



Vol. VI

Lewiston, Idaho, August, 1942

No. 11

A Busy Birthday

And it's fifteen of them if you please, gentlemen, since that A. M. hour of August 8, 1927, when the first history-making log bumped its nose up the Clearwater slip and was unfeelingly tossed by steel kickers into the nearest log deck. Millions of logs have since traveled that short journey from pond to deck and been sliced by the swift steel of water lubricated band saws into fine textured selects and beautifully knotted commons. Once there was a time, not far past, when fifteen years would have cut well into the life of such a plant, but because of farsighted, intelligent forest management Clearwater is still an infant if measured in terms of probable life.

But infant or not, Clearwater has labored prodigiously in her three-quarter score years and the sum total is gigantic. She has achieved real stardom in the role of lumber manufacturer. Has played the part so well, in such tremendous volume, as would have excited the enviable admiration of even mythical Paul Bunyan in his heyday as lumber's superman, assuming for the sake of comparison that the patron saint of all tall lumber tales actually performed the deeds attributed to he and "Babe." Five Filer & Stowell hand saws, original mill equipment and first in the world designed to cut down to an inch board, together with a 52 inch Diamond gang saw, have cut 1,914,818,595 board feet of lumber. Enough to build 159,567 homes, or cover an area of 43,958 acres of land. More than enough to roof the entire District of Columbia.

On this fifteenth anniversary Clearwater is well into her busiest, biggest year, but no longer cutting lumber for homes, unless a barracks building can be called home. The statement "Trees are a Crop, the Harvest is Homes" is today only half right because the harvest is now ammunition boxes, shell cases, ships to carry materials and troops, planes to bomb enemy forces, mosquito boats to sink their vessels, crating for the heavy instruments of war that go to China, Russia, Australia, Iceland, England, Egypt, and India, plus untold numbers of war industry buildings and barracks. Lumber is a critical material on the list of items necessary to successfully prosecute the nation's war effort and Clearwater is



First log up the bull chain.

too busy meeting production schedules to more than pause for brief reflection, much less celebration, on the completion of fifteen years of service.

Clearwater was first born as property of the Clearwater Timber Company, an organization formed in 1900 to purchase merchantable timber in the Clearwater basin between the North Fork and Main Clearwater streams. Construction was made under a three-sided agreement signed in 1925 by the Inland Power & Light Company whose job it was to build the dam and dike across the river; the Union Pacific and Northern Pacific Railroads who were to lay forty miles of track from Orofino to Headquarters; and the Clearwater Timber Company who was to build the mill itself. Since that time the Inland Power & Light Company has become property of the Washington Water Power Company and ownership of the property of the Clearwater Timber Company has passed to Potlatch Forests, Inc. The stretch of rail laid by the two railroads is operated by the

Clearwater's Birthday

Fifteen years ago this month the first White Pine log came up the Clearwater bull chain. It was a slightly weather worn specimen, having been pretty thoroughly dried out in the decks at Jaye where it checked open a little and picked up a sizeable amount of blue stain. It was the first of a large number of logs which had been put up waiting for the mill to start.

The operation once started has continued since in good times and bad in a manner which we think has been a credit to our organization. Very little blue stain has been seen in the mill since the Jaye decks were cut out. The boom times of the late 20's were quickly followed by the lean years of the early 30's, but year in and year out Clearwater has provided, perhaps, as steady an opportunity for employment as any mill in the Western Pine industry.

Now in the rush of war business Clearwater is justifying the faith of the people who built it. Its large and modern facilities, taxed to the utmost, in the hands of an experienced and willing crew, are turning out more lumber than ever before. In June 1942 Clearwater alone shipped 22,737,199 feet—an all-time record.

Good work, Clearwater! The whole organization is proud of you and is happy in the knowledge that you have an indefinite number of birthdays yet to come.

C. L. BILLINGS,
General Manager.

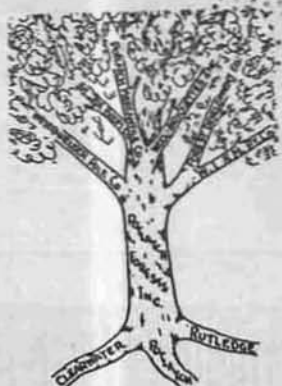
Camas Prairie Railroad, a jointly owned subsidiary of the N. P. and U. P.

The first log train to arrive at the mill did so on July 18th, and was unloaded into an almost waterless pond after loss enroute of one carload of logs which jumped the tracks five miles out of Orofino. First day's cut was approximately 60% capacity. First bottleneck, the green chain. However, all equipment operated too slow and was speeded up.

Clearwater was editorially described in the August 9, 1927 issue of the Lewiston Tribune as "Lewiston's dream of a quarter century." She is now an accepted and well established reality, but on the dream side of the ledger, present production should be giving Mr. Tojo and associates some very bad nightmares.



THE FAMILY TREE



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

Editor Leo Bodine

Correspondents

Elmer Belknap Rutledge
 Vacant Clearwater
 Mable Kelley Potlatch
 Carl Pease Headquarters
 Vacant Bovill

Hiya (or words to that effect)

Ye editor hopes that you and he are going to get along, almost. He sincerely hopes that together you and he can find some pleasure in writing and censuring *The Family Tree*. Occasionally there will appear inaccuracies in these pages. Mayhaps statements or articles that will provoke a few of you to the point of slapping the editor's ears (by letter, please). Therefore, and because criticism encourages more criticism, this column will henceforth be dedicated to giving life, in as great number as space will permit, to your collective beefs. *The Family Tree* can in no other way be kept all that it should be and was originally intended. So—give it to me whenever you feel like it. Put it in words as strong as some of that warmed up coffee I've been drinking—the editor can take it!

* * * *

It is physically impossible for all of us to be on the firing lines. Some must stay at home. Although it is to the credit of every man who would prefer a front line job, it is wise to remember that the boys who are there are doing a better job than we could. At least they are better qualified—else we would be there, and they here. With them rides the hopes of every Amer-

ican at home for a better way of life. They are our dice.

And so too are we their dice. With us rides their hopes for the best equipment in the world. Conceded that they are the best fighting men of all time, still, without the best equipment of all time their battles cannot be won. We must outwork, before we can outfight Tojo, Musso and the German's mistake.

Lumber this year appears on the list of critical materials. Which simply means that all of us are collectively and individually up to our necks in war, and if our necks are to be preserved, it will be with hard work and hard work only. Need more be said?

No finer eulogy can be paid former Editor Rapraeger than to here set in print some of the letters which have reached my desk, intended for him. They speak, better than could I, of a job well done:

"Was I ever glad to receive *The Family Tree* paper. It is a small paper but mighty big in other ways. I am not the only one here who enjoys it as nearly everyone that sees it picks it up and starts asking questions. If any of the boys at Camp T can find time to write I surely will appreciate hearing from them. The mornings roll around lots quicker here than in camp—don't know which I would rather listen to, the bugler or Bill Ashley's snoring—Private Homer D. Whitney, U.S.M.C. Unit 995 c/o Postmaster, San Francisco, California."

"I have not had the pleasure of meeting you, since you took over after I left there. However, may I say though that you are doing a very fine job as editor. From what I read in the last *Tree* you are all doing a swell job of keeping the logs rolling. Keep up the good work. I met Dan Harrison the other day—he used to be at Headquarters—and I see Clarence Red Bare quite often—also from up there. Regards to all our friends at Lewiston, Headquarters and vicinity. Pvt. Wm. H. Foster, Hq. Co. 21st Inf. A. P. O. 957, c/o Postmaster, San Francisco, California."

"Many thanks for *The Family Tree*. I'm over in a service school medical department. Have been going there nigh on a month. Starting Monday will work in the hospital. Then will go for parts unknown. I hope you men keep the logs rolling. Boy you guys are lucky to have women flunkies. Pvt. A. I. Raykovich, Station Hospital, Fort Sam Houston, Texas."



Two surprising elements are showing up in safety records at the Clearwater mill, according to Safety Director Tom Sherry. First is that 70% of the accidents during 1942 occurred among the old employees (those here over a year) whereas 20% have happened to new employees. Unaccounted 10% (2 accidents), was a hernia case not from industrial injury, and an injury caused by a mechanical hazard over which the employee had no control.

Second feature (and very pleasing to the safety department) is the sense of interest and helpfulness toward accident elimination that appears throughout the plant. We have safety consciousness at a new height. It is no longer necessary to wonder about how to get under the skin of the fellow who "doesn't think safety amounts to much."

Us "old crocks" (says Mr. Sherry who can remember back to horse and buggy days can recall what often happened when a run-away team came down Main street. Some spectators would recklessly dive in and make a grab for the bit, neckyoke, or part of the harness he could get hold of, and go down amid flying hooves. Instinctive action. The same element of instinctive chance-taking keeps cropping up in our accident picture. A workman sees a situation developing and makes a dive for it, coming away with a mashed hand, lacerated wrist or a busted head. Best corrective measure for such acts is the safety posters that appear on plant walls and bulletin boards. Read them, they will help you to think right in a pinch.

Most Clearwater foremen have completed appointments of new safety committeemen who have marked themselves with big, easily seen, headlight badges. It is an easy matter for new employee to spot them and information or report hazards.

Members of the fair sex have paid strict heed to the admonition "work safely, don't get hurt." No lost time accidents as yet among women employees.

The Draft

BOB BERGER

A good many men are still uncertain as to just what the Selective Service System means and how it operates.

The Selective Service System was set up to select men for duty in our armed forces. Its purpose is not to take just any and every man into the army, but to send a maximum number of men to the army with a minimum of hardship and dislocation to family groups and to war industries.

Up until very recently there has been considerable difference of opinion between various draft boards as to just what constituted a draftable man. During July, the Selective Service Headquarters cleared this up by setting up seven distinct classes of men. In their order of draftability these classes are:

- (1) Single men without dependents.
- (2) Single men with dependents but not contributing to the war effort.
- (3) Single men with dependents, contributing to the war effort.
- (4) Married men, living with their wives, but not contributing to the war effort.
- (5) Married men, living with their wives, contributing to the war effort.
- (6) Married men, living with wife and children, or children only, not contributing to the war effort.
- (7) Married men, living with wife and children or children only, contributing to the war effort.

After deciding into which category a man falls, the draft board gives him one of the following classifications:

Class I: Available for military service but has not yet passed his physical examination.

Class I-A: Available for military service and has passed his physical examination.

Class III-A: Deferred from military service because he has dependents.

Class III-B: Deferred from military service because he has dependents and also because he is necessary in his civilian activity.

Class IV-F: Physically, mentally or morally unfit.

There are a few other classifications for ministers, aliens, conscientious objectors, etc., but only a very small percentage of the men will be put into them.

After a man has been placed on Class I or I-A, there is still one con-



The Emblem of Honor Association of New York wish to award the above emblem, an electro-gold plated pin, to every mother who has given four or more sons to service in the armed forces. Those who can qualify for the award should address the Emblem of Honor Association, c/o Landseaire Service, 10 Murray Street, New York.

dition under which the draft boards will not want to take him into the army. That is, if he is a skilled workman working for an "essential" war industry.

At the start of this war, no one gave serious thought about any shortage of lumber for strictly military needs. It was admitted that civilian consumers might have to take in their belts a little, but there was sure to be enough lumber for the Army and Navy. Mills had considerable inventories on hand and their ability to produce was tremendous.

The nine months since Pearl Harbor have seen a change. Lumber is no longer available for any but the most essential civilian uses. 90% or more of the entire production of Potlatch Forests, Inc., goes directly into the war effort, and the sales records of other sawmills are about the same.

Orders have kept piling into sawmills but the production record of the industry as a whole has been slipping. This has not been due to any lack of effort on the part of management or labor in the lumber industry, but rather to a shifting of workmen from lumber to other war projects and to the Army, Navy, and Marines.

In recent months the government has recognized the fact that lumber, one of the "essential" war materials, is becoming more difficult to secure. Lumber manufacturers have been asked to go all out on their production schedules. This means that some men who are willing and able to go into the Army must stay behind and get out logs and lumber. The Selective Service System recognizes this fact and its regulations permit the deferment of skilled loggers and sawmill workers. If a draft board considers a lumber worker should be deferred, he is put into Class II-A. A man's job is the only thing that qualifies him for a II-A, occupational deferment.

This II-A deferment classification is given only after a man's employer has certified that he is a "necessary" man to the company's war program. Our company has been following this program since July 18th.

If you are in the company's employ, doing work above the grade of common labor, you should notify your foreman or clerk as soon as you are placed in Class I or I-A. Do not wait until you have been given your notice to appear for induction into the Army, as draft boards are not able to give deferments at that time, regardless of the merits of the case.

Being deferred is no reflection on a man's patriotism. A II-A classification simply means that the Government wants you to produce lumber rather than carry a gun.

There has been a misunderstanding among some employees who thought that after a man's first deferment expired, he was immediately inducted into the Army without opportunity of picking the branch of service to which he wishes to belong. This is not true. II-A deferments are usually granted for six months. They are renewable after that time providing the conditions under which it was given have not changed. If the deferment is not renewed, the man must again be reclassified into I-A. He then has at least a 10-day period in which he can enlist or appeal his I-A classification. A man may also enlist at any time during the period for which the deferment was given. Such action, however, would not be to the best interest of the general war effort.

Five Years Ago in The Family Tree

A wandering female dog found shelter under the lath pile in the Rutledge yard and Rutledge production increased to the extent of seven pups during the month of August. The sympathies of the Rutledge crew are aroused by the case and attempts are being made to locate the father and insist that he come to the support of his family.

Also—first installment of Olga, the Bullcook's Daughter (which we promise not to reprint unless you demand it—confidentially we rather hope you will).

Tanks, first built in England during the last World War, were constructed with such secrecy that not even many of the workmen knew what they were. Word was spread about that they were to be used as water tanks—hence the name tanks, which for want of a better, still sticks.



BEFORE

Boom Company Incorporated 27 Years Before State of Idaho

Incorporation of the first company organized for the purpose of erecting and maintaining log booms in the Clearwater river was made on January 22, 1863. It followed by one week incorporation of the city of Lewiston, and preceded admittance of the State of Idaho to the Union by 27 years.

Laws of the Washington territory governed the incorporation which was granted to John C. Holgate, Hill Beachy and A. H. Robbie and Associates "for the purpose of erecting and maintaining shear booms, pocket and distribution booms with sufficient piers on either side of or across the Clearwater River—etc." Articles of incorporation further read, "said company to have the exclusive right within the limits aforementioned (three miles upstream on the Clearwater from its junction with the Snake) for the purpose of stopping logs, square timber, shingles, cordwood and driftwood for ten years."

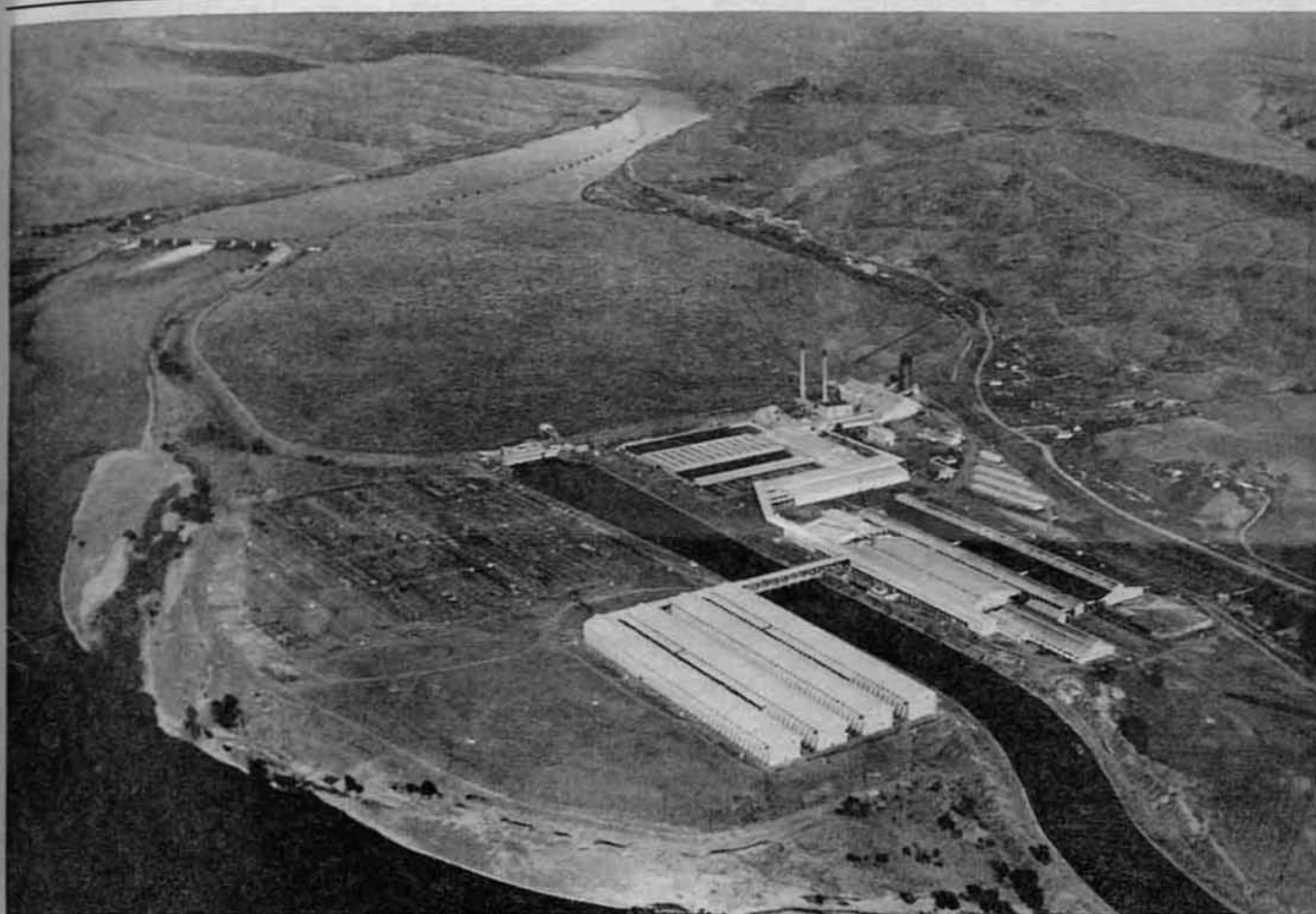
Messrs. Holgate, Beachy and Robbie were well known Lewiston citizens of that day, Beachy being either the owner, or former owner, of the famed Luna House. Robbie was partial owner and manager of the first lumber mill, which was located at the north end of what is now Lewiston's Fifth street at, or near, the grounds of Heldorado Park. He had been Indian agent at The Dalles, Oregon, and Yakima, Washington, before establishing residence in Lewiston. Records do not reveal what measure of success was attained by the corporation.

1345 Carloads of Material Used Construction of Clearwater Mill

610	cars	lumber (15 million bd. ft.)
160	"	cement (37,000 bbls.)
80	"	brick, tile and sewer pipe
9	"	chain
10	"	electrical material
125	"	machinery
17	"	rail for tracks
23	"	cast iron pipe for water system
28	"	mild steel bars
11	"	wrought iron pipe
22	"	corrugated iron roofing
46	"	structural steel
3	"	wooden sash
6	"	paint
3	"	miscellaneous castings
7	"	valves, hydrants, pipe fittings
4	"	machine bolts
181	"	miscellaneous equipment

A group of army officers was cussing habits and customs of modern generation. One of them said: "Suppose a young officer takes a taxi out to dinner, then to the theatre, then to a night club later, and finally home in a taxi, should he kiss her goodnight?"

A brigadier general growled in reply: "I don't think she ought to kiss it. Seems to me he has done enough for her."



AFTER

Toward a Better Operation

Improved methods by the hundreds have dotted Clearwater's short career. Almost beyond number they can be found under every section of her 33-acre roof. They are so numerous as to defy description, although underlying trends can be discerned from the composite whole. Generally speaking, there have been three classes, each important. (1) Utilization of waste, (2) Better lumber handling methods and (3) Product improvements.

Best known of the waste utilizers has been R. T. Bowling's Pres-to-logs machine. The hard years of research work necessary to develop it were performed entirely at Clearwater. There are now 45 of the machines operating, 44 in the Pacific Coast and Pacific Northwest and one in Capetown, South Africa. An article in the November 1940 issue of Reader's Digest describing the Pres-to-logs machine brought over 2,500 inquiries to Wood Briquettes, Inc., kept letter-writers busy for more than three months answering questions that ran the gamut from huge industrial firms interested in compressing various forms of waste to schoolboys who wished information for classroom discussion.

Less spectacular, but taking considerable waste material each year, has been a large sawdust and hogged fuel business with local

schools, hospitals, hotels, laundries, large buildings and private residences.

Half waste eliminator, half product improvement, and comparatively new, is the glued lumber machine, which employs power-pressing and heat-setting of glue in manufacturing wide boards and making panels from narrow and short length lumber that otherwise would have little value. Like the Pres-to-logs machine it is Bowling designed.

Balance of waste finds its way to the power plant for creation of steam to satisfy the enormous appetite of a large steam turbine installed there during 1941 which at capacity load will generate enough power to operate two such plants as Clearwater. Surplus power is sold to the Washington Water Power Company and the big, 45-ft. diameter, black refuse burner south of the mill now stands frowningly idle, its 110-ft. brick-lined height cold from disuse.

There have been too many advancements made in handling lumber to even sketchily enumerate them. Some of the best have included increased care in prearranged plans for operation of planers and perfecting of a system for measuring individual efficiency of separate planing mill machines in order to locate lost time, compare effectiveness of different operating methods and undertake corrective measures where necessary. Others have included an improved shortage system whereby the responsibility for making up short items is definitely given to

one man, eliminating all possibility of duplication. Oil sprays on resaws represent a great improvement over the old hand swabbing, water drip method, and help produce better lumber. Pre-heated air for dry kilns, obtained through the use of radiators in the dry kiln pits, has proven of value, as likewise have the regular planned inspections of all plant equipment to determine necessary repairs and establish an advance maintenance schedule. Installation of considerably more narrow gauge track on which storage battery and gas engine driven locomotives tow heavily loaded cars to yard, rough sheds, etc., has speeded operations and made possible loading of flat cars in 4,000-ft. units with a lift truck at the far western end of the plant. A better ticket-writing system to cover movements of lumber and better rough inventory records eliminate much confusion. Electric tractors, buggies, lumber carriers and lift trucks have mechanized and speeded operations that were once painfully slow.

Product improvement measures have also been many. Ranking high in this group has been steam treatment of lumber under pressure to prevent cup split (in a Bowling designed tank). Compressed air attachments to moulders blow away dirt, sawdust, etc., while stock is being run. Four square lumber; end trimming to exact length and waxing of ends; and packaging of moulding

(Continued on page six)



Meet Chief Big-Smoky-Cloud and Chief Catches-Many-Fish, members of the Blackfeet Indian Tribe. You may remember them as R. M. Weyerhaeuser and F. E. Weyerhaeuser, but Chief Weasel Feather of the Blackfeet chose to rechristen them in simpler language. Christening, peace pipe smoking, and complete ritual was performed at Glacier National Park at the August meeting of the Weyerhaeuser Sales Company Operations Committee.

Reports presented at the meeting, covering the first six months of 1942, attracted attention to a 43% increase in lumber production by Potlatch Forests, Inc., over their estimated budget production. It was the highest percentage of increase shown by any of the mills that market through the Weyerhaeuser Sales Company.

Strange Places

Many and varied have been the shipping instruction given Potlatch Forests, Inc. 'Tis with sorrow we realize that the most recent, most interesting of all (war shipments) which have quite literally scattered our pine "from hell to breakfast" o'er that part of the earth's surface still open to us, cannot be mentioned.

Numbered among peace time customers has been The Great Eastern Timber Company of London, buyer of heavy selects for pattern stock. Many an English ship has first taken shape in miniature scale, model size, from Idaho White Pine.

The Standard Oil Company once purchased several cars of heavy selects for shipment to oil fields in Arabia.

Interests of Samuel Insull, Chicago's ill famed Public Utilities tycoon, once purchased a carload of 10/4 Idaho White Pine selects, had them cut to make vertical grain flooring for Mr. Insull's pet Chicago Civic Opera House, ordered an additional 3,000 board feet shipped via express when the original order fell short of the footage needed.

Heavy match rejects are sold to manufacture heels for women's shoes. Riffle bars for sluice boxes in Alaskan gold fields have come from Idaho White Pine. Arrows for archery enthusiasts are made in great quantity because the shafts are then light in weight, straight, and with sufficient strength to stand punishing treatment.

Yale University once purchased selects to make the bars that rest between upright standards and mark height attained by pole vaulters and high jumpers at track meets. Piano keys and the wooden part of many a carpenter's level once floated down the

Clearwater river in log form. Slaughter house floors of meat packing firms are more often than not of Idaho White Pine. Reason—the grain does not raise with repeated daily washings.

Great quantities of 1x4's have been used for mattress lumber—so called because of the way in which they are woven into a sort of basket weave mat and used to strengthen and build dikes along the Mississippi to hold rampaging waters at flood stage.

Knotty pine paneling has lent cheer and a friendly, relaxing warmth to many a basement rumpus room, in many an American home, and the light from costly crystal chandeliers is often mirrored in walls of polished knotty pine. Army chapels in Alaska are walled with similar panels, gain a quiet dignity therefrom.

The British say that the sun never sets on the Union Jack, so far flung is their empire. The same might be said of Idaho White Pine, so diverse has been its uses.

Toward a Better Operation

(Continued from page five)

are other important items. A change of drying segregations from heart, sap and heavy sap to heart, sap and water core has produced more uniformly dried lumber through better treatment of water core and sap stock. A dip tank has eliminated blue stain on match and air dried stock. Half inch T. & G. matcher heads with sixteen knife heads instead of eight produce a better product. Pattern number and footage written on the end of moulding bundles rather than at center of bundle permits easier identification by customer. Establishment of a knotty pine panel grade instead of sorting from available stock at time of shipment, and the loading of lower grades

War Bond Purchases Skyrocket

There was a small sort of a wage war waged last month at the Clearwater plant by departments seeking possession of the Minute Man Banner, signify to the world at large that in particular department had invested the highest percentage of wages in war bonds for the month. Net result was to hoist the general plant average above that of either Potlatch or Rutledge.

Rutledge, however, deserves particular attention in that their percentage of wages to bonds more than doubled over the preceding month, jumping from 3.12 to 6.39. They are now pressing hard on the heels of Potlatch for second place. Top departments at the three plants were: Kiln Clearwater, 17.41 percent; Townsite Potlatch, 10.71 percent; and Retail Rutledge, 7.02 percent.

Ten top departments from among the three plants were:

- (1) Dry kiln, Clearwater 17.41
- (2) Plant offices, Clearwater 15.20
- (3) Re-mfg. plant, Clearwater 14.10
- (4) Townsite, Potlatch 10.71
- (5) Machine shop, Clearwater 10.62
- (6) Carpenters, Clearwater 9.90
- (7) Graders, Clearwater 9.00
- (8) Pipe gang, Clearwater 8.90
- (9) Electric shop, Clearwater 8.80
- (10) Dock crew, Clearwater 8.40

Lowest three departments were:

- | | |
|---|------|
| Moulding, Potlatch | 4.20 |
| Unstacker, Potlatch | 4.70 |
| Shed, shipping, 4 sq. re-mfg., Rutledge | 4.80 |

Plant averages were:
Clearwater 7.80
Potlatch 6.80
Rutledge 6.30

Compare the difference between top figure of 17.41 (dry kiln, Clearwater) and the 4.29 (moulding, Potlatch). The 17.41% is far ahead of 10% goal for all departments, 4.29% figure almost as far short of goal. However, as predicted last month, bond purchases have shown a sharp swing and next month will undoubtedly find more of the 17% groups and fewer of the 4 to 5% groups. It will be a tough job to bump those Clearwater departments.

of lumber in the top of cars to protect better grades underneath, are steps that have brought customer approval. The installation of mercury vapor lights, replacement of Mazda lamps, where necessary, make possible better grading and manufacturing. There have been many more.



GEORGE MCKINNON, 1880-1942

Mirthful, mischievous eyes instantly told one his nature. Spinner of tall yarns, stooped by hard labor, but young in spirit with a kindly, humorous way about him. He was more than just the foreman of a logging camp and his passing is a loss to all the men of Clearwater and to those others that knew him. A part of the early logging days of the Clearwater goes with him and although he will long be remembered as foreman of the first Clearwater camps, his leaving marks an indefinable break from those early days. A native of Nova Scotia, he was a credit to the industry that knew him best.

HAROLD SISSON, 1899-1942

The first of two tragedies that struck the same family in August befell them on August 3rd with the accidental death of Camp 27's assistant foreman, Harold Sisson. Death was believed the result of a blow from a sapling set in motion by a moving log or bulldozer. Mr. Sisson was a son-in-law of George McKinnon, who died later in the month of a heart attack. His employment record with P.F.I. covers 24 years.

Camp 14

Oscar Olson, former assistant to George McKinnon, is now running camp with George Borovick as assistant. The shortage of men has so hampered operations here that we have had to lay off three skidding cats so far and more to be laid off later. It would be very interesting and educational for anyone concerned to see and inspect our new water power plant, built by Alvin Johnson the blacksmith, for a cost of a few dollars and a lot of scraps. No more turning grindstones by hand here. Joe LaMotte, the filer, has even rigged up a fine gumming machine and is gumming saws for nearly all the camps now. Daily prayer, "Ade Nelson, please send us more men."

Camp 27

Student brush pilers are leaving a few at a time, either back to school or to the army. They have been good men and just what the doctor ordered to keep production up. Many will have fire fighting experiences to relate at home. Camp 27 is still logging.

Camp 29

Will be logging again soon. A small crew has been piling brush and constructing roads for winter logging the past month. Saws are working again and before long skidding operations will start. The painters are working here and when they're through the camp will be spick and span. Two large bears visit us almost every evening. They have not yet molested the meat house, but sit out in the meadow within a hundred feet of camp, evidently planning an attack. Don Sprieter, dozer operator, has gone to Spokane for final examination for the army; also Clarence McManus, who is sawing. Many more men from 29 are now on the list investing 10% or more of wages in War Bonds and the list continues to grow. Betty Frear, four months flunkey, left to enter Normal School at Lewiston.

Camp 11

We have had a complete turnover of flunkies. Most of the original crew were teachers who have left to resume their classroom work. No fires so far in the vicinity of Camp 11. Joe Holinka, assistant foreman at 11, has been made foreman at Camp 31. Bill Rideout was advanced from saw boss to assistant foreman at 11.

Camp J

We have about three million feet hauled out. Trucks have been operating steadily the past month and have lost little time. Due to breakdowns of the water truck, the roads are dusty and very bumpy.

Headquarters

Ordinarily about 99% of everything written or said about this village is logging or lumbering. Lately, however, a new element—"the dirt mover"—has favored us with his presence here, doing his best while old mother nature is smiling, to improve our roads between Headquarters and Idaho's old and original capital, Pierce. Last month and this one as well Headquarters is shedding and changing its old clothes, inasmuch as some half dozen painters are busy painting and shining up every building here. The roadbed between Headquarters and Camp 14 is being rebalasted with a crew of from 25 to 30 men. Gyppos are busy laying in the winter's supply of ties, stakes and wood. A long row of slabwood is taking shape in the meadow. Cedar poles are loaded out daily both at Headquarters and at old Camp 24. Logs are rolling into Headquarters to the extent of about 400 thousand per day.

Orofino

Transportation to and from camps will be much more pleasant in the near future. The State Highway department has agreed to pay for stockpiling 16,000 tons of gravel for use on the road from Pierce to a point between Hollywood and Cardiff where work was discontinued last year. Albert Hlavac, former woods employee who has spent the past several years in the employ of the Forest Service, has returned to pile brush for Clarence Johnson, company gyppo. Hlavac announced upon his return that he had purchased \$5,000 worth of war bonds. Good going, Albert. Delbert Piatt, former employee for fourteen years, has enlisted in the United States Navy. Eddie Venoit, former employee, is foreman of a piledriving crew building an ammunition base in California.



Babe! We've Been Invaded!
Women!!!

Cartoon—courtesy of Miss Peg Rosebaugh and taken from a card mailed to her by her father while she was a flunkey at Camp J.

True Story

Bill Burke (cook at 14) to flunkey: "What's all the pale pink stuff with lace on it out there on our clothes line?"

Flunkey: "Why a-er-er that's parachute material, Mr. Burke."

Funky (day later) with armload of clothes: "Will you please boil these clothes with your aprons, Mr. Burke?"

Mr. Burke: "Aprons, yes. Dresses, yes. Parachutes, no."

Stenographer's Dictionary

Logging Terms

Cruiser—Man who cruises around in the woods. A wolf on the loose.

Jackhammer—Hammers used by men named Jack.

Bull cook—Man who cooks the bull.

Log dogs—Dogs that are highly trained in the art of barking up the right tree instead of the wrong one.

Lumberjack—Men by the name of Jack who work in the woods (Gad, but there surely are a lot of them).

Cats—Cats are still cats even in the woods. A four-legged animal that mews.

Bull chain—Chain which holds the bull until the bull cook kills him.

Chokerman—In every business there are a few people that should be choked and the chokerman does the job, but not often enough.

Corks—Loggers sometimes drink a very little. Corks are what are left afterwards, and what they wish they hadn't pulled the day after.

Donkey doctor—A doctor for donkeys.

River hog—Could be almost anything but we think it is a hog that bathes in the river.

Tin pants—Discontinued account of tin shortage. Probably were very uncomfortable.
V. P.



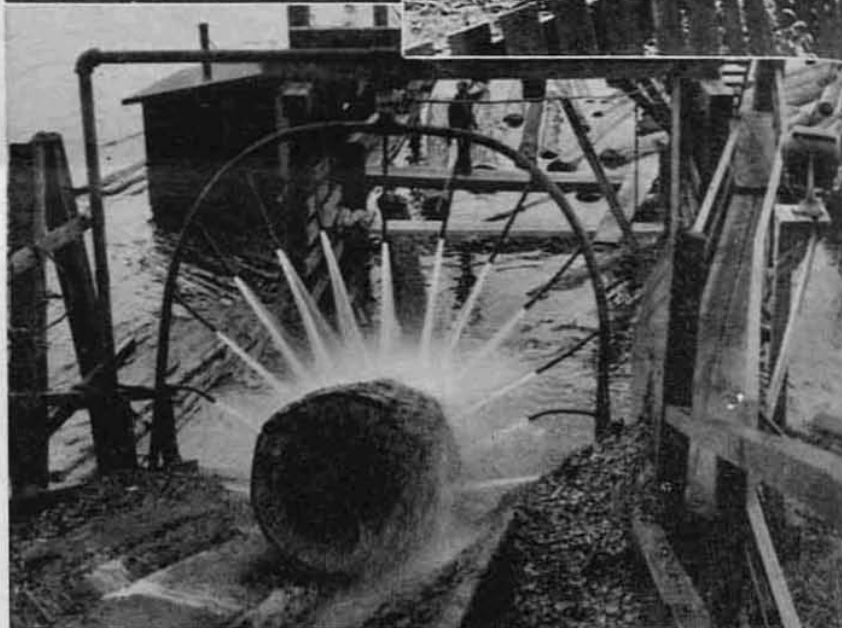
Lumber Piler

Big John Carlson (Rutledge unit) won't say much about the footage of lumber he can pile in a day, possibly knowing that if you pile enough the results speak for themselves. Judged by that standard he rates pretty high.

Big John's first lumbering in America came with the Bonners Ferry Lumber Company at Bonners Ferry, Idaho, following his arrival from southern Norway in about 1912. His years in Norway were spent mostly in farming although he recalls some logging with one horse, and in particular a certain occasion when it was necessary for him to help Sam Gilbertson (planing mill foreman at Rutledge) up a slope with his load of logs because either Sam was a poor skinner, or the load was too big for the horse to pull. In any event, said Big John, it was slipping backwards when it should have been moving forwards and as was the custom when such things happened, he and Sam joined forces with the horse and all together got the load going in the right direction again.

Since Bonners Ferry days Big John has worked at Barber, Idaho; Baker, Oregon; at the old Coeur d'Alene mill; and at Rutledge. He has found time to make three trips back to Norway, the last one in 1924 in company with Sam Gilbertson. Incidentally, he and Sam grew up together in Norway and it was his card of direction that guided Sam to the Bonners Ferry Lumber Company in 1913.

Big John remained in Norway from 1924 until 1928 as a farmer. Disposing of his farm he returned to Coeur d'Alene and began work again at Rutledge in 1929. He lives within sight of the Rutledge mill with Mrs. Carlson and their family of three children. A brother, some sisters, and their families still reside in Norway. We imagine he often wonders about them but we didn't ask. We rather think also that Big John is mindful of the fact that the lumber he piles will some day soon find its way into ammunition cases, ships, planes, and tanks to drive from Norway certain unwelcome Nazi guests.



Upper left—Sign at Potlatch. Upper right—Marco Milus' victory garden at Camp T (the fence is to keep the bears and lumberjacks out). Center—Yellow pine log entering Rutledge sawmill. It is now part of a barracks building at the Navy's Bayview Tanning Station. Lower—Men who built the Clearwater mill in 1926 and '27.