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# THE FAMILY TREE

Vol. VII

Number 6

Lewiston, Idaho, March 1943

## WOOD IS AT WAR

The Nazis are in the woodpile but so is Potlatch Forests, Inc.

Our glued stock is being used on a big scale in storage bins for airplane parts, our regular Pres-to-logs and our Pres-to-log stoker fuel are a big factor of saving in railroad haul because of their replacement of other fuels hauled considerable distances, our culvert staves are replacing steel on many Government projects, and in many other fields we are pouring our unusual and unfamiliar products in heavy volume.

Wood can hardly win the war but our outfit can never be blamed for falling down on the production job.

We are proud of our crew for staying on the job so well during the difficult winter months. We don't have the figures to prove it but we believe our absentee record for recent months is as good as the best in the industry.

**C. L. BILLINGS,**  
 General Manager.

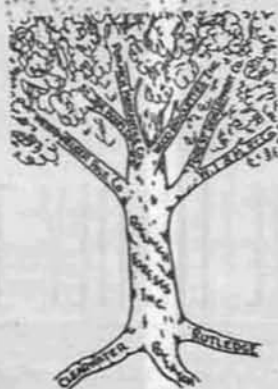


Upper—Clearwater plant, in operation since 1927.

Center—Potlatch plant, in operation since 1906.

Lower—Rutledge plant, in operation since 1916.

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  
 Joe Flahive ..... Potlatch Woods  
 Jerry Johnson ..... Clearwater Plant  
 Carl Pease ..... Headquarters

To the masthead of *The Family Tree* is this month added a new name, replacing Doc White as Potlatch woods correspondent. The man is Joe Flahive, formerly of the general office and now assistant woods auditor working out of Bovill. Joe will have an opportunity to collect some interesting news from the clerks at the various Potlatch camps and it's certainly a pleasure to have him share with the rest of us the job of getting out *The Family Tree*. Joe worked for a time in the Clearwater woods before joining the general office staff and is no newcomer to woods work. His first job was to smooth out the ration point system among the various camp cooks so that no camp exceeded its allowance and yet knew exactly how much canned fruit and vegetables were its share. This he did in record time and if he proves as good a correspondent as he already has proven assistant woods auditor, *The Family Tree* will have gained a strong helping hand.

"Hereditry," wrote the little boy, "means that if your father did not have any children, and your grandfather did not have any children, you won't have any children either."

Then there's the story of the dumb groom, on his honeymoon, who wouldn't go to bed because he wanted to sit in the window and watch the moon and stars. 'Cos his mother had told him that his wedding night would be the most beautiful night of his life and he didn't want to miss it.—From Moscow Elks magazine.

The Army's Punch Is Packed In Wood

By Brig. Gen. Theron D. Weaver  
*Army Quartermaster Corps*

Lumber helped open the second front.

Boxes and crates holding weapons of war were landed along with the first American troops who opened the African campaign.

Everything from huge howitzers to radio sets, from foodstuffs to anti-aircraft guns came packed in wood. Without those boxes and crates, we could never have got the guns that knocked out opposing planes, the radio sets that guided our troops, or the jeeps and scout cars that made for fast coordination of all military units. Boxes and crates holding spare engines, extra parts and added supplies were rushed to the front lines as needed.

From the holds and decks of hundreds of freighters came our mighty tanks—General Shermans and General Grants—all housed safely during the voyage in large wooden covers.

It takes a lot of lumber to move all the material needed for a second front. A packing case containing a 155 mm. howitzer occupies 500 cubic feet and weighs 12,500 pounds. The crate for each half-track personnel carrier takes over 2,000 board feet of lumber. A 90 mm. gun weighs over 22,000 pounds crated and occupies nearly 1,300 cubic feet. And every jeep takes about 206 board feet of lumber for crating. Just to equip a 100-truck unit of the Army, 34,000 parts must be shipped in 249 boxes.

When we landed in Africa we brought with us 700,000 different items of equipment. All these supplies were protected by wood, wood covering everything from bullets for Garand rifles to bulldozers for clearing airfields. That meant millions of board feet of American lumber on the front lines.

The African campaign is the beginning, not the end of our big drive on the Axis. New fronts will be established everywhere until the last Nazi and the last Jap is crushed. And behind every front line there must be plenty of material, all of it brought to our soldiers in wooden boxes and crates.

To beat the Axis, and to smash it to pieces, every logger and every millworker has got to help turn out the eleven and a half billion board feet that the Army and Navy must have next year just for boxes and crates.

The Army and Navy on every front are depending on the men in the forests and the mills.

Only loggers and millworkers can get the wood for boxes and crates in which the Army packs its punch.

Rutledge Unit Again Tops In Bond Contest

New Record Set

The Rutledge Unit again, and very definitely, in the month of February assumed leadership in the war bond buying contest between the three units with a new high average of 10.99%. The new average is the highest ever posted by any one of the mills and exceeds the Potlatch January figure by .64% (the previous high).

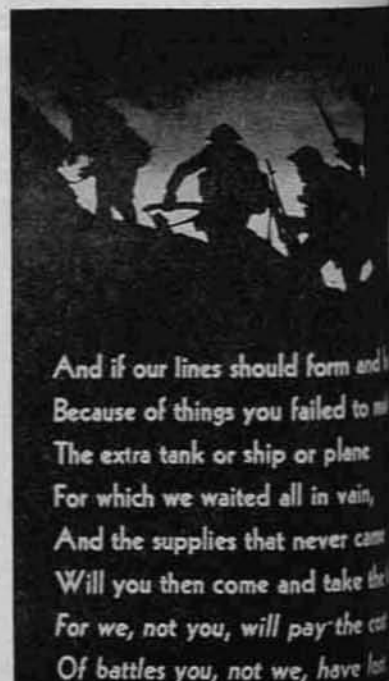
While Rutledge was pushing the purchase rate upward, Potlatch slumped .94% to a figure of 9.4% and Clearwater dropped .18% to 7.79%.

Top ten departments from the three mills were:

- Townsite—Potlatch
- Carpenter—Lewiston
- Guards and Constr.—Coeur d'Alene
- Re-mfg. Plant—Lewiston
- Pond Sawmill & Lath, Coeur d'Alene
- Shipping Dock—Lewiston
- 4-Sq. Rebutt & Glue—Lewiston
- Pres-to-logs—Coeur d'Alene
- Yard & Yard Tsr.—Coeur d'Alene
- Power Plant—Potlatch

Lowest three departments were:

- Watchmen—Potlatch
  - Fond—Lewiston
  - Power Plant—Lewiston
- Plant averages were:
- Rutledge
  - Potlatch
  - Clearwater



And if our lines should form and  
 Because of things you failed to do  
 The extra tank or ship or plane  
 For which we waited all in vain,  
 And the supplies that never came  
 Will you then come and take the  
 For we, not you, will pay the cost  
 Of battles you, not we, have lost.



★ SERVICE LETTERS ★

**From Pfc. Leonard Meisner  
Somewhere In Pacific**

Well the war looks pretty good from here. We seem to be doing well. Anyway living conditions are better. We carry our own light plant with us, gasoline engines and generators. I am on special duty now—away from my outfit. I like it pretty well, it is working on ships and makes me feel like a sailor instead of a soldier. Joe E. Brown was here on the island with us. I wish his mouth was a little larger so he could swallow the ocean. I sure hate to think of that boat ride on the way back. The mosquitoes are taking up a formation and getting ready to dive bomb us, so I had better quit. *Keep the boxes rolling as all our food comes in them and we are always hungry.*

**From T Sgt. Reynold J. Peterson  
Somewhere In Africa**

Although you may read this by electric light I am writing it alongside a very dim light—which is for our own safety as you will understand. We are very busy people at the present so there is no time in which to write during the day. I am very sorry I cannot tell you what we are doing but you can bet your bottom dollar we're making it pay. You mention gasoline rationing. If the people at home could see, or had any idea, what that gasoline is doing for them over here they would be astonished. Tell all the boys hello for me.

**From Pfc. Paul M. Wieters  
Somewhere In North Africa**

Right now we are camped in a large cork forest. The Arabs have a small market set up right close to us and they do their best to keep us supplied with oranges, almonds, tangerines, etc. I always had an idea that Africa was a real hot country, but have found out very much to the contrary. The days are hot enough but the nights are so cold it is a problem to keep warm. Of course we are right in the rainy season now and that explains it. The much dreaded malaria season isn't very far off now so I suppose we will be living day and night with mosquito netting, gloves and the rest of the anti-malaria equipment. It was quite a problem getting accustomed to ways of the natives around here. It seems as though shoes just weren't made for their feet and even if they are lucky enough to own a pair it is nothing unusual to see them walking down the road carrying them. Their exclusive means of travel is the burro or donkey. They have a sort of bus system which transports the natives to their bazars in the various towns. The bus burns fish oil for power and the odor is terrific. Quite often they stall on long hills from lack of power.

**From Pvt. Louis Fagnan  
Somewhere In Australia**

The snow you mentioned, in spite of all the headaches it causes, sounded good to me. I've been in the tropics so long that the mere mention of snow or White Pine actually makes me homesick. Why not a special edition of The Family Tree dedicated to

men in the forces all over the world, and put plenty of pictures of logging operations in it. They would sure appreciate it and I for one like to brag about logging. I consider myself the best salesman for Idaho Forests in existence. What bull sessions we have—I know every time I get The Family Tree a few fellows with names like Rassmussen, Sorenson, Johnston, and Jensen and myself log off every bit of timber in Idaho, Washington, Oregon and Western Montana.

**From Sgt. J. S. Warfield  
Somewhere In The Pacific**

Just received your very nice package and I wish I could do more than just give you my thank you for receiving it. It contained articles that have been hard for us to get. *It so happens that your package is the first and only one to reach me since I left the states early last fall.* I wish that I could tell you about this place, but as you know, we are not allowed to say anything about what we do or what happens. What I can say is that we wish we were home.

**From Pfc. Percy Eller  
Somewhere In The Pacific**

I am now stationed out here in the so-called mid-Pacific paradise. It is nice but I can't get the hills of Idaho off my mind. We have been getting the very best of food and the U. S. O. puts on a show for us every once in a while. Hula girls and fake grass skirts.

**From WAAC E. May Gibbins  
Co. 15 Reg. 3, Ft. Des Moines, Iowa**

So far haven't had time to write to anyone. We are settled at last for four weeks. Of course I drew K. P. on pots and pans for this bright Sunday so am very busy. I love this, but it is definitely work and not play. Tell everyone hello.

**From Pvt. Gordon Hall  
Oklahoma City, Oklahoma**

The army has shipped me around quite a bit until now. I am in an aircraft depot repair squadron, having attended school in California. The air corps is a swell branch of the service to be in and I like it very much. I worked with John Huff before joining the army and if I have a chance I want to do so again. Thanks for The Family Tree. Here's looking forward to being with you after the war.

**From Pvt. Edward T. Denison  
Somewhere In The Pacific**

I saw a few pieces of your lumber two or three days ago. They were double end trimmed and stamped "Rex." What made me notice them was that I worked on the Rebutt Machine before I enlisted and had helped put out a number of orders with that stamp on them.

**From Pvt. A. A. Southard Alaska**

I am doing carpenter work. All is well and no complaints. The weather isn't very cold and the snow doesn't get anywhere near as deep here as it does around Pierce and Headquarters.

**Credit Union In Good  
Financial Health**

Potlatch Credit Union No. 1, organized in April of 1938 at the Clearwater Unit was reported last month to be in excellent financial shape by Vern Runyon, Secretary-Treasurer, in a financial and statistical report prepared for credit union members. Runyon's report called attention to the fact that each member is a part owner of the credit union and urged that an effort be made to secure additional members. Membership fee is 25c and each new member must agree to save at least 25c per month toward the purchase of a \$5 share. Savings according to Runyon can be withdrawn at any time by a member and in most instances immediately, although a few hours notice is advisable.

Runyon's report reads:

**FINANCIAL AND STATISTICAL REPORT  
POTLATCH CREDIT UNION No. 1**

February 28, 1943

Members .....	565
Shares .....	25,112.17
Bad Loans Reserve .....	933.65
Undivided Profits .....	707.35
Savings and Loan Shares .....	10,062.50
U. S. War Bonds .....	1,480.00

**General Office**

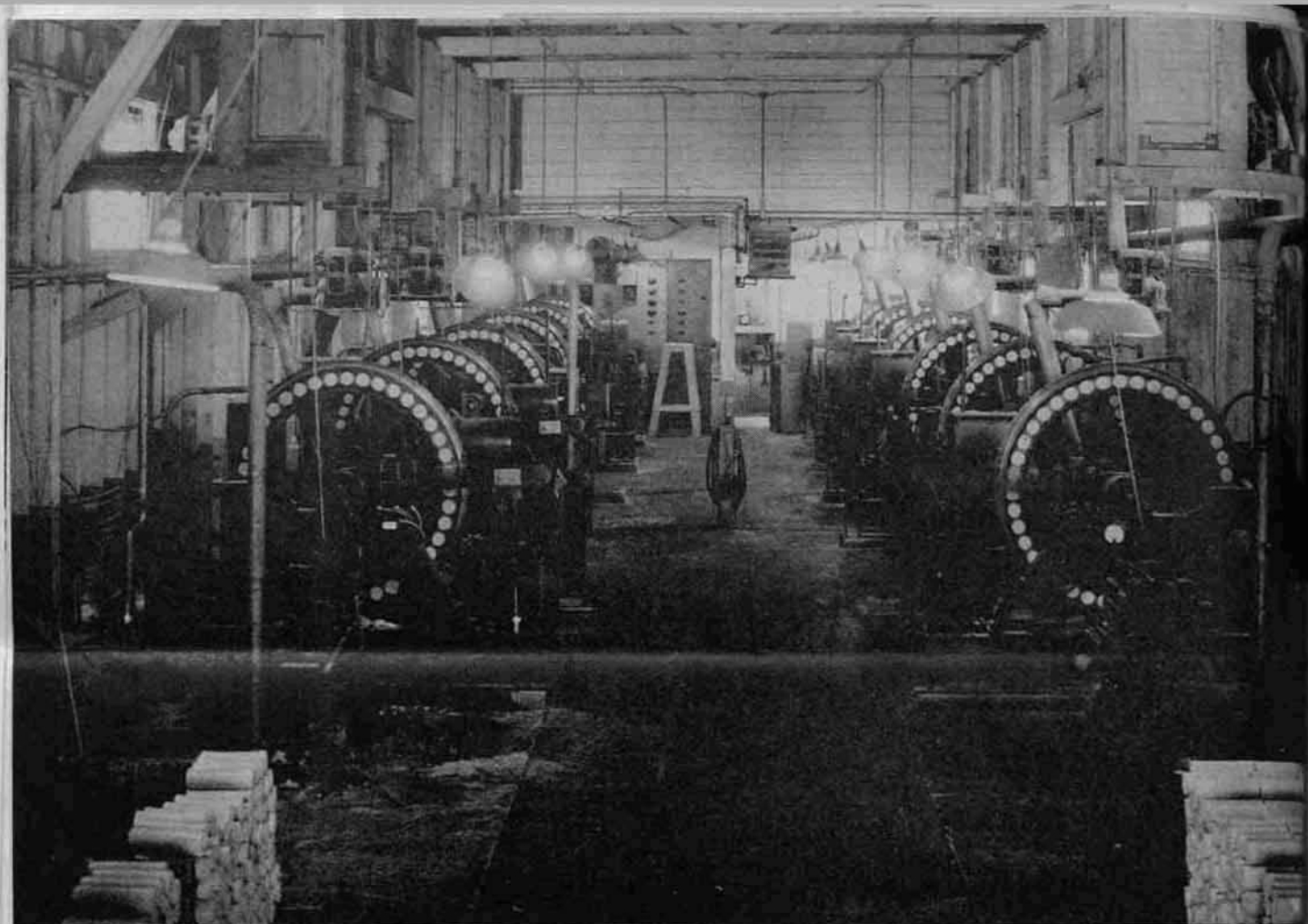
Robert Berger, erstwhile golfer and all around general office athlete and card shark, took the fatal step in early March. His bride was the former Miss Ann Madden. A two weeks vacation was spent on a honeymoon trip to the middle west where bride and groom visited with Mr. Berger's parents. Mr. Berger is personnel manager for P.F.I.

Parson—"You love to go to Sunday school, don't you Robert?"  
Robert—"Yes, sir."  
Parson—"What do you expect to learn today?"  
Robert—"The date of the picnic, sir."

**BIGGEST PLANT**

The last two Pres-to-logs machines installed at Clearwater got into production in late February and brought Lewiston back up to "the largest Pres-to-logs plant in the world," that honor having been divided for the last year with Longview and Everett, where ten machines each are in operation. The expanded plant for the week ending March 28th manufactured 1011 tons, an average per day of 144.42 tons. During one day of the week a high of 154 tons were manufactured, an average per machine of 12.83 tons.

Included in the Pres-to-logs plant at Lewiston are three machines that have been in operation over ten years and two others that will pass the ten year service mark in 1943.



Interior Lewiston Pres-to-logs Plant

## WOOD . . . WAR MATERIAL EXTRAORDINARY!

This second world conflict is a wood war, every long day of it, and the backbone of the opposition's forces is built of wood. The Germans have proven tough and resourceful foes, who much earlier than we, recognized the great possibilities of wood chemistry. From wood they obtain edible sugars, cattle food, substitute cotton and wool, motor fuel, oil and ersatz products almost without number. Not long ago corpulent Hermann Goering named wood as the second most important German war material, placing only steel ahead of it in importance.

Likely it is that the Germans are far advanced, as compared to ourselves, in the construction of factories that will manufacture products from wood through chemistry. They have christened wood the "material which can produce anything," and they come far closer to 100% utilization of every part of every tree than we do.

But, if wood is the backbone of the German war effort, it can likewise truthfully be said that it is playing no small part in our own war effort, right down to the lowly planer shaving that has been given real value by a strictly Potlatch Forests, Inc., development, the Pres-to-logs machine.

### Many War Uses for Pres-to-logs

These hard little chunks of compressed shavings, that hurt so like the devil if dropped on your foot, have gone to war

along with the boards and boxes that have been turned out by the lumber industry in such great quantity. Prior to actual war and to the alert period before Pearl Harbor, Pres-to-logs were used in a great many C.C.C. camps throughout the Pacific Northwest, at a Federal Prison Camp, on National Guard maneuvers because of their compactness and ease of handling, at W.P.A. camps and at various other government directed projects. In 1941 the army's emergency need for fuel on the Pacific coast, and farther afield as well, was met and filled with Pres-to-logs. A considerable tonnage of Pres-to-logs was needed and furnished immediately for charcoal to go into gas masks. Stocks were depleted in the winter of 1941 and 1942 by army and civilian demands and have remained at a low-tide point ever since with orders running ahead of production.

So important has become the production of Pres-to-logs for fuel that the War Production Board a few months back granted necessary priorities to cover construction of additional machines. Earlier, the same board had granted other priorities necessary to completion of machines under construction at the time conservation of materials for war became necessary. Such construction privilege was granted and considered advisable in view of the insurance that the additional machines would provide against a fuel shortage, and was tacit recognition

of Pres-to-logs as an essential civilian use. For years Pres-to-logs have gone to sea as galley fuel on ocean liners and freighters. Fast western streamliner trains, plying the rails between the west coast and Chicago, use Pres-to-logs in their kitchens and a war worker heats his home with the hard round chunks of compressed wood shavings. Under the careful supervision of Roy Huffman, general manager of Potlatch Briquettes, Inc., product acceptance has been exceptionally good.

### Engineering Triumph

With the transfusion of value and usefulness into wood waste the lumber industry has in effect taken the very shavings from its closet of unmentionables and put it to a good and practical purpose. So the day of the first sawn board lumber has been recognized and been dismayed as a percentage of their raw material disappears during the manufacturing process. Their concern has been genuine, failure to solve the problem none the less damning. There is much left to be done in the elimination of wood waste and attaining better utilization of wood as raw material, but persistent engineering effort has brought at least a partial solution and in the field of such achievements the Pres-to-logs machine, developed and perfected by P.F.I. engineer Bob Bowers, holds top spot. No better method of imparting usefulness to wood waste has appeared although the machine is designed only to convert dry waste material into merchantable fuel log and will not operate

(Continued on page five)



## Wood Waste Problem

(Continued from page four)

successfully on green sawmill refuse unless it is first dried . . . a costly and generally impractical process.

### National Recognition For Bowling

The Pres-to-logs machine brought national recognition to engineer Bowling on February 14, 1941, with a "modern pioneer" award in San Francisco from the National Association of Manufacturers. The award was made for "outstanding and meritorious engineering work leading to the creation of a new industry, new jobs and new comforts for improvement of American living standards."

In November, 1940, there appeared in the Reader's Digest magazine an article entitled "Wood Waste Magic," written by O. A. Fitzgerald, concerning the Pres-to-logs machine. Following appearance of the article a deluge of letter inquiries arrived at Wood Briquettes, Inc., offices each day. In total, well over 3000 letters were received. Few possessed any value, many were from persons simply curious, but they arrived from all corners of the globe, some in foreign language. Answering the inquiries was a sizeable job and took hours of each day. To top the matter off, the Reader's Digest at about this time published its first Spanish edition for distribution in South America. Included therein was the Wood Waste Magic story. Another deluge of letters followed except that this time they were written in Spanish. The foreign language teacher from the Lewiston high school was called in to make translations and eventually each inquiry was answered, but not in Spanish.

### Shavings Disposal Headache

The shavings that develop from planing rough lumber, plus the small pieces of board that come from a box factory, remanufacturing plant, or elsewhere around the mill, present a disposal problem of no mean proportions. It is this part of the "too much waste" skeleton that P. F. I. engineer Bowling attacked and effectively whipped with the Pres-to-logs machine.

A pound of shaving occupies considerable space, but wedged together in a blow line leading from planing mill to power plant or incinerator, there is nothing that will compact harder or defy removal longer. It was from such repeated cloggings that engineer Bowling back in 1929 conceived the idea of ridding himself of the shaving disposal problem by compressing them into cylindrical logs that could be marketed as fuel. The idea was by no means new and a review of attempts by other engineers and individuals to solve the same problem furnished little encouragement except to reveal that the design proposed by Bowling for his shavings compressor had not been a part of any previous attempt. It was Bowling's idea that shavings could best be compressed by a tapered screw feeding from a large tapered chamber into a smaller tubular mold, but he well knew that squeezing shavings was one thing and making them stay squeezed quite another. Research and experimentation, several

At Left—Graph of Total Pres-to-logs Sales, All Plants, 1936-42 Inclusive.

years worth, brought forth the present Pres-to-logs machine and vindication of the Bowling theory.

Twelve Pres-to-logs machines now operate at P. F. I.'s Clearwater plant, four at the Potlatch plant, two at the Coeur d'Alene plant, and there are enough others operating at outside plants to make a total of 47 in operation. Two additional machines are soon to enter production at the J. Neils Lumber Company, Libby, Montana, increasing the total to 49 and a possible yearly production of approximately 200,000 tons of fuel.

Machines operate on a twenty-four hour per day basis, seven days a week, and despite the extreme pressure that must be exerted, maintenance has proven relatively simple, and reasonable in terms of dollars. Per machine an average production of 4,000 tons or better a year can be expected and attained.

### Not Waterproof

Under certain conditions Pres-to-logs can hardly be classed as inanimate objects. They are very allergic to water and will absorb it, sponge fashion. Following contact with a sufficient amount of water they simply revert to original form, swelling to many times their compressed size in the process. A lot of havoc can be wrought in short order by application of water to a pile of Pres-to-logs. Convincing proof of this was provided in November of 1939 when a five inch water main burst in the Pres-to-logs storage building at Lewiston. Pres-to-logs that were near the water main expanded with irresistible pressure. Large timber uprights that supported the roof of the building were snapped off like match sticks and the top of the storage pile looked like a series of ocean waves. Expanding Pres-to-logs pushed in all directions. The sides of the building were bowed out in curves that would have been a credit to Mae West, and the front of the building looked as if an anti-tank gun had shelled it.

Less spectacular, but convincing, was a similar experience of a Clarkston housewife in the early days of Pres-to-logs manufacture. This good woman couldn't reconcile instructions given her to the effect that drafts had to be kept closed to slow up combustion with the added cautioning that Pres-to-logs must be kept dry. She knew full well that the way to keep anything from burning was to throw water on it and forthwith opened the water faucet and liberally sprayed two tons of Pres-to-logs with water from the nozzle of a garden hose. The result was a huge and highly unsatisfactory pile of sawdust that neatly raised one corner of the house from its foundation.

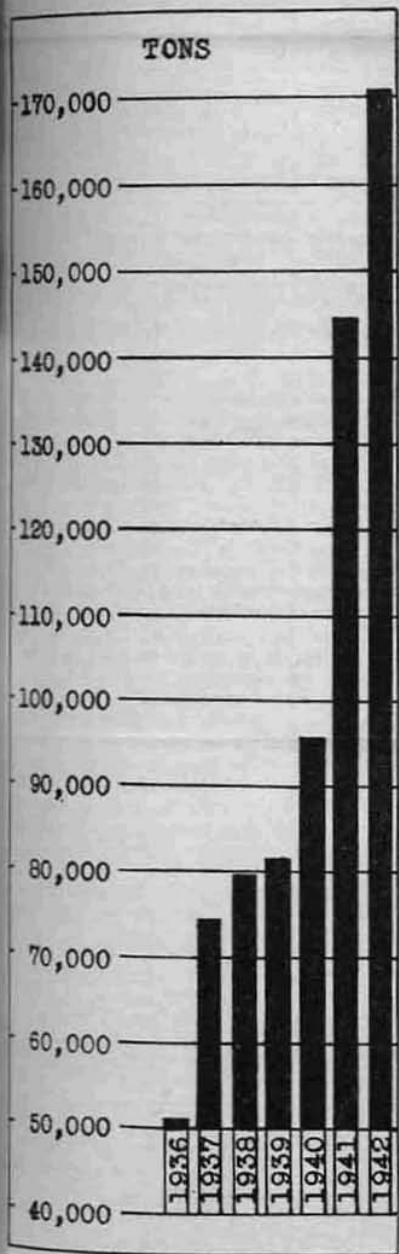
### Fuel Must Be Dry

Like the calico cayuse with the bad eye, the Pres-to-logs machine is a moody and temperamental thing at times. As with the cayuse, it is prudent to employ safety measures that will guarantee your person against injury. In the early stages of the Pres-to-logs machine's development there were many minor explosions, caused by feeding fuel into the machine that carried too much water (anything above ten percent moisture will give trouble). Each explosion would discharge a piece of Pres-

(Continued on page six)



Above—Engineer Bowling "Wood Waste Wizard"



## WOODS NEWS

## Camp 29

Fire during the month caused by an exploding gasoline lantern completely burned one bunkhouse and sent George Larson to the hospital with severe burns.

Andy Jacobs, assistant clerk, has been transferred to the warehouse in Headquarters as bookkeeper.

Wilbur Coon and Harvey Spears, cook and baker, are going on the drive which means good grub for the boys on the river.

This camp still holds the snow record with men working in depths of from five to seven feet and more still coming. The marines have a saying "The difficult we do immediately, the impossible takes a little longer," and that saying fits us to a "V".

## Camp 52

We will have over three million feet of logs loaded and shipped by the 25th of March. We have a small crew of men for the size of camp, averaging about 120 men. We are always short handed, especially short on sawyers and choker setters.

There has been quite a turn over of men during March, due to paying income taxes. It took quite some time for most of the men to pay up, as the majority that went out for that reason stayed a week, and some still haven't returned.

The weather has been real cold for the last two weeks with some new snow, although logging conditions are fine. We don't like cold weather but we hate to see all the mud when it warms up and melts the snow.

A total of \$269.36 was collected for the Red Cross. We think this is a pretty good contribution considering the size of our crew.

## Camp 51

Not much sign of spring yet. Quite cold at nights with occasional snow furies. However, the cold weather has made it possible to get out more logs over the cat roads. Our peppy little foreman, M. S. Thompson, tells us he is going out to raise food for the army and is leaving April 1st for Dayton, Washington, where he has purchased a modern farm. More power to you Morey.

## Camp T

We have been able to flume the logs we have skidded this month but the weather has been so tight we haven't been able to flume many out of the decks. It has been around zero many of the mornings.

Don Cleveland, mechanic, had a small bone broken in his ankle. He got tangled up with some logs that rolled down off one of the log decks. We have been able to run logging trucks out over Bertha Hill on their own power. Al Gardner, camp clerk, made the initial trip.

Henry Capwell, the saw filer, mortised a cutting tooth into a saw and the saw gang of Phillips and Yarborough are now using the saw.

It has been a busy month with Federal Income Tax, State Income Tax, Red Cross and the Victory Tax, and the checks shrunk accordingly.

## Bovill

A spring thaw has hit us and water stands everywhere. In the meadow the creek is so high that except for the bridge in the highway there would be no way of telling where the channel runs. The front entrance to the warehouse is under some ten to twelve inches of water and the only way to get into the warehouse is through a freight door at the side.

## Camp 36

It is necessary to drive through about a foot of water to reach camp and the shop area is practically afloat. There is still lots of snow and the Palouse river which runs through camp could get a lot higher. The road from camp to Potlatch is under water at two places and our logging operations over around Cow Creek are tied up for the time being and likely will be for another week.

## Camp 55

We have some painters and repairmen here in camp working it over before time to again open up. There are also two tie makers here making ties and before long some saw gangs are to arrive from Camps 41 and 38. We should swing into full operation before many weeks have passed.

## Camp 41

As soon as the timber tributary to the railroad has been logged we are to move out to another location for the summer, although railroad building is to continue and the line be extended. We have had some trouble holding the railroad grade and a lot of rock is coming in via gravel cars from over near Harvard to dump along the right-of-way. Our saw gangs will finish up before long but there will be work for loading crews for some little time after that.

## Letter From Office of Price Administration

On March 17th the Office of Price Administration addressed the following letter to Purchasing Agent Harry Rooney. It is self-explanatory:

"Dear Mr. Rooney:

Employees eating regularly at your company boarding houses or camps are required to surrender their ration books to you or your agents. This is for the purpose of preventing duplication and inequities. Please take possession of these books and see that they are turned in to the boards at the end of each rationing period with all stamps intact.

Please furnish your rationing board in your district with the names of any employees refusing to surrender their books. This ruling especially applies to married men or others who have left their books with their wives or families. Even though they return home at intervals and eat some meals, where the families are using these books of the absent members, they are procuring more than their fair share.

There is no valid excuse for not surrendering their books. If they have left them with their families or relatives, they should write or send for them.—A. A. Hayden, Distr. Food Rationing Rep."

## Wood Waste Problem

(Continued from page five)

to-log from a die in the big disc machine a cannon ball from a gun. And the charged pieces of compressed steam packed a real knockout punch—in fact, a little less dangerous than a cannon ball. The safety measures have eliminated chance injury from such explosions. A heavy guard up one side of the machine protecting attending workmen against being hit by drying facilities to remove moisture from the fuel before it reaches the Press-to-log machine have reduced the number of explosions to a minimum and a minimum classification.

Other operating problems have likewise been solved until the present day machine is entirely automatic in operation and requires little supervision. Additional Press-to-log machines are to take the field in a struggle to transfer waste into reusable material as soon as war conditions permit. As they grow in number the dry waste of lumber's "too much waste" skeletons will shrink in stature until the bones will rattle with such horrible clarity in the hands of men at odds with conduct of the industry.

## River Inspection Via Airplane

On April 1st Stanley Profitt and Clarence Haeg, river drive foreman and auditor respectively, following a conference with woods boss Rettig hit upon the idea of inspecting the North Fork of the Clearwater river for logs, jams, ice and conditions, from the air instead of via foot.

At 1:37 P. M. Profitt and Haeg in a Cessna plane, piloted by Bert Zimmerman of the Zimmerman Air Transport left the Clifton airport. Only one hour and twenty-three minutes were required for the survey, whereas it was estimated by the air-loggers that the inspection trip would not have been made via foot in less than five or six days, and then not as completely as a survey had resulted.

Opposite the mouth of Elk Creek the big pile of logs was spotted, hung up on a bar in the center of the river. Fresh logs were seen between Elk Creek and Big Riffle but all logs above the Big Riffle were still under several feet of snow and could not be seen although their presence was known along ice-locked banks and river bars.

A sort of time table log was kept by Auditor Haeg and reveals the speed with which the job was accomplished. The reads—

Left Lewiston 1:37, over Ahsahka 2:05, over Maiden Bar 2:05, over Big Riffle 2:06, Coon Riffle 2:08, Camp T Flume 2:14, Little North Fork bridge 2:14, Butte 2:17, Canyon Ranger Station 2:21, back to Lewiston 3:00.

The aerial survey, first ever made to determine conditions that affect the log drive, revealed that there are no log jams in the river and that there is an open channel up to and beyond starting point of the drive. However, there is still much ice along the shore-line and the drive will be delayed this year.



# PLANT NEWS

## Clearwater Unit

A crew of men under the supervision of John Liebel from Headquarters are busy at Clearwater constructing new camp buildings for the camp at Waha. Around 50 buildings are to be constructed for the camp which is to accommodate 175 men. Many of the bunkhouses are already built and have been given a coat of red paint.

Ed Swartz, chief electrician at Clearwater, has been appointed director of the Nez Perce Civilian Defense Committee.

After a long trip and many delays two more Pres-to-logs machines finally arrived in Lewiston for the Pres-to-logs plant. With an eye to keeping surrounding localities warm during winter months Roy Huffman set to work getting necessary priority ratings many months ago, first tackling the W.P.B., the A.A.A., N.L.B., A.B.C., Q.R.S. T. and finally emerged with an Okey from the O.P.A. The machines were constructed in Portland and when finally loaded out aboard a flat car only to be delayed several days at Penawawa where a bridge washed out. Reports have it that quite a controversy occurred among the farmers near Penawawa when they beheld the Pres-to-logs machines on a siding awaiting reconstruction of the bridge. Knowing that various agricultural wastes could be briquetted into a fairly satisfactory fuel they were undecided as to whether or not they should unload the machines and feed their cattle fodder into the machine to make fuel for next winter or to feed the fodder to the cattle and have something to eat next winter. The bridge was reconstructed before any unloading action was taken so the machines finally arrived in Lewiston and are now in operation.

Girls have invaded all the offices on the Clearwater plant. Les Woodland has one in the Pres-to-logs storage office but she can't play checkers. Other girls are in the mill, stacker, dry kiln, electric shop, glue plant, box factory and planing mill.

Air Cadet Bill Greene, writing from Santa Ana, says to give your all to the war effort. He reports that lots of the boys flying are even giving up meals while in the air.

Glen Gage of the electric shop has been appointed to the school board. He fills the vacancy created by the resignation of Mr. Isaman.

Loren Davis, erstwhile Supt. of Mail Distribution for Clearwater has gone to work with the electric crew. His successor was Joe Hall, formerly of the General Office, who was recalled to duty in the C.A.A. almost immediately and has been in turn succeeded by our new Supt. Irene Gmiedinger.

On March 6th little Patricia Lee Solberg, aged 2, was selected as Baby Inland Empire for 1943 to rein over the area of eastern Washington, northern Idaho, western Montana and the northern brim of eastern Oregon. It was the first time in 18 years that a baby from Lewiston had won first place in the Spokane Chronicle's Inland Empire Baby Contest. Patricia's parents are Mr. and Mrs. Oscar Solberg, 1528 G Street, Lewiston. Patricia's father has been in P.F.I. employ for some six



Baby Inland Empire 1943

years and is a scaler at the Lewiston mill. The grandfathers of this bright little miss are also P.F.I. employees at Clearwater and have worked there since the mill began operation in 1927. Prior to that Grandfather John Solberg (yard employee) worked for the Edward Rutledge Timber Company and Grandfather Noah Howell (blacksmith) was employed by the Boise Payette Company at Barber, Idaho.

Little Miss Patricia has but one pet peeve—comeramen, and it's hard to get her picture. Otherwise she is just as fun-loving and cheerful as her looks indicate. A camera, however, produces a mighty sense of evil. Her father explained that it has been so since date of an examination by a baby specialist who used a stethoscope. To date, cameras and stethoscopes look alike to Patricia, but she will learn the difference later and as Baby Inland Empire 1943, she's entitled to some preferences.

## Potlatch Unit

The largest gyppo contract in the history of the Potlatch Unit was recently entered into with J. W. Merz, Inc., a firm of logging contractors from Helena, Montana. The operation will be located in the Gold Creek watershed west of Gold Hill and about six and one half miles northeast of Potlatch and covers the delivery of some 27,000,000 feet of logs, largely Yellow Pine and Mixed. Wherever possible the logs will be cut to 32 ft. lengths.

L. R. Goforth, in direct charge of the operation has been on the scene for several weeks, accompanied by a crew of old employees of his company, who are engaged in building camp and dozing out the roads. This will be a truck haul job and the present plan includes the use of four trucks to deliver the logs to the Potlatch pond.

All main roads from the camp up to the point where they connect with the Crane Creek road will be graveled to facilitate hauling under all weather conditions.

Construction at the camp includes office, cook house and bunk houses, as well as some temporary quarters for men with families. An old clearing comprising about five acres near the camp site will be plowed up and turned over to the families for Victory gardens.

When the camp construction and roads have been completed, logging will start with a crew of around twenty-five men, former employees of J. W. Merz, Inc. from Montana. It will require three years to complete the job.

## Rutledge Plant

The inside of the sawmill has been completely repainted and the mill is to start up again about the 12th of April. The new paint job has considerably improved the place and makes light conditions much better.

Our spike buck deer was turned loose in the yard during the month and has finally taken to the woods. He stayed with us for a few nights after being released but apparently decided the mill grounds were a little too confining and took off for other places.

Spring weather has brought a lot of water into Lake Coeur d'Alene and in the last four days of March the lake level moved upward by some six feet. A few days of sunshine has brought forth a lot of men in shirt sleeves but the nights are still cold enough to make an overcoat welcome.

## RAT TROUBLE

(Continued from page eight)

### Odor Trouble

Not long ago Chief Poisoner Woodland ordered the cuspidor in his office to be taken out and thoroughly cleaned—there was a rather unpleasant odor coming from its vicinity. Later he gave the same order again, and although the cuspidor soon became such a well-scoured vessel that it fairly shone with a brilliant luster, the odor grew progressively worse. The floor of the office was thoroughly scrubbed and re-scrubbed. Next the chief suspiciously inquired of his men as to how often they changed socks—even implied that perhaps they should bring an extra pair or two to work and change during the day (something was producing that odor). Finally it was necessary to evacuate the office entirely.

Someone suggested the office floor be taken up to see if underneath it could be found the odor's origin. The floor was pried up and source of the offensive odor discovered. Apparently several poisoned rats had chosen to annoy poisoner Woodland in death even as in life and had selected that spot as their last resting place.

The floor in the Pres-to-logs storage office is still loose and is frequently taken up to remove the accumulated evidence of Chief Poisoner Woodland's proficiency as a rat exterminator. Taking up the floor has become a sort of gauge as to how well the poison is working. If the floor comes up only a few times during the month—not so good, but if it comes up a little oftener—then everything is Okey, and the Chief Poisoner knows the last batch of poison packed the necessary wallop.

## RAT TROUBLE

The Pres-to-logs stoker machine has brought Pres-to-logs storage foreman Les Woodland added responsibility and added work, but he's not so certain about added dignity.

A considerable part of all stoker fuel sold is first sacked. To make possible this necessary job several thousands of used paper bags of four wall thickness were purchased. Previous use of the bags had been for sugar and flour. Their arrival at the Pres-to-logs storage was a beacon light to all the rats in that section of the plant. The result was large holes in the bottoms or sides of the bags as hungry rodents took unto themselves portions of the sacks for digestive purposes.

Mr. Woodland was thereupon commissioned "chief rat poisoner"—over his protests. Saddled with the job, he tackled it with his usual thoroughness and some interesting results and disconcerting happenings are recorded in his poisoning records.

The commercially prepared rat poison first tried had no noticeable effect on the sugar seeking pests, except to multiply their number. Very soon they became so bold that at almost any time during the day a man walking through the Pres-to-logs storage would be given opportunity to try his throwing arm by hurling pieces of Pres-to-logs at the rats that scampered back and forth across his path, some of them with a rather leisurely insolence. Another brand of commercial poison was tried with similar results. The rats ate it for a few days then simply refused to touch it.

### Sugar Rationing Interferes

Chief Poisoner Woodland concluded that if it was sugar the little devils wanted, sugar they should have and forthwith developed a poison formula all his own. Sugar and poison were mixed together and spread on pieces of bread. Results were immediately encouraging and for a short time the rats disappeared. Then a fresh batch appeared overnight. The explanation offered by the Chief Poisoner was that he had wiped out the original gang, only to have Jack Frisch's rats from the sawmill move over to the Pres-to-logs storage. About this time sugar rationing descended and the sugar poisoning formula for rats was definitely "out."

Adversity acted as a stimulant to poisoner Woodland and he soon came up with another concoction, the ingredients of which were hamburger and poison. This latter mixture proved the ultimate in rat poisons and the poisoning job seemed pretty well in hand until meat rationing loomed on the horizon and Chief Poisoner Woodland is now right back where he started—with some commercial rat poison. (If it runs true to the form of other commercial poisons, he will shortly have a nice fat crop of rats).

The Chief Poisoner reports that it is extremely hard to check on the effectiveness of a poison as the rats somehow manage to crawl off into a hole to die. Never more than four have been found dead at any one time around the sack pile and there is no good way to judge how effective a job of poisoning is being done.

(Continued on page seven)

## Stoker Fuel Machine

Offspring of the Pres-to-logs machine is the Pres-to-logs stoker machine, embodying many of the same principles of design and using the same feeding mechanism, but with the big 40 die wheel. This machine produces a product with individual particles smaller than stoker coal and extrudes stoker fuel as if it were toothpaste coming out of a tube, except that the extrusion is through an eight hole web of eight tubes, each 1/8 in diameter. A revolving blade cuts the material into short lengths that will feed through an ordinary stoker exactly as does coal but requires less draft, leaves no clinkers and no ashes.

Production is slightly more per twenty-four hour day than with the regular Pres-to-logs machine. As of Pearl Harbor the stoker fuel machine was beyond the experimental stage but with much work still to be done in minor design changes. Shortage of materials has since that time made it impossible to do more than perfect the one machine in operation at Lewiston and mark time until after the war to extend the market for the machine.

The stoker machine is the infant of the Pres-to-logs industry but already shows promise of attaining equal importance with the larger machine. There is good reason to believe that it may eventually outnumber the big Pres-to-logs machine in point of production as it is a less expensive unit and can be used by many small outfits who develop sufficient refuse material to justify installation of the big machine.

### Servicemen's Reports

There are over a hundred stokers firing with Pres-to-logs stoker fuel and a wealth of list against the time when additional production can be attained. Accurate records of the performance of these stokers have been kept by servicemen hired for that particular purpose.

Their records contain many interesting passages—as explained by the following: "Mrs. ---- 'phoned and requested that the stoker in her home be checked to see if it was operating efficiently. The stoker was working perfectly and Mrs. ---- was getting on a large washing. She asked if I would mind carrying out a clothes basket full of wet clothes on my way from the basement. I didn't refuse, so she asked me to carry out a second basket of clothes. I suspect that her concern wasn't with the operation of the stoker but how to get two heavy baskets of wet clothes to the clothes line."

Another reads: "Mrs. ---- 'phoned today and said she wondered if there was something wrong with their stoker and would I please come out and see. There was nothing wrong with the stoker but my call gave Mrs. ---- an opportunity to ask 'would you mind watching Junior while you are working on the stoker so I can run up to the grocery store.' I suspect her need for groceries really prompted the call, not worry about the stoker."

There are other reports concerning housewives with electric iron cords to be fixed and similar small household jobs. At some places, according to the service records, there was evidence that the stoker salesman had done too good a job of selling the automatic feature and that customers assumed the word "automatic" meant no further attention necessary at any time. Correspondingly they forgot to oil bearings or motor. One of the offenders, according to the records, was Wood Briquettes, Inc., general manager of Huffman who neglected to apply the oil can and one day had to call servicemen for a repair job to his stoker. However say the servicemen, "we don't talk about that."

It will be interesting to watch this new part of a new industry grow and to note the instances where it turns valueless waste into useful material.

Stoker Fuel Machine

