

THE FAMILY TREE

Published by Potlatch Forests, Inc.

L. V

Lewiston, Idaho, March, 1941

Number 6

INTERMOUNTAIN LOGGING CONFERENCE OPENS IN LEWISTON

Silver Anniversary Of Rutledge Plant Reunites Old-timers

Three old friends met at the Rutledge unit plant in Coeur d'Alene on April 1.

Not that they hadn't met before, for over a period of 25 years these three had been closely associated, seeing each other almost daily; and certainly not less than three or four times a month of them were together.

But April 1 was a special day. It had other significances that had nothing to do with the meeting. April 1 was the 25th anniversary of the opening of the Rutledge plant and the three who were there on the silver anniversary were Clarence O. Graue, present manager; Jack L. Frisch, superintendent of manufacturing for the company; and Sam Gilbertson, shipping superintendent of Rutledge.

There is some doubt in the mind of the writer as to just who was the first, Clarence Graue or Jack Frisch, to enter the employ of the unit, for although Jack's last name begins with an "F" and precedes "G" in Graue, it was Clarence Graue who kept the name and made up the payroll. Anyway, both went to work the same day and while Jack Frisch can claim with impunity that his was the first name on the payroll, there is considerable basis for claims in the fact that Clarence Graue had to put it there and he wasn't working for peanuts when he did it.

Sam Gilbertson joined the ranks of the Rutledge plant (then the Edward Rutledge Timber Company) in July of 1916.

Others who were there the first year, and whose names are still on the payroll, include Harry Brustad, George Erickson, Adolph Olson, Howard Nebenstorf, Howard Ely, Oscar Olson, Harold Fitchner, Ed Brandvold and George Dickey.

Welcome Loggers!

Logging operators, logging superintendents and foremen from all over the Intermountain region are meeting in Lewiston, home of the general offices of our company, April 4 and 5. They come to attend the third annual session of the Intermountain Logging Conference to hear and talk about equipment and methods close to the hearts of the men who manufacture pine lumber.

It is with real pleasure that Potlatch Forests, Inc., welcomes both the loggers and the equipment men who together make these conferences successful.

This edition of *The Family Tree* is dedicated to them and we sincerely hope they enjoy their visit to Lewiston and that they will gain much useful information as a result of their conference.

C. L. BILLINGS,
General Manager.

Defense Orders Keep Industry In High Gear Mr. Weyerhaeuser Says

As this issue of *The Family Tree* goes to press the company is being visited by President "R. M." Weyerhaeuser, of St. Paul, who with Mrs. Weyerhaeuser is on a trip to the west coast.

Speaking of national defense, Mr. Weyerhaeuser said: "The government has placed tremendously large orders for lumber as a part of the national defense program, and I am pleased to say that our mills are handling the business with facility. It has placed a heavy demand on our organization and we have great piles of lumber purchased by the government and held in storage subject to immediate shipment, which is an important factor, as shipments are made when dates are assigned."

Third Annual Event Draws Hundreds To Busy Lumber Center

Loggin' headquarters for the entire Inland Empire, that portion of topography that stretches from Yakima to Missoula and from Bend to Kalispell, are being moved to Lewiston on April 4 and 5.

Between 400 and 500 logging operators, camp foremen, skidding and trucking and road building experts and equipment men are expected to settle the dust and do a lot of riggin' slinging on those two dates. With E. C. Rettig as president of the Intermountain Logging Conference, George Neils as vice-president, Charlie Keim as secretary, and a bunch of chance-taking converts, the event promises to have all the earmarks of a whingding.

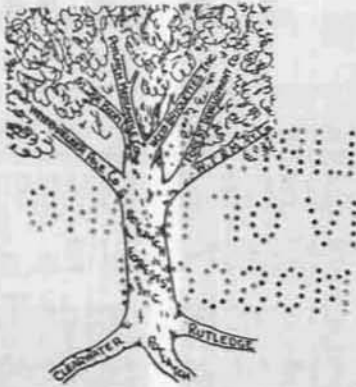
Novelty of the conference, the third annual in its history, is the banding together this year of all the equipment men who pooled their funds for a blow-out. Besides the traditional "Skid-road" there will be wandering troubadors to entertain during the day—there will be refreshments and dances and a banquet—and there will be a road show from Seattle that is expected to top anything seen in these woods for some time.

Conference directors expected at the headquarters camp are Don MacKenzie, Hans Larson, E. R. Aston, A. W. Olson, W. C. Lubrecht, Herman Karow, Andy Anderson, L. M. Tarbet and C. W. McEwan. H. N. Rooney is chairman of the committee on entertainment and machinery exhibits, assisted by Junior Church.

Heralding the opening of the camp, Charlie Keim came into the area to mark the trees just before the first of the month. From all reports he has marked more than the cruisers estimated there would be in the stand.

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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

Kennie LaVoy, formerly secretary to Mr. Billings and now permanently employed as a member of the United States army signal corps at Fort Monmouth, New Jersey, writes:

"By the way—these barracks are made of Southern pine, dammit—but I'm glad to say the mess tables are 'Potlatch', Genuine Idaho White Pine, and stamped so!"

Ken hasn't said anything as yet about being bombed or in a box barge, all these things being in the language of the more seasoned troopers. He has promised Ye Editor that sometime in February 1942 there will be a tactical walk, presumably arm in arm, to a favorite dugout where the brew will at least blow the cork.

Forestry Week Planned

Rutledge unit will joint with other lumber companies of the Coeur d'Alene area in promoting Forestry Week activities from April 27 to May 3, it was announced during the past week by Mr. Graue.

Timber Is A Crop, The Only Natural Resource That Replaces Itself, Laird Bell Declares In Continuing Story Of The Midwest Lumber Cycle

(Ed. Note: Laird Bell of Chicago, officer and director of Potlatch Forests, Inc., here tells, in the final installment of his address before the Newcomen Society of England, how trees grow and replace themselves as crops of the land. Mr. Bell, who is a member of a lumber family long connected with the operations of our company, has seen the lumber cycle pass from the Midwest to the Pacific Northwest and in this article reveals something of the life span of forests.)

Chicago's part in the lumber industry has been almost entirely as a consumer and as an exchange market. True, there were apparently sawmills here in the early days, the first one built about 1833 when the city was incorporated. This was located on the north branch about Clybourn avenue. It seems to have cut only what was known as whitewood, local soft species like cottonwood, elm and linden. Chicago's chief business was, however, in refining forests products. We think of packing as the large industry of early Chicago. Yet a sort of census in 1880 called a "Comparison of Manufacturing Industries of Chicago" shows the woodworking industries—sash and door, box, furniture, cooperage, wagon making, etc.—to have almost as much capital invested as either packing or steel—"iron works," it says—and more men employed and a larger payroll.

Since the beginning of the lumber cycle in the Middle West the railroads have themselves been through a cycle. Lumber was at first almost entirely water borne. Lumber schooners brought into Chicago over 90% of its total lumber receipts in the '70s and '80s. Lumber was rafted down the larger streams for many years despite the damage to the material. Logs travelled by water as a matter of course. But in time almost all lumber was carried by roads, and by 1900 lake borne traffic into Chicago was practically non-existent. The rails also entered largely into the Lake State logging as time went on. In the relatively flat country of Wisconsin pineries the railroads could reach timber inaccessible to driving streams and moved an increasingly large part of the logs.

When the lumber industry migrated to the Far West logging and lumbering became almost exclusively functions of the railroads. But like all monopolies this did not last long. Lumber began to flow through the Panama Canal shortly after its completion in 1914. And in the last ten or fifteen years the

truck has made itself increasingly felt. After the first few years in the Pacific Northwest railroad logging had been a matter of course, and indeed a matter of necessity with the giant logs and the deep mountain terrain of that country. But of late the trucks have been reaching farther and farther back into the timber—taking the benefit incidentally of the highways the railroads were taxed to build—and has made accessible many small tracts that the railroads could hardly hope to reach. At the other end of the mill, the truck has hauled the lumber in ever increasing zones, with only one handling from the sorting shed to the job. Some comfort may be found by the railroads, however, in the fact that for large scale logging from concentrated block of timber, which ought to continue for many years, the railroad is still the cheapest and most efficient transportation.

It will be said that this is all very well but that the cycle has left behind it a hideous legacy of cut-over lands and devastation. Nobody resents the ruin more bitterly than I. But a few words may be said in extenuation. Timber differs from most of our other natural resources in that it is replaceable. When we dig coal and pump oil from our land, we are taking something that cannot be replaced for more millions of years than we care to wait. But timber is a crop. It has a long rotation, but it is none the less a crop. If the woodsman spared the tree nature itself would fell it. Trees, like men, reach a vigorous maturity and then begin to have complaints. The bugs get them, they begin to die at the top, their knees get weak and the high winds blow them over, above all fire takes deadly toll.

We speak of virgin forests. That is only a fashion of speaking. Where today's primeval forest stands usually there was a predecessor forest. The forest is there because the combination of climate and soil was hospitable to trees.

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Timber Is a Crop

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The old forest may have been destroyed in a holocaust, or it may have, so to speak, died in its bed, the old trees falling and young ones crowding in and using the sunlight, soil and water that have been freed. If we may assume that another forest was on the ground before the present one, what was there before that? Presumably yet another. The oldest trees known, like the giant Sequoias of California, with 1000 annual rings, are, geologically speaking, evanescent plants. I've been told that a redwood stump has been found intact in the coal in a British Columbia mine. In the volcanic walls around the Grand Coulee dam you can see long narrow holes that they tell me were logs caught in the lava stream and burned out in the rock some millions of years ago. Is it necessary to look for nature in its slipshod or violent way to harvest the crop? I don't believe it is rationalizing to say that society is helped if the crop is garnered at its peak—always assuming that we have the ground fit for the next crop.

I am not so ardent an apologist for the industry as to claim we have fully met the requirement. In the wild free days when the supply was thought inexhaustible, it is little wonder that the harvesting was crude. Burning cleaned up the slash and wore down the stumps and, as the saying was, set daylight into the swamp." It was a truism that "a pioneer hates a tree." This year's crop on farm land seemed to him more important than the forest reserve of the future. Fires were the normal thing, only to be noticed when they ran amok and precipitated some such tragedy as those at Peshtigo and Sinkley.

Of course this led to the dreary cutter wastes that we know all too well, the ghost towns, and the deserts of the north cut over, burned over, now neither forest nor farm. But a vigorous pioneer people are not thoughtful and shy, and in any case it would be a nice question whether Wisconsin, for example, which at one time was six-sevenths wooded, would be more valuable today as a national forest preserve than as it is. And the product of all this has been cheap lumber—cheap enough so that it could be used to build the prairies when money was not too easy for the settlers to get. It may not

White Pine, White Hope

(An editorial reprinted from the Chicago Daily News of Friday, December 20.)

FEDERAL bug fighters who have been searching for white pine trees immune to the blister rust report that the Wisconsin white pine is definitely staging a comeback. Chicago fishermen are inclined to scoff. The vast ruins of those once majestic forests are too vivid for erasure by seedlings now coming up. They do admit, however, that where the CCC boys have planted seedlings, trees are growing.

The federals stress the fact that if the white pine is to stage a real comeback, all wild and tame currants and gooseberries must be rooted up in the vicinity of pine stands, as these arch vegetable criminals carry the blister rust, which almost completed the destruction of the white pine after lumber barons and the firebugs got through.

It would be a great day for America if the white pine packing box were again a common sight. Nothing, perhaps, did more to encourage the whittling habit than these boxes made up of handy-sized pieces of that wonderful softwood. Some de luxe whittlers may have preferred red cedar, but as long as there were plenty of white pine boxes around the cracker barrel in the store down at the corners, whittling was bound to flourish. With whittling went real thought, and if to the meditative exercise of gently shaving and shaping the sticks of white pine were added the ruminative exercise that went with a generous cud of eating tobacco, true deliberation marked the primary forums of our democracy.

There were no hysterical political land-slides in those days, no government by slogan or radio appeal. Every election was a close election. Party lines were adamant, be they elephantine or asinine. All that passed when the paper carton ousted the white pine packing box. Maybe the white pine is still the white hope of democracy.

be too much to say that no other American commodity has, by its cheapness and abundance, so influenced the American standard of living.

I am constantly asked why we don't plant a tree each time we cut one. If we leave the land so that nature has a chance, nature will generally do a better job than the nurseryman. And we are as an industry doing that much more generally. Leaving seed trees, disposing of slash, above all watching to keep fire out—these things are beginning to count. It costs money and the honest reforester is under a handicap as against his cut-out-and-get-out competitor. But the late unlamented N.R.A. must be given some credit for progress. The Lumber Code required better cutting practices and these prac-

tices to a considerable degree have out-lived the code. The progress in the ten years I have known about it most intimately has been startling. I was impressed particularly with this last fall when the woods' boss in a Douglas Fir operation stopped the speeder and the directors got out—brass hats all—and crawled around through the brush looking for that year's seedlings, little green shoots the size of your thumb, and shouted to one another over their finds.

A forest policy that will keep new trees coming to replace those that are lost by cutting, fire and decay is of course the ideal. Whether a private concern can afford the luxury of cutting currently only as much as grows on its own lands may well be a question. Interest is inexorable, at some rate even now, and interest bids fair to outrun annual growths. Perhaps only a government can afford great idle reserves of timber. In several places throughout the country cutting policy on privately owned land is, however, aimed toward sustained yield; that is, taking an area as a whole and including the reserves already in the hands of the Forest Service, the private owner is cutting mature timber at a rate which, for the tract as a whole, is about equal to the annual growth. These sustained yields are now being worked out with the Forest Service in several operations, including some of our own. They permit large capital investment in mills and railroads, steady operation, intensive care of lands, and an end of the ghost towns of the cut-out-and-get-out era—a wholly desirable development.

Gifford Pinchot, with the vociferous help of Theodore Roosevelt, did a wonderful job of propaganda for forestry. He went up and down the land crying timber famine. I was told in a forestry class in college that the timber of the United States would be gone in twenty-five years. That was thirty-five years ago, and we still suffer from overproduction. But the last report (1938) of the United States Forester uses this guarded language, speaking of the national timber survey now in progress:

"... enough progress has been made to indicate that on an overall basis, with reasonable care, the forest lands we now have are capable of producing all the timber we need for domestic consumption plus a comfortable mar-

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Electric Welding Vocational Classes Open At Clearwater

Electric welding now is among the State of Idaho vocational education courses available to men of the Clearwater plant. Taught by W. W. "Bill" Palmer, arc welder-machinist, and requisitioned by S. E. Andrew, master mechanic, this instruction has been progressing since January 1. To facilitate teaching, Mr. Palmer divided the group of 22 men into a couple of two-hour evening classes.

Those meeting on Tuesday are: Orin Lathrop, blacksmith helper; Harry Youngberg, moulding grader; Marvin Gorset, apprentice machinist; Harvey Boesen, box factory matcher operator; Don Frost, box factory off bearer; Evan Graham, extra stackerman; Ray Hines, millwright of sawmill; Harold Smith, millwright helper; Clarence L. Bice, kiln millwright; N. H. Howell, blacksmith; and H. E. Wetmore, filer fitter.

The Thursday class is composed of Jim Lavoie, pipe fitter; Rudolph Hansen, apprentice machinist; Ross Olson, journeyman machinist; Dan Peer, power house man; Ivan Bennett, clean-up man; Roy Smith, box factory matcher operator; E. M. Toops, big edgesorter man; Laurence Bashore, assistant storekeeper; Claude Cheatwood, gang oiler; Earl Hewett, Pres-to-logs service man; and Monty Morris, shipping millwright.

These men find electric welding an interesting study. Indeed it is fascinating for a beginner to slip under a welder's hood and watch the arc perform when guided by an expert, and Bill Palmer asserts that, "To become proficient in the art of electric welding students are familiarizing themselves from a reliable manual, *The Technique of Arc Welding*. To become expert, one must diligently practice with a constant effort to improve. In our class at the Clearwater plant shop, it is our object to present in a concise manner the fundamental principles of arc welding both successfully and economically."

"In arc welding the eyes must at all times be protected from invisible ultraviolet and infra-red rays, both of which will cause eye and skin injury," Bill explained. Shields of a special colored

Skidding And Loading With Shovel Equipment



Loggers and equipment men attending the Intermountain Logging Conference in Lewiston April 4 and 5, will hear much about the operations of this company. Above and at the side are two scenes taken in the Clearwater woods area a couple of years ago, showing the use of power shovel equipment in skidding and loading logs on trucks. Fewer roads for "cat" operations and a good chance made this usage possible. The equipment is still being used in the months of the year when truck hauls are feasible. For another power loading job, see the picture on the next page.

steady arc of proper length, they will have an idea of the approximate length of weld obtainable with a given length of electrode, and each will be accustomed to the rate of speed necessary to obtain the proper deposited metal. Completion of this 100-hour course will be followed by an endeavor to provide advanced training.

The boys in this class agree that arc welding looks easy, but add that the art is exacting and a tough one to master.

Third Annual Event

(Continued from page one)

Briefly, Friday, April 4, will be devoted to motion pictures and talks on skidding, yarding, loading, trucking and road building and maintenance, such things as tractors and loaders being the star actors in the sequences. Saturday will be a machinery exhibit day, with the equipment on display and in operation on the grounds of the Clearwater plant of the company.

For further details, Charlie Keim has oodles of programs ready for distribution.

glass composition are provided for each student.

At present the class is receiving particular instruction in the starting and stopping of the arc. Proper arc length with the correct amperes and volts is stressed. Other factors being studied are the sound of the arc, its appearance from the standpoint of length and size, and the size and number of sparks.

Instructor Palmer states that, "In laying a bead, care must be taken not to advance the electrode faster than the plate or parent metal has melted and is ready to receive the deposited metal. Advancing the electrode too fast will result in a bead with an undercut of the base metal, while progressing too slowly will result in a bead with an overlap. Both of these beads are unacceptable."

The students' practice will continue until they are able to start and stop the arc every time just where required without leaving a bump in the deposited material. Before leaving these exercises beginners will be able to hold a

Mammoth Log Loader Coming From Woods For Logging Conference Being Transported To Lewiston Display

Through the courtesy of the Osgood company of Marion, Ohio, one of the great 42-ton Osgood loaders used in woods operations of Potlatch Forests, Inc., during the last year, is being brought to Lewiston for display and demonstration during the two-day Inermountain Logging Conference of April 4 and 5.

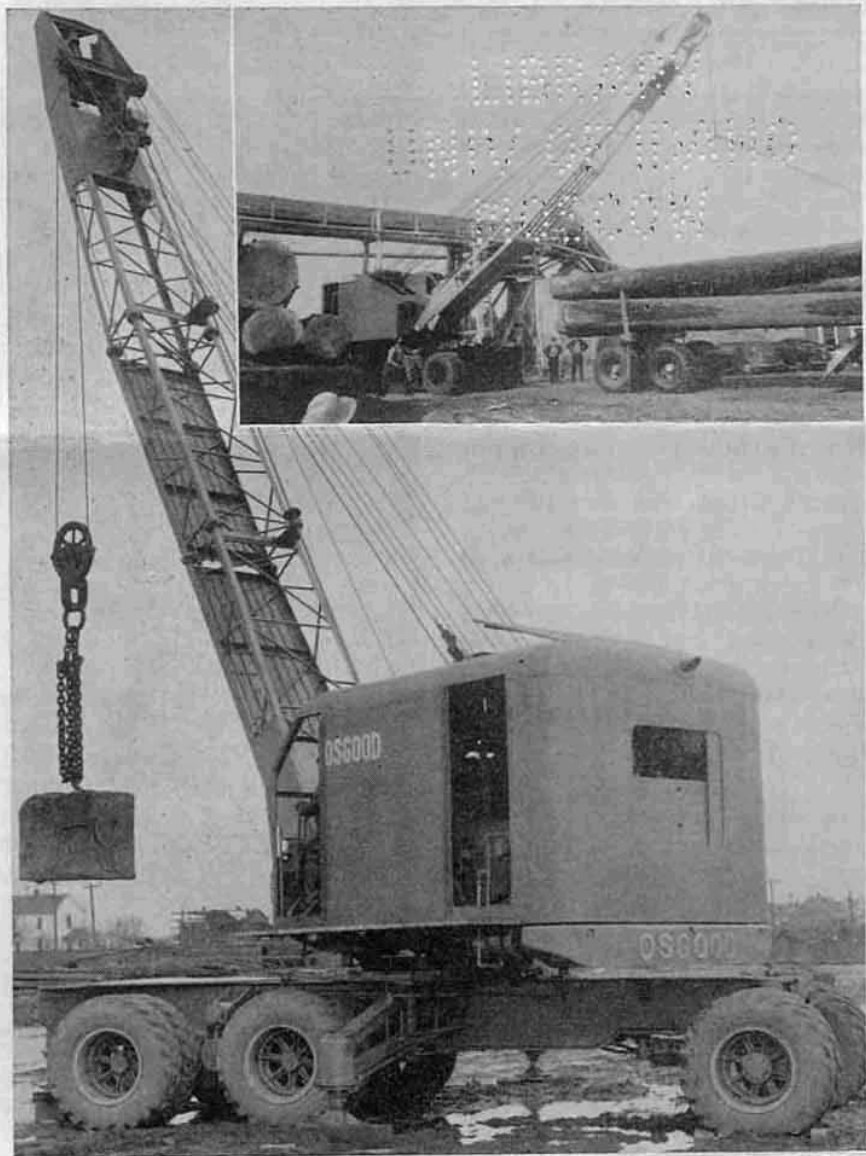
No mean job in itself, this move entails loading the big machine on a flat car and sending it more than 100 miles from Camp 36, to Lewiston by rail. Officials of Potlatch Forests, Inc., have expressed keen appreciation of the efforts being made by the Osgood company to get this behemoth of the woods to the convention city, for the machine was developed largely through recommendations of our own logging supervisors.

Designed for loading double-length logs, the Osgood loader has a long reinforced steel crane which picks up the logs as though they were toothpicks, and places them on large trucks which were also designed especially for this kind of logging.

One of the Osgood loaders was in use at Camp 36 and another at Camp 37 during the past summer, and will be again as soon as truck hauling is practicable. The development of the machine was the outgrowth of two things, first the necessity for a power loading and loading device, and second, the development of double-length logs in Potlatch Forests, Inc., woods operations, and the need for a machine that would handle them.

Where short logs are still being cut, power shovel cranes are being utilized, more especially on the Clearwater side of the woods. Power shovel equipment was first tried out at Camp T by Howard Bradbury, Clearwater superintendent, about three years ago. It was so successful that the company began to plan for equipment that would handle double-length logs and the Osgood loader is the answer.

The Osgood loader is mounted on a chassis that rests on three axles, each holding four wheels. There are twelve 12.00-24 tires under the machine, each tire with a road speed capacity of 6,000 pounds.



This great 42-ton machine does no talking, but it will speak for itself at the logging conference. It is the Osgood loader, two of which were in use during the last year in camps of the Potlatch logging area of this company. For more details see story on this page.

Greatest feature of the Osgood loader is its mobility, being designed with movement as one of its prime demands. Thus, Osgood can travel any place a truck can go. With tractors as feeders from the yarding and skidding areas, the big loader can keep several trucks on the move at one time.

Airport Lumber Moves

On January 24, lumber started moving from the Clearwater plant to the new Sunset airport near Spokane. Hauling 12,000 feet of fir and larch dimension each trip a truck has delivered 475,700 board feet to the port.

Loading this lumber proved a simple job, it taking only four passes across the apron of the yard lift truck to set the four 3,000 building feet units of lumber in place.

Workers See Pictures

The technicolor motion picture, "Trees and Homes," was shown to both day and night shift crews at the Potlatch unit plant March 26, 27 and 28. A 16 mm. film of "4-Square, A Story of Progress," was shown to the planer night shift on March 26; again with "Trees and Homes" at the high school auditorium the night of March 27.

NOTES FROM THE CLEARWATER WOODS

Headquarters

Logging is going on as usual around Headquarters, except that the mud is getting stickier, and the "cats" are getting slower.

Snow is nearly gone here and there is not a lot in the hills.

Those on the wannigan crew have finished their preliminary work and now await only high water to start the "rear" on the 1941 log drive.

Four camps are running strong, but Camp 22 is nearly finished (Camp 22 now closed. Ed.)

Newest addition to Clearwater camps is Camp X on Robinson creek, which is getting started with Phil Peterson and Henry Hendrickson in charge. Shorty Doyle is freighting with a 60 "cat" and dray to Camp X.

That wonderful machine "The Pride of Washington" is through loading for a while and is about to be rebuilt into a good Deisel swing boom log loader.

Shops are busy overhauling other machinery.

Camp 22

Although landing and road conditions have hampered logging here, Camp 22 has managed to keep up its list of employees by adding 21 cedar makers to the payroll.

There have been 11 saw gangs, nine "cats" and two teams yarding and skidding.

The year's production for this camp topped 6,636,730 feet sawed; 6,314,940 feet skidded; and 6,290,900 loaded.

(Note: Camp 22 closed since the above was written).

Camp 23

Although most of the past month held ideal logging weather, production has not been too great. The totals for the month read: skidding, 2,150,000 feet; sawing, 2,350,000 feet; loading, 2,200,000 feet.

Most of the drop from former totals can be attributed to Old Lady Luck, as it appears that a day can't be complete without a "cat" breakdown—or something.

Size of the crew has risen considerably and there is now a population of 147 men in camp.

Cedar production for the month stood at 53,500 feet. Six horses and two "cats" have started skidding the poles.

Camp 24

Paul Black, safety engineer of the Workmen's Compensation Exchange, visited Camp 24 and gave a lecture to the crew on first aid, which was very well received. The lost time accident record shows only seven for the year to date, which demonstrates the co-operation of the crew in the safety program.

Charles Westegard, who has been on the sick list this winter, has returned to take charge of construction work up Parallel creek.

Jack Baggs has started brush disposal work, with a crew of 20 at this camp now piling slashings.

Camp 27

Camp 27 has only six gangs of saws at this time. Skidding is slow, due to deep mud, necessitating the laying off of about half the saws.

Brush piling started at this camp under the supervision of Clarence Shaft as foreman.

Cedar makers, under Pat Keron, are still going strong.

Repair Crew Swings High Merry-go-round On Clearwater Burner

DURING the showers of March 1 an interesting repair job progressed in the crown of the Clearwater burner. After thirteen and one-half years of heat, the top three feet of brick needed replacing, so Al Jensen, carpenter foreman, and his crew girded for a high rigger job. The plant hoist was anchored 75 feet from the burner base. With a cable line, men, materials and mortar rode a stout wooden bucket to and from the burner catwalk 120 feet from sod. A merry-go-round staging suspended from the tip of the fire screen cone enabled bricklayers to work at each side and swing around as work progressed. The job was completed in two consecutive shifts, electricians having strung lights for the night operation. Al Jensen says that with new bracing and rebolting of the screen which was effected in January and now the new fire brick, the burner is fire-worthy for another 13 years.

There is plenty of mud, but it looks from here like a full month of work for March.

Camp X

This is a flume construction camp, work on which was started March 15, when Phil Peterson and Henry Hendrickson went in to Robinson creek, took a few days to find out just where they were and then sent out their location.

Supplies are being freighted to the camp by Shorty Doyle with a 60 "cat" towing a swingingle. Shorty reports snow, dust, ice and mud on the road.

The cook was expected later in the month and Walt Mallory is to begin checking in April—and another Hendrickson flume will be well on its way.

Timber Is a Crop

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gin for export. If care and forethought are used there is, it now seems, no excuse for a timber shortage of national proportions."

But these are national considerations. It is unthinkable that the great lumbering days should ever return to the Middle West. The sawdust towns are gone. Where there were 112 mills along the Saginaw River in 1882, today there are none. Not a burner darkens the shores of the Mississippi from the falls of St. Anthony to St. Louis. The cycle is completed. The industry played its part as the king of industries in its day, a kind of bawdy bluff King Hal sort of royalty. It made a great contribution to the sweep of the nation across the prairies. It had its fling, and it was grand while it lasted.

Adrian Nelson Chosen Orofino Chamber Head

Adrian Nelson, employment manager for the Clearwater woods, with headquarters at Orofino, has been elected president of the Orofino Chamber of Commerce, and as such presides at the head of the table twice each month when the business men of that community meet to eat and listen.

Congratulations on his election came from many sources, with Mr. Billings heading the list with: "I want to congratulate you on this recognition from your friends in the Orofino community, and at the same time to tell you I am very pleased, from a company standpoint, to have a man in Orofino who is so well regarded by the home town folks."

Mr. O. H. Lillyman, Veteran Of W. I. & M. Retires At Potlatch

Another veteran has taken advantage of the Railway Retirement Act and left the employ of the Washington, Idaho & Montana Railway on February 1, 1941, O. H. Lillyman, who came to Potlatch in 1907 as machinist for the railroad.

Mr. Lillyman was born in Sweden 71 years ago. At the age of 12 he began his apprenticeship in a machine shop at Phillips Town, Sweden, under the foremanship of his own father. He had a flair for mechanics and, at this early age, was so eager to be at it that it was necessary to build an extra platform so that he could work at the lathe. At the age of 14 he was self supporting and, in his own words, "No one has given so much as provided me with a button for my clothing since that time."

When 18 years of age he migrated to the United States and, while employed by a lumber company on Lake Leabagamon, the company was bought out by Frederick Weyerhaeuser, who also took over the expert young machinist. After 11 years with that company, Mr. Lillyman came to Potlatch to enter the employ of the Washington, Idaho & Montana Railroad company, having made the trip by automobile—Rambler—the first car owner in the new mill town.

Returned to Sweden

In 1910, during the construction days of the Elk River plant, Mr. Lillyman worked there. In 1912 he felt the urge to visit his homeland and went back to Sweden where he remained until 1927. Upon his return he was welcomed back to a position in the railroad shops. Much of the equipment in the shops is the product of his mill. When he came here, jack screws were used for removing wheels from locomotives. Through the ingenuity of this employee, the big hydraulic jack was built and put into service. To his mechanical skill, the shops are also indebted for the shafting straightener. Under the old system, the shafting had to be taken to the blacksmith shop and heated. With the straightener made by Mr. Lillyman, they are now straightened cold in the lathe. He has specialized tool dressing and has made many special tools as required in the operation and maintenance of the Potlatch



O. H. Lillyman

plant and the W. I. & M. Railroad.

At a time when some difficulty was being experienced in the Pres-to-log plant in the conveying of the hog fuel from the grinder to the storage rooms, Mr. Lillyman took out the fans which had been installed. Upon careful examination, he decided that the ball bearings were too heavy and balanced them up with such precision that the fans have since functioned perfectly.

Four New Pres-to-logs Machines Are Ordered

Orders for four additional Pres-to-logs machines, two each for the Everett and Longview mill operations of the Weyerhaeuser Timber company, in Washington, were received during the early part of the past month by Roy Huffman. These machines will make eight each in both plants.

The orders were for shipment as soon as the machines could be assembled by the Willamette Hyster company of Portland, Oregon, which company has made the big outfits since the manufacture of Pres-to-logs began. Mr. Huffman said that two of the machines on order would probably be delivered by mid-April. The other two would follow within the month.

Completion of the orders will place 40 Pres-to-logs machines in operation.

High Water Awaited Along North Fork By River Drive Loggers

Heavy rains and darkened skies of the past few days lend hope of a good run-off of water—and a successful and quick log drive this spring.

Water is all that the river drive crew is waiting for now. The wannigans are built, supplies are being sent in, the crew has been hired and the logs are in the river. Come high water from spring freshets in tributaries to the Little North Fork and the Big North Fork of the Clearwater and the drive will be on in full tilt.

Stan Profitt will head the river crew this year, replacing L. K. "Boots" Edelblute, who had been promoted to assistant superintendent of logging in the Clearwater area, and who is walking the job there now. Mr. Profitt has had many years of experience on the river "rearing" logs in the annual spring drives.

According to close estimates there will be about 35,000,000 feet in this year's drive. Considerable of this will be ponderosa dumped in the Clearwater near Ahsahka and also near Ford's creek, about half way between Orofino and Greer. The white pine in the upper North Fork came from flume camps last season.

Occasional little rises in river level in the past few weeks have brought down some of the ponderosa from truck dumping grounds 45 to 50 miles from Lewiston. While none of this has actually reached the pond of the Clearwater plant, logs are strung out all along the river from Spalding to Orofino.

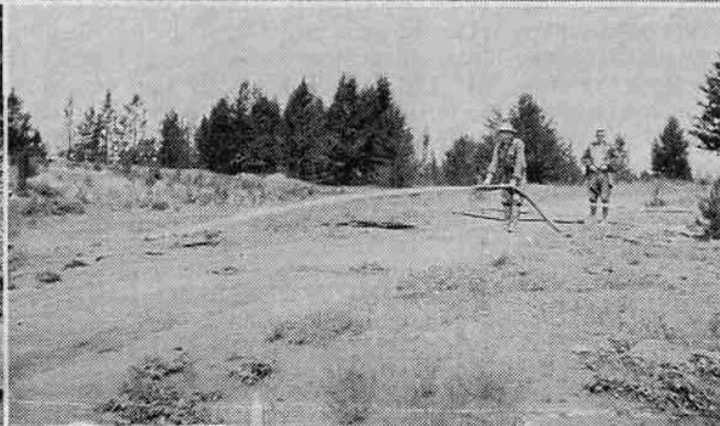
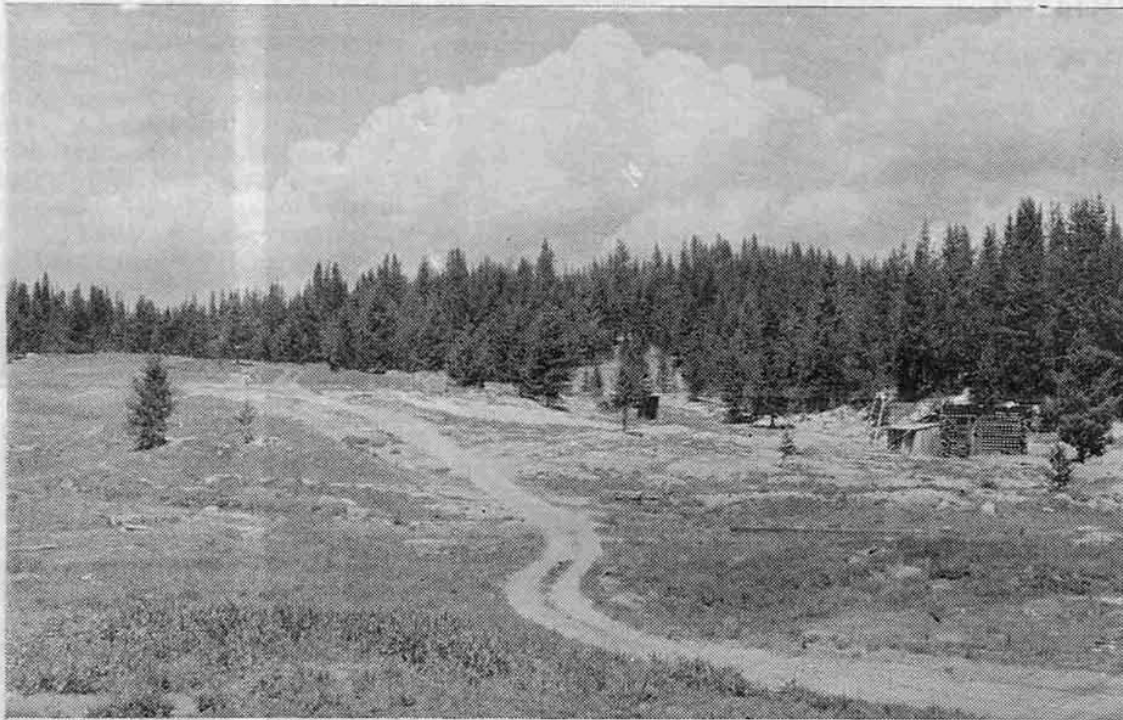
It is also reported that there is a small jam near the head of Big Riffle, about 16 miles from Ahsahka, and two or three more in the vicinity of the Little North Fork.

Dredge Clara at Work

Dredge Clara of the Washington Water Power company moved to the Clearwater pond log slip on March 1 and for three days sucked at the accumulation of silt, chips, and Headquarters clay.

Pond Foreman Harris says the dredge crew did a good job, too, as it now takes longer for a ducked pond hand to come up for his hat than it most generally did before.

RHODES CREEK AREA, ONCE BURNED OUT BY GOLD HUNTERS NOW TO FURNISH IDAHO WHITE PINE FOR NATIONAL DEFENSE



Mute stories are told of olden times, in scenes of long abandoned gold camp sites such as these. Pictured here are, at the top, the once fabulous camp near Florence where the road winds across a clearing and disappears in the trees that have grown up since the miners left nearly 80 years ago. On the ground were found spent bullets, a rusty sawed off shotgun, iron spoons and pieces of implements used by prospectors, all of which went into the Talkington museum at the state normal school in Lewiston. Below are shown a placer miner at work with shovel and sluice box—and at the right a hydraulic outfit wearing away the ground in search of yellow dust. Such sights are still to be seen in portions of the Pierce country today, but they are rare and the trees have taken over. — Picture by courtesy of Lewiston Tribune.

Once upon a time—when men couldn't see the value in a green canopy of trees over their heads while yellow metal lay at their feet, Rhodes creek in the Clearwater country was a busy hive of prospectors.

Sluice boxes lined the little canyons and water of the creek flowed over them, as men dug in the gravel and earth for gold, and spilled their shovelfuls into the running water and over the hand-made riffles.

Gold is where you find it, so says the old prospectors' answer to "where can we find gold?" Trees? Why trees were just something to cut down and

get out of the way. Burn 'em if you need more room quickly!

And that is what they did, these bullymen of Hell Roarin' Camp. They burned the trees, whole forests of them, to get them out of the way so sluice boxes could be laid and gold could be cleaned up.

They never gave another thought to the richness of the trees, these men of the gold camps. Time went on. The gold panned out. The men left.

Trees reproduce themselves. Gold doesn't.

Today, almost 80 years since the gold rush, there is a fine stand of genuine Idaho white pine on Rhodes creek.

Road work was started recently by the company under the supervision of George McKinnon and Earl Ritzheimer, and Rhodes creek will bustle again with activity this summer, only it will be a selective logging operation and the little trees will be left to grow into bigger ones for a future generation of men who think more of perpetuation of the forests forever than they do of the prospects that might be under their feet in some hidden pocket of gravel.

Lumber, that will be made from the trees of Rhodes creek, will go into the storage piles requested by the government for national defense needs.