

# THE FAMILY TREE

Published by Potlatch Forests, Inc.

Vol. V

Lewiston, Idaho, February, 1941

Number 5

## CAMP 35 PUTS OUT BIGGEST RECORD IN POTLATCH HISTORY

### Ray E. Saberson Is Guest Speaker At PFI Annual Jamboree

They came—they saw (and heard) and they went home with the feeling that the Seventh Annual PFI Jamboree was "best ever."

And so this seventh annual get-together of managers, superintendents, foremen and other key men of the company, bunched in Lewiston on February 15, is a part of the history of the outfit.

Highlighted by a talk by Ray E. Saberson of the sales promotion department of the Weyerhaeuser Sales Company, the Jamboree got off a flying start early in the afternoon. Mr. Saberson's theme was the relationship between the producers of lumber and the retailer who is the final contact with the consumer.

Fine workmanship and the label of "fine outfit" were praised by the speaker, who told of the thrill he got riding up a New York City street behind a truck laden with White Pine boards, all of which were end-marked "Potlatch." Mr. Saberson told of the best promotion and advertising program of the sales company and gave figures in comparisons to show the cost of a thousand feet for such promotional work. He placed emphasis on the manner in which producers of White Pine had met steadily increasing competition over the last several years by improving the quality of their products. His remarks were pointed at the workmen in the plants of Potlatch Forests, Inc.

Also subject of the speaker's praise was the record made by the shipping departments when the national defense bill came and found the men in those departments equal to the task.

Mr. Leuschel, who preceded Mr. Saberson to the speaker's table, gave a brief resume of the production and shipping records of the past few

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### Pride In a Name

Ray Saberson of the St. Paul office of the Weyerhaeuser Sales Company, speaking at the Jamboree, said that he felt a thrill of pride ripple up his spine when, riding behind a truckload of lumber on a New York street recently, he saw the boards were all end-marked "Potlatch." It gave those in the audience a thrill to hear him tell about it, for he had preceded the story by telling how the sales company, after long years of effort had established the name that makes Idaho White Pine famous.

We are apt, here at home, to lose sight of the trees because of the forest and when we hear of a truckload, or a carload, or a shipload of our own products in far away places it brings us up sharply and we realize just how fine it is to have a well known product on the market, a product we all help to make, and a product of real quality.

O. H. LEUSCHEL,  
Asst. Gen. Manager.

### Vocational Education Classes Are Scheduled

Vocational classes in shop mathematics and mechanical drafting are being started at Lewiston high school immediately. All interested are asked to please register at the Clearwater unit employment office or phone right away.

"The mathematics and drafting classes will be conducted at the Lewiston high school under supervision of school authorities," said John Aram, assistant shipping superintendent. "These classes afford all valley residents an unusual opportunity for free instruction in fundamental ground work of millwrights, machinists, electricians, and general mechanics that ordinarily would be quite costly."

### February Production of Logs Scale Near Seven Million Mark

Biggest production record in his 30 years in the Potlatch woods was chalked up in February by Claire Nogle, superintendent of logging operations in that area, when Camp 35, under the "push" of Axel Anderson, produced 6,841,980 feet of logs, averaging between 30 and 40 carloads a day.

Biggest day of the biggest production month was February 25, last day of the fiscal month, when 409,640 feet of logs were loaded out on cars.

The camp averaged 243 men on its payroll throughout February with 49,586 man hours of work recorded in the 22 working days of that period. Of the 243, approximately 175 were sawing, skidding and loading crews who piled up 284 feet per man hour. Using the entire 243 as a basis for computing the average production per man hour, the figure is 138 feet. This would include train crews, section crew, cookhouse crew, construction crew and others in what is called "camp overhead."

Camp 35 is logging for both the Rutledge and Potlatch units, the logs for Rutledge being taken by car to Ramsdale, near St. Maries, and dumped into Lake Coeur d'Alene at that end. From Ramsdale they are towed to the Rutledge unit at the other end of the lake.

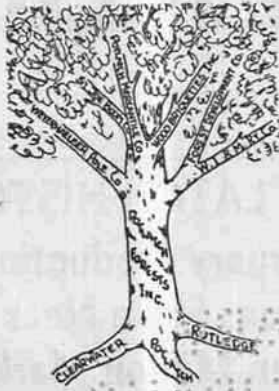
Logs for Potlatch are transported all the way to the Potlatch pond by railway.

Operations of Camp 35 have been on both the Camp 35 and Camp 37 cutting areas.

There are 17 "cats" skidding, 14 of which are International TD18s. The other three are D7 Caterpillars. Two more Caterpillars of the D8 class and one RD7 are being used in bulldozing for road construction.

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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

SOMETIMES it's funny—and sometimes it's downright tragic how people read things that aren't in the stories. Take last month's yarn about the Rutledge unit winning first place in the records of the Western Safety Conference for 1939, for instance.

Hardly had *The Family Tree* come off the press with that story than the telephone bell began to ring. Some of Clearwater plant's safety conscious crewmen were up in arms. How did the editor get that way? Who gave him that information? Who kept the records anyway?

It all boiled down to the simple fact that although the story said plainly, prominently and in heavy type that the record was for 1939, everyone who kicked thought it meant for 1940. When they went back and read it without getting their eyes all bloodshot, they saw the year was 1939.

## Mr. Billings Returns

Mr. Billings, following an absence of a month visiting in the east, south and southwest, has returned to his offices in Lewiston. Mrs. Billings accompanied him on a vacation in Southern California.

## Lumber Cycle Story, As Told By Laird Bell Goes Into Heyday of Rafting Logs On Great Mississippi River, and of Steamboat Men

(Ed. Note: Continued here is the story of the Midwest Lumber Cycle by Mr. Laird Bell, who in this issue brings his story of events down into his own time. Mr. Bell, in addition to being an officer and director of Potlatch Forests, Inc., and other corporations, is a member of one of the oldest lumber families on the Mississippi river. Mr. Bell's father and grandfather spent their lifetimes in the lumber industry and his boyhood memories reflect an accurate picture of the last days of the logging and sawmilling around some of the oldest sawmill towns in the middle west. Mr. Bell, as was his father, has been prominently identified with our operations since the beginnings of the old Potlatch Lumber company.)

As the down-river forces became dominant, rafting on the Mississippi came into its heyday. In the early days logs were lined up into rafts and drifted down with the current from the mouth of the Chippewa, the St. Croix, the Black and the Wisconsin. Sweeps, super-oars mounted at each end of the raft with two or more men to a sweep, were used to keep the raft in the current. With shifting sandbars, with snags and eddies, this was a risky business as well as a slow one. My grandfather used to like to tell of one experience he had in his early days in the business in Winona where he had settled. He and his partners had put most of their capital into a raft of lumber from an up-stream mill—they rafted lumber in the same way as logs for a time—and they brought the raft down, themselves at the sweeps. The river was in flood and when they got opposite Winona they were able to put only one line out to a post on the shore. He used to tell his thoughts as he watched that line tighten and quiver, and wondered whether he was going to continue in business in Winona or start life afresh somewhere down the river. The line held. If it hadn't, some one else would be talking to you here tonight.

It was not long before it was discovered that by tightening up the rafts it was possible for a boat to push the raft down-stream with much greater speed and safety. Then began the great era of steamboating on the Upper Mississippi. At the sorting works on the Chippewa or the St. Croix the logs were lined up endwise in narrow strips called brails, and by a system of criss-cross lines were held in fairly stiff units. Six brails were lashed into a single raft, about six hundred feet long and half as wide. The average raft contained about a million feet of lumber. The familiar stern wheel paddle steamer then, acting as both engine and rudder, pushed the raft down-river to the big

mills as far south as St. Louis. It was in fact its superior rafting ability that developed the stern wheeler of the upper river as distinguished from the side wheel type of the lower stream.

The river was a busy thoroughfare in those days. A major feature of my boyhood life in the summer was to go down to the water-front and watch the boats come through, the Frontenac and the Helen Mar, the Junita and the Artemus Lamb, the Lady Grace and the City of Dubuque . . . I still like to call the roll. We knew their whistles and we knew their individual shapes, the elegant variations of gingerbread and jimcracks on their stacks and upper decks. We competed in spotting them when they first came in sight 'round the bend by Crooked Slough.

A great reward for virtue in those days was to be allowed to go up on our boat and come down with a raft. You sat in the pilot house if you would be very quiet, and watched the captain spin the big wheel, bawl orders to the men on the raft, pull cords that jangled bells down in the engine room, and pace up and down muttering as he eased her around a tough bend. If you had been very good you were allowed at the right time to stand shivering on the pedal that blew the whistle—and there were whistles in those days.

The real pilot paid no attention to the occasional official channel marks. The channel changed hourly in those individualistic times and the pilot knew his river, in daylight or by dark, and could deduce the most remarkable facts from a few ripples on the surface a mile away. The river is now all highly organized with locks and dams and buoys and sign-boards. But the glory is departed and a passing boat is an object of wonder today.

In our down-stream progress we come next to the sawmill. The manufacturing of lumber has undergone curiously little fundamental change. I have been told that an early Egyptian

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## Technicolor Picture of 'Trees and Homes' Gets Highest Rating

As The Family Tree goes to press it is learned that "Trees and Homes" is being shown currently in motion picture theaters over the Northwest as an added attraction. This is believed to be the first time in history that an industrial film of this kind has ever been put on the screen of theaters as a part of the regular program.

The Weyerhaeuser Timber Company's newest effort in the realm of educational motion pictures, "Trees and Homes," a sequel to "Trees and Men," is in circulation. Shown first at a premiere in Tacoma, it was next shown on the screen in Lewiston at the annual PFI Jamboree.

Following the Jamboree it was shown at classes at the Lewiston high school, the junior high school and in the grades, where it has received the unanimous vote of the teachers for their highest rating of visual education, "Excellent." Response of the students has been most enthusiastic of any picture they have seen in current times, according to James LeClair, member of the faculty who has had charge of the program.

Filmed in technicolor, the picture shows a generous portion of the Idaho White Pine stand visible from Summit Lookout tower and includes in its cast Dick Baggs, company forester, in the role of tree-marker for selective logging operations, and Sid Jenkins in the role of a lookout during fire season.

The picture was taken under the direction of James Fitzpatrick, "world travel talk" man, whose technicolor movies of colorful European, Oriental and South American countries have been a delight to movie patrons for the past several years.

Chief cameraman, and the one who actually did the photography in "Trees and Homes," was Arthur Arling, who was also cameraman of "Cavalcade" and "Gone With the Wind." Mr. Arling, in company with three technicians and led by Roderic Olzendam of Weyerhaeuser Timber company, of Tacoma, spent several days in the Clearwater woods area to get part of the pictures.

Most of the heavy logging and loading scenes were shots taken near Longview and Klamath Falls, as were the mill scenes. Several hundred feet of

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## Clearwater Woods

### Camp 22

Camp 22 has finally hit its stride and is up among the high producers. At present there are 12 "cats" skidding. With the present weather conditions the month's production will run close to 3,000,000 feet.

### Camp 23

M. S. Thompson, foreman of this camp, has been on the sick list for the past three weeks. Steve Coolidge and Buford Barnes have been in charge of the outfit. Another on the sick list was Cook H. M. Snyder, who suffered the recurrence of an old injury. Thurman Allen pinch-hit for him.

Although rain about the tenth of the month softened things up for a while, most of the weather has been ideal. Many of the old-timers say it has been the best winter logging weather they have seen for many a year.

The season's production totals now are: skidding, 13,000,000 feet; loading, 13,200,000 feet; sawing, 13,500,000 feet.

Cedar makers have produced 29,000 feet of poles during the month.

The lost time accident total has been considerable, there being 15 on the list for the month.

### Camp 24

With 1,000,000 feet of logs skidded for February, and more coming, Camp 24 is still on the map in the Clearwater unit.

Oscar Carlson and his steel crew now have more than three miles of the Parallel Creek steel laid and are rapidly reaching the four-mile mark.

Two loaders are working at this camp, one loading out the right-of-way logs trucked from the Parallel Creek railroad job.

### Camp 27

With the addition of 33 cedar makers and two tie cutters this camp now has about 140 men.

In spite of warm spring weather, things are going smoothly and the roads are good. Ten "cats" are holding up the skidding scale in fine shape. The loading crew is still putting out about 20 cars of logs a day.

Cedar makers are already at it in the Clearwater woods, making poles for the low water drive.

## Nearly 6,000 People See Clearwater Unit Plant During 1940

Once again Clearwater plant scored heavily with tourists and visitors to this region. There was a total of 5,874 persons went through the plant during 1940, according to the figures submitted by Bill Rose, plant guide.

It is believed that few other lumber manufacturing plants in the west have as many visitors during the year as does the Clearwater. While school children augment the numbers considerably, the flow is constant.

December 1940 was the lowest point, with only 169 visitors. August showed the largest number with 878, while May with 850 and April with 833 were close contenders for top months. No other month fell below November 1940, which had 239.

Following are the figures month by month:

January .....	409
February .....	367
March .....	254
April .....	833
May .....	850
June .....	443
July .....	585
August .....	878
September .....	650
October .....	297
November .....	239
December .....	169

Total..... 5,874

The above figures are compared with 1938 and 1939, and show 5,117 in 1938; 6,102 in 1939; for a total of 17,093 for the past three years, an average of 473 plus per month.

The visitors are generally taken first to the Pres-to-logs plant, thence to the pond, the log slip, the sawmill, the stacker and unstacker, the kilns and then to the shipping department where they see and feel the finished boards.

### Milliken In Air Corps

George Milliken has successfully passed preliminary examinations for the naval air reserve corps and on January 14, began training at the Oakland airport, according to word received from Joe Sampietro of Wood Briquettes, Inc. Milliken, after passing the tests at Oakland was scheduled to go to Pensacola for a four-year period.

## Brush Disposal Work Put Under Direction Of Company Forester

Clearances on 3,162 acres of land were obtained during the last year in the Clearwater woods section from the fire warden, representing the state forester, following slash disposal operations covering part of 1939 and 1940, according to a report from the woods department.

Starting about mid-April of last year, brush and slash disposal was separated from the usual logging camp operations and placed under the direct supervision of Forester Jack Baggs. Mr. Baggs had a crew of 75 men at the peak of the activities and from April 15 to November 1, this crew piled 86,000,000 feet of slashings and burned 81,000,000 feet.

All of this work was on company camp sites in the Clearwater. At the Fromelt (contract) Camp S another 3,500,000 feet of pine brush and 875,000 lineal feet of cedar brush were piled and burned.

Largest amount of slash in any one camp was on the Camp 14 site where there was a total of 26,000,000 feet. Camp 23 had about 16,000,000. A portion of the slash in both camps came from cuttings in 1939 as well as 1940.

It is expected that clearances for additional acreage will be obtained in the spring when there will be a better chance for inspection by state officials. It is also expected that slash disposal will be extended, under this new system, to the Potlatch area next season, with Mr. Baggs directing the work there also instead of leaving it for camp foremen as in the past.

With a separate slash disposal system, brush pilers follow immediately behind the loggers and in this manner, by the time the season is ended, all of the brush can be in piles ready for the torch when the fire warden gives the green signal "go."

Just to indicate how complex is this national defense setup, the National Association of Manufacturers estimates that sometimes as many as 213 subcontractors have a hand in the making of one plane.

The bulk of first aid cases are for slivers, objects in the eyes and minor scratches.

## CLEARWATER PLANT SAFETY FIRST WORK SCORES NEW HIGH POINT IN PAST YEAR

By TOM SHERRY

*Safety Supervisor, Clearwater Plant*

In 1940 we faced a business up-swing, with new shifts and new men in our experience picture. We expected this condition would lead to an increased accident frequency, and were braced accordingly to sustain the shock and hold down accidents as much as possible. The employment office extended help in a plan to give every employee a clear picture of the important phases of our program before he went on the job. Where it was possible to do so the man talked 15 or 20 minutes with the safety director before being sent to the foreman of the department which he was to join. He was asked about his previous accident experience. Our first aid rule and other code rules were explained. An appeal was made that all hazards that might cause an injury be reported. He was cautioned to know the rules, work safely, and get proper advice when in doubt.

These precautions were effective. We sustained no lost-time disability until March 23, and really began to hope that we would excel our national record of 564,130 man-hours elapsed time without a disability. When the accident did come, we had reached 490,000 man-hours, a pretty good run itself. As is usually the case, this accident bred more, and by April 25 we had six blots on the year's safety ledger. Another 280,000 safe man-hours were then accumulated until June 20, and we suffered two more casualties by mid-year, bringing the six-month total to eight disabilities. No more elapsed time runs were made for the remainder of the year, ten more accidents accumulating. By this accumulation the year's total of 18 disabilities approached very nearly that of 1939.

### Lady Luck Fickle Dame

The rough storage department suffered most, with one partial disability and 311 days lost from four accidents. One unsafe week-end with three minor accidents plus a previous hernia case (beyond our control) gave the sawmill department its total year's disability of 73 days. The unstacker, planer, and four square units each sustained two disabilities, the Pres-to-logs, box factory, kilns and power house one each.

It is recalled that during 1939 we had several occurrences in which severe injury could have been sustained, but from which we escaped without any serious consequences. Our luck didn't hold so good during 1940. Only one such case of any importance, when a workman's clothing was caught by a revolving shaft and he jerked free with-

out any disabling injury, came out in our favor. All the other close calls were too close, and several of the injuries sustained were of marked severity. The fellow was right who said: "luck may save you once, but you can't depend on it." So three 1940 accidents left partial permanent disability in their wake (all involving the hands).

We can be satisfied with our safety experience for 1940, however. Facing new problems, we still established a plant low level in accident frequency. Our severity was at the same level as for 1939. We have gained ground in accident prevention, and we must and will continue to improve. Someday the Clearwater will look back on a full year of operation without any disability due to accident. IT CAN BE DONE.

### Comparisons and Analyses

Frequency of accidents seems the most important thing to control in our safety program. In fact, we have little control over the severity of an accident once it does occur. Every injury, even the small first aid case which leaves no

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A change in the gatekeeper's setup at the Clearwater plant has placed the keeper's shack in the center of the roadway and widened the gate so that entrance and exit roads now pass on either side of the shack.

Clearwater plant's band, under the baton of Hayden Mann, serenaded the seventh annual Jamboree on February 15; also played for the lumber and sawmill workers' union conference on February 22.

The Idaho State Editorial association will hold its spring meeting in the Clearwater woods with Potlatch Forests, Inc., as host. The meeting is scheduled for May.

## Here's More About Lumber Cycle Story

(Continued from page two)

Picture shows two men sawing a log lengthwise, one above and one in a pit below. The first mills in this country were simply mechanizations of that process, an up-and-down saw called the muley—"one day up and the next day down." The log, held fast on a frame or carriage, was pushed slowly into the saw, and the boards peeled off. Water power was used at first; the advent of steam was deemed great progress. I have an old print of Winona, made in 1874, which consists of a bird's eye view of the water-front, with footnotes on the things they were proudest of. It notes prominently "Norton Co.'s 'steam saw mill.'"

In time a circular saw was substituted for the muley. It made almost as much sawdust as lumber, but it was faster. Next came the band-saw—a continuous strip of flexible saw running over large wheels above and below the carriage. This saw had a narrow kerf, made less sawdust and more boards from the same log, and tore through the log very fast. In many fine mills this band now has teeth on both sides so that it cuts as the log comes back on the carriage as well as when it goes forward. A high degree of efficiency has been attained in the making of the saws, the handling of the carriage, and the turning of the log to get the most out of the clearer lumber on the outside of the log.

To appreciate this last factor perhaps a word should be said here about what constitutes a log. We should begin with the sapling pine. It grows at first as a slim straight trunk with branches all about it. Each year a layer of wood is built around the trunk. If the trees are close together the tops strain upward in the competition for light. In time the lower branches are starved for light and die. Later they drop off. Until they drop off they stick out through the annual layers and make knots. After they are gone a smooth layer of wood is deposited each year all around the tree. Thus clear lumber begins to form. So the longer the tree has grown in a thick stand without branches the more clear lumber there is, and it follows that the best lumber is on the outside of the log. The art of sawing consists in making the most of those clear layers and it is the sawyer's task to turn his log so

as to get the greatest amount of clear. As a boy it used to bother me to know that the sawyer, who just stood alongside the saw and worked levers, got paid more than the young chaps that rode on the carriage and shot back and forth all day. But the sawyer can make or break a mill with those levers. And a mill designed to manipulate the log and its lumber to best advantage will get much greater realization out of its logs than the slap-dash mill that "high-balls" them through.

Somewhere along the line the gang-saw was developed. This was just the muley saw, set up in parallel gangs of 40 or 50. The log was first cut on the carriage to a flat surface on two sides, then thrown off and pushed slowly into the gang. It produced lumber very fast and very cheaply, but of course the sawyer forgot all about getting the best quality out of the log—he just got boards. I have found old letterheads of the family proudly asserting we were manufacturers of gang-sawed lumber. Why that was a selling argument I can't now see. But those were the days when there was no end of clear lumber still in the woods and no end to the demand for all grades. As volume diminished and the virtue of getting the best out of the log began to be important, the gang-saw went out of fashion for a time. But it has come back into favor again in the West. After the clear outside of the

## Here's More About PFI Jamboree Story

(Continued from page one)

months, saying that the total footage milled and shipped was far beyond any figure expected by the management. He gave high commendation to the men who were responsible for the records, referring to the national defense orders and orders influenced by national defense that flooded into the sales manager's desk.

Following the speaking session of the program, the members of the Jamboree went to the Lewiston Country club for a refreshment and "get acquainted" hour. They returned to the Lewis-Clark hotel at 6:30 p. m., for a banquet and floor show. Brief skits "a la gridiron" were produced by the Potlatch plant, Clearwater woods and Clearwater plant employees. The technicolor film, "Trees and Homes," produced by the Weyerhaeuser Timber company, concluded the program.

log has been peeled off, the cant remaining is still put through the gang, for we know it is going to produce a fairly uniform grade of common lumber, however it may be cut. In some places the Swedish gang is used. This simply takes the raw log, bark and all, and chews through it without any preliminary squaring. It is used of course on the poorer and smaller logs.

Some one has said that lumber manufacture was the first great mass production industry. It is almost certainly true that the industry produced the first example of what we now call straight-line production. In a sawmill the product is brought through each each of its stages of development from one workman to another. What is hailed as a triumph in American ingenuity in mass production of automobiles, particularly, was commonplace in our industry many years ago. As one stands among the screaming saws and watches the stream of logs turn into boards before his eyes, it seems like pure mass production, but there is this one great difference. There is practically no process in the mill that does not require the worker to exercise some degree of judgment and discretion—from the sawyer deciding how the first slab shall be sliced off at the head rig to the unskilled man pulling boards off the sorting chain at the end of the mill. That may be one reason that too many lumbermen run mills—they like to make boards and the problem of making money is merely an incidental annoyance, often unsolved.

Much progress has been made in speeding up production. Electric power has added speed and flexibility in the mills. Lumber used to be piled in great yards to dry for a full year; now dry kilns have been developed to a high point of efficiency and on occasion it may be only a week from the time the log is dumped into the pond till a board, dried and dressed, is put into a car. Planing machinery surfaces the rough lumber at terrifying speed, trims it to a fraction of an inch, stamps trade mark and grade mark on it, and snatches it off on a crane for ship's hold or railroad dock. There has also been considerable refinement of the product. Increasingly we sell lumber dried to an exact moisture content, boards of precise measurement and with ends squared truly, and all lumber is treated with more care. But essentially the process still consists almost entirely of pushing a log into a saw and trimming up the pieces. (Continued on page seven)

## Here's More About New Safety Records

(Continued from page four)

disability, has the potentiality of high severity.

Sixteen of the 25 departments completed 1940 with no interruptions because of accidents. Seventeen were under the plant's average frequency of 9.91 accidents per million man-hours worked. Seventy-five per cent of the disability for 1940 was sustained by three departments, because of the permanent partial cases. Twenty departments held below the plant's average severity of .53 days disability for each thousand man-hours worked.

Frequency of accidents for the entire plant has dropped from 17.50 for the past four-year period to 9.91 for 1940, a satisfactory decrease of 43 per cent.

### RATES FOR THE PAST FOUR YEARS

Period	Frequency	Severity
1940	9.91	.53
1939	15.59	.53
1938	13.62	.33
1937	31.82	1.88

We show satisfactory progress in the reduction of accident frequency. Our severity rate is not improving. Clearwater unit is below the national average for all industries in both ratings, but does not hold first rank in sawmills.

### ALL INDUSTRIES FREQUENCY RATE COMPARISON

All lumbering—1939	45.46
All industries—1939	11.83
Clearwater Unit—1939	15.59
First Sawmill—1939	7.10
Clearwater Unit—1940	9.91

### Accident and First Aid Report Year of 1940

	First Aid Cases	Lost Time Cases	Days Lost Time	Man Hours Worked	Frequency Rate	Severity Rate	Man-Hrs. Elapsed Record
Unstacker	315	2	12	119,042	16.80	.11	82,530
Planer	490	2	158	197,596	10.12	.80	49,518
Pres-to-logs	283	1	2	50,025	19.99	.04	34,382
Box Factory	269	1	300	100,681	9.93	2.88	74,886
Dress Sheds	109			48,210			61,894
Replant	135			34,455			38,416
Four Square	84	2	5	36,095	55.40	.14	5,656
Transportation	70			62,174			83,972
Stackers	522			156,289		****	229,124
Kilns	50	1	49	37,907	26.32	1.29	27,874
Loading Docks	133			99,930		**	106,386
Rough Storage	98	4	311	63,749	62.72	4.88	1,400
Graders	420			156,772		****	306,404
Glue	40			10,137			12,600
Plant Offices	98			65,940		****	172,774
Sawmill	697	4	73	253,859	15.75	.28	67,312
Filing Room	70			23,207		*	96,180
Machine Shop	263			41,615			53,676
Electricians	160			38,703		***	145,390
Pipe Fitters	68			14,509			94,066
Lath Mill	58			24,394			73,052
Watchmen	19			35,814		****	225,848
Pond	10			49,096			81,312
Powder	31	1	49	33,693	29.68	1.45	23,814
Carpenters	165			61,754			88,746
<b>Total Plant</b>	<b>4,557</b>	<b>18</b>	<b>959</b>	<b>1,811,646</b>	<b>9.91</b>	<b>.5</b>	<b>70,000</b>

### First Aid Going Strong

A standard American Red Cross first aid course for Clearwater plant men started January 23 in the general office with Charles R. Epling instructing. The eleven starting the course are Jerry Johnston, time office; Wm. Rose, plant guide; "Dutch" Easterday, monorail operator; Delmer Johnson, sawmill;

Elmo Heter, dress shed; Bob Glenny, time office; Dave Justice, glue department; Chauncey Knolls, monorail operator; Toge Prevost, planing mill; Bud McConnell, planing mill; and Darl Welker, stacker. Classes are held Tuesdays and Thursdays for two hours each evening, the course to be completed in about two months.

## Ken LaVoy Student In Big Army School

Ken LaVoy, secretary to Mr. Billings, left February 19 for a year's service in the army. Says he will be seeing us in 1942.

Going first to the induction center at Spokane, he passed the final physical examinations there and was sent over to a recruit reception depot at Fort Lewis. There a few days later he was given an I. Q. test and was one of three top numbers in 3,000 men who went through the ropes. The result was:

Ken is now going to school in the signal corps replacement center at Fort Monmouth, New Jersey, where he expects to be for three months. From that place the next stop is not known. In a letter to "the gang" at the office he says blizzards are howling and he is drilling in two feet of snow.

## Potlatch Woods

### Camp 35

(See story on page one)

Potlatch woods has been operating and producing this winter at Camp 35, located at the junction of Mann and Merrys Creek, about seven miles out of Clarkia.

One of the show places of the camp is the large "cat" shed. After supper it becomes a beehive of mechanics and greasers crawling from "cat" to "cat." The shed is 165 feet long by 32 feet wide, and is fully equipped with its own light plant.

### Stoney Creek

John Anker has a crew of 20 men building truck road up Gold Center Creek out of Clarkia. He has two D8 "cats" working on this job. This camp is located a mile out of Clarkia, and will be the terminus for the logs hauled from Stoney Creek next summer.

## Here's More About Technicolor Pictures

(Continued from page three)

White Pine pictures were taken, but owing to inclement weather, did not turn out well and had to be cut from the picture.

It was with considerable satisfaction, however, that officials of Potlatch Forests, Inc., saw and heard some of the story, briefly told, of selective logging operations in Idaho.

## Here's More About Lumber Cycle Story

(Continued from page five)

The old lumberman was callous to waste. The burner, where a never-ending fire consumed the sawdust, slabs and edgings not used under the rollers, was the most conspicuous thing about the mill. It was a lucky manufacturer who could dispose of part of his waste as fuel to others. If he were in a town he sold slabs and firewood, but this was only a fraction of the whole. In our mill at Winona the waste was turned over to the adjacent sawmill. All summer a mountain of sawdust grew, with a road winding up the outside like the old pictures of the tower of Babel. Then with the winter shut-down the mountain began to crumble and it was a gamble whether the furnace or the pile would win out before the sawmill opened up again. It has long seemed curious to me that with plants that would bury themselves in refuse if it were not disposed of, and with a raw material so full of cellulose and other nice properties, better utilization of by-products has not been achieved. The average lumberman feels that in burning his own waste for fuel he is getting rid of something that would cost money to dispose of. So he takes little interest in the efficiency of his power plant. It does seem that he could produce and sell excess power or develop by-products for more than he has done. Some effort has been put into the development of by-products but the results have been meager.

The rapid collapse of the lumber industry in the Middle West is rather striking. Dependable figures go back only to 1869, but taking ten-year intervals from then until now we can trace the "center of gravity" of the lumber trade pretty clearly. In 1869, '79 and '89, Michigan was the leading producer of all the states of the Union. In those same years Wisconsin climbed from 4th place to 3rd, then to 2nd, and in '99 it displaced Michigan as leader. But the next ten-year interval showed a totally different picture. Not one of the old leaders in lumber was represented in the first seven states. Washington had taken first place and has held it ever since. The next six were Southern states. The Lake States now produce a negligible amount and have turned largely to pulp and paper.

(to be continued)

## Here's More About Camp 35 Production

(Continued from page one)

In the loading division, Axel Anderson has one McGiffert, one Marion and one Clyde Rapid Loader. The latter is the machine that Claire Nogle had much to do with in its designing. He also helped in the designing of the Osgood loader which was introduced in truck logging operations last year.

Camp 35 is one of the largest, if not the largest railroad camp ever set up, at least in the Potlatch side operations. There are seven spurs of track on which bunkhouse, cookhouse, filer and other shop cars are spotted. Buildings aside from these are on skids so they may be moved from place to place.

In the dining room set-up there are two dining cars and a kitchen car and it is rarely that it is not necessary to have two set-ups for each meal. Heading the cookhouse crew is Albert "Shorty" Justice with M. M. Butler as a helper and Ralph Hanson as baker. William Musch, formerly cook at Camp 36, is also in the crew. Kitchen helpers and flunkies include Percy Eller, Steve Isaacson, Lawrence Baker, Wendell Ferguson, Art Andreassen and Albert Russell.

Two shops, one large enough to accommodate several "cats" at a time, are situated adjacent to the roads that center on camp. It is here that the "cats" are brought at night when the day's work is finished, for looking over and, if necessary, a hauling over. Six "cat doctors" make up the crew of mechanics, including Guy Lowry, who is also a boiler maker, Johnny Zagelow, Orville Hart, Joe Flanik, P. L. Sokvitne, and also Kenneth "Fatso" White whose normal occupation is that of a speeder driver, but who is also listed as a mechanic.

In connection with the mechanics there is also a crew of three blacksmiths, J. S. MacLean, Carl Lancaster

(Continued on page eight)

With 30,000,000 feet of logs in the North Fork of the Clearwater river, the annual spring log drive is about to get under way. Wannigans are being built at the mouth of the Beaver creek flume.

Hotels of Lewiston will be filled to capacity during the Intermountain Logging Conference April 4 and 5.

## Large Pres-to-logs Order Being Filled At Clearwater Plant

Three thousand tons of Pres-to-logs are being shipped from the Clearwater plant at Lewiston to Fort Lewis for use in kitchens and squad tents of the army, it was announced recently by Roy Huffman.

Shipments are at the rate of 50 tons per day at the present time, although Mr. Huffman expects that this will be boosted to 100 tons per day in the very near future.

Of interest in connection with this order, which was contracted for by the Weyerhaeuser Timber company at Longview, is the fact that the Sunday Oregonian magazine section of recent date showed Pres-to-logs stacked by the side of a Sibley stove in the soldiers' tents. Ralph Lee, staff cartoonist of the Oregonian admitted that the articles he drew were not coal and were in all truth Pres-to-logs.

"We learn incidentally," said Mr. Huffman, "that there have been far fewer tent fires at Fort Lewis since Pres-to-logs have been used in the Sibley stoves than with the use of plain wood. There are no splinters, chunks of bark or other debris from Pres-to-logs that would make such highly inflammable material around a Sibley stove. And the soldiers like 'em better."

The 3,000-ton order is in addition to an order obtained late in 1940 for more than 4,000 tons at Fort Lewis and Camp Murray, which was supplied by the Weyerhaeuser Timber company at Longview. Army authorities at Fort Stevens, at the mouth of the Columbia river, have also been using between 200 and 300 tons of Pres-to-logs per month.

### Loggers to Confer

The Intermountain Logging Conference, embracing the pine industry of the Inland Empire and including operators in Eastern Oregon and Southern Idaho, will be held in Lewiston April 4 and 5. Mr. Rettig is president.

Motion pictures of skidding and loading, bulldozing and other woods machinery operations will be shown and the subjects discussed. On Saturday, April 5, there will be a machinery demonstration. From a look at the plans for the program there will be plenty of entertainment too.

## They're Tops When It Comes to Breaking Records



Above, left—The men who push Camp 35: Claire Nogle, Axel Anderson, Earl Ritzheimer, Fred Ross, Bill Greenwood, Clark Lancaster, Oscar Hagbom and Bob Grau. Above, right—Big Hammer men, Blacksmiths J. S. MacLean, Carl Lancaster and George Benson. Center, left—To loading a big one with the Marion. Center, trainload of logs about to leave camp. Center, right—Saw gang felling a white pine. Lower, left—Landing scene. Lower, right—The "cat doctors" Guy Lowry, Johnny Zagelow, Orville Hart, Joe Flanik, P. L. Sokvitne, and Kenneth "Fatso" White.

## Here's More About Camp 35 Production

(Continued from page seven)

and George Benson, who have a blacksmith shop near the "cat" shops.

The so-called "white collar" jobs of the camp are held by the clerks, Harry Tolford and H. H. Hall, who push the pencils and run the store.

The camp has also a full time first aid attendant and registered nurse in the person of Mrs. Albert Bailey, who represents the Western Hospital association.

Bosses, including Claire Nogle and Axel Anderson, are eight. The other six are Earl Ritzheimer, Fred Ross, Bill Greenwood, Clark Lancaster, Oscar Hagbom and Bob Grau, all listed as assistant foremen.

Actually producing and loading logs during February were 70 sawyers, 69 skidders, 16 loaders, 10 landing men, eight scalers and seven supervisors. Behind them worked another 72 men made up of 11 on the construction crew, 12 in the cookhouse, one on road maintenance, four bullcooks and wood cutters, three blacksmiths, eight mechanics, 22 trainmen, 10 on the section crew and one speeder driver.