THE FAMILY TREE

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War Time Priorities Place Strict Limit On Industry Buying

By H. N. Rooney

The priority system is the government's way of putting the first things first. The basic law of the priority system is priority regulation No. 1, issued in August 1941. This regulation assumes legal status by virtue of the authority vested in the president by the national defense law passed about two years ago.

Priority regulation No. 1 is a very simple document requiring about 15 minutes to read. It covers the general procedure and basic principle of the entire priority system. But this regulation No. 1 is just a beginning. The Office of Production Management soon issued about 150 different orders and interpretations covering the entire economics of the United States industrial life.

Several months ago there were a great many people that did not know much about the priority system. Mr. W. D. Shannon, district manager of the priority field service at Seattle puts the proposition very well when he says:

"If priorities haven't affected you yet, don't worry, they will."

For the purpose of assigning preference ratings for all of the entire priority system, the government has set up the following procedure:

AA—This rating can only be used by the president, the secretary of the navy or the secretary of war and is only used in extreme cases.

A1A, A1B to A1J—These ratings are primarily used for all important military projects such as ship yards, air fields, ammunition dumps and the various types of important war machinery.

A2, A3 to A10—This group of ratings are used for various defense projects according to their military importance. This group is also used for prime contractors and defense in-

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ARE WE DOING OUR PART?

The war news is not pleasant to read. It is very distressing and is quite apt to grow worse for some time.

However, we are still a nation with the courage of John Paul Jones who, when the battle looked darkest, answered the demand for surrrender with: "We Are Just Beginning to Fight"—and downed the enemy.

Are you conserving rubber?

Are you conserving sugar?

Are you doing your part to conserve on other scarce commodities?

And are YOU protecting yourself for the future and aiding our nation today by purchasing Defense Bonds and Stamps? Let's make sure that we are doing OUR part.

E. C. RETTIG,
Asst. Gen. Manager

Where's Sans Origine? Horse Is On Tribune

Staff members of the Lewiston Tribune hunted every available map they could find to locate Sans Origine in the Philippines, where it was supposed Lieutenant Louis Kohl had gone. A cablegram from him simply announcing his safe arrival, was marked Sans Origine.

The map hunt was fruitless. A search in the library was fruitless. Encyclopedias failed to record Sans Origine. So the Tribune staff took a chance and said Louis was stationed at Sans Origine in the Philippines. The horse is on them. Sans Origine is French for "without origin."

Now they're wondering whether Louis is in the Philippines, South America, Dakar or on a Carribean island. Louis is a former Clearwater plan worker and a resident of Lewiston, where his wife now lives. He left with Battery E of the 148th field artillery and his last known address was "in care of the postmaster, San Francisco PLUM."

Conservation Urged To "Keep 'Em Rolling" During Rest of War

Conservation of men, machines and supplies for the war effort of this company formed the basis of discussion at a "little logging congress" held in Lewiston on January 17, when foremen and others of the woods department met at the Lewis-Clark hotel. Mr. Rettig presided.

"The United States is in the midst of a long hard war. It's a war which is being fought against professional armies equipped with the best that can be had," said Mr. Billings, at the close of the conference.

"The showing of Potlatch Forests, Inc., is on the production line. Last year in the neighborhood of 180,000,000 feet of lumber was supplied to the government by the company. In spite of this contribution, priorities are difficult to get. It is up to everyone in the organization to keep what equipment he has in the best of running condition. To the extent that we can get along with what we have, we will make a tremendous contribution to the war."

Proceedings of the meeting, which is to be followed by similar conferences, have been published by Mr. Rettig, as follows:

Discussion topic: *Are we using too much blasting powder and what can we do to conserve it?*

Suggestions

1. Use engineering skill in road location so that some stumps and rock work can be avoided. For example, stake out the center of the right-of-way with stakes at 50-foot intervals so that the exact location of the road is known to the powderman and bulldozer operator.

2. Do on-the-job training of the powderman. Teach them the fine points of blasting so that their work is more effective.

3. Blast a narrow right-of-way, then use powder along with dozer and blow stumps as occasion requires.

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THE FAMILY TREE

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

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Correspondents

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Steve Summers ..... Clearwater
Mable Kelley ..... Potlatch
Carl Pease ..... Headquarters
Chet Yangel ..... Bovill

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

Down the Editor's Alley

Before Pearl Harbor four-engine bombers were just a phase to most of us. Unless we lived near a bomber factory or an army, navy, or marine base, we probably never saw one.

But after Pearl Harbor, and the gallant defense of our other western outposts, every American's blood tingled at the mention of the name. The big bomber had "come alive." Today, everyone pays these giants of the skyways the attention they deserve.

We need more four-engine bombers to protect those brave Americans who guard our nation's outposts. We need more four-engine bombers to carry the fight to the invader's home shores.

We need those big bombers and we're going to get them. Right now, as you read this, these "big guns on wings" are coming off the line in ever-increasing quantities. They take lots of material—enough aluminum, for example, to produce 60,000 quart cooking pans. And they cost a lot of money—but how can money be better spent than to save our peace and security.

We, at home, must back up America's fighting men with fighting dollars. Every time we buy an $18.75 defense bond or a 10-cent defense stamp we lend our government the money to buy another vital part of a new four-engine bomber.

LOGGER SINKS HIS AXE A BIT DEEPER

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

And Saws Ring Faster Through The Forests

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

AS HIS SPIRIT OF PATRIOTISM FLAMES

By B. G. Dustan
Camp T

In the defense program much has been said of the patriotism and tremendous work that the workers are turning out in the manufacturing pla especially the airplane plants. And they rightly deserve this credit and praise.

However, little has been said about the men back in the woods, in mines and on the farms, who are getting out the raw materials for these s manufacturing plants. They too, have a big job and are doing it in the s patriotic spirit as in the service and defense plants.

The grim determination to win this war is written on the faces of these m as they listen on their radios, of the temporary victories of the enemy.

Men who are too old, or for some good reason cannot join the military service, sink the axe a little deeper into the trees. Their saws ring a bit faster, and the roar of the "cats" is more steady as these men think of our country's crisis.

As one veteran explained, "They say I am too old to fight, but by God, I am not too old to help!" Help, he does—by his work, by his income tax, and last but not least by his liberal purchase of defense bonds.

In the logger's mind today the paramount thought is not the company, the union, nor even himself, but the preservation of the U. S. A., and all stands for. In this spirit he does his job, and does it well.

A pat on the back in recognition of his services is all that he needs to k this spirit alive. He does not expect it, in fact he would only shrug his bro shoulders and grin if it were offered him. Nevertheless he deserves it

More power to him and all those like him.

53 Rooms Redecorated With Nu-Wood Ceilings

Al Nelson, proprietor of the Bollinger hotel in Lewiston, is proudly displaying 53 rooms in his hotel—showing the ceilings of Nu-wood just installed. Nu-wood is a product of the Wood Conversion company, a Weyerhaeuser interest associated with Potlatch Forests, Inc.

Approximately 12,000 feet of ceiling has been put in "at a cost less than re-plastering," says Al. Two workmen were able to finish two and a half rooms per day, and at no time during the process was it necessary to keep a room out of circulation.

"There has been no messy condition to clean up, no odors, and the rooms were tied up only a few hours," said the hotelman.

Gus Larkin, who recently finished redecorating the general offices of this company in the Breier block, did the work. The material was furnished by the Home Owners Supply company in Lewiston.

Camp 35 Men Go Strong For U. S. Defense Bonds

First reports from logging ca defense bond activities came fr Camp 35 on the Potlatch side, acco ing to word received in Lewiston, wh 63 men there loaned the governme $948.50 during the month of Janua

This is an average of $15.03 ea and will purchase $1,265 worth of d fense bonds.

It takes 30,000 pounds of rag co tent bond to make enough bluepri paper for one battleship.

A new plastic water pipe that wi stands heat and cold has been dev oped after eight years of research. use will make possible the release copper and iron for use in weapons.

U. S. heavy bombers can car 8,000 pounds of bombs 3,000 mil cruise around and drop them, and th return to their bases.

Safety Color Codes Adopted At Potlatch For Bulletin Boards

By Bob Olin

In recent years the National Safety Council has made an extended investigation into the use of signs to indicate danger, hazards, and to give general instructions. Following this investigation, recommendations were made regarding the use of signs in safety work. Definite color combinations were established so that a man seeing the colors alone on a sign would know the purpose of the sign.

Red was chosen as the "danger" color. The standard form was the word "Danger" in white on a flaming red oval with the oval set in a black rectangle.

Yellow background, with black letters, is the "caution" sign.

Green letters on a white background are used for "safety instructions."

Other signs could be any color desired, as long as those colors did not conflict with the basic combinations.

Potlatch unit is using signs that come under this standard practice recommended by the National Safety Council whenever purchased signs are put up.

As a further aid to the program, all home-made signs were to be made so as to conform to the color rulings. That is, red is to be reserved for the "danger" signs; yellow for "caution"; and green for "safety." In the various home-made signs, the standard form could not be easily followed, in all cases.

The Potlach plant has an accumulation of sign boards for various purposes that has grown throughout the years. Now, the poster frames and boards are being repainted and repaired. Old and useless signs are being discarded, and new ones being made. Thus, within a year's time, it is the hope of the safety committee that an effective, neat-appearing system of signs and poster frames will be in use at Potlatch.

Bomb shelters are being designed to withstand the terrific force generated by bombs 2,000 pounds and heavier, on anything but a direct hit.

The new U. S. nickel won't have any nickel in it. The 500 tons a year usually used for minting nickels will now go into defense.

COMPANY'S GENERAL OFFICE ALL DOLLED UP

If there is a prettier, neater office corridor in these United States, we'd like to know where it is—and see it before we'd believe it. Above is the new knotty pine paneling of Idaho white pine on the walls, Nu-wood ceiling and processed floor covering the visitor first glimpses upon entering the general office in Lewiston. Miss Elizabeth Wetzel, office assistant, and Mr. Rettig, were caught by the camera just to add a bit of scenery. Individual office interiors were repainted in ivory and off-white and the same floor covering placed over the entire office space.

Earl Ritzheimer Now Lieutenant In Army

Earl Ritzheimer, for several years a foreman in the Clearwater and Potlatch woods, left here recently for Fort George Wright, Spokane, where he was to report for active duty as a first lieutenant of infantry. He was scheduled to go from Fort George Wright to Fort Benning, Georgia, for a three months' intensive course, and from there to an active post for war duty.

Joining Potlatch Forests, Inc., upon his graduation from the school of forestry at the University of Idaho, in 1936, Earl soon became a straw boss in the woods and at the time of his departure was "pushing" a woods crew of his own at Camp 14. His experience in the logging operations of this company may be expected to direct some of his activities in the army, and Earl was looking forward somewhat to duty with an armored force.

He was an excellent rifle shot and three times during his school days and subsequently, went to Camp Perry, Ohio, as a member of Idaho rifle teams in the national military shoots there.

Writing to Clarence Haeg, woods auditor in general offices, Earl said:

"I miss the woods and the men that I have associated with so long. The boys at Camp 14 certainly were thoughtful, for they sent me a grand Bulova wrist watch which I'm sure proud of. It will carry with me the memories of Camp 14 and the rest of the woods and the men. It's too damn bad the rest of the world couldn't be like the men you find in that class of work.

"Say hello to all the boys."

Kenneth LaVoy Writes Of War Days In Capital

Staff Sergeant Kenneth LaVoy, on duty in the office of the adjutant general of the army, in the war department, Washington, D. C., writes a hasty note saying in part:

"I've been trying to find time to write, but you can imagine what the situation is here. We're working seven days a week—and nine to ten hours every day. Two days and nights in a row without stopping for sleep is nothing unusual either. We sometimes don't see how we are going to keep it up, but we manage to keep dragging on, and getting out a pile of work, and I do mean work."

A century of history is today made in a week.

Western Pine Assn. Enlarges Forestry Conservation Staff

As a step in the enlargement of its forest conservation program, the Western Pine association has made two changes in its forestry staff, according to an announcement released by S. V. Fullaway, Jr., secretary-manager.

Stanley Hodgman has been added, effective immediately, and will work out of headquarters established in Spokane, Washington. C. V. Zaayer, who has been on the association staff at Portland for the past seven years, will be transferred, prior to March 1, to headquarters at Sacramento, California. He will succeed Walker B. Tilley, who after six years with the Western Pine association, has resigned to become forester for the Willamette Valley Tree Farms, Eugene, Oregon.

Stanley Hodgman, since his educational training in forestry at the Biltmore forest school, and in engineering at the Massachusetts Institute of Technology, has spent practically his entire time in the western lumber industry. For years his work took him into Idaho, Oregon and California, where he gained practical experience in logging and lumber manufacture and in contacts between the industry and public agencies. This background particularly well qualifies him to assist pine manufacturers in operating and conservation problems. Because of his contacts in the operating end and as a member of the Western Pine association staff from 1933 to 1936, he needs no introduction to concerns in the Western Pine industry.

C. V. Zaayer also has been almost continuously associated with the western pine industry in logging engineering, forestry and association work since 1922. Graduating from the school of forestry at the University of Wageningen, Holland, and after further study of forestry in Sweden and on the European continent, his early work took him to Sumatra and Java. Upon coming to the United States in 1922 he was employed as forester and logging engineer in Idaho and in California. Later he was engaged in forestry surveys and experimental studies at the Pacific Northwest forest experiment station, prior to joining the staff of the Western Pine association. The forest engineering work in California thus will continue in capable and experienced hands.

With these changes, it is expected that the Western Pine industry's forest conservation work under the leadership of Stuart Moir, the association forester, will continue to go forward in an increasingly aggressive and definite manner commensurate with the greater importance of the problems in this field.

Clearwater Woods

Headquarters

From all indications, the 500,000 to 600,000 feet of logs rolling out of Headquarters every day is too many logs for the supply of empty log flatcars available. Otherwise things are going along smoothly here.

The old truck shop is just a shell of its former self, having recently been stripped of everything movable, which has been transferred to the new shop. The old building is to be renovated and made over into offices and a parts house for all shops.

A locomotive, recently brought here from the Ohio Match company, is being given a thorough check-up prior to being placed in service.

Camp 14

(Beaver and Harlan Creeks)

Colder weather at Camp 14 has speeded up production and ground conditions have been ideal for skidding. There were 185 men in camp, counting the truckers from Camp W, who are staying here. Besides these there have been enough scalers to hold a small convention, 14 of them living here at one time.

Production for the year 1941 was about 18,500,000 feet.

Camp 22

(Reed's Creek)

Everyone at this camp is rejoicing at the fine logging weather. Skidding operations reached a new high with 614,370 feet of logs placed at the landing in one week.

The Jacks are feeling the patriotic urge and the purchase of defense bonds is picking up. The men are signing up for the company's payroll allotment program.

Foreman Buford Barnes and Assistant Foreman Felix Soucie attended the "little logging congress" held at Lewiston recently.

Camp 24

This camp has been shipping about 20 cars of logs a day. Weather conditions have made skidding chan ideal.

Camp 27

Logging trucks rolling over a gr eled road is a new sight in Camp Although not up to full strength is hoped Camp 27 will be right th "among 'em" very soon.

Mac Barnes has replaced Wheeler as foreman. Joe has resig to go into research work in Portla Oregon.

Camp 28

(Parallel Creek)

This camp, which has been a ho camp, will shortly be equipped w "cats." Excellent weather and grou conditions have helped in skidd logs.

Camp T

(Elkberry Creek)

Come rain, mud or snow and sev cold weather, the men in this ca have lost but one day since the ca opened in April 1941, on account weather conditions.

Logs are being decked at the flu since Christmas. This is because flumes are frozen up and the da thick with ice.

Camp W

The snow is 28 inches deep here, a well settled. There is ice in the flu and the ground is frozen. Trucks rolling logs in from the Camp W a Camp J operations and these are be flumed to the river. Jams are novelty.

Camp X

The freeze-up caused some trou in fluming from this camp. Howev the freight road to Elk River is good shape and the "60 cat" is maki three round trips a week.

Logger Helps With War Remembers Red Cross

William Chatouhas, a logger Camp T, saw his native Greece ov run by German hordes, heard of t terrible catastrophe in Crete and bid his time.

Last month, when the defense bo drive really got under way and t United States had been attacked b the Japs, Chatouhas waited no long He went to the camp clerk and sign up on the payroll allotment plan the company for a $50 defense bon A few minutes after he had left t clerk's office, he was back asking f a $20 advance on his wages, saying:

"I almost forgot about the R Cross; I guess they'll be needing so money too."

"Keep 'Em Rolling"

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4. Root out stumps with bulldozer if this is cheapest. Remember, however, that repairs for the bulldozer will probably be as difficult to get as powder. Don't make the bulldozer do work it wasn't designed for.

Discussion topic: *Since there is really to be a shortage of man-power, what can we do to conserve it?*

Suggestions

1. In the camps where day-labor is used in sawing, the output of the crews can be measured by a stump or log count instead of scaling each log cut during the day. This will permit a saving in supervisory help (sawbosses and scalers).

2. Keep the skidding tractors on the job eight hours each day and pay the driver overtime for travel to and from the cat shed if this reduces the over-all cost of the job. Keeping the cat on the job eight hours will make it possible for the rigging crew to work a full eight hours.

3. In skidding, keep the number of rigging men proportionate to the output. If the cat is on a long haul, for example, fewer choker setters are probably needed than when it is on a short haul.

4. Keep the crew on the job eight hours per day if the travel time from camp is one-half hour or less. The union has agreed that the men will travel one-half hour each day on their own time.

5. Keep up the excellent safety record. Give some thought to the signaling device so that the rigging crew can signal the cat driver to stop, back up, come ahead, etc. Place signs near the source of water supply warning against contamination.

6. In view of probable shortage of machine operators, train inexperienced men to drive trucks, tractors, etc., so that a reserve will be available.

Discussion topic: *Care of tools and equipment.*

Suggestions

1. Conserve tires by reducing running speeds; and don't overload.

2. Save old rubber. Send in the tires which can be retreaded. Do the retreading now.

3. In 1941, the cost of small tools was reduced considerably. Keep up this record.

4. Don't pay off the saw gang or other employees until their tools are returned to stock.

5. Save chokers by shearing-up or eliminating stumps along side of cat road so that logs will not hang up.

6. Use 20-foot chokers, as these can be cut back to shorter lengths when they wear out. Save choker buttons and the zinc therein at all times.

7. Consider the possibility of more power stones in camp for axe grinding. This saves files, and insures a better grinding job.

8. Install a bin at camp where scrap metal can be placed for salvage.

9. Inspect all equipment regularly. Let preventative maintenance be the keynote.

10. In making chokers, wedge the cable into the button as this makes a better job and saves metal.

Discussion topic: *Loss in operation of cookhouses.*

In 1941, the cookhouses operated at a loss of $12,000. This is not apparent from the camp records as the only cost the clearks know about are the cost of cookhouse labor and supplies. Costs for freighting, depreciation, etc., are kept at the general office.

Discussion topic: *Where does the gasoline go?*

At present Potlatch Forests, Inc., gets its gasoline tax-free. Gasoline which is used in licensed vehicles and subject to the state tax is reported to the state of Idaho. It is very important that the clerks keep a careful record of the amount of taxable gasoline used in order that a proper accounting may be made to the state.

Discussion topic: *The Use of Oil—by D. H. Seiter of the Faber Lubrication Inspection Service.*

Mr. Seiter's remarks can be briefed as follows: The best thing found so far for engine lubrication is petroleum. Even petroleum isn't perfect. When used in an engine, oil has three important functions, namely, (1) To reduce friction between engine parts; (2) To carry off the heat of the engine and transfer the heat to the cooling system; (3) To reduce vibration by acting as a cushion between pistons and sleeves, bearings, and crankshafts, etc.

As oil is used, it becomes contaminated, thinned, or otherwise ineffective for the job it is supposed to perform. Change oil at recommended intervals because this saves machinery and the cost of repairs. There is no rule-of-thumb method of telling whether the oil in the engine is still up to standard. A black color is ordinarily not an indicator of the quality of the oil. In extreme cases, of course, it is easy to determine dilution, and contamination, but many times the only way is by laboratory tests.

Potlatch Forests, Inc., uses the laboratory services furnished by the Faber Lubrication Service. In sending in samples, follow the instructions issued with the bottle in which the sample is to be shipped. Obtain the sample while the motor is warm. The laboratory report on the sample will be sent in triplicate to the general office, the camp, and to the logging superintendent.

Discussion topic: *The Diesel Motor in a Tractor—by Ralph Hartzler of the International Harvester Company.*

Mr. Hartzler described the functioning of diesel motors. He suggested particularly that mechanics make a thorough checkup of the fuel pump every 1,000 hours. On a new tractor, check the clutch after the tractor has operated a few days.

Discussion topic: *The Upkeep of Tractors—by Junior Church and Adam Schley of the Nez Perce Tractor Company.*

These men suggested that repair parts be anticipated as far in advance as possible. Also, give the serial number of the machine on which the parts are to go, as this speeds up delivery.

Discussion topic: *Spark Plugs—by Chuck Jameson of the Jameson Auto Parts Company.*

Mr. Jameson advised care of spark plugs, as they are becoming increasingly difficult to obtain. The average useful life of a spark plug is about 10,000 miles. They should be checked, inspected, and cleaned every 3,000 miles at least. A regular inspection is essential. To save time of the trucks, Mr. Jameson suggested that the shops keep supplies of extra plugs. A quick change can be made by replacing the old plugs with a clean set. The old plugs can be cleaned as time is available. Be sure, also, that the proper size of plugs are used for the truck and job. Even though trucks are identical the nature of the job may dictate a different type of spark plug. Mr.

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War Time Priorities

(Continued from page one)

dustries in accordance with their importance to the defense program. For instance, the automobile and truck manufacturing industry has an A3 rating. This permits the industry to buy the necessary scarse materials to manufacture trucks and repair parts.

The above represents the military preference ratings.

There is another group of ratings starting with B1 and extending to B-10. These are assigned in accordance with their civilian importance. So far B ratings have not been necessary because material and supplies have been available. However, it looks as though the government will soon resort to B ratings for important industries manufacturing primarily for essential civilian consumption.

The priority system is generally thought of as being a system to obtain scarce materials. However, the system works in the reverse in some instances. The priority system is used to deny materials to non-essential industries. We have seen very definite results of this in some of the towns in the middle west and no doubt we will see a great deal more of it in the future.

A good many people ask if Potlatch Forests, Inc., has a preference rating. Generally speaking, the lumber industry does not have a preference rating as an industry, however, we can and do avail ourselves of the privileges of the system.

Preference rating order number P-100 grants an A-10 rating for repair, maintenance, and operating supplies to all industries and various other enterprises such as charitable institutions, common carriers, educational institutions, printers and publishers, communications, hospitals, and irrigation systems.

This is a rather broad class and does not mean that the lumber industry has been singled out for any special attention. In the application of the P-100 order, it simply means that the priority division of the Office of Production Management realizes the necessity of keeping existing industries and institutions in their present state of operating capacity or service. To apply this preference rating P-100 to Potlatch Forests, Inc., means that we can use an A-10 preference rating to buy repair parts for the trucks, tractors, electrical motors and various other pieces of equipment or machinery. It further supplies us with an A-10 rating to be used in securing operating supplies such as twine, wire, nails, glue, paraffin and many other supplies used in our plants. Preference rating order P-100 is very specific as to the limitations. It specifically prohibits us from using an A-10 rating for plant expansion or improvements. It also carries a provision that prohibits the use of the A-10 rating for obtaining material in excess of a practical working minimum. This provision, as we interpret it, was put in the regulation to prevent hoarding.

It is interesting to note that this particular preference rating has been amended three times since it was issued. Originally the order covered substantially the same things as it does now except that it provided for "emergency inventory." The Office of Production Management has commented many times on this particular wording and has acknowledged that the words "emergency inventory" put the idea in a great many people's minds that such an inventory was necessary.

The Office of Production Management, therefore, deleted this wording from subsequent amendments. At the present time, we consider 90 days as a normal inventory period. We are attempting to guide our purchases with that idea in mind.

On everything not covered by the P-100 (A10) we use the individual preference rating application on form PD No. 1. This simply means that if we want a piece of machinery, truck, tractor or a grader, we fill out an application and mail it to the Office of Production Management at Washington, D. C. The application carries pertinent information regarding the necessity for the material involved for our operation. We also show on the application the amount of lumber we are shipping to national defense projects. The application goes through the various branches of the priority department of the OPM and if the OPM thinks our defense effort is sufficient, they grant a preference rating to cover the individual purchase of machinery or equipment.

We first used the PD No. 1 form last September. Since that time, we have received very good treatment from the OPM in the matter of preference ratings. Generally speaking, we have obtained preference ratings of A-5 or A-6 on all our applications. These ratings have been sufficien get delivery on most of our esse requirements.

Our box factory is an exceptio the preference rating procedures li above. Wooden boxes are extrem scarce and have been listed as a cri item by the army and navy muniti board. The Office of Production M agement, realizing the necessity of erating our box factory at total cap ty have, therefore, issued an priority on nails that go to make boxes.

They have likewise issued an preference on all other material quirements. These ratings are a matic and can be used by any ma facturer of boxes. The autom feature of the preference rating box factories eliminates the neces for individual applications and quires that we merely stamp our o for materials or supplies with the ne sary information.

The entire priority system has b an ever-changing process. The A- rating has been changed three ti The basic priority regulation 1 was originally written August amended December 23 and furt amended January 7. All of th changes have been made to elimin detail and to give faster service to operation of the priority system. is also significant to note that e change has brought the participati industries under stricter control.

Since Pearl Harbor, the Office Production Management has de a great many applications for pref ence ratings. This indicates that government is making a determin effort to eliminate non-essential dustries and to channel all scarce m terials to industries concentrating th production facilities on material a equipment necessary for national d fense. It is only reasonable to beli that we are just beginning to feel t pinch of our defense effort and that t future will see an ever-increasing fl of material to national defense. I a sure we are all very happy that t government has eliminated much the "red tape" and routine and making a tremendous drive to see th our industrial capacity is efficient directed to national defense.

Since the president first announc that a state of emergency exist Potlatch Forests, Inc., has made big contribution to the national d fense effort. We have supplied lumb for cantonments, ammunition dump

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Weyerhaeuser Plants On Coast Take Four Pres-to-logs Machines

Four new Pres-to-logs machines have been installed on the coast in recent weeks, two at the Longview plant and two at the Everett plant of the Weyerhaeuser Timber company, it is announced by Roy Huffman.

With the installation of these machines, Longview and Everett now have ten machines each turning out Pres-to-logs for the army and for what civilian use they can release. The coast plants, incidentally, are now larger than the Lewiston plant of Potlatch Forests, Inc., by one machine each. Until these were installed, Lewiston's Clearwater unit was the largest in the world.

Halted by war, the expansion and growth of the Pres-to-logs industry in other parts of the country and the world, must mark time, Mr. Huffman says. There are now 43 machines in operation including one in Capetown, South Africa. Other machines are placed as follows:

Nine in the Clearwater plant of Potlatch Forests, Inc., in Lewiston, Idaho.

Four in the Potlatch unit of Potlatch Forests, Inc., in Potlatch, Idaho.

Two in the Rutledge unit of Potlatch Forests, Inc., in Coeur d'Alene, Idaho.

Ten in the Everett, Wash., plant of the Weyerhaeuser Timber company.

Ten in the Longview, Wash., plant of Weyerhaeuser Timber company.

Two in the Reno, Nev., plant of the White Pine Lumber Distributor's corporation.

Four in the Scotia, Calif., plant of The Pacific Lumber company.

Two in the Sacramento, Calif., plant of the Setzer Box company.

The machine in South Africa is operated by the Boxes and Shooks Pty., Ltd. Negotiations had been under way for the purchase of four machines in Australia when the war started, these negotiations being delayed now until the end of the conflict.

Forty-three per cent of all the motor vehicles ever sold in the United States are still in operation.

Dry ice chests are used to "freeze" special aluminum alloy rivets that can't be used without "pre-cooling."

War Time Priorities

(Continued from Page Six)

air ports and defense plant expansion from the west coast to the east coast. Our box shook has been going to several powder companies for a long time. We are now engaged in shipping shell case box shook to several manufacturers who have prime contracts from the army. Some of our lumber has been shipped to Iceland and some to Trinidad and Hawaii.

Our direct sales to national defense averages about one-third of our entire production. If it were possible to trace our indirect sales, this would no doubt reach 50 per cent. It is interesting to note that most of our lumber going into national defense comes from the heart of the log. In the final analysis, this means we are required to operate at about 90 per cent of our total capacity in order to meet the requirements of national defense. The help we have received from the Office of Production Management is proof, in itself, of the high degree of cooperation we have given the national defense program since the beginning of the emergency.

The future does not look very bright. It is reasonable to assume that the more intensified national defense effort becomes, the more difficult it is going to be for us to obtain replacements in machinery and equipment and ordinary repairs. When that time comes, it is going to be up to the personnel of Potlatch Forests, Inc., to keep our logs rolling and our mills sawing by the sheer force of ingenuity and resourcefulness.

During the coming year, it will be necessary for us to give every item of scarce material all the use our intelligence commands. In some cases this may mean actually underloading some of our equipment. We are all familiar with the drastic effect of the tire rationing program. Certainly we must exercise extreme care in the use and protection of every rubber tire on our equipment. The future of our operations will depend on our capacity to conserve scarce material and our resourcefulness in providing adequate substitutes.

Our plants are strategically located. Our 4,000 employees have long records of valuable and efficient service. I am sure that with these assets we will continue to be a vital part in the national defense effort.

State Forester Will Start Hardwood Tree Growing Experiments

State Forester Franklin Girard has announced experiments were being conducted to determine adaptability of Idaho weather conditions to growth of hardwood trees.

A new type of lumber industry could be brought to the state if additional studies show the trees can be grown here, he said.

Almost any hardwood will thrive in the region and all of Idaho—from Bonners Ferry to Bear Lake—is suited to some species of growth, he reported.

"It is my firm belief that the Vermont maple would thrive in this region," Girard stated. "If this is true a new industry could be brought to Idaho within a comparatively short time.

"This spring I secured courtesy trees from every state forester in the United States and in the Hawaiian islands. These trees are doing splendidly in our nursery and further experiments are planned for next spring."

Foresee Profits

A great deal of idle or waste land, particularly in the irrigated regions of the state, could be made to bring the owner a "handsome profit annually if planted to the proper kind of trees," Girard explained. "It is our plan to conduct state-wide experimental planting where cooperators and land owners can be found who are genuinely interested in such a project."

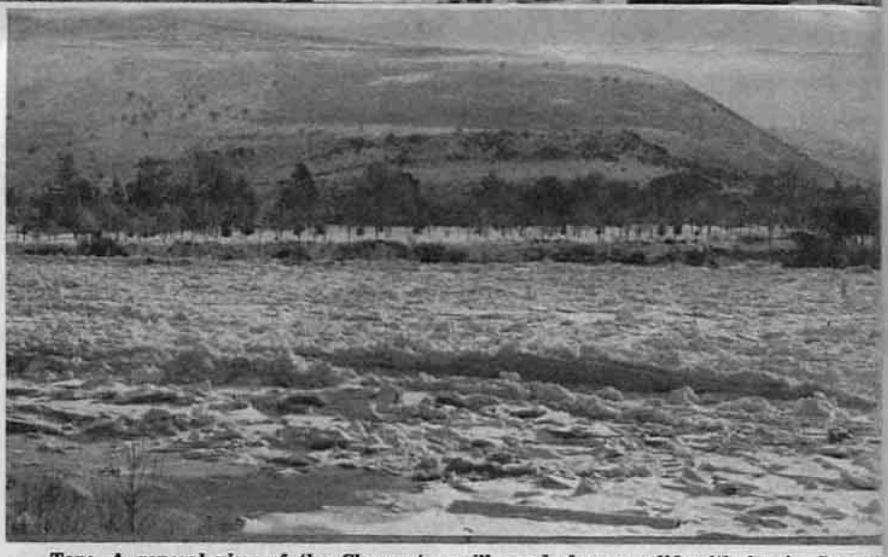
He cited cases in Iowa and North Carolina where planting of hardwood trees brough good returns to farmers.

According to reports received by Girard, a man in Iowa planted 30 acres of former corn acreage to black walnut trees. Within a few years he was able to sell two or three carloads of walnuts per year on the Chicago market. When the first world war broke out all walnut timber prices went up and the man sold his 80 acres of black walnut on the stump for $250,444, 60 years after they were planted.

In North Carolina a single tree, including stump, sold for $450, Girard said.

Bragging won't scare the enemy to death; ballyhoo won't do it; boasting of our great mass production capacity is meaningless unless we really mass-produce for war.

Ol' Man River Folds Up In White Mass of Ice, First Since 1937



Top: A general view of the Clearwater mill pond, frozen solid with ice in Januar At the right is a long pile of cold decked logs unloaded from flat cars from the Clear water woods and containing 8,000,000 feet. The pile was 2,475 feet in length. At the le is the ice-breaker, also frozen in. Lower: Showing how the ice was buckling up the rive

Visions of the winter of 1928 came to mind vividly early in January when the Clearwater river became a solid sheet of ice from the mill pond clear up to Kamiah and beyond. Though not as heavy as in that year, precautions were taken by both the company and the Washington Water Power company to offset damage that might be caused.

Fin booms at the east end of the pond were hastilly cut out of the ice when it first formed, the booms being hauled inshore and anchored to prevent breakage. Watchmen of the power company stood vigil and later in the month, when the floes began to buckle, blasted out a channel between the dam and Spalding.

Between Greer and Kamiah a huge ice jam formed and this was of deep concern for many days. Warmer weather and subsequent rainfall, however, aleviated the situation and officials of both the power company and Potlatch Forests, Inc., breathed a little easier.

In the meantime, the supply of logs coming down from the Clearwater woods had to be cold decked on the ice at the upper landing of the mill pond. Here a pile of logs that reached a height of 20 feet stretched out almost half a mile, 2,475 feet to be exact, as they were unloaded from the flat cars which had to be released and sent back to the woods for more logs.

According to Jack Frisch, there were about 900 carloads of logs in the deck and the pile held approximately 8,000,000 feet.

The river had been frozen over a couple of times since 1928 and previous to this year, it was recalled by those who were in Lewiston then. It was in the winter of 1930-31 that a heavy freeze came and efforts were made to break up the ice, however without much success. The stream again froze over in the winter of 1936-37 but the ice was much lighter.

When the first big freeze came in 1928 after the Clearwater mill and pond were constructed, great ice blocks reared above the level of the river. Water was backed up, alarming residents and causing fears for the highway. Flood conditions prevailed and some damage was done by ice to the piling in the pond.

In 1918 an infantry division had equipment that amounted to 3,300 horsepower. Today an armored division has 400,000 horsepower, which is estimated to be as much as a city the size of San Francisco has available.

"Keep 'Em Rolling"

(Continued from page five)

Jameson also stressed the need f preventive maintenance. Avoid a r bore job, he said, by changing rin before they do damage to the cylind walls.

Discussion topic: *Motor Trucks—h Bill Wilson and Bill Keith of t White Motor Company.*

These men drove home the follo ing points: (1) Don't try to increa production by overloading; (2) Don place logs more than two and one-ha feet ahead of the front bunk as th truck isn't designed for this; (3) Devi some sort of general inspection repo and a maintenance chart; (4) In vie of a probable shortage of truck driver train some new men before a shorta occurs.