

A Job Well Done

SUPPLY OFFICER IN COMMAND
NAVAL SUPPLY DEPOT
SEATTLE, WASHINGTON

L4-1
Serial 7444 (P) 5 September 1942

Potlatch Forests, Inc.
Lewiston, Idaho

Gentlemen:

Your recent telephone report on progress being made in the production of several million feet of Navy lumber was gratifying. This cooperation in the manufacture of urgent war material is appreciated.

The Supply Officer in Command wishes to commend all members of your organization who, by their fine spirit and individual effort, are thus participating effectively in the fight against the common enemy.

Very truly yours,

Lawrence Odlin
LAWRENCE ODLIN
Captain SC USN
Supply Officer in Command

Stamp of Approval

The Navy Department letter at the left puts the official stamp of approval on a good job well done by all of the employees of Potlatch Forests, Inc. We have in our files other letters from contracting and engineering firms working on large Army and Navy contracts, expressing their appreciation for your efforts in providing much needed materials promptly.

This should make us all feel that the job we must do every day is to back up the millions of boys in our armed forces, including many of our own fellows, who are ready to lay down their lives to preserve all of the fine things this nation stands for.

It should not require an order of the Manpower Commission to keep us on a job we know how to do, and a job which is just as essential and critical to the successful conduct of the war as any that can be imagined.

O. H. LEUSCHEL,
Assistant General Manager

Soldier Would Work

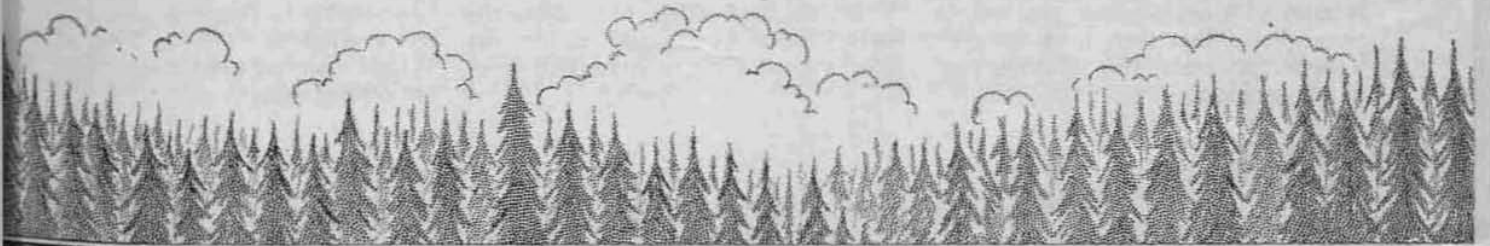
To Coeur d'Alene came a letter last month from Pvt. Milo Anderson, Pullman, in response to advertisements for sawyers.

"I have never worked in a mill, so am not very experienced. But I have done a lot of hand sawing and am willing to try and do whatever you may have. We have Saturday afternoons and all Sunday free and if you work on Sundays, I would like to take a stab at it."

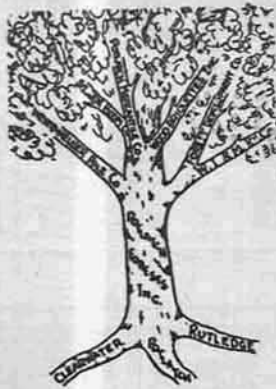
Rutledge Unit manager Clarence Graue replied regretfully.

"It does not seem practical to us for you to go to the woods to saw on Saturday afternoons and we do not work on Sundays, but if everyone was putting as much effort into winning this war as you are trying to do, the Japs and Germans would soon be biting the dust."

Experience is not what happens to a man. It is what a man does with what happens to him.—Huxley.



THE FAMILY TREE



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

Editor Leo Bodine

Correspondents

Elmer Belknap Rutledge
 Mable Kelley Potlatch
 Carl Pease Headquarters

Time Is Short!

Have you ever awakened suddenly at night and found uppermost in your mind a sort of unaccountable, depressing realization that "Time Is Short?" Not in those exact words of course, but certainly in their substance.

Perhaps it came to you with a weakening, sickening dread that travelled to your very toes, that little Jimmy and Mary would have tough going if you, their Dad, became ill—with no cash reserve built against such a happening.

Maybe you remembered with a guilty twinge of your all too wide awake conscience that if you had better planned, had worked harder, had spent less, there would be an anchor to windward. And then, hard upon your resolution to better manage, so that little Jimmy and Mary can better live tomorrow, it hit you that "Time Is Short," and that you have none too much, if enough!

Could be you have no little Mary or Jimmy, but certainly you have other problems and worries that have awakened you with that same chill certainty that "Time Is Short."

Individual problems to the individual, there remains one we must share. It is simply, dramatically, awesomely "The Survival of America," and time is short with our common problem. It passes belief that there does not exist a better understanding of that part of our problem.

Tojo and Adolf will not wait while we extract personal satisfaction for past grievances, or while we tell the boss off, or frantically run hither and yon searching for higher wages and better salaries. Wages and salaries that, minus increased living costs, lost time, travelling expense, personal discomfort to self and family, generally net little more than present employment, if as much.

Tojo and Adolf are good soldiers with many a mile of head start on us in the race for war materials. It is our job to overtake them. Our fighting men cannot otherwise whip their fighting men. Make no mistake about it, we can win the war in no other way!

Grievances, fancied or real, a thirst for adventure, a desire to move around just for the hell of it are all fancies we cannot afford to indulge now!

A physically capable, voluntarily idle man from a war industry deserves no better classification than "deserter." Actually he is a deserter. From a different kind of army, yes, but none the less a deserter.

To date our production record is good. Better, we think, than that of any other similar group of men and women engaged in producing war materials. It can be kept that way with hard work by every employee, every day. Because we are Americans, IT WILL BE KEPT THAT WAY, but "Time Is Short."

From Chuck Johnson, W. S. Co., (once of Potlatch, then Lewiston, now Chicago).

Dear Editor, I didn't know you could write—in fact I wasn't so sure you could read, or does an editor have to have such accomplishments. I note in your initial editorial that you say something about *censuring*—I thought for a minute you meant *censoring* and the thought flashed through my mind you have had too much of the latter already—I am for more and better jokes, if they won't pass through the mail send them express. I nominate Bill Boie for joke censor.

More and better jokes there shall be, when, and if, more and better jokes come to the attention of the editor . . . best you send in a few Chuck. Mr. Webster spells it *censuring*, or didn't you look—The Editor.

"Papa," asked Willie, "what is middle age?"

"It's the time of life, son," came the reply, "when you would rather not have a good time than recover from it."

Bond Purchases Soar—Rutledge Passes Potlatch

As in each succeeding month of the past few months, war bond purchases at all three plants were marked August by a continuous strong upward trend and new highs were reached.

The Clearwater machine shop, largely by virtue of a \$1,500 purchase made by a single individual, hit the astronomical figure of 45.5% of the department's payroll total to the purchase of bonds. However, even without the \$1,500 purchase this department averaged over an eleven per cent average. At Potlatch was the Lath Mill at 10.41 per cent.

Rutledge Shades Potlatch

At Rutledge the Yard and Yards Trans. spurred into the lead with 8.79 average and as predicted Coeur d'Alene men, the Rutledge passed Potlatch in the general overall plant average with 7.08% as compared to 7.06%.

Top ten departments from among the three plants:

	Per Cent
(1) Machine shop, Clearwater	45.5
(2) Dry kiln, Clearwater	13.2
(3) Replant, Clearwater	12.1
(4) Carpenter crew, Clearwater	11.5
(5) Lath mill, Potlatch	10.41
(6) Plant offices, Clearwater	10.0
(7) Graders, Clearwater	10.0
(8) Pipe gang, Clearwater	10.0
(9) Dock crew, Clearwater	9.0
(10) Sawmill, Clearwater	9.0
Lowest three:	
Pond, Potlatch	3.0
Watchmen, Potlatch	4.0
Green chain, Rutledge	4.0
Plant averages:	
Clearwater	8.0
Rutledge	7.08
Potlatch	7.06

Not high enough to make the top but in very good shape as a unit the WI&M with 82 employees and over-all average of 9.10%. Top department of the railroad was the traction employees (eight in number) an average of 15.8%. Five of WI&M's eleven departments were per cent or over.

Summer Summary Camps 35 and 37

By BOB STILLINGER

Considering the handicaps which these two camps have had to battle during the last three months, the production figures for the period are indeed worthy of recognition. With almost continuous rain during the month of June, with the calling of many men to the army, with the difficulty of obtaining needed parts for repair and replacement of equipment, and with the shortage of requisite labor, the shipping of over 15,000,000 bd. ft. of logs from Camps 35 and 37 between the 25th of May and the 15th of September really becomes a significant figure.

How Much Is 15,000,000 bd. ft.?

To the average person such a huge figure is beyond the realm of conception. Approximately 1,250 new homes could be constructed from this timber. Or this same timber could be used to construct such a modern sawmill as the Clearwater Mill which was shown so picturesquely in the last issue of *The Family Tree*.

To transport this 15,000,000 feet of logs from the two camps to the Potlatch and Rutledge mills required a total of 1,897 cars. If these cars were connected in one continuous line, they would reach 16.5 miles.

Rain and Mud

The month of June furnishes an excellent example of what can be done under even the most adverse conditions. Due to rain, it was impossible to begin operations at the trucking camp, Camp 37, until the 6th of July. However, Camp 35 kept running full speed. With mud two feet deep on some of the skid roads, and sometimes worse than that on the landings, the logging chances were none too good. Nevertheless persistence and dogged determination kept the logs rolling. The rain, mud, and rocks combined to place a heavy strain on equipment. With the difficulty of obtaining parts always present, the mechanics had a tough job indeed to keep everything operating. However, under the capable leadership of Master Mechanic John Zagelow the equipment was kept running and producing.

37 Starts Rolling

Just after the 4th of July Camp 37 began trucking. From then on the logs really moved. For a period of 53 trucking days this camp averaged 22

GOAL 10%

**of Every Pay Check, Every Month
to Purchase WAR BONDS**

Percentage of employees this department investing 10%
or more of every check in bonds is

We Were FIRST! 100

in the nation to go
100% on a payroll deduction
plan to purchase bonds

We are far behind others on
the national 10% goal

But

We can Catch Up!
We can Pass
some of them!

Every man wearing a 10% pin has
sacrificed to get it... it is his badge
of patriotism... it is his right to
wear it proudly... and every man
should be wearing one!

Get Yours!

WHAT'S YOUR TEMPERATURE

The thermometer, reproduced above, was adopted by foremen of the three mills last month to indicate to personnel in their respective departments the degree to which 10% of each paycheck is finding its way into war bonds each month.

Answers to the questions:
"What's your temperature? How hot are you for the men who once worked alongside you? How valuable to you is America? What price are you willing to pay for liberty?, etc." will be written in increased purchase of bonds say the foremen, who add that already it is evident the answer will be another sharp upward surge in bond buying.

carloads of logs shipped each day. The average car had 19 logs with a scale of 7,930 bd. ft., and a total of over 22,000 logs were handled at Camp 37. Assuming the majority of the logs are 32 feet long, one continuous line would reach from the city of Spokane to Lewiston with more than 20 miles of logs to spare. The average scale for each log was 425 board feet. Camp 35 handled well over 35,000

logs for the period with the average scale per log being about one-third that of Camp 37.

Production Impressive

After looking at these production figures, it should be quite apparent that Camps 35 and 37 have done an excellent job in doing their part to keep production up to the highest standard in the face of several distinct handicaps. Bill Greenwood, foreman at 35, and Axel Anderson, foreman at 37, certainly deserve a good share of the credit for the fine showing these camps made during the past months. If every foreman and each man were as determined as these two men, and all their efforts as wisely directed, production figures would certainly blossom to new enviable highs for the entire organization.

Letter That Accompanied Summary

"Enclosed find a rather brief summary of the work done at Camps 35 and 37 during the past three months. Unfortunately no one informed me until late in August that the camp clerk in the various camps should send in a monthly synopsis of the activities that took place at his camp during the month. I also noticed that in the past months there has been little or nothing in the way of news coming from the Potlatch side.

"I have brought these two camps up to date with the enclosed news and I hope that my efforts will be an incentive to the other clerks on the Potlatch side to send in some news concerning their camp each month.

"Much to my displeasure I had to leave my job as camp clerk at Camp 35 the 20th of September to finish my last year at the University of Idaho in Wood Technology in the School of Forestry. I would like to express my thanks to the men in the Bovill office and the camp foremen and men as well for a summer of many pleasant experiences. I also feel that I received invaluable training as a camp clerk which will be of use to me in later work. I only hope that I may have the opportunity to work for the company again in the future.—Bob Stillinger."

Wife: "When you came home last night you said you had been to the Grand with Mr. Jones. Now you say it was the Trocadero! Can't you ever tell the truth?"

Husband: "When I came home I couldn't say Trocadero!"

Planing Mill Problems In War Production

By FLOYD MORGAN
(Potlatch Unit)

As the old story goes, Aladdin could rub his magic lamp and anything might happen, but, Aladdin had nothing on Uncle Sam, for, when the Japs got out of hand, the Old Boy shook his fists and plenty began to happen—airports, training camps, munition dumps. All began to spring up, almost over night. Unlike ordinary peace time projects, which could be constructed at the convenience of the contractor, shipyards, factories, etc., had to be put into production in a very short time.

First Problem

Naturally, the first problem to face the builders was "material." With the difficulty of obtaining steel on short notice for such a large building program, the engineers remembered a material called "Lumber;" also that many wooden structures built over a hundred years ago are still in as good a condition as when new; and, so, Uncle Sam bought most of the lumber being manufactured, and, over night, the whole scene changed in the logging camps and mills.

Different Species

The White Pine trees, which have long been the pride of camps and mills alike, had to take a back seat and the lowly Spruce, White Fir, Cedar, Ponderosa and Tamarack trees became the heroes of the day as load after load of these species rolled toward the mill.

The old timber dock at Potlatch began to creak as thousands of ties and timbers passed over it. Much of the Dimension slighted the kilns and sorter and was routed straight from the mill to the planer.

When this type of lumber began to pour into the planer, the millwrights put an extra shot of grease in the gun, and the set-up men began to dust the moths off the big 8" timber and 2" C/M heads which had been practically idle for years. Millions of feet of Dimension from 2x4's to 8x10's began to bypass the rebutter going direct to awaiting cars and trucks.

Green Lumber

With the running of green lumber, as well as D&M Flooring, by the carload, many problems had to be ironed out. One of these was the 2" C.M. heads taking a heavy cut on the outside which overheated the motor, causing it to kick out. This was remedied

by the knife grinders putting more hook in the bits, resulting in less pull.

Another difficulty came on the light "Woods" planer. This machine for years had run narrow White Pine lumber. With the small amount of such lumber being shipped and the large amount of orders for D&M, 2x4 EE and Shiplap, it soon became apparent that equipment would have to be obtained to handle these orders on the "Woods" machine. It looked like a real problem, due to the slow delivery on this type of equipment. However, the Philbrook people came out with a head that can run all of these patterns. This head is equipped with quick changing bits. In other words, at the end of a run of D&M, a couple of loads of S4S or S2S lumber can be run, the heads taken to the filing room, and in a matter of about half an hour, the bits changed to run Eased Edge or Shiplap.

Shortcuts and Work Savers

In order to keep this fast moving lumber in motion as smoothly as possible, a good many shortcuts had to be figured out. One of these was the grademark problem. With most of the government orders calling for Western Pine Association grademarks, it was decided the graders would do the marking in the planer. At first, it was quite difficult for the graders, as they had to handle the stamps as well as the crayon. However, Eric Matson designed a crayon holder with the stamp attached. This made it as easy to stamp the lumber as to crayon mark it.

On orders calling for the marks eighteen inches from the end, one of the graders solved this by attaching his stamp on the end of an 18" handle and using it as a carpenter would use a hammer. To further simplify the stamping, at the suggestion of one of our graders, racks were made for the various stamps. The proper stamp can now be picked out without having to sort through the entire collection.

Handling Shipments

On orders calling for "Load Exact," all these tickets are sorted through the day before and the number of courses required is marked on the margin of the ticket so the offbearer can see at a glance how high to build his load.

With the monorail space taken up with rough cars being shipped, thus leaving little space for dressed flats, Grover Gregg decided to try loading flats on the loading dock with the shed Hyster. This was done by laying steel

rails between the car and the dock covering these with heavy iron plates so the Hyster could pick up the load and carry it onto the car. By having the loads the proper width in the planer, it is possible to load one of these cars in a short time.

Men To Service

Still another difficulty came in the form of many of the crew, some of them men, were called or enlisted in service. This made it necessary for foremen to continually break in new men. Much of the lighter type of work is now being handled by women as a result, and women are now working in the Shipping Department in a variety of jobs:

Feeding, grading and tying lumber; tailing the rip saws; oiling the planer; sorting lumber on the long chain in the replant; piece picking on the dock; stacking short lumber in the sheds; and general clerical work.

Many strange faces report for these days—youngsters just out of school, college students, school teachers—and even two college professors. Although few of these have had experience in the lumber industry, they rolled up their sleeves, buckled on aprons, and give promise of developing into valuable mill men in jig time.

Junior Rodent Extermination

The Lewiston plant employment office became the birthplace September 15 of a five brand new rodent extermination. Obstetrician is said to have been Mrs. Hansen, who normally acts in the glamorous capacity of assistant to Epling, employment manager.

Nor is this the first time the rodent hunting crew has been augmented by Black and White Tabby. Just a year ago she carefully selected an open drawer on Phil Reinmuth's desk, foreman of the lumber department, and much to Mr. Reinmuth's discomfiture increased the rodent population to the extent of six bushels. Exactly what prompted her to enter the employment office as this year's birthplace is not definitely known, but thought she may have harkened back to certain coolness manifested by Mr. Reinmuth toward her last year at the time of her darkest hour.

Next year's birthplace is already a matter of much speculation, it being noted that Mr. Hansen, very soon after Tabby's arrival, left for Coeur d'Alene and other members of the employment office do not seem to exactly have her best interests at heart.

Only haven announced as open to the public at the present writing is said to be the shipping office where superintendent Troy professes a fondness for carrying a black and white label.

POTLATCH CAMPS

Camp 38

Les Mallory has moved his construction gang to Elk River where they are to start construction on the track that will lead out to future Camp 41. Clark Lancaster, foreman this summer at 40 (now closed) is foreman at 38.

Locomotives have used all the water out of Bear Creek and a colony of beavers who inhabit the creek very much object. Camp Clerk Vaughn insists they are trying to requisition water bags from him with which to pack water from the nearest farmer's well.

Clarkia

We now have complete housing information concerning Clarkia, Elk River, Bovill and other towns in the area which will be of interest to men with families. We can refer them to houses in those towns as long as they last.

Sawyers, choker setters and brush pilers are still scarce. We'd like to hire a flock of them.

Camps 35 and 37

There are now about 200 men in 35 with many more needed. Although 37 is closed, men are still working in that territory and hauling logs to the 37 landing. They live at 35 and go to and from work via truck.

Schaefer-Hitcheck Co. have a small crew boarding here that are skidding, hauling, and loading cedar poles. They expect to finish about the end of the month according to Joe Brennen, time keeper.

The scrap drive has begun in earnest here and has caused foreman Axel Anderson to scour the woods for all possible scrap items. Quite some pile has already been accumulated and much abandoned miscellaneous equipment from different spots throughout the woods will later be picked up if possible. Included will be many old Russel car trucks that were left at an old Rutledge camp on Norton Creek.

Camp 36

Guy Lowry, Byers Sanderson, Sr., and Axel Burkland have rigged up a screen with which to obtain fine gravel from back of the dredge working on the north fork of the Palouse river. The gravel will be used on the road between upper 36 and lower 36 at Laird Park.

The starting motor on our big D-8 is out of order and considerable ingenuity, together with profanity, had to be exercised to get the big machine underway. Oil and water were both heated and poured into the machine and it was then towed behind a cat until able to move on its own power. Since that time it has been kept in such constant use that it has not cooled off to the extent that a starter motor has been necessary.

Pearly Chaney, shop foreman, damaged two fingers on his left hand when leather-soled shoes caused him to slip and inadvertently thrust his hand into the fan of a cat that he had just started.

We are going to make rubber out of alcohol, 'tis said. We recollect that alcohol has provided many a man with rubber legs.



Man From Mars?

No such thing, it's just genial Jos. Sampietro, district manager in the San Francisco Bay area for Wood Briquettes, Inc. Joe is a member of the Auxiliary Police in the city of Albany. His civilian defense regalia includes gas mask, wind breaker, arm band, first aid belt, billy club, whistle, flashlight and perhaps another one or two items we've missed. He's really a pretty good looking gent, minus the Micky Mouse facial piece.



Rapraeger To Army

E. F. Rapraeger, forester (and for six months editor of *The Family Tree*), left Lewiston on September 21st bound for Clairborne, Louisiana, and for duty in the forest engineer corps of the army. "Rap" received a captain's commission and we're certain he will discharge the duties of officership in the same competent, efficient manner that characterized his work in P.F.I. "Good luck, Rap!"

POTLATCH NEWS

Hotel

A new coat of paint, applied during the month, has greatly improved the exterior of the Potlatch Hotel. Inside, the kitchen has been renovated and the rooms one by one have been redecorated and five of them completely re-furnished with modernistic furniture and new rugs. Thanks to the mill's double shift and operation of the rock crusher near Potlatch the hotel is experiencing a good business.

Writing Club

A group of Potlatch girls have organized a writing club. Chief function being to write to local boys in the armed forces. Their efforts seem to be appreciated as evidenced by replies received from men to whom letters have been addressed.

Bond A Month

"A bond a month" is the slogan of Robinson Post No. 81 of the American Legion at Potlatch. For years this active post has sponsored community projects and led in community welfare work. It is no surprise to find the Robinson Post again setting a fine example for other Fraternal and Service Organizations.

Women Employees

At the present moment Potlatch has thirty-three women employees at the plant. Careful consideration as to wearing apparel has been necessary to avoid the hazard of loose clothing catching in machinery. The result has been slacks or overalls, the hair well covered and protected, and low-heeled sensible shoes. Jobs include riding carriage, extra grinderman at the Pres-to-logs plant, tender slasher, punching buttons, working on tie dock, feeding moulders, clean-up, and janitor work in the smokehouse and plant offices.

Bovill School

The Bovill School District found itself this year in a rather serious and unenviable predicament at the opening of its school term. It is far from pleasant to be confronted with the not unusual, but nonetheless perplexing problem of raising funds. Ten thousand dollars were needed, but only eighty five hundred could be counted on from anticipated revenue sources.

The task of raising fifteen hundred dollars is still not solved, but solution is sought with a mammoth Armistice Day, School Benefit Dance, to be held in the school's gymnasium. Tickets are to be sold through the joint efforts of the local Parent-Teachers Association and LSW Local 2679. Below appears a reproduction of ticket No. 594.

ARMISTICE DANCE
WEDNESDAY, NOVEMBER 11, 1942

SCHOOL BENEFIT
Bovill Gymnasium
BOVILL, IDAHO

No. 594

FIRST PRIZE	\$1000 Government Bond
SECOND PRIZE	\$500 Government Bond
THIRD PRIZE	\$50 Government Bond
ADMISSION	\$1.00



O. SOGLOW

"WARN'T DOIN' ANYTHIN' WRONG - JES' TRYIN' TO MAKE SOME RUBBER."

Drawn for Office of War Information

It requires as much power to carry 20 tons of 4-engine bomber through the sky as is needed by a crack passenger locomotive to haul 1,000 tons of cars and tender over the rails.

BATTLE OF WITS

A farmer and a professor were sharing a seat on a train. It was getting lonesome so the farmer started a conversation and they soon became a friendly pair.

"Let's have a game of riddles to pass the time," said the professor. "If I have a riddle you can't guess, you give me a dollar, or vice versa."

"All right," replied the farmer, "but as you are better educated than I am, do you mind if I only give 50 cents?"

"O. K.," said the professor. "You ask first."

"Well, what animal has three legs walking and two legs flying?"

"I don't know. Here's a dollar. What's the answer?"

"I don't know, either. Here's your 50 cents," replied the farmer.

The tin in 60 tooth paste tubes is just about the amount of tin needed to solder electrical connections on one army training plane.

FROM NAVY'S BILL ROSE

Hi Leo: I'll try to let you know about this grand old Navy of ours. I wind up this little epistle. Maybe you have read it you'll wonder how former P.F.I. timekeeper ever lasted but honestly I have enjoyed every bit of it.

The first thing that a "Boot" does when he hits the station is to take a haircut which is very thorough. And then there's that you have probably heard about. They are for everything from tetanus. Next comes the now famous

"Haircut"

Haircut is what they call it, but it is a mild form of scalping. They give a nice hair brush and comb, but I'm sure I don't know for you really have enough hair left to keep from being sunburned on the grinder. Oh, yes, I forgot to tell you what the grinder is the drill field, where you stand right, squad right, to the rear. At that time, do physical drills and everything will keep every muscle in your body working continually.

"Chow"

We will now take up the subject of Beans for lunch? Beans for dinner? You have two days in the week that are bean day and you are just as liable to those little fruits of the bean plant as of the above named meals as having a regular breakfast. To be sure chow is pretty good, but all the fellows kick about their food just to be sure about something.

"Equipment"

Third subject in this little article Navy will be the subject of keeping equipment in a shipshape condition. There's a mast in the patio, which is a flag, pennants, or other colorful things, but to hang up the clothes that are over a nice scrub board.

The ways of washing clothes are varied, but none of them are easy. They all take elbow grease and muscle, and down right work. But when you get out there at the end of the day that's when every fellow starts to wonder about what he did in civilian life. I'm a thing from 4/4 C select Idaho. We'll get to the merits of the 21st Amendment under the all wise discussion of the wash table.

"Available" Rose

And now to all you gals at the station working at the plant proper. Take a man for a husband. He can wash dishes, windows, or anything else. He takes soap and water to keep his floor. He can make a bed, sweep or floor, sew a mean stitch, and is guaranteed to hang up all his clothes in the proper places. I'll be available as Mr. Hitler, Musso, and Tojo. I'll hang in their proper places. I'll be sawing!—Bill.

"V" Mail From Pvt. F. Clarence W. Bare

I thought I'd better let you know I've been getting The Family Tree and I've stopped sending it and I wouldn't want to happen. That's about the only thing I have of knowing just what is going on in the woods.

CLEARWATER CAMPS

Camp 27

Camp 27 faces a new experience this year. For the first time it will be shut down during winter months. In previous years we have always logged some in the winter and no mean amount of P. F. I. logs have come in over 27's frozen roads. Our efforts have helped quiet that cry of "more logs" from the Lewiston office in both summer and winter and we've really been logging along the past four weeks. Practically all our felled timber is in and the balance will be in within a few days. The brush pilers have all gone and the remaining twenty odd men that will make up a construction crew to work during the winter on Breakfast Creek are to live in Headquarters and travel from there according to present plans.

Camp 29

Once again we're a production camp. Saws are operating and cats are put to skidding as fast as they arrive from other camps that have closed for the winter. 29 will soon be producing from three to four million feet of logs a month.

E. E. Gramis, clerk, spent a few days with his family in Lewiston around the middle of September. C. E. Reed was clerk during his absence.

Cold Ham Snyder, cook at 29, spent a week in Spokane. Carl Simpson, second cook did the culinary chores in Ham's absence.

George Duncan and Howard Hough have been called to service in the armed forces.

Barton J. Forest, cat operator, was accidentally killed September 10th when a log he was yarding out up-ended and struck him on the back of the head.

Camp 31

Camp 31 is now located on Casey Creek meadow with many saw gangs hard at work and production getting under way in fast style. Most of the cutting is still right of way. Phil Peterson's crew, together with Gus Howe's gang are with us and the total makes a really big camp.

Camp 11

Camp 11 finished up during the last few days of September following a successful season despite many difficulties that included a skeleton force of experienced men and continual training of new men. Foreman Thompson kept the trucks rolling and was able to load out some seven million feet. Peak employment was in August when 82 men were in camp. Labor turnover was 25% for the period.

Mike Ross and his bull-gang have been transferred to Headquarters to work on the new water system. With Mike went Charlie Anderson, Gust Oberg, Jack Mlaker and John Strand who have all worked throughout the summer on the bull-gang.

Rain cost us but three days of trucking between July 4th and September 10. Bill Rideout, assistant foreman has been sent to Camp 31 where he will have charge of the saw gangs.

Camp W

Our hauling was finished on Sept. 23. With the help of the old gentleman up above we managed to dump some 8,300,000 feet of logs into Sourdough Dam. By grace of the same individual, or in answer to the

prayers addressed to him by Charlie Smith and "Red Jack" Gillis, the Beaver Creek flume has held together long enough to carry the logs from Camps J and W to the river.

Four jams in the flume during the season have made it necessary to rig up the flume jammer, which will add a few days of life to W. We have some 28 brush pilers at the moment, but before the end of the month they will have moved to Camp 11 where we understand a brush crew will work for some little time.

John Fuelick, who fractured his leg on August 10th, is reported up and around on crutches in Orofino and probably will be back at work before winter.

Truck roads nearing completion will open up some 5,000,000 feet of timber for next summer at W.

Camp T

It will not be long now until we will move down the flume to Camp U. We have been getting out some good sized logs and, with none too much water, the roll-in crew has to be on the double quick to get them into the flume during the five minute fluming period.

Steve Cooligan is here to relieve foreman Stan Proffitt for a short time while he is infanticipating.

Camp 14

Last month our prayer was to Ade Nelson to "send us some more men." Probably the prayer should be repeated because we're still short handed. The jacks have one eye on the weather and the other on the supply of rubber boots and raincoats in the commissary. Carl Pease says there will be plenty of rubber boots to go around, but there is apt to be a shortage of coats and pants.

With camps W, J and 11 closing it is hoped we will be able to borrow enough men to offset our man power shortage—at least until next spring.

The scalers by unanimous vote have decided that it is time all interested parties were informed that the scaler shack at 14 is badly in need of repairs and that a certain adjacent small building also needs repair work.

Camp J

J finished hauling on September 21st. The camp was fortunate in having no serious accidents or wrecks during the season while some 5,325,000 feet of logs were dumped into Sourdough Dam.

Foreman Cooligan has been transferred to Camp T where he is to relieve Stan Proffitt for two or three weeks. Hughes Noble, clerk, plans to enlist in the army within the next few weeks.

Camp X

We have about ten million feet of logs in the river and figure another three million have drifted down to the mill, making a total of some thirteen million handled by X so far this year. The trucks have gained on the sawing crews and are now just a million and a half feet back of the saws.

A gang of fifteen men are working on the mile and a quarter of flume that is to be constructed on the middle fork of Long Creek. Trucking is to continue until bad weather interferes when saw gangs will be shifted and more fluming done with an

increased number of cats doing skidding work.

C. E. Reed is relieving camp clerk Norman Woods who is at home infanticipating. (Woods and Proffitt can exchange cigars a little later).

The sawmill is running as best possible with a short crew and will probably operate for two or three more weeks cutting flume lumber.

Headquarters

A new building is being put up for the Power Plant—it being necessary to enlarge the plant to satisfy Headquarters' requirements. The salvage program is underway in high gear with collection of chute spikes for construction work and the repair of broken chokers for further use, the two most important items to future P.F.I. operations. In addition a great quantity of other material is being salvaged that was previously discarded. To date six cars of scrap rail and one car of scrap cable have been shipped. The camps send in syrup cans, egg crates, banana crates, gunny sacks and No. 10 tin cans. Collection of the No. 10 cans should cause some enthusiasm because they are the source for future beer bottle caps.

Glen Johnson recently acted as guardian to a Hysler locomotive while it was towed from the Olympic peninsula to Headquarters and picked up so much railroad lingo on the trip that it's hard for an ordinary lumberjack to understand him. He expected to be away one week but was gone three.

RAYKOVICH AND SULE PAINT CHICAGO

Penned by Pvt. Anton I. Raykovich To Editor of Family Tree:

I met a friend here in Chicago who was working in Camp 14. So naturally when two lumberjacks meet and, being as we were in the city, we discussed logging. I sure was glad to see and hear him tell about it too.

Frank Sule also mentioned the victory chokers. After he got thru' talkin' about logs (me thinking all the while that only Shorty Doyle could out jabber him about skidding) we decided to paint the town red. (Just as any real lumberjacks would).

Frank had his girl and I had a girl. The reason I say I had a girl is 'cause I don't know if she's mine or not.

We took an El to River View Park. Then we took different rides like the Mill where a fellow can sit quietly with his girl on the boat while going thru the tunnels. Funny part of that was that all the patrons were soldiers, sailors or marines—with girls. I think the dark tunnel held certain attractions for the service men.

We took a ride on the silver streak and it felt like the time when I was riding on a cat, when the driver kicked out the clutch going down the hill.

We also made a parachute jump. That really was thrilling. My girl—I mean the girl I was with, almost fainted. Finally at about one o'clock that night I had to make the Congress Hotel or be A.W.O.L.

Frankie Sule and I didn't drink anything outside of water and root beer, but we sure had fun. So anytime you guys come to Chi just look me up and I'll show you the town.

CLEARWATER

Sig Alsaker
Wally Anderson
Ortis Andrews

Bernard Baldeck
Charles Bare
Vincent Barton
Kenneth Baughman
Francis Beaulieu
Luther Biggs
C. Robert Binger
Vey Blank
James Bly
Walter Boggs
Bill Borsos
Robt. Bowling, Jr.
Ernie Brasch
Frank Brice
Wm. G. Brown
Earl Bullock

Frank Cermak
Claude Cheatwood
Wendell Clarkson
Gale Cloninger
Willard Currin
Dale Curry

Chas. Daniels
Milton Daves
Chas. Dickey
Walter Dodel
Tom Duncan
Hollis Dunham

Dale Eastman
Geo. Emerich
Walter Ettinger
Herbert Euscher
Mark Euscher

Dick Farnsworth
Art Fauver
Alex Felker
Maurice Fletcher
Harvey Ford

Leslie Galano
George Galles
I. F. Gilbertson
Wallace Glenn
Gilbert Gonsler
Merice Gonsler
Evan J. Graham
Henry Graham
Wm. A. Green
Phil Greer

Birger Haglund
Alvin Halstead
Walker Hancock
Bill Hansen
Herman Hansen
Mark Haworth
John Hendley
Charlie Hollenbeck
Charlie Hopkins
Glen Howell
Myron Hunt

Delmer Jackson
Ira Jacobson
Sid C. Jenkins
Marvin Jensen
Horace Jerald
Dave Justice

Aron Karshen
Dale Kennedy
Jack Kennedy
Chas. Kiljanezyk
Ralph King
Frank Kirk
Leroy Kirk
Allen Knepper
Geo. Koethke
Louis Kohl
Conrad Kreiger

Everett Landrus
Kenneth LaVoy
LaVerne Lee
Bill Leuschel
Jim Lisle
Joe Lundy

Walter A. Mallory
Harold Maltbie
Ed Martinson
Geo. Mattoon, Jr.
Bert McCammon
Grant McFee
Wilford Meshisnik
Larry Millage
Bert Miller
Leonard Misner
Alvin Moan
Homer Montague
Dale Moore
Robert Moore
C. W. Morgan

Ken Newman
Floyd Nichols

Percy O'Brien
Thomas M. O'Brien
Carroll O'Conner
Harry Olin
Darrell Olson
Henry J. Ott
Ted Oylear

Dick Parsell
Jack Pease
Louis Penland
Craig Perkins
Art Peterson
Don Peterson
Reynold Peterson
Geo. Phillipps
Lionel Poston
Ammon Powell
John Pratt

E. F. Rapraeger
Harley Reckord
Harold Reed
Ray Rencehausen
Richard Renner
Mac Richardson
Mark Robeson
Zeb Robeson
Carol Rogers
Glen Rohrer
Lonnie Ropp
Dale Rose
Wm. Rose
Nelson Ross
Rollen Russell

Vernon St. Marie
Sheldon Sanders
Wilbur Satchwell
Harry Schmale
Ray Schneider
Ed Schultz
Leo Scully
Jim Sewell
Lloyd Shangle
Wm. Shangle
Harvey Shaw
Clyde Sheets
Gordon Shore
C. Ray Smith
Frank Speno
Melvin Stanek
Tony Stanfill
Lawrence Stevenson
Bryce Stockslager
Kenneth Stouffer
Wes Stranahan
Steve Summers
Allen Sundstrom

Alfred Terison
Leonard Thomas
Harvey Thornton
John Todd

Earl Vannoy

Kenneth Walters
Neil Weeks
Phil Weisgerber
Paul Weiters
Luke Wilsey
John Wold, Jr.

Don Zier

Men In Service

Our records do not insure this list being absolutely correct. Likely some men have been missed. If you know of any, please give us their names. There are addresses on file for less than half the names listed and if P. F. I. Christmas Boxes are to reach our men in service, addresses must be sent in by parents, relatives, or friends before October 15th. PLEASE GIVE US ADDRESSES KNOWN TO YOU AT ONCE!

RUTLEDGE

Gwin W. Boothe
Edward L. Crockett
Francis J. Dingler
Jack Durdy
Herbert J. Elberling
Einar H. Holmblad
Ernest J. Hurrell
Edward J. Kapell
Aleric F. Kjera
Leonard M. Larsen
Ralph J. McGraw
Lloyd Moe
Torsten C. Nyman
Claude H. Rawson
F. E. Wilcox

POTLATCH

Howard I. Abbott
Nelson M. Abbott
Melvin J. Alsager
Louis F. Balam
Harold Baroni
Herbert C. Carlson
Philip G. Carter
Edwin Chambers
Lynn T. Chandler
Foy Cochrane
Ellis Crathorne
Paul F. Crathorne
Jack Grose
Geo. A. Cunningham
Philip S. Davis
Edward T. Denison
Gordon Egan
Iven R. Evettes
Robt. H. Garrelts
Albert Goodnough
Harvey T. Goodnough
Delmer F. Graff
R. R. Greenamyre
Philip J. Hearn
Marland D. Hoskins
Nels K. Huus
Joris Johnson
Walter E. Johnson
Patrick Kilfoyl
Harry Krause
Herbert Larson
Newell E. LaVoy
Wayne Layton
Jack C. Mackey
Victor E. Malmquist
Willard Matthias
John Glen McDonald
Lawrence McGreal
Geo. W. Mean
Martin E. Moore

POTLATCH WOODS

Paul E. Moore
Bernard E. Moser
Archie T. Nearing
Clyde C. Nelson
Oscar B. Nelson
Harold Olson
James O'Reilly
Harlan Owens
Richard N. Reynolds
Elvin D. Swatmon
Kinzie Tibbitts
Robert Trotter
Loren E. Weber
Glen E. Wood
Milton W. Woodward
Virgil Wright
Vernon L. Young
Boyd H. Brooks
Richard Brooks
Walter G. Burklund
Elmer B. Campbell
Terence F. Carlin
Donald V. Clark
Robt. E. Clements, Jr.
Michael Cluver
Gordon Collett
Larry Connors
Leo Cornagey
Gilbert Cummings
Eugene Dalgren
A. O. Dennis
Geo. Wm. Dill
Percy Eller
Jack R. Gaskill
James L. Goss
G R. Hammond
Orville W. Haney
Arthur Hansen
Thomas Hansen
Donald Harris
Stafford Hauck
Bernard Hobbs
Jean Wm. Johnson
Reuben R. Johnson
Richard Jordan
Harold W. Kechter
Peter T. Kerliszewski
A. R. Laws
Dinty Mazzane
L. L. McKenna
James Stanley McVey
Arthur Mohr
Ben Moravetz
Donald J. Nagle
John F. Neely
Bernard Nogle

Bernard Ottinger
Patrick J. Parsons
R. S. Person
John R. Phillips
H. G. Ray
George Schlager
Paul J. Shepard
Sherman Shine
Elmer Smith
John C. Sturman
Elmer E. Swanson
Harmon J. Taylor
Milton Tuck
Jack Vasser
John S. Warfield
Louis Weber
Kenneth F. White
Wm. W. Whybark
Carl Wolfbrandt
George Zagelow

CLEARWATER WOODS

Frank Altmiller
Jack G. Anderson
Garland I. Atkinson
Archie Ayers
Gust Baggstrom
Dennis Bardwell
Harold Bartlett
Arthur Beckett
Robert Bedwell
Peter Bengman
Steve Berdar
Herman Beyer
Kenneth R. Bigham
Jack Bird
Fred Blood
Herman E. Bolt
Albert E. Bradbury
Wm. F. Branson
Millard Brewster
Otto C. Brown
Arthur R. Carlson
Robert W. Casey
L. A. Chaney
A. Burnham Choate
Francis Clemens
John N. Clemens
Jasper Clute
Charles M. Code
Bert B. Coons
Joe Costello
Chas. E. Cox
L. J. Crabtree
Cecl J. Crawford
Thomas J. Croney
Ira Daily
Leslie W. Danner
Charles Dickinson
George Duncan
Eugene Dyck
Herman A. Fay, Jr.
Seril L. Filley
Chas. Fitting
Wm. H. Foster
Hugh Garrett
James Gentry
Howard Glatfelty
Wallace Godwin
Wm. Goodall
Dale G. Graham
Robert Grau
George Guthrie
Myrlin Haines
Harley I. Halgrumison
Matt Halic

Nick Halic
Gordon Hall
Orville C. Haman
Edwin J. Haman
Wallace A. Haman
Dan Harrison
Finas Harvey
Howard Haugh
Ed. F. Heels
Elbert D. Hobbie
Claude Holstine
Clifford Holstine
Howard E. Howe
George J. Huck
Orville Jenks
Allan Johnson
Gunnard M. Johnson
Howard E. Johnson
Wilford C. Johnson
Wm. F. Johnson
James G. Jones
George Kallewick
Glen Kitts
Elmer Kluver
George H. Kolman
George Larson
Gale L. Lowrie
Dean Luce
Shirley Lund
Robert Lyells
Hollis Lyon
Jack E. Mackey
Dell R. Marner
Don O. Martin
Jesse Mash
Roy Maupin
Walter R. Marx
Hugh McDonald
R. T. McDonald
Warren McGill
Frank McHugh
Clarence McLean
George W. Mead
Delbert W. Meier
Hobart H. Miller
Norman H. Miller
Ervin B. Monroe
Leland Morey
James F. Moser
Glen Northcutt
Vernon R. Park
Jack A. Pennington
Wendell E. Peterson
Floyd Pfeaster
Anton Raykovich
Baxter D. Remick
Fred F. Rhoades
Don Richards
Earl Ritzheimer
Richard R. Roberts
Merlyn C. Ruan
Robert C. Samuels
Addie A. Southern
J. D. Stanley
Donald Spreiter
Julian A. Squibb
Orwald Stan
Herman C. Starnes
John C. Thomas
John H. Thomas
Merril G. Thomas
Victor Von Drasek
J. L. Warner
John H. Weiman
Herbert Wellens
James Westlee
Homer D. White
Irvin W. Willis
James Wilson
Henry O. Witt
Kenneth Wood
Chas. Zimmerman