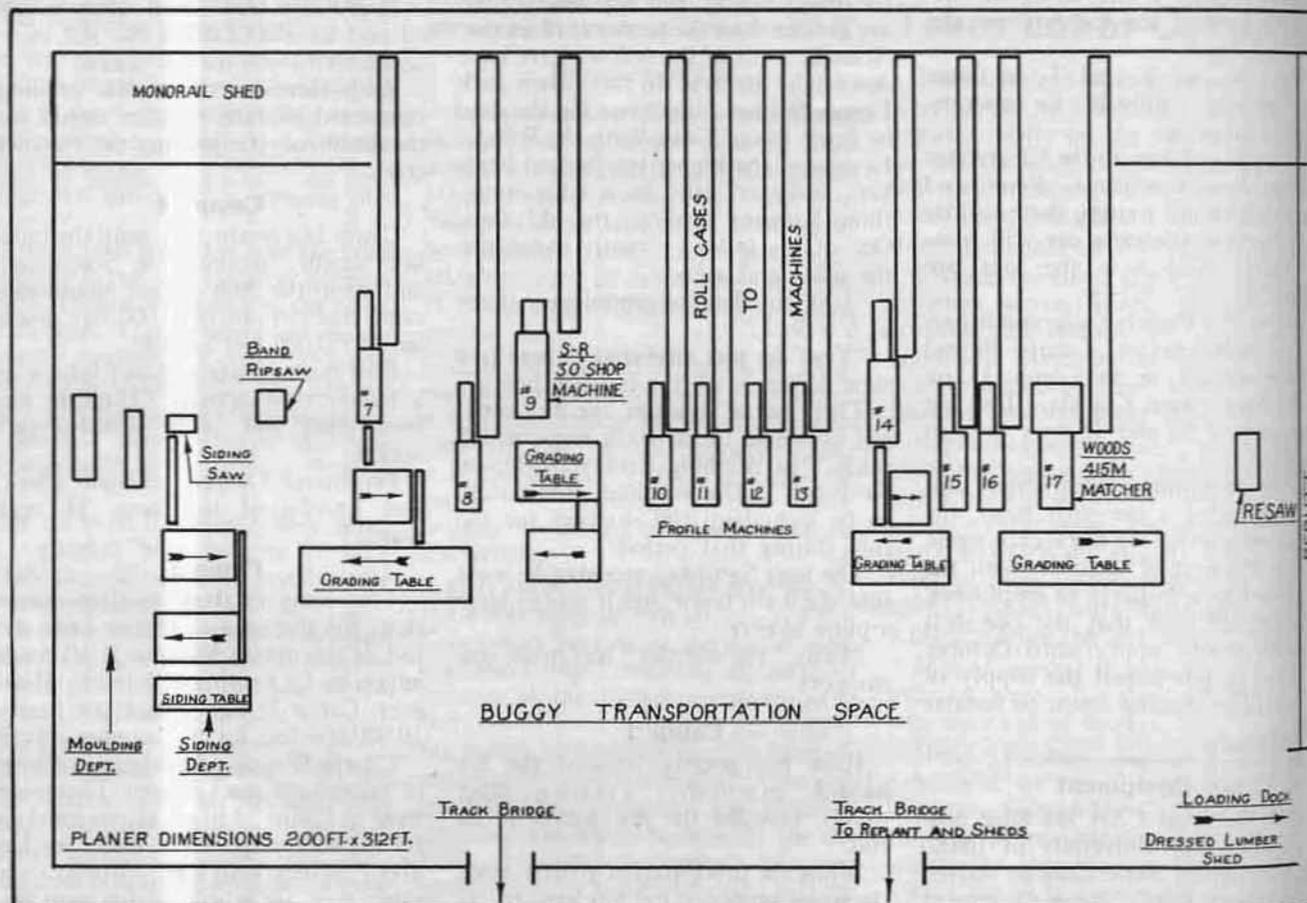
a new principle and could be changed from one set-up to the next very rapidly. This machine could do the ordinary matching work and carried profile heads as well that could be changed and set up in a matter of a very few minutes.

This was the missing link that was necessary for the complete modernization of the Potlatch planing mill. By purchasing this new machine, Potlatch would have three high speed machines, one for shop work, one for profile, and all three could serve as matchers. Small profile items would be run out on the moulding machines. Therefore, by putting on two shifts three machines could produce as much as the old set-up of eleven planers on one shift.

Other advantages evolved from this plan. By cutting out the old

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WHAT THE OLD PLANING MILL AT POTLATCH LOOKED LIKE



A plan of the former Potlatch planing mill showing the machines and their auxiliaries crowded close together. The tangled maize of blowpipes cannot be indicated on this small drawing.

TRANSPORTATION SYSTEM REVOLUTIONIZED FOR FINISHERS

Here's More About Potlatch Streamlining

(Continued from page four)

planers and their forest of blow-pipes and relocating the high-speed machines, it was possible to open up a floor space twice as great as before. This gave the elbow room required for carriers to be used for dock transportation. By making the proper arrangements on the incoming side, the rough loads could be brought in directly from the yards and set in position to be taken to the planer without further handling, by means of large yard carriers. Thus, the transportation of lumber was greatly simplified. This can be seen easily by following a load from the pile in the yard to the box car. Formerly, the lumber piler took the load from the pile and set it on a car.

Locomotives transported it to the planing mill, where monorails picked it up and set it on the roll cases leading to the planer. Passing through the planer, the lumber was then graded and put on dock buggies. Electric tractors took the buggy load to the rebutt for trimming—and finally to the cars. There were hundreds of yard cars and dock buggies required, which had to be maintained, as well as the locomotives and tractors.

Transportation Simplified

Now, on the "streamlined" plan, the load is taken from the pile by a lift truck and set on bunks. The carrier picks up the load and whisks it away to a load transfer table at each planer, which also acts as a load storage for five loads. Passing through the planer, the lumber is graded, sorted, and reloaded on dock carrier bunks. Dock carriers pick the loads from the grad-

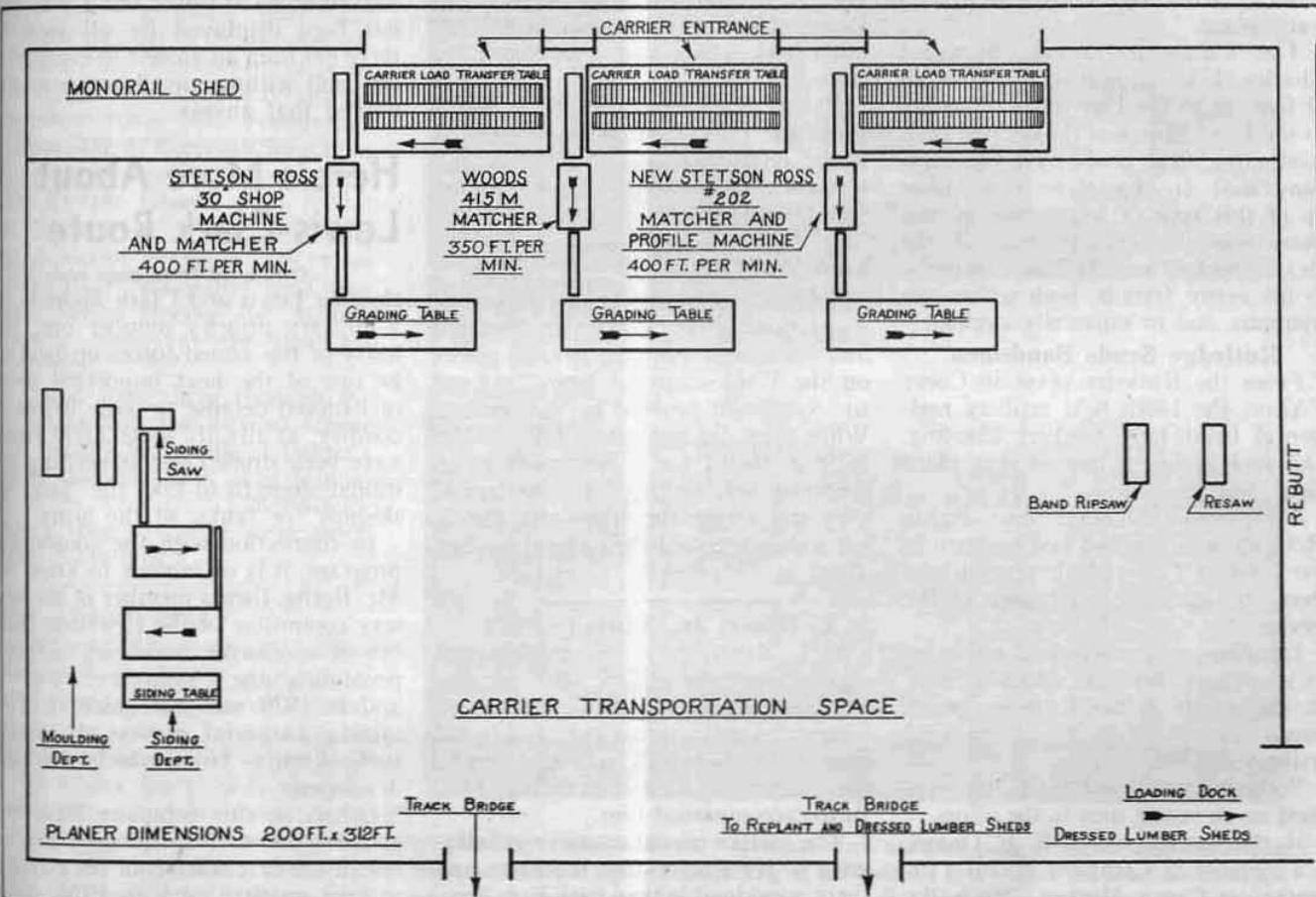
ing table, take them to the rebutt and on to the car. The transportation equipment is only two yard carriers and two dock carriers and maintenance on such equipment is principally one of servicing.

This revolutionary design of a planing mill carries many very interesting features that were necessary to keep up the high speed production that the machines were capable of doing. Loads had to be set on transfer chains quickly and easily by carriers. The load transfer table and the hoist had to be so rapid that loads could be run in, tilted, hoisted and fed into the planer without missing a single board. The loads being taken out from the grader tables had to move with equal speed or the machine would be stopped.

A modern shaving collecting system was necessary to remove the shavings

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WHAT THE NEW PLANING MILL AT POTLATCH LOOKS LIKE



And this is the plan of the new streamlined planing mill at Potlatch showing the three machines on the compact, convenient and efficient plan for high production of a high grade lumber.

Here's More About U. S. Calls to Arms

(Continued from page one)

dier. Don worked in the box factory since July this year and took care of the unstacker hog on the night shift last May.

Another son of an old-timer in the Clearwater plant to go with the "red-legs" of the 148th F. A., is Vincent Barton, son of Max Barton, who is a veteran in the planing mill.

Vincent attended the University of Idaho last year, so transferred from the Lewiston outfit to Battery C in Moscow. He worked as a bug driver at the Clearwater plant during the last summer.

Irwin Gustin, a Lewiston boy who worked as edging picker in the sawmill since May this year; and two other Lewiston youths, Clyde Sheet, who was also edging picker in the Clearwater plant since May; and Walter Dodel, a sergeant in Battery E, who worked on the extra board this summer, conclude the list of those who went to active duty from the Clearwater plant.

The Clearwater woods furnished Charles Miller, a graduate of the school of forestry at the University of Idaho, to the U. S. Marines. Miller had been conducting time studies for the company near Headquarters in a follow up of this type of work done in previous seasons. His enlistment in the "leathernecks" was rather a surprise to his many friends, both within the company and in university circles.

Rutledge Sends Bandmen

From the Rutledge plant in Coeur d'Alene, the 148th field artillery regimental band took Herbert Eberling, who had driven a bug in that plant since 1934.

Also from Rutledge went Ralph McGraw, who worked last summer in the yard at Coeur d'Alene, and who chose the navy for his branch of the service.

Jim King, who worked off and on at various times, between school sessions, on the rebutt at the Rutledge plant, joined Battery A of the 148th field artillery.

Potlatch, town and mill, has supplied seven young men to the colors.

Harlin Owens, son of R. E. Owens, is a member of Company E, 161st infantry, at Camp Murray. He is the only one of the seven to have resigned a job at the plant to go to the army.

Others, however, who have from time to time worked at the plant between school seasons, and whose residence is Potlatch, included Carl Howe, son of Mr. and Mrs. Anton Howe, who graduated from Potlatch school two years ago and has since worked in Seattle. Carl is a member of Headquarters battery, 66th Artillery brigade at Camp Murray.

David Horace Nearing, son of Mr. and Mrs. H. E. Nearing, enlisted in the navy for a six-year cruise and is now in San Francisco awaiting assignment to a ship of the fleet.

Wesley Nearing enlisted in the 161st infantry at Pullman and is assigned to E company of that regiment. He plans on joining the navy as soon as he can.

Clifford Shaffer, son of Mr. and Mrs. Harvey Shaffer, joined the regular army and is stationed at Camp Murray. His outfit was not described, although it was said he expects to be transferred to the Hawaiian department soon.

Bernard Gage, son of Mr. and Mrs. Ora Gage, is in the aviation section of the U. S. marines, stationed at San Pedro. He is also a graduate of Potlatch high school and a mechanic by trade.

Robert Kantjas, son of Nick Kantjas of the W. I. & M., has also enlisted in the aviation section of the navy and is stationed at the naval air base at San Diego.

Look At Willkie

Several representatives of labor organizations in the Clearwater, Potlatch and Rutledge units were invited guests on the Willkie special from Spokane to Sandpoint early in September. While they did not get to talk to Mr. Willkie except for a few minutes as the train was pulling into Sandpoint, they did enjoy the trip—and they'll get a chance to tell their grandchildren about it.

E. L. Bruce, Jr., Visits

E. L. Bruce, Jr., vice-president and general manager of E. L. Bruce Lumber company of Memphis, Tennessee, largest manufacturers of hardwood flooring in the world, was a visitor to the plants in Idaho recently. Mrs. Bruce accompanied him.

The eastern manufacturer was interested in the Pres-to-logs machines and spent considerable time with Bob Bowling and Roy Huffman in examination of the machines and plants.

Here's More About Potlatch Streamlining

(Continued from page five)

from these high speed machines. Cleanliness, load ticket transportation, signal systems, fluorescent lighting for graders, bolster handling systems and the many other essential details that go into a modern manufacturing plant had to be considered—each as a special problem.

Space does not permit describing each of these highly important details at this time, but they can be taken up in future articles.

Reconstruction presented a most difficult problem. It was necessary to continue producing lumber at a maximum, and, at the same time, make these radical changes. A general construction plan was set up. Then came the never-ending problem of "sandwiching" each construction phase with the production of lumber. Both had to go forward. Construction and operation crews are cooperating to the fullest extent. Both have been greatly inconvenienced at times, but a real spirit has been displayed by all men, for there has been an answer to every problem and willing men have constantly hunted that answer.

Here's More About Lewis-Clark Route

(Continued from page one)

that the Lewis and Clark highway has a military priority number one. Mobility of the armed forces on land will be one of the next important phases of national defense to come before the country, as already some 2,000 bridges have been singled out as needing additional strength to take the "land battleships" or tanks, of the army.

In connection with the construction program, it is of interest to know that Mr. Rettig, then a member of the highway committee of the Lewiston chamber of commerce, was very active in promoting the "Lolo-pass" highway and in 1929 was instrumental in obtaining an aerial survey, the first of such surveys, from which the plans developed.

Others of this company have been active workers for the program and one of the first officials of the company to take up that work in 1926, during construction days of the Clearwater

(Continued on page eight)

Beverage Dispensers Increase Cheer Funds

A "milk and orange juice dispenser" has been installed at the Smoke House of the Potlatch unit for the convenience of men at work. The milk is pasteurized at the local creamery and the orange juice is made from a concentrate from fresh oranges. These products are kept cool by electric refrigeration and are put up in one-half gallon containers.

The men are privileged to visit the Smoke House when they take their "coffee" off and drop in a nickel for their refreshment. One cent from each bottle goes into the Employees' Benefit fund.

Pres-to-Logs Story Told

Written by O. A. Fitzgerald, editor of publications for the University of Idaho, a story of Pres-to-logs was carried in the September issue of American Forests, published in Washington, D. C. and distributed widely over the United States.

Mr. Fitzgerald made an exhaustive study of the Pres-to-log story and spent several months in its preparation. As a result, the November issue of American Forests' Digest will have a condensed article taken from Mr. Fitzgerald's story, according to word reaching him.

November People Guests

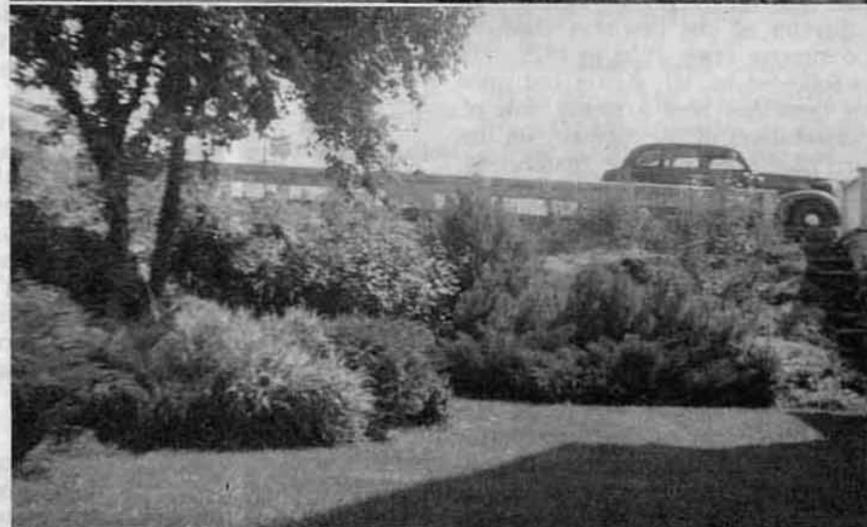
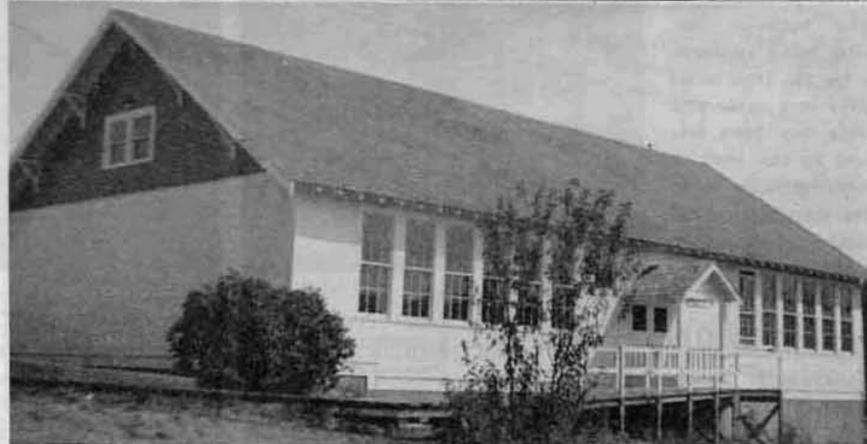
Mrs. Bruce Hooper, nee Jane Carter, president of the C. H. Carter Lumber company, and her husband, Bruce Hooper, of Minneapolis, were guests at the Rutledge mill recently.

Mr. Graue took them through the mill and around the city of Coeur d'Alene, visiting for awhile at Bozanta and Hayden Lake. The Minneapolis people were very pleased with everything they saw and were much interested in the mill.

Plant Visitors Many

From June 17 to September 27, when Stalsberg, the official guide at the Potlatch plant for the summer months, entertained up the visitors here, just prior to returning to his studies at the University of Idaho, his records revealed that 350 visitors had been sightseeing through the plant. They hailed from the Atlantic to the Pacific and from the Gulf of Mexico to Canada, and represented 22 states and two provinces in Canada.

Speaking of Improvements—



Speaking of improvements, Potlatch townsite has been going through a season of betterment, in addition to the streamlining of the Potlatch mill. Above are some scenes in the community showing, top: the Presbyterian church, which has recently received a new coat of paint; center: the new grade school building, remodeled with a 40-foot addition; and lower: a corner of the rock garden of the main office building.

This picture, taken by a staff photographer of the Lewiston Tribune, shows the first car over the Lewis and Clark highway when the section between Lewiston and Kamiah, now a fine hard surfaced road, was opened in October, 1938. Extension of the route beyond Kamiah toward Montana, is being done by prisoners in a federal road camp. Efforts are being made to push the road on through to Missoula, Montana.

Officials of Pottlatch Forests, Inc., have taken an active part in the promotion of this highway, Mr. Rettig being responsible for the first aerial survey ever made and which has been followed by the work of other officials who have served the local chamber of commerce since 1926.

Lewis and Clark Highway To Open New Market



Here's More About Lewis-Clark Route

(Continued from page six)

plant, was G. F. Jewett, who served as director of the Lewiston chamber of commerce from 1926 to 1929. He was followed by Mr. Rettig and since then there has been a steady flow of representatives of the company on the board of directors of the chamber of commerce. Roy Huffman became a member after Mr. Rettig's retirement and in 1934 was succeeded by Harry Rooney, who served until 1937 when Henry Torsen took up the work.

During those years from 1926 to the present these officials of the company have been active in support of the Lewis-Clark highway.

Telegram to Senator

Mr. Billings gave force to the program a year and a half ago, when he sent the following telegram to D. Worth Clark, member of the United States Senate, on May 5, 1939:

"Understand evidence given at meeting of house roads committee at hearing ended yesterday in support of construction of the Lewis-Clark highway

between Lewiston and Missoula. We think this highway of very considerable value to this section of Idaho and to our company in the marketing of our products. Would appreciate it very much if you could support us to the extent of advising Chairman Cartwright of your views and ours in the matter."

Again on March 11, 1940, Mr. Billings wrote Governor C. A. Bottolfsen:

"I know that you are familiar with the large amount of hard work done by the leading men of Lewiston in trying to get funds for the construction of the Lewis and Clark highway. I don't think it is necessary to give you, at this late date, any arguments in favor of this project and so will spare you a long dissertation on its merits.

Company Interest High

"I do want to say, however, that for years our company has considered the building of this highway an important item in the welfare of this community and of our company. Mr. Rettig has served his turn here on the local highway committee and we have tried to help the project along as much as we could.

"If you feel that you can lend your influence toward government and state financing of the project, I am sure that the community as a whole, as well as our company, will be very glad. It seems perfectly possible to expect that when the highway is completed we shall be able to move part of our products eastward toward Missoula by truck."

The present group working for the Lewis-Clark highway project includes Mark Means, Lewiston merchant who secured the military priority rating from the war department a year ago, and Colonel E. D. Potvin, who is an active reserve officer of the army and who has been a consistent and diligent worker for the road with an eye to its military value as well as its benefit to the community and to all northern Idaho.

Hence, with the needs of national defense becoming more patent every day, prospects for the completion of the road through Lolo pass—and a quicker market to Missoula and western Montana, meaning the mines trading area—are the brightest they have ever been.