

THE FAMILY TREE

Published by Potlatch Forests, Inc.

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Number 6

Letter About Guayule From Major Kelley

Mr. C. L. Billings,
General Manager,
Potlatch Forests, Inc.,
Lewiston, Idaho.

Dear Bill:

Thank you, Bill, for your recent letter and your interest in our problems. We staggered the dealers in the Salinas Valley by bids for more than \$300,000 worth of lumber in one fell swoop. Much of it was 1x8's with



Major Evan W. Kelley

cross cleats at 30-inch spacings and two connecting cleats on one end. These are being piled at the nursery.

Forty or more carpenters with about three carloads of nails at their disposal are nailing on the cleats. The contractor is using big four-wheel carriers to deliver the material from his yard to points for use. These 1x8's with cleats are called duck boards, and are used as tracks between the nursery beds. End on end these boards would extend one-third of the way across the United States—911 miles of them.

An order for 4x6 redwood posts was bid in at about \$37,000. The holes for these posts, each 2½ feet

(Continued on page two)

Good Luck, Kelley!

We know that Timber is a Crop, and that rubber is a crop, but until lately we haven't known about guayule. From now on we shall hear of it often.

As we look ahead and try to figure how we are going to keep our log and lumber trucks on the roads and our lift trucks in our plants, we are greatly interested in the possible development of sources of rubber substitutes.

Such a source is being developed in a business-like way at Salinas, California, at the Guayule Emergency Rubber Project. This is one of our war projects with a real punch and drive behind it—a project where things are done on time.

The man behind the gun on this project is Evan W. Kelley, Regional Forester of the U. S. Forest Service at Missoula. Kelley is well known to many of us from his visits to our plants and operations and because we do know him well, we know why he gets results.

It is a pleasure to feature Kelley and guayule in this issue of The Family Tree.

C. L. BILLINGS,
General Manager.

Parker, Rosholt, Waide and Turpin Promoted

Meet Joe Parker, who is the newly appointed superintendent of the Potlatch woods, with headquarters at Bovill. In addition, he will continue to handle the contract logging for the Rutledge mill as well as cedar poles for both Rutledge and Potlatch units.

Joseph C. Parker, or Joe, as everyone greets him, is a pleasant, affable person, over six feet tall, weighs 215



Joe Parker

pounds, dark-haired, has a wife and three children, and though you know him to be middle-aged, he appears much younger.

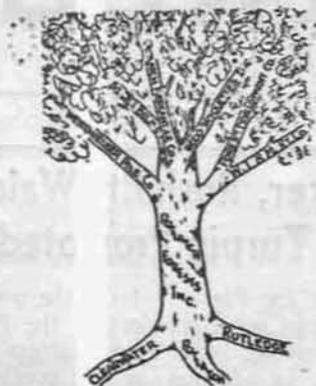
Joe Parker has been in the employ of Potlatch Forests, Inc., since 1926. His first job was that of check scaler in the Clearwater woods. Before joining the company's organization he had been ranger and lumberman on the St. Joe and Coeur d'Alene national forests. His latest job with the company was that of purchasing logs, contracting logging, and managing the cedar pole operations on company lands in Clearwater county.

The position Mr. Parker vacates is being filled by the advancement of Al Rosholt, check scaler for Potlatch Forests, Inc. K. L. "Tim" Waide, check scaler in the Potlatch division, has been advanced to fill Mr. Rosholt's former position. John Turpin takes Mr. Waide's position.

What Your Defense Bonds Buy

- \$80—M-1 Garand rifle.
- \$500 to \$3,000—Machine guns.
- \$100 to \$500—Heavy case demolition bombs.
- \$6,500—37 MM anti-tank guns.
- \$20,000—37 MM anti-aircraft guns.
- \$50,000—90 MM anti-aircraft guns.
- \$10,000—75 MM guns.
- \$40,000—Light tanks.
- \$75,000—Medium tanks.
- \$55,000—Pursuit plane.
- \$210,000—Light bombardment plane.
- \$335,000—Heavy bombardment plane.

THE FAMILY TREE



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Guest Editor E. F. Rapraeger

Correspondents

Jack Eaton Rutledge
Mable Kelley Potlatch
Carl Pease Headquarters
Chet Yangel Bovill

The Numeral "30"

Sid Jenkins, who has served faithfully as editor of *The Family Tree*, in periods of adversity as well as prosperity, volunteered for army service. He was accepted. What the future holds, no one knows.

The Guest Editor of *The Family Tree* is not a newspaper man like Sid was, and he professes to know little about the fine points of the newspaper craft or the clanking gears of printing presses. Nevertheless he has met many newspaper men—men like Sid Jenkins, Sturtevant of the Record-Herald, Ray Rocene of the Missoulian, Tom Campbell of the Lewiston Tribune. Invariably, newspaper men look life squarely in the face, take the bitters along with the honey, and strive to do the best they can. What more can you ask of them?

Among newspapermen the numeral "30" has great significance. It means Amen. When they die in harness, gray-haired, generous, tolerant, with a smile for the mysteries of life and its frailties, the editor writes "30" after their name. When they leave to serve their country, an Amen expressed by the numeral "30" is likewise appropriate.

So, Mr. Linotype Operator, when you set this writing in molten type, please conclude it with a big "30" in honor of Sidney Jenkins. Thank you!

—30—

Lumber Facts for Lumberjax

1. Forest area of U. S. is 630 million acres, of which 73% is available now or prospectively for commercial use.

2. Of commercial forest area in U. S. 44% is in south; 26% west of Great Plains.

3. Sawtimber stand in U. S. amounts to 1,760,000,000,000 feet; 28% is Douglas fir.

4. Half of sawtimber volume is in northwest; 22% in south.

5. Nearly $\frac{3}{4}$ of all sawtimber in U. S. is softwood.

6. 1940 U. S. lumber cut was 28,934,000,000 feet versus 24,975,000,000 feet in 1939. Writer's guesstimate for 1941 is 32,920,000,000. 1942, $34\frac{1}{2}$ billion.

7. Three softwoods produced 72% of lumber cut in 1940; southern pines (35.1%), Douglas fir (24.6%), Ponderosa pine (12.5%).

8. South was first in lumber output 1900-25; west first since 1926.

9. Oregon is leading lumber state since 1938; Idaho was thirteenth in 1940.

10. Production and shipments of western pine region were close to six billion feet in 1941 and 14% higher than in 1940.

11. The three sawmills of Potlatch Forests, Inc., produced 30% of total cut in northern Idaho and north-eastern Washington in period 1936-40.

12. Eight-tenths of northern Idaho is forest land; only 28% of this is privately owned.

13. Clearwater county contains one-sixth of all commercial forest land in northern Idaho.

14. One-third of commercial forest land in Clearwater county is national forest; one-fifth is state of Idaho.

15. Of 38 billion feet log scale on commercial forest land in northern Idaho, 10 billion is white pine.

16. Of the 38 billion feet in northern Idaho, 13 billion is in Clearwater county.

17. Of the 13 billion feet in Clearwater county, 5.2 billion is white pine.

Two loggers were driving along a road on their way from camp.

"We're coming to a large city," said one.

"How do you know?" asked the other.

"We're hitting more people," said the first.

Letter About Guayul

(Continued from page one)

deep, extended one below the other would make a single post hole 24 mi deep. These posts are used for rights to support the overhead sprinkling system. The piping in this system has a total length above ground of 1 miles, with drilled outlets every 6 feet—125,000 of them altogether, each equipped with a brass nozzle with outlet of .04 inches.

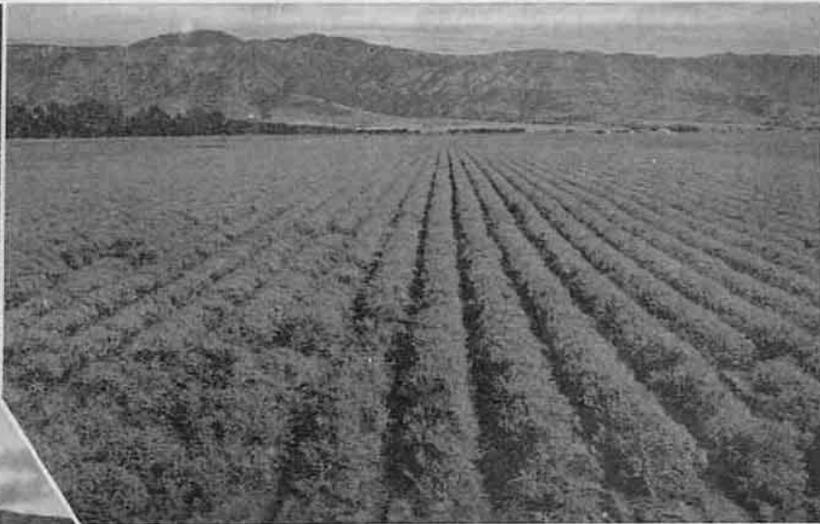
Somewhere around 40 miles of pipe underground will deliver the precise fluid to the overhead sprinklers, which will scatter spray over 22,000 nurse beds 4'x200' each. We were fortunate in finding land fairly well equipped with wells, but we have already contracted for three additional ones 6 feet in depth, carrying 16-inch casing. The contractors have about 5,000 feet of pipe laid underground. The trenchers are working non-stop during the daylight hours.

We have also been in the market for lumber for a sand bunker with capacity of 80 carloads. Its construction was contracted. You would be surprised at the speed with which it was thrown together—in about a day and a half. The building of these military camps in this vicinity certainly has developed a lot of high-powered construction organization. Their talent is being used on our construction jobs.

We have one building project yet to do. It is the erection of a camp for 1,000 men—a battery of five complete units, each composed of four barracks, messhall, kitchens, bath houses and lavatory, and recreation hall, besides commissary offices and foreman headquarters. The Mexicans, Filipinos and white men will be housed, slept, and dined separately. Bids were sent out for this job March 9. It must be completed by March 25.

We have just about completed our land-leasing program. No easy task, believe me, in this country where land is so valuable and so intensively used. We are in competition with lettuce growers, bean-producers, cauliflower farmers, sugar-beet people and producers of various other crops. Much of the land has already been plowed including elimination of a lot of lettuce and other vegetables. If you are short

(Continued on page three)



Growing guayule for rubber in the Salinas Valley, California. Lower left, harvesting guayule seed with a vacuum seed harvester. After harvesting, the seed is specially treated with chemicals and planted at the proper time in seedbeds shown in the illustration at the upper left. Seedlings from the nursery, upper left, are later transplanted and grown to maturity in plantations, shown at upper right.

Letter About Guayule

(Continued from page two)

of head lettuce next summer, just charge it up to guayule. This territory is one of the largest producers of head lettuce in the United States.

All of our farm machinery—some 420 pieces—has been delivered, and automotive equipment is on hand. An equipment repair shop has been rented, furnished, and manned.

Due to the long delay in passage of the authorizing bill, which did not receive the President's signature until March 5, we did not gain possession of the Intercontinental Rubber Company's property here until that time. This delayed repair of special machinery that the company used in planting, lifting nursery stock, etc. That day the bill was signed about noon. The property was turned over,

and that afternoon we planted 37,000 guayules with the one machine that was in condition to operate. Blacksmiths have forged by hand many of the parts for the other four and we are now planting seed in quantities.

Prior to planting it is necessary to treat guayule seed—22,000 pounds. The seed has a germinating stubbornness that adds up to about half that of a Region One pack mule, and requires the construction of a treating plant 80x200 feet. Seed testing for viability was started even before we got the property. Treating the seed is an involved technical process. It is soaked in water to soften its hard shell; water is wrung out of it by centrifugal force (it is placed in big drums—laundry driers, in fact, adapted to this purpose), then doused in chemicals for a time; dried again; placed upon trays—4,000 of them—in the temperature and humidity control room, until

the life germ is about to burst. Then within an hour it must go into the ground, mixed with sawdust—about seven carloads—by machines. The sand is distributed over the seeds by the same machine.

In this warm climate no sooner is the seed planted than the weeds begin to come. How would you like to have a job weeding one of those 22,000 nursery beds?

The plantations have been cultivated both to retain soil moisture and to eliminate weeds. We will be in the farming business in a big way.

This ends the story for this time, Bill. If you want the next chapter, let me know and I will tell you more about producing rubber from guayule.

Very sincerely yours,

EVAN W. KELLEY,
Director, Guayule Emergency
Rubber Project, Salinas, Calif.

Clair Nogle, 1882-1942



Etched in the minds of the people of Bovill and the Potlatch country are memories of Clair Nogle that no one can take away. For more than 20 years he was mayor of Bovill, superintendent of the logging camps, and a neighborly provider of jovial homespun pleasantries. A finer man never stood in the boots of a logger. In all ways and at all times he was a credit to the time-honored and respected posts which were his.

Although another competent man can take his place as superintendent in the Potlatch woods, it will not be possible to find another man who can occupy the place that Clair Nogle held in the community life and in the hearts of the people of Bovill.

Mr. Humiston's Death Grieves Old Potlatchers

The old timers of Potlatch Forests, Inc., especially those in the Potlatch unit, were grieved to learn of the death of Walter D. Humiston at his home in Flushing, Long Island, New York, on March 11.

For many years before the merger, Mr. Humiston held the position of assistant general manager of the Potlatch Lumber company, working closely with Mr. A. W. Laird, then general manager. Within the company, his activities included largely lands and taxes. He was prominent throughout the state of Idaho and the Pacific northwest and was recognized as an outstanding authority on forestry and timber protection, as well as legislation.

Camp 29 at left—cat shed at right.



Camp 29 Opens

When Alec McGregor was told to build a good camp on Washington creek, he followed out his instructions perfectly. He chose a spot, selected a good crew, and when they finished they had what loggers say is the best built camp in the Clearwater. The camp is beautifully situated in a broad meadow at the headwaters of Washington creek at an elevation of approximately 4,000 feet.

Connected with Headquarters by eight miles of railroad, Camp 29 is the newest camp in the Clearwater woods. The railroad which serves the camp leaves the main line at the Deer creek spur, follows up the creek, and finally drops over the divide into Washington creek.

Camp 29 is a railroad camp consisting of 19 cars, 11 of which are bunkhouse cars. The others are used for commissary and office, cookhouse, bathhouse, and drying room. Other buildings in the camp include a bunkhouse for the scalers, another for the strawbosses, a guest house, saw filers quarters, a blacksmith shop, and a cat shed. All of these are mounted on skids for convenient loading on railroad cars.

The cat shed is a building any logger should be proud of. It is composed of seven portable sections each of which is 14 by 32 feet. When the sections are placed end to end, the entire building has dimensions of 32 feet by 84 feet. The building is amply lighted, well heated, and conveniently arranged for lubrication and maintenance of tractors. It accommodates 12 tractors without overcrowding, and one or two more in a pinch.

The timber markers have been working in the area for the past two or three weeks and about the middle of March, several saw gangs started work in the camp. Prior to sawing, the area was roaded and a limited volume of timber was recently skidded. Large scale operations are not contemplated until later on in the year.

Short News Items

During March, the Clearwater saw mill operated two shifts, six days per week; the Potlatch mill changed from a two-shift, five-day week to a one shift, six-day week; the Rutledge mill which was closed for repairs in January and February, started up one shift in March and later changed to a two shift, five-day week.

If the lumber shipped by Potlatch Forests, Inc., in 1941 was laid end to end, it would take an aeroplane 10 days to reach the last board, assuming it flew non-stop at an average speed of 200 miles an hour.

Many good stories for *The Family Tree* are lost because no one writes them.

Reports from the Clearwater woods say that Camp 22 (CTPA creek) and Camp 28 (Parallel creek) finished logging in March. Active logging also ceased at Camp 24 (Alder creek) although the camp is still occupied by construction men who are building into Casey creek. Camp X (Robinson creek) closed down temporarily on account of mud. Camp 14 (Beaver at Harlan creeks), Camp 27 (South fork of Reeds creek), Camp 29 (Washington creek), and Camp T (Elkberry creek) are operating steadily. On the Potlatch side, Camps 35, 36, and 37 are operating. Camp 38 is a new camp located near Avon on the W. I. & N. railroad. Clark Lancaster is foreman.

Jack Baggs rustled a crew during the last days in March and started piling brush at Camps 36 and 38 on the Potlatch side. Last year brush piling started on St. Patrick's day and ended about Thanksgiving.

F. K. Weyerhaeuser and H. T. Kendall of the Weyerhaeuser Sales Company at St. Paul, were recent visitors.

The Cost of One Hour of Labor

Increased social security taxes have been proposed by President Roosevelt. Since new social security taxes collected from employers increase the cost of production, it is a reasonable probability that prices will also increase. In this respect, social security taxes exert an inflationary influence. On the other hand, new social security taxes collected from employees are anti-inflationary because they reduce the amount of money available for spending.

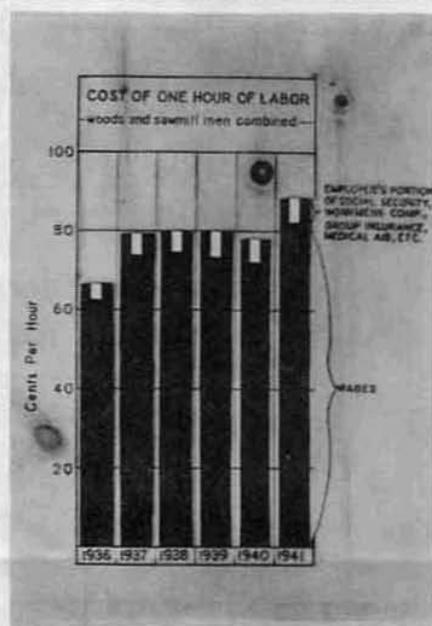
It is hardly likely that the law will be changed so as to impose new taxes solely on the employee even though there is a tendency to encourage anti-inflationary tax measures. Tax increases will probably apply to both employer and employee. There is also talk in Congress of "withholding" taxes. These taxes will be deducted from the paycheck just the same as social security taxes but they may not end up in the social security fund.

Since 1938, Potlatch Forests, Inc., has been paying a four per cent payroll tax and employees one per cent or an aggregate of five per cent. This is used for social security. Of the four per cent paid by the company, one-fourth is for old-age pensions and three-fourths is for unemployment benefits. The employee's contribution of one per cent is for old-age pensions.

In addition to social security taxes, Potlatch Forests, Inc., makes other contributions to the welfare of employees. It bears the entire cost of workmen's compensation insurance and of public liability insurance. The company also pays part of the cost of employee group insurance and of employee medical aid.

In February, 1942, the latest month for which figures are available, the average cost of labor in the woods and sawmill was 97.7 cents per hour. Of this amount, 90.4 cents was wages and 7.3 cents was the amount paid out by the company for social security, workmen's compensation, public liability, group insurance, and medical aid. The amount of these additional costs in relation to wages paid is shown in the chart for the years 1936-1941.

So far as the employer is concerned, wages are a cost and money paid out for an employee's old-age pension, medical aid, and other benefits is likewise a cost. If certain costs go up,



others must go down or more money must be received for the product.

As the chart shows, and as talk in Congress indicates, there is a decided tendency for contributions to the employee's welfare to increase. Whether these contributions are made by the employee or the employer is probably not as important as the fact that employees are provided for when their earnings are interrupted by layoffs or sickness or when they reach old age. The principle behind these various benefits is splendid. To the extent that funds which make the benefits possible are determined on the basis of experience, wisely administered and not diverted to purposes other than for the exclusive benefit of worthy employees, the results will also be splendid.

The Editor Cracks the Whip

If you do not like this issue of *The Family Tree*, blame the Editor. He wrote most of it for the plain and simple reason that you men in the woods, sawmills, and in the offices are mighty lax about sending in news and articles. How about an article?

Clarence Graue of Coeur d'Alene—How about an article which tells about the white fir which you manufacture at the Rutledge mill and always insist on showing to visitors?

John Anker of the Woods—I heard you were around the country looking at power saws. What do you think of them? Write me a little story!

Royce Cox of the Timber Markers—How about an article explaining the whys and wherefors of timber marking?

Dave Troy of the Clearwater Mill—Wasn't it you who perfected a new method of loading green lumber? Let's hear about it.

Jack McKinnon of Headquarters—Five hundred words about the machine parts department might find a publisher.

George McKinnon of Camp 14—A man who has lived in the woods all his life and trapped, hunted, and fished like you have, ought to be able to tell a good story about beavers, for example. Are the beavers in the north fork country as smart as those on Marble creek?

Jim Grindle of the Woods—What do you think of mechanized logging as compared to the way you old timers used to do it?

Cut Epling of the Clearwater Mill—What is this I hear about first aid instructors and classes? Explain in detail in next issue.

Otto Leuschel of the General Office—Don't think you can squirm out of this just because you are manager of the Clearwater unit. A 500-word article about changing demands for lumber will be appropriate for an early issue.

Predicting the Weather

Prior to the use of the equipment available to us now for predicting weather, I used to consult Indians of the Colville tribe and obtain their predictions. They were quite expert in predicting winter weather—especially depth of snow and intensity of cold, and were moderately successful in predicting summer droughts and summer rains. I finally became sufficiently interested to inquire into the detailed basis of their predictions.

I was told with some asperity by an elderly Indian, that in the real early days they used to study the thickness of the scales of fish, the layers of bark on the ninebark bushes, as well as the down on the ducks and fur on the foxes. Nowadays, he told me, it was much easier; all they had to do was to observe the amount of wood that the white man put up in the fall, as a basis for predicting winter weather, and to watch spring suit styles for indications as to the coming summer.

PERCY E. MELIS,
Supervisor, Clearwater National
Forest, Orofino, Idaho.



The Camp T Cookhouse crew. Left to right, Fred Thomas, Pete Louchuk, Pete Krososki, Mark Milus, Al Upton, Steve Krout.

Seven Thousand— And Going Strong

A story is like a picture and every picture needs a frame. The framework for this picture was laid several months ago when Steve Krout, employed at the Camp T cookhouse, took a trip to Lewiston. He wanted to see the sights. Sources which are usually reliable report that Mr. Krout hired a taxicab in which he rode across the Lewiston-Clarkston interstate bridge eleven times. The twelfth time across Mr. Krout had a suspicion that the driver was trying to sell him the bridge. Then and there, he decided to high-tail back to the Camp T cookhouse as fast as he could scramble.

The only bridge which members of the cookhouse crew at Camp T are buying is a bridge of ships which will span the seven oceans. They buy this bridge with Defense Bonds.

"By buying bonds, we intend to make Hitler and Hirohito sing a sad duet called 'We Got the Cookhouse Blues,'" said Fred Thomas, head cook and spokesman for the cookhouse crew. "Up until now the six of us, namely, Pete Krososki, Steve Krout, Pete Louchuk, Mark Milus, Al Upton and myself, have bought over seven thousand dollars worth of bonds. Each month we are buying more."

How is that for a record—seven thousand dollars worth of Defense Bonds. Is any cookhouse crew in the country buying more? If so, step forward. It not, tip your hat to Camp T.

Jacks Slap Japs

On the morning of March 2, the sun rose at the usual hour, but the men in the Clearwater camps didn't. They got up an hour earlier. Daylight saving was being put into effect.

"Hoot Mon," said George McKinnon of Camp 14, and everyone knew from the way he acted that somewhere, something was brewing.

"B'Gorra," said Steve Cooligan of Camp 28, "What a foine mornin' it will be when the moon quits shining."

And a fine morning it was. And a fine day too. As a matter of fact it was a record-breaking day. Before the day was over, 802,000 feet of logs had been loaded on 99 cars. When the logs arrived at Lewiston the millmen could hardly believe their eyes. When the logs were dumped in the pond, the river rose two feet and backed water up to Orofino.

Camps which contributed to the record-breaking total were camps 14, 22, 24, 27 and 28. Camp 29 did not load that day.

Take another slap at the Japs, laddies. Uncle Sam needs lumber.

Blackouts of Sawmill Burners

Sawmill operators of the Willamette valley, Oregon, have developed an effective speedy method of blotting out the beacons of flame in sawmill waste burners during blackout periods. The system consists of a fine spray of water which is sprinkled about 20 feet above

Clearwater Mill Foremen Winners In Essay Contest

C. J. Cummerford, John S. Shepherd, and Steve Summers, foremen at the Clearwater plant of Potlatch Forests, Inc., each won prizes in a national essay contest sponsored by the National Industrial Conference Board of New York City. Phil Reinmiller received honorable mention. The subject of the essays was "How can a foreman meet the challenge of all-out defense production?"

The Conference Board received entries from 563 foremen, representing 99 companies in 31 states, the District of Columbia, Hawaii, and Canada. For the most part only one to five entries came from individual companies. Notable exceptions were E. I. du Pont de Nemours and Company with 157 essays; Avondale Mills, with 30; Potlatch Forests, Inc., with 29; Consolidated Edison Company of New York, and Crown Zellerbach Corporation with 20 each, and the Hawaiian Electric Company with 19. Although the 21 entries of Potlatch Forests, Inc. amounted to only four per cent of the total number of essays submitted, a local foreman won three out of 19 prizes or 16 per cent.

"I am mighty proud of our foremen," said O. H. Leuschel, manager of the Clearwater unit. "The rather heavy representation of Potlatch Forests, Inc. among the winners can be regarded as a high tribute to the caliber of foremen we have in the plant."

All of the prize-winning essays were printed in a publication of the Conference Board which was widely distributed and placed in the hands of executives and foremen throughout the country.

In addition to being entered in the national contest, all of the essays were eligible for a local contest sponsored by Potlatch Forests, Inc., in which the first prize is \$25.00, second \$10.00, and three third prizes of \$5.00 each. Winners of the local contest will be announced soon.

the flames. This water spray suppresses all glow and glare within a few minutes by creating a heavy screen of smoke and steam.

Short News Items

Six cows were recently purchased for the company by Doc White and added to the dairy herd at Headquarters, making a total of 12 animals. Lew Bacon, who formerly was in charge of the company's Big Island ranch, tends the herd.

Changes made by Howard Bradbury, superintendent of the Clearwater woods, resulted in the appointment of Walt Hornby as assistant superintendent in charge of the railroad camps; L. K. Edelblute as assistant superintendent in charge of the river camps; and Charley Horne as trainmaster.

"To the extent that we can get along with what equipment we have, we will be making a tremendous contribution to the war," says C. L. Billings.

A battery of "Pres-to-log" machines is being installed at Newark, New Jersey. To date there are 45 machines installed in Idaho, Washington, Oregon, California, and Nevada, and one in South Africa. Their annual production capacity is 180,000 tons.

The first issue of *The Family Tree* was published in October, 1936. The name of the publication was suggested by Alec McGregor at that time foreman at Camp O and at present foreman at Camp 29.

The logging camps are using about three times as much sugar as will possibly be available when rationing goes into effect.

During February, an average of 1,774 men were employed in the woods by Potlatch Forests, Inc., and 1,739 in the sawmills, or a total of 3,513. Altogether, the company's lumbering operations provided 541,390 man-hours employment.

Cut Increased in 1942

Plans for increasing the 1942 cut from forests under jurisdiction of the Department of the Interior by at least 200 million board feet have been submitted to Secretary Ickes by Lee Muck, in charge of land utilization. Mr. Muck stated that lands managed by the department are capable of producing the fullest possible service to the nation without abandoning the department's plans for continuous production of forest crops.

Camp Mechanics Attend School

March 19, 20 and 21, the Intermountain Logging Conference held a training school at Spokane for all the camp mechanics in the intermountain area.

This school was carried on in cooperation with the logging equipment manufacturers, who supplied specialists and service men to discuss repair and maintenance problems with the camp mechanics.

H. N. Rooney, Potlatch Forests, Inc., Lewiston, Idaho, acted as chairman of the meeting. The meeting started in with a lunch on Thursday, March 19. At this lunch, Mr. Rooney gave a talk, stressing the importance of proper repair and preventive maintenance, particularly in view of the importance of the scarcity of repair parts, because of the national defense program. Mr. Rooney declared that henceforth, it would be unpatriotic to overload equipment, or otherwise misuse machinery or equipment.

Thursday afternoon, all of Friday, and all of Saturday were taken up in discussing tractors and trucks with respect to diesel and gas engines, lubrications, and other repair and maintenance difficulties. Saturday morning at the Broadway Welding Works, the welding school was held with demonstrations, showing how to prolong the life of a tractor plate, track links, cylinder heads, and track rollers. Of special interest was the demonstration on remetalizing. It appeared that this process has considerable possibilities in the repair field.

Late Saturday afternoon, the board of directors of the Intermountain Logging Conference held a meeting in Spokane, and participated in the banquet Saturday night which officially closed the school. H. N. Rooney served as toastmaster for the Saturday night banquet.

Men from Potlatch Forests, Inc., who attended were Ole Hemly and William Grieb of Headquarters, Idaho; Ansil Freil, John Zaglow and Jerry Stroud of Bovill; and E. C. Rettig and Harry Rooney of the general office.

People who have had past experience with lotteries were very much surprised when they found their name in the draft list.

Men sometimes stand up and talk when they ought to sit down and listen.

How to Save Gasoline

With gasoline rationing underway in neighboring states, car owners ought to know that the faster they drive—the more gasoline they use per mile. At high speeds wind resistance alone is a tremendous factor. At 70 miles per hour, a gallon of gasoline takes you 56 per cent as far as a gallon does at 30 m.p.h.

Zooming away fast in second or low gear—or staying too long in low or second—wastes a tremendous amount of valuable fuel. Sudden spurts of speed waste fuel. It is always better, from the standpoint of fuel conservation, to gain speed gradually and stop gradually.

Thousands of gallons of gasoline are used each year which deliver exactly zero miles per gallon. These are wasted by engines kept running while the driver waits at crossings for a slow-moving freight train to pass, chats with friends, or runs in a store to do some shopping.

Slipping (semi-engaging) the clutch is a common cause of low mileage. Some people drive with their foot resting on the clutch pedal, not realizing that this causes loss of power. Some slip the clutch while shifting gears; others use the clutch as a brake when the car is idling on an incline.

Motorists must expect fewer miles per gallon during the winter months and on short drives. A car does not give good mileage until it is thoroughly warmed up. This may take four to eight miles or more of driving. The longer the trip the closer you come to getting maximum miles per gallon.

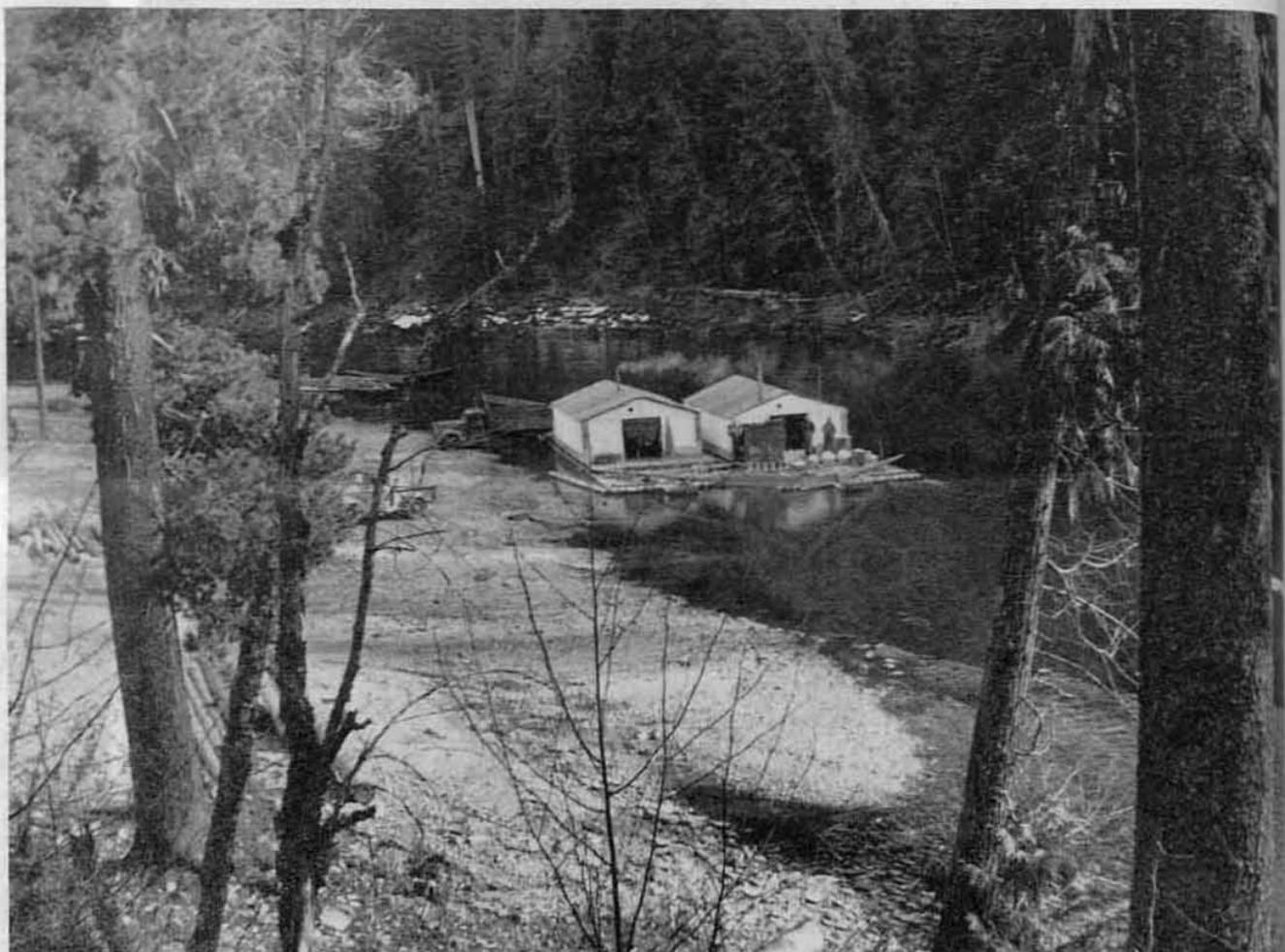
Under-inflated tires waste not only rubber but also gasoline. Driving with soft tires is like driving through mud or sand. More power is needed to turn the wheels and more power means more gasoline.

Excessive choking can use up to four times as much gasoline as a warm engine requires. Much gasoline can be saved if the choke is returned to normal as soon as the engine operates smoothly.

It is estimated that dirty spark plugs can waste as much as one-tenth of the fuel used by a car. The remedy is to check, clean and adjust the spark plugs every 5,000 miles—replacing them when necessary.

Proper lubrication saves gasoline and wear and tear on the parts. A properly lubricated, free-rolling automobile—with every part moving smoothly—is not only more fun to drive, it uses less gasoline.

THE FOURTEENTH ANNUAL LOG DRIVE



The 1942 wannigans moored on the North Fork of the Clearwater above the Beaver creek flume. Here they were waiting for high water. Each wannigan is 80 feet long. The one at the left has 32 bunks for the rivermen. The one at the right houses the cookhouse and cookhouse crew. The cat raft behind the wannigans does not show in the picture. Upstream from the wannigans at the bend in the river are the bateaux.

SOME time in April the fourteenth annual drive will start down the Clearwater river on the crest of a strong current. During the last five days of March the sky was cloudless and blazing. The sun beat warmly upon the sides of the mountains. Snowfields softened, melted, and on southerly slopes brown patches of soil appeared. Streams which were freed from the bonds of winter bounded down the hillsides. The river in the valley below lapped hungrily at its banks. Forty million feet of logs stirred restlessly. The river rose a foot, then a foot and a half. On the first day of April when *The Family Tree* went to press, the river was still rising slowly. There is a rumor in town today that the bateaux

and wannigans which are moored at the mouth of the Beaver creek flume will start downstream in a matter of hours. Another report declares that they are already plying the current. Perhaps last night during the long lonely hours the river made a rise and roaring logs swirled on dark waters. Perhaps the drive is now on its way. On the other hand, today is April Fool's Day and there may not be truth in the rumors.

But there is no April Fool's Day in war. Young soldiers from Idaho live in Nissen huts in arctic Iceland. Some are fighting in African deserts. Youthful sailors live aboard battle cruisers in the distant Java seas. Alongside such things as they experience, a log

drive seems rather trivial. But the Editor believes that there are moments when these Idaho boys stand on the threshold of memory and think of home where spring is in the breeze, lilacs are blooming, and logs are churning the river. They will be glad to receive word, no doubt, that the logs are safely moored in the millpond and that the bateaux and wannigans can thread through the canyons on an even keel. It is things such as these that they think about and fight for. There will be more to tell about the log drive in the next issue.

You can't fight the war in your spare time.