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THE FAMILY TREE

Vol. VIII

Number 12

Lewiston, Idaho, September, 1943



Bombers under repair on concrete apron near repair shop—Get-'em-up-keep-'em-up

GALENA...

On a flat plateau-like stretch of ground some few miles from Spokane, Washington... a city that has become synonymous with the words "war effort"... sprawls the Spokane Air Depot, monster size property of the Army Air Forces.

To the people who built the depot it is "Galena," product of many hard hours of heavy labor, resolutely performed through weeks and months that brought weather of opposite extremes and unusual severity, but that did not slow the speed of construction and occupancy which was such as to fire the imagination of engineering greats.

No architectural triumph of fragile appearing design and perfect symmetry is this air force city. It is instead an enormous and sturdy giant of bewildering size that holds within the long lengths of its warehouses and the lofty heights of its repair shops abundant evidence of the might of American arms and industry. The simplicity of its buildings, the efficiency of its personnel, and the orderly speed that marks day to day functioning combine to lend reassurance and certainty of the unity that has long been a distinguishing mark for America in times of stress.

At Galena there are actually three cities combined in one. There is Military City as represented by the Spokane Army Air Field; Civilian City, which is the Spokane Air Depot proper, and Lumber City, which helped in major part to build the other two, and continues to play a tremendously important role in the functions of the entire Air Service Command. Exactly as it has been lumber which elsewhere made possible record construction of war plants, Army and

(Continued on page four)

This issue of the Family Tree tells the story of the Spokane Air Service Command at Galena, another gigantic nearby facility vital to the conduct of our war. It is impressive because it is close to home and can be seen.

As each of these projects goes into actual use, the important part wood is playing in the war effort, not only in the construction period but also in the continued operation, becomes more apparent. Farragut, Geiger, Galena, Aluminum Rolling Mills, which are now doing their part toward the winning of the war, all have received hundreds of carloads of Potlatch Forests products.

We wish everyone of you could see this Galena Base. You can well be proud of the job the products you have helped produce have done and will continue to do as long as there is further need for the repair of war torn planes.

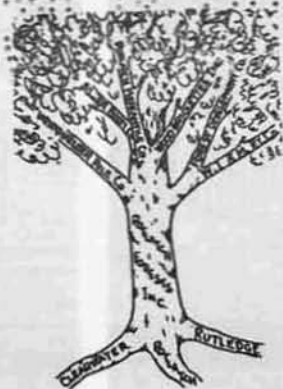
Our job will not be finished until the last victory is won.

O. H. LEUSCHEL,
Assistant Gen. Manager

LUMBER CITY—Lumber was the primary building material



THE FAMILY TREE



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

Editor Leo Bodine

Correspondents

Robt. Billings Rutledge
 Mable Kelley Potlatch
 Joe Flahive Potlatch Woods
 Jerry Johnston Clearwater Plant
 Carl Pease Headquarters

All pictures on pages 1, 4 and 5 of this issue of *The Family Tree* are by courtesy of the Spokane Air Service Command and this issue of *The Family Tree* is much indebted to Captain Spaeth and to Lieutenant Lowry of the Air Service Command for their considerate and much appreciated help.

Appearing in the last issue of *The Family Tree* was a new word, "manduction." Definition of the word has not as yet been made, but its derivation is certain and unmistakable. Compound one spilled galley of type with a slightly absent-minded proof reader pressed for time, mix the two with a second proof reader (new to the job) who didn't notice the omission of an entire line of type, and you have "manduction."

Our luck running true to form, the error could only happen in the boss's box on page 1, the last two lines of which should have read "program of forest management and lumber production."

Forest products industries provide a direct means of livelihood for more than 6 million people.

An increase of 25 per cent in industrial accidents as against an increase of 16 per cent in employment occurred last year. DON'T TAKE CHANCES!

Potlatch and Rutledge Finish In Tie

Bond purchases via the payroll deduction route suffered a drop at all three units during the month of August and dropped at top position Potlatch more than at the other two units combined. However, Potlatch still managed a tie with Rutledge for top position, posting an average of 8.38%. Clearwater again wound up in cellar position with an average of 7.26%, a drop of .41% below the previous month. The figure of 8.38% for Potlatch and Coeur d'Alene represented a drop of 1.05% at Potlatch and .40% at Rutledge.

Top ten departments from the three mills for August were:

Townsite, Potlatch	18.37%
Pres-to-logs, Rutledge	14.74
Pres-to-logs, Potlatch	13.77
Carpenter crew, Clearwater	13.08
Power Plant, Potlatch	12.54
4-Sq., Rebutt & Glu. Clearwater	11.04
Machine Shop, Clearwater	10.76
Plant Offices, Clearwater	10.64
Graders, Clearwater	10.59
Replant, Clearwater	10.53

Low three departments were:

Retail, Rutledge	2.38%
Transportation, Clearwater	3.30
Pond, Clearwater	4.36

Plant averages were:

Potlatch	8.38%
Rutledge	8.38
Clearwater	7.26



'Before he took a job in our plant he was a famous painter of women —so we're using him!'

The May 1943 issue of *The Family Tree* carried an editorial entitled "There Ought To Be A Sign," and referred in careful language to the perplexing problem of the occasional visitor at P.F.I. general offices who must needs choose between two highly polished doors at the far end of the office if he or she have need to visit a comfort station.

We still say—There Ought To Be A Sign—and rumor has it that P.F.I. President R. M. Weyerhaeuser (a visitor in early October) concurs in this belief. Mr. Weyerhaeuser guesses wrong as to "which was which" at the far end of the hall.

An army order for 800,000 wooden dining chairs saved 4,000 tons of steel.

Santa Claus — 1943

Pictured below is Santa Claus, otherwise Miss Shirley Campbell, member of the general office staff at Lewiston, applying finishing touches to Christmas boxes that will go out before October 15th to P.F.I. men in service whose address indicates them to be overseas. Those in this country will receive boxes at a later date.

Miss Campbell had several decks of P.F.I. playing cards in her hands and was placing one deck in each box when the picture was taken. We think her a better looking Santa than the red-checked, white-whiskered old gentleman himself, and rather imagine her fan mail is apt to exceed that of old Nick's too.



Huffman Promoted To Ass't Gen. Mgr.—Troy To Mgr. Clearwater

Announcement of the promotion of Roy Huffman, general manager of Wood Briquettes, Inc., to a position of assistant general manager of P.F.I. was made by General Manager Billings on September 11th. Said Mr. Billings, "It will be Mr. Huffman's responsibility to handle the development of new and special products and to prepare the company insofar as possible for the manufacture of such products after the war. Mr. Huffman will assist me together with Assistant General Managers Leuschel and Rettig, in all phases of management and over-all operation of P.F.I."

At the same time Mr. Huffman's promotion was announced by Mr. Billings the promotion of Dave Troy to a position in charge of the entire Clearwater plant was also made known.

"The promotions of Mr. Huffman and Mr. Troy are as well merited as they are necessary," stated Mr. Billings, "and it is a great source of satisfaction to me to have inside our own organization men capable of assuming the heavy duties of these jobs."

The glued-lumber machine at Clearwater . . . another achievement to mark the inventive genius of Engineer R. T. Bowling.

This piece of equipment, working two shifts, made possible a particular contribution by P.F.I. to the construction of Galena above and beyond that of lumber for barracks, warehouses, etc.

Glued-up panels were here manufactured and shipped in carload lots at the rate of three a week for a period of several months. The panels were cut to specification furnished by the Air Service Command prior to shipment and at Galena were used to erect bins and shelves for storing the more than 300,000 parts necessary to operation of the Air Service Command. Design of the bin to permit speedy conversion from shelves of one height to those of another, should occasion demand, also affords a possible arrangement of 92 separate shelves within each unit. Each complete bin unit has a total of 501 pieces.



Automotive Progress

1940—No running boards.
1941—No gear-shifts.
1942—No cars.

Husband (the morning after): "Well, I suppose you're plenty angry because I came home with this black eye last night."

Wife (sweetly): "Not at all. In fact, you didn't have that black eye when you came home."

"Men," cried the Colonel, "there is an announcement I want to make. Last night my wife presented me with a son."

The men broke ranks and cheered, threw their hats in the air and pandemonium reigned for nearly five minutes. When order had been restored, the Colonel, pleased with the enthusiastic reception of his announcement and the congratulations, indicated he had another announcement.

"Men and officers," he cleared his throat, "I thank you!"

Potlatch manager J. J. O'Connell reports that during the last two years a percentage average of 7.17% has been invested by Potlatch Unit employees in war bonds on the payroll deduction plan, or, \$161,013.83 out of a total payroll of \$2,243,930.98 has gone to the purchase of war bonds. *Congratulations to the men who have made this record possible!*

The W. I. & M., who deserve a minute man flag all their own, posted an average of 10.59% to the purchase of bonds in August.

PLANT NEWS

Coeur d'Alene

The Coeur d'Alene Victory Gardens, of which so much has been written, are now a thing of the past and the potato growing contest (according to Rutledge manager Graue) is all off because Jack Frost interfered and blighted the vines prematurely, thereby making it impossible for the Graue, Belknap, Gilbertson potato acreage to properly mature. Other potato growers are rather expected to say that had the potato patch of Messrs. Graue, Belknap and Gilbertson been kept weed-free their potatoes would not have needed an extra long season in which to reach the harvest stage.

Late in the month the sawmill was closed down for 2½ hours because the clutch that controls the bull chain would not function and the chain kept running without a stop. It was the first time in more than a year that the sawmill has lost any time because of a breakdown.

We cut all White Pine during the month . . . something of a record in these times when there is so much mixed being cut.

The month of September was termed the best lumber drying month in the history of the Coeur d'Alene mill by men who work in the yard.

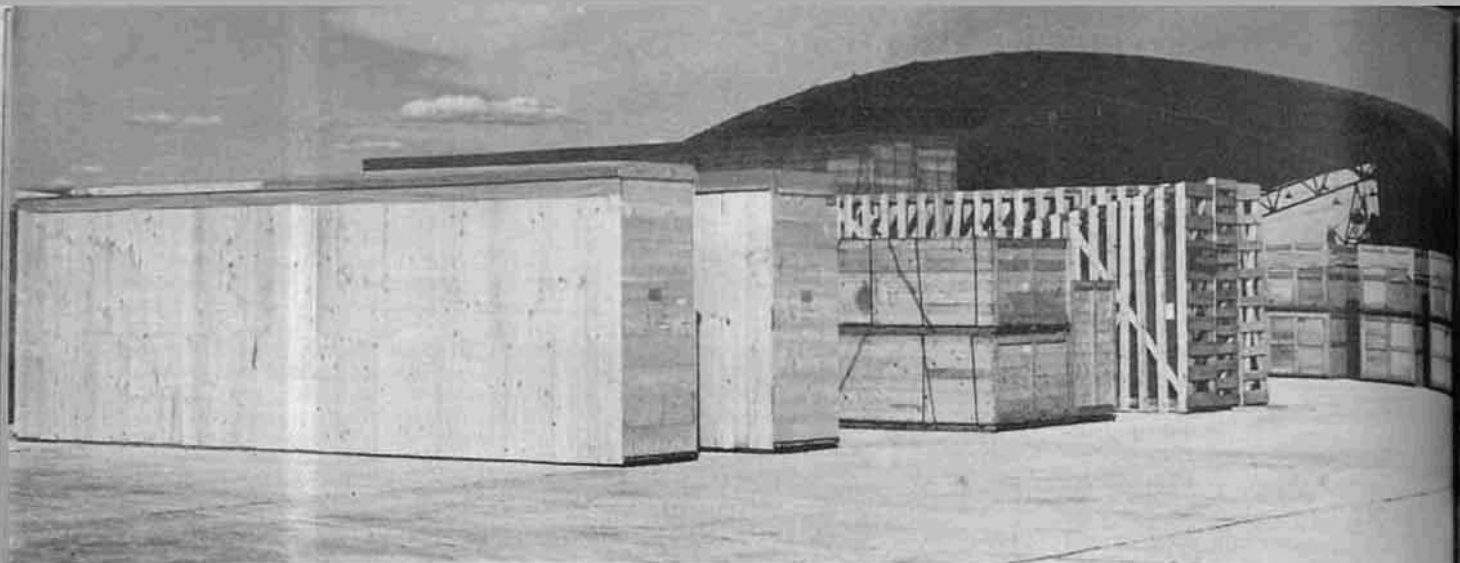
Our dry kilns are coming along according to schedule with all phases of our construction proceeding nicely.

The Pres-to-logs department won the minute man banner for August by posting an average of 14.72% to the purchase of war bonds. It is a fine average and deserves commendation. Joke of the thing is that during August, because of bad fuel, the department had only one man—Foreman Happy Rodeck—who has accordingly been revealed to be a heavy purchaser of Uncle Sam's paper. More power to him!

Weyerhaeuser Sales Company representative D. O. Roise, Spokane, has good reason to remember the exact date the order for parts bins was placed at Lewiston. Urged by Colonel Carswell of the Air Service Command to begin shipping bins at the earliest possible moment, Roise, in company with Galena construction engineer Howard Schuyler and Cecil Cambren of the purchasing and contracting department at Galena, made a quick trip to Lewiston from Spokane on a Monday morning in late February, 1943, to arrange final details of the order. It was bitterly cold on the trip down from Spokane, made between the early hours of 5 and 8 A. M., but the return trip late the same day was even worse and the Roise auto had to be abandoned in Colfax because of a frozen radiator. Not until the advent of warm weather was it reclaimed from a Colfax garage.

Many people have speculated on the possibility of Manhattan's enormous skyscrapers overburdening the island. Actually, the buildings weigh less than the dirt excavated for their construction.

The year of peak lumber production in the United States was in 1909 with a production of forty-eight billion feet.



Every item that goes overseas must be crated—in wood

Galena...

(Continued from page one)

Navy training quarters, huge storage centers, lend-lease depots and an endless host of other war essentials, it was lumber that first made possible the miracle that is Galena.

Each of these three cities has a distinct function... the Air Depot is the servicing unit and the supply organization for the men and planes going to and returning from the fighting fronts... the Air Field is the military organization that trains and provides men for the operation of the field and service units here and overseas... *Lumber City is all important due to the tremendous part it has played in the building of both these other cities and because every item that goes overseas must be crated—in wood.* The amount of wood used at Galena is of course a military secret, but Lumber City is an exceedingly busy place with hustling laborers and heavily loaded straddle buggies that swiftly carry lumber to the various departments where it is to be used. The stock that moves through Galena has sufficient volume to excite the envy and admiration of any lumberman.

A year and a half ago the Air Service Command, the "Keep 'Em Flying" component of the Army Air Forces, began a search of the northwest area for a site on which to erect what is now the mammoth Spokane Air Depot. In the spring of 1942

ground was first broken in the wheat fields and bogs of Galena. Today over the miles of highway and railroad that threadlike reach every one of Galena's many buildings come big trucks and long freight trains to discharge, or pick-up for shipment, the needs of the Army Air Corps. The whole is a monument of awe-inspiring size to the combined determination of civilian and military.

Primary Building Material

Lumber was the primary building material at Galena and the huge hangars, aimed westward at Japan, harbor the best planes yet devised by men and machines... planes, incidentally, that to date have shown a 5-1 combat superiority over the air forces of the Jap. Specially cut beams of wood support the roofs of the big warehouses that carry in stock more than 300,000 separate items used in supplying air power. Steel was used only to reinforce and connect.

The job of getting the depot started was entrusted to Colonel Frank M. Kennedy, one of the first five men in the United States to learn to fly. It was not an unfamiliar task to Colonel Kennedy who had previously directed the spending of 40 million dollars in similar projects and had many times proven in results his worth as a master organizer. Twenty million dollars were set aside for Galena with instructions that they be used to the greatest advantage in the quickest possible time. The Colonel proceeded to do so—fast.

Runways were laid; wooden barracks were built for soldiers and civilians; miles of warehouses were constructed to house the more than 300,000 separate items necessary to operation of air power (bolts, precision instruments, propellers, flight jackets, tools, rubber life rafts, radiators to highlight a few). Inside the wooden warehouse building wood was put to yet another use with the erection of a multitude of bins so designed that the shelves are easily adjustable and can be speedily rearranged to form any size shelf space necessary to the storing of a particular part of parts in such fashion as to make them instantly available.

Help Trained

Unskilled people who were willing to roll up their sleeves and go to work for Uncle Sam were sent to trade schools at Spokane, Boise, Eugene, Yakima, and Helena. Thirty per cent of these were women who later took their places at lathes, mill presses, aircraft machines, and in offices.

Sixteen blind men and women civilians are now lending the fine touch of their sensitive hands to various depot laborers—several in the wood working shop. The experiment is this; these sightless citizens are getting the job done the same as other employees.

People and materials—different types of both—all have become welded together

Big Warehouses that carry in stock more than 300,000 items





Unloading P. F. I. glued-up panels from the Lewiston mill for parts bins



Assembled section of parts bin

Galena to form a link in the War Department's plans.

Big planes of aluminum and metal construction, smaller planes built of tough, durable plywood, are everywhere in evidence at the Spokane Air Depot. The city is crisscrossed with jeeps; big trucks carrying supplies for overseas shipment and sub-depot supply arrive hourly in confusing numbers; loaded freight cars travel back and forth into the city over its miles of steel rails, laid atop thousands of wooden ties.

Every gun, piece of clothing, can of food, airplane part and piece of communication equipment must be crated—in wood—before it can be accepted for shipment.

Get-'em-up-keep-'em-up

At Galena, it's not only a matter of getting the ships off the ground and into the air. Keeping them in the fight is what counts! Both jobs are Air Service Command functions. Multiply one ship by thousands, add the ships that must come back for repairs and thorough servicing, add the transporting of aerial supplies and materials from a control depot such as Galena to the sub-depots in innumerable theaters all over the world, and some conception of the scope of the job that confronts the Spokane Air Service Command and the depot can be obtained.

It is no village blacksmith proposition. It's get-'em up, keep-'em up business conducted by the Air Service Command and

its personnel is on a scale neither friend nor foe believed possible of accomplishment by a nation at war so short a time.

Galena's purpose perhaps has been best summed up by Brigadier General Jacob H. Rudolph, Commanding General of the Spokane Air Service Command, who repeatedly has stated that every bit of equipment and every person under his command has but one duty . . . *To service combat units of the Army Air Forces, always, no matter what the conditions or where.*

General Rudolph has served four tours of duty with air depots and was stationed at Hawaii at the time of the Pearl Harbor infamy. His statement setting forth the high purpose of Galena, if altered a bit, pretty well applies to the lumber industry which has charged itself with the job of *servicing all the branches of the armed forces, always, no matter what the conditions or where.*

Paints used to camouflage vital war production plants possess properties which will cause them to appear the same shade as the surroundings when photographed with any type film. Ordinary paints, even when applied in colors matching the surrounding terrain, sometimes are revealed as dark grays and blacks when photographed with infra-red.

The man who uses his tongue all the time cannot use his ears.

Price tag moulding, similar to that used in most grocery stores, faces each shelf edge in the parts bins at Galena, making possible quick tagging of every shelf and compartment. Should new parts ever necessitate a change of identification cards the price tag moulding (called label moulding by the Air Service Command) will prove of real value because with such moulding cards can be changed in a matter of seconds. Several carloads of this moulding alone were required for Galena.

For boxing and crating lumber on overseas shipments, particularly those that are to be air borne, the Air Service Command prefers and specifies White Pine. There are several good reasons for this preference: White Pine is light in weight, durable, and at destination can be salvaged by pulling out the nails and re-used for other purposes.

Latest order from Galena totaling a million feet, was booked for shipment from Rutledge by the sales department.

One person is killed and 85 are injured by accidents in this country every five minutes. DON'T TAKE CHANCES!

Major Carter—in charge of Lumber City

The blind lend the fine touch of sensitive hands to various depot labors



WOODS NEWS

Headquarters

The population of Headquarters is still growing by leaps and bounds. Within the last two months ten additional families have moved to town. If we keep on growing at the present rate the Headquarters store will have to expand as it is filled to capacity now with the provisions necessary for the people who live here.

Anne Johnston, telephone operator, and Rosella Reeves, stenographer in the Headquarters office, have left their jobs to attend the University of Idaho. Miss Johnston had worked here over a year, Miss Reeves during the summer months of this year. Mrs. George Loller has taken over the job of telephone operator, but at present the position of stenographer has not been filled.

We are still having beautiful fall weather, with cold nights, frosty mornings and nice warm days which makes good logging.

Deer have been seen more frequently the last few weeks and the hunters feel very good. Most everyone is getting ready to try to help out the meat shortage and save their red stamps by going deer hunting.

It has been proposed that a collection be taken to buy Jackson McKinnon an Indian blanket to keep out the cold during the coming winter months.

Camp X—Robinson Creek

Work at Camp X has about wound up and Foreman Stanley Profit will soon move to Camp T with his crew of a dozen men. The Long Creek road has been repaired where it slid away this spring and the logs along it have been cleaned up.

Like everyone else Foreman Profit is planning his fall hunting trip, but this year it is a difficult business as cartridges are frozen and gas and rubber are rationed. The only way he can figure it out is to bait the office with some oats, open the door and leave it open until some deer wanders in, then shut the door. This plan is perfect in two respects, it requires no traveling and no shells. If it works out satisfactorily, Mr. Profit proposes to get it patented. We shall await further reports.

Camp 52—Casey Creek

Camp 52 is still running. There are about 40 men in camp and all the rail spurs close to camp have been laid. We are getting ready for the fall take-off. Foreman Steve Cooligan managed a short time off for a vacation and Gunder Hagen was also away for a week. Clerk Al Gardner, envious of both, has expressed himself in favor of a week off for Clerk Al Gardner. Everyone is getting ready for hunting season.

Camp 51—Casey Creek

We have had almost a complete new cookhouse crew this month. Thad Robinson is now the chief cook. The weather has been ideal for logging and the road to Headquarters has been in such good shape that several of the men drive their cars into camp.

Mr. and Mrs. Sam Barten, who have been living in the camp for the past summer, have moved to Headquarters and are taking one of the houses in the new town-site.

Camp 27—Breakfast Creek

In August Camp 27 hauled 3,611,730 feet of logs to the landing and so far in September we are pushing those figures and expect to exceed the August production.

Six gangs of saws started Monday in order to keep up the maximum daily production of logs. One General, a shovel and six cats are trying vainly to keep up with two General loaders and four trucks. So far the race has been close.

Sgt. Glen Barnes, member of the U. S. Air Corps, former employee of P.F.I., visited at Camp 27 and Headquarters the fore part of the week. Mrs. Paul Bailey and Mrs. Nellie Gregg of Headquarters are now cooking at Camp 27.

Work on the new Breakfast Creek road is progressing according to plans. Rocks are being blasted from the road bed while two dozers are doing an excellent job of construction.

Camp 29—Washington Creek

Only about a month's work left at 29 now, and then we will be ready to move to the new camp which Phil Peterson is locating and will have ready for us.

We expect to skid well over the 3,000,000 mark this month and with a crew like we have here there isn't much chance of our slipping up and falling short of the mark.

We feel pretty proud of our dishwasher, Frank A. Mills, a Canadian World War I veteran who came into the office the other day and paid the clerk for a \$100 bond, making the beneficiary the American Red Cross. Frank then signed up for a bond each month. It looks like real patriotism to us and we recommend that more fellows do likewise.

Camp 54—Washington Creek

Now that the railroad grade is completed to a point two miles below the new campsite, Foreman Phil Peterson is busy clearing for the camp, decking all the saw logs and working on the spurs.

The water reservoir is completed and full of fine spring water. The pipe line has been laid and even though we are a little short handed the work is progressing rapidly. If the beavers hereabouts will let well enough alone there will soon be millions of feet of excellent timber available.

Ernie Masters has completed the two bridges below Camp 54 and that is where the beavers come into the picture. As soon as bridge number two was up the beavers went to work trying to tear it down. After a few days of rock throwing and night watching, combined with choice bits of language, Ernie solved the problem by painting the piling with a mixture of oil and cayenne pepper. We now have a number of well-seasoned beavers around if anybody wants one, and the bridge has been saved. We all feel Ernie is entitled to a hand-painted, genuine white pine pepper shaker.

Camp 36—Upper Palouse River

We have a gang of carpenters here now to put siding on our camp buildings and understand that as soon as they have finished we will be visited by the painters, who will further improve the appearance of our buildings by painting them inside and out. We now have all diesel trucks working here, seven of them, and we're getting out a lot of logs.

Camp 55—Casey Creek Spur

Albert Johnson and his crew have been at our camp for the past several weeks and have completed laying steel to the new campsite. They are making our camp the headquarters and are now working on several spurs at Camp 52.

Last week we had a traffic jam and had to call out a train dispatcher. The jam could have been because chicken was to be served for supper and all the trains and speeders arrived at the same time. "Was the chicken good?" Ask the train crew.

We have had two tame deer around camp all summer but for some reason they have disappeared. Must be that they were hunting season was at hand and have taken to the remote sections of the woods.

Bovill

The parts from the warehouse and the former repair shops have been concentrated in the new parts department. All repair facilities are now together in one building within the new shops which are in full operation but short a heating system that will be needed later and has yet to be installed. Construction of the welding shop is now well under way.

Hugh Helpman, Jr., was called into the army during the month and Joe Fisher is pinch hitting as bookkeeper.

Deer and elk hunting, or the prospect of going hunting, is the topic of almost every conversation and has temporarily eclipsed even the weather as conversational material.

The weather was exceedingly kind to us during the month and continues good. At present there is no end in sight for the trucking season which has already extended well beyond that of normal years.

Camp 40—Stony Creek

We are operating on what might be called "borrowed time" because ordinarily the rains would by this time have forced abandonment of Camp 40 until next summer. However, the weather has been so good that we're still logging full blast, and recently eleven saw gangs were moved from Camp 41 to furnish our trucks with logs. Eight trucks are hauling and getting the logs out almost as fast as they are cut. Prior to arrival of the saw gangs at Camp 41 all the logs previously cut had been skidded and hauled, although at that time there was some doubt as to whether the season would be long enough to get out all the felled timber. In addition to the eleven gangs working we have a power saw in operation but have been experiencing some difficulty because of the big trees of diameter of which often exceed by many inches the length of the power saw blade. When this happens the operators have to sort of "beaver" the tree down, nibbling at it from several directions until they finally get it felled.

Our roads are very dusty but we're afraid to put a water wagon to work for fear that about the time the road is thoroughly wetted down it will begin to rain. As it is, we could stand quite a bit of rain without hurting the roads.

C. E. Harris and Burton Quincy bagged a bear during the month from the garbage pit.

Camp 41—Deep Creek

Work is progressing in satisfactory fashion on the new campsite for Camp 41 on Deep Creek. A tote road has been built over the hill to the new campsite from the old campsite and much of the actual clearing work for the new campsite has been done. It is likely that we will log for a month or two from the old campsite before moving over to the new site.

The steel gang is right behind the grading crew and both are making good time. We have some right-of-way sawyers here and did have several other saw gangs until they were transferred over to Camp 40. There are quite a few men in camp, however, with a section crew, steel gang, grading crew, and a general construction crew. Ballasting work along the railroad has continued all summer with rock that was hauled during both spring and summer months from over near Harvard. It is hoped in this way to avoid recurrence of the soft spots that developed along the right-of-way last spring. The hib slide on the right-of-way, about a quarter mile below our first campsite, has been removed and cleaned up.

Camps 35 and 37—Merry Creek

The Camp 37 truck haul will soon be finished and the trucks will then move over to haul logs on a road which crosses the ridge to the Hobo Creek side. The road leading into the Hobo area has been completed and has been graveled. Present plans call for graveled the planked section of the road at the lower end near the landing. After this has been done, we should be in shape for a lot of hauling over this route.

Camp 35 has about finished on Spur 2 on upper Merry Creek and will soon move to Spur 1. Early one morning during the month the 'phone rang to tell us that the small railroad bridge that crosses the St. Marys river where Merry Creek flows into the river was afire. However, the fire wasn't serious and it was possible to repair the bridge during the day so that it could again be used the following night.

We have about 250 men in camp, divided between the crews of Camps 35 and 37.

Camp 14—Beaver Creek

Continued good weather has kept Camp 14 going with maximum production and a minimum amount of help. From all indications we will run until at least the first of November.

A sixty-acre fire on Sheep Mountain has ceased quite a bit of new activity here and brought forty-five Italian internees from Brown's Creek to fight fire. The internees worked with us until the fire fighting job was finished. The truck haul is nearing a close as most of the timber that was cut has been loaded out. Howard Snyder is now back as second cook, relieving Thad Robinson who has moved up to top job at Camp 51. Ralph Henderson is the baker now as John Bough went to 51 with Thad.

To the Lady In Slacks

Sure, deck your lower limbs in pants;
The limbs are yours, my dear,
You look divine as you advance,
But what about the rear?

PLANT NEWS

Potlatch

We feel a lot of pride in our Safety Record for the past two months. Not one "lost time injury" occurred in the month of September, while the August record was blemished by only one accident causing just a single day's "lost time."

The excellent record was achieved in spite of several factors which normally contribute to hazardous conditions, often resulting in accidents:

First: Many men were on jobs other than those on which they had been working in previous months.

Second: Many of the Potlatch Unit men have farms and have been obliged to work long hours doing chores and caring for their crops due to shortage of farm labor, with resultant fatigue on the job.

Third: Experience has shown that the hot summer months have always been a period of frequent "lost time injuries."

This splendid cooperation of every man on the job, coupled with that of the foreman to achieve this record, deserves high commendation.

The first three Potlatch Unit employees to enter the military service, all reported "Missing in Action" following the fall of Bataan, and Corregidor, have all been located.

Pvt. Edwin C. Chambers is a prisoner of war, interned in the Philippine Islands; Pfc. Harlin Owens is also interned in the Philippines; and Pvt. Robert L. Trotter is confined as a prisoner of war at Osaka Camp, Japan.

When the Elk River mill was dismantled, the equipment was largely salvaged before the structure was burned. However, the pipe in the water system at the plant, which was buried beneath the ground, was not included. Recently this pipe was taken up and transported to the Potlatch warehouse. It included around 500 feet of 4-inch, 6-inch, 7-inch and 12-inch pipe.

To alleviate the shortage in available local fuel brought about by the lack of manpower to produce cordwood, the Company arranged in the early summer to place fuel on the market in the form of slab wood. Saws consisting of two cuts and a trim saw were installed on the west side of the sawmill where the slabs are taken from the conveyor before they reach the hogs. These saws are operated by Dewey McKinney who purchases the slab wood and cuts it into 16-inch lengths. He is operating two delivery trucks and serves the countryside from Palouse to Harvard and Princeton and up the various creeks.

In normal times, ranchers employed at the plant found time to make their own cordwood. Forty-eight hours in a defense plant, however, leave too little time to provide the necessary fuel supply.

For many years the Potlatch Unit has had no slab wood on sale for fuel.

William Helmer, veteran cruiser for P.F.I., now retired, has returned from a summer's vacation with relatives in Duluth, Minnesota. He reports that one of the highlights of his visit was a blueberry picking trip.

The general maintenance program at Potlatch Plant includes at the present time painting of the sawmill. This work is being accomplished by the members of the regular crew who are brightening up the landscape through the application of the familiar red and white trim color scheme on the sawmill building, as well as the log slip. The warm fall days have been ideal for this accomplishment.

During the past month the lower dam has come in for its share of attention. The timbers on a couple of the bulkheads were pretty well rotted away and have been replaced with new material and filled with rock to strengthen the dam. New planks have been placed in the spillways.

Potlatch Unit men in military service who have been here on furloughs recently include: Lt. Newell E. LaVoy, Pvt. Loyal N. Goodnough, Lt. David H. Smith, Melvin Alsager, Yeoman on U.S.S. New Jersey, and Rex Tribble, former W. I. & M. employee.

Clearwater

The mill warehouse requisitioned a dictionary one day last month and was much surprised to receive a 1916 (or thereabouts) issue of Webster from the Kling book store. The book showed evidence of much usage and warehouse foreman Scofield began to wonder if perhaps the paper shortage was worse than had been announced. Subsequent investigation, however, revealed that the new dictionary somehow reached the shipping office in their mail and found a permanent resting place there. The 1916 edition previously used by shipping office employees was then carefully wrapped and sent over to the mill warehouse.

A number of promotions that began in late August when time office official George Hudson was transferred to Potlatch to become office manager there, replacing Mr. Garber, advanced several Clearwater men to positions of new responsibility in September.

To the position vacated by Mr. Hudson went Jerry Johnston, former assistant to Hudson.

To a position in charge of the entire Clearwater plant was promoted former shipping superintendent Dave Troy.

John Aram, assistant to Mr. Troy, became shipping superintendent; Shelton Andrews, formerly foreman of the machine shop, became maintenance and mechanical superintendent for the Clearwater plant; Jack Willows took over foremanship of the machine shop; Charlie Cummerford became assistant shipping superintendent to Mr. Aram; Ike Peterson assumed the duties of planing mill foreman; and Ed Lillard took over the position of yard and rough shed foreman vacated by Mr. Peterson. Congratulations to these gentlemen and best wishes.

"My advice to you," said golf instructor Spud Whalen to Jim Scofield, mill warehouse foreman at Clearwater, "is to go through the movements of driving without hitting the ball."

"That," came the reply, "is exactly what I'm trying to overcome."

★ SERVICE LETTERS ★

From Pvt. D. W. Mechling, Australia

I have been in Australia for some time and like the country pretty well. There is a lot of timber in this section and I have seen a few small sawmills. The timber is rather rough and not very tall. I haven't seen any evergreen timber here and doubt that there is any. Mrs. Roosevelt was here and visited our camp not long ago. Other than that there isn't much news.

From Kenneth W. Peterson, S I/C, Southwest Pacific

Since I have been overseas I have seen lots of lumber stamped "four square" and thousands of small boxes that I am confident came from the Lewiston mill.

About the only things I have acquired in the six months I have been overseas are a very dark tan and a huge dislike for South Sea Islands. We go in swimming every day and all we wear is a pleasant smile, and sometimes not even that. News is plentiful, but we still have censors.

From S/Sgt. Lonnie Ropp, Camp Robinson, Arkansas

We were on a fifteen-mile hike today and I have my feet in a bucket tonight (blisters). Have been here now for almost a month and starting Monday, and for four days, we will have corps tests. We have been cramming for them for two weeks. We have the snootiest regiment in the U. S. Army but that isn't everything, so we have to study and sweat as well.

From Cpl. Alvin L. Halstead, Australia

I am in Australia with a good outfit, a service squadron, and we keep the planes flying. Say hello to Art Prichard and to all my friends that I worked with at home. We are kept pretty busy trying to get this over and enjoy working hard. The people here in Australia are very friendly although they do drive their cars on the left side of the road.

From Sgt. Philip O. Weisgerber, Stuttgart, Arkansas

This place is not nearly as good as back home, but not bad as army camps go. We have advanced twin-engined training here. I am working in the sub-depot in the sheet metal department as a glass-man, replacing Plexiglass and Duplate where needed. I like the work and manage to keep busy. Hope you boys back home continue the good work there. We in the army, here and abroad, will do our best with your help.

From S/Sgt. Joris Johnson

We've been in Sicily nearly two months now, but it seems like we're still in Africa as the two places are much the same. The first thing we noticed was that the people wore the same style clothing as ours, except that their clothing is quite ragged and covered with many different colored patches. Those "Zoot Suits" of the Arabs really got me. We finished our part of

the Sicilian campaign according to schedule and plan. We played a bigger part in the landing than the one in Africa and from now on I hope we're strictly land forces. Amphibious operations are no cinch. I've traveled many miles on two continents in the past three years and I've seen a lot of scenery but haven't as yet found a soldier who wouldn't like to be back in the states. We all want to come home. Next month it will be one year since we left the states. We know we'll never make it back for Xmas this year but we do hope to be home for the next one.

From Cap. R. B. Grau, North Africa

I'm still piloting my bomber from N. Africa and we've had some raids which are not easily forgotten. We'll have to give the Jerries credit for being plenty sharp on their shooting. But our boys can take it, and dish out plenty too. One of my buddies lost an engine and his hydraulic system was shot out so that his wheels fell into extended position, but with one engine he still managed to bring her back and saved the crew.

Was lucky enough to get another promotion a short time ago. I hope we are all lucky and can come home soon. I see evidence of P.F.I. production almost every day in ammunition boxes, engine crates, etc. Wood is playing a big part and you fellows are getting it out. Congratulations and Good Luck.

From Lt. Walt Dodel, Sicily

Having become tired of the Moslems and filth of Africa we went out to seek new adventures and invaded the island of Sicily. I was on the initial invasion team and believe me, the 2nd armored division saw some exciting moments. Our biggest trouble was trying to keep up with the enemy, but once in awhile he would stop and wait for us to catch up.

At the present time we are resting and enjoying the luxuries of Musso's wine, etc. The people of Sicily, however, have the same idea of their barrel-chested war lord as we have.

I have my Paul Bunyan loggers over here now so I feel I'm all set for another change of scenery.

From 2nd Lt. Howard Johnson, Air Transport Command

Right now I am half way around the world and am still a long ways off from my destination, which will be the above address. The other day we came down in the land of the harems. Believe it or not, but I was confronted by a big sign which read "HAREMS ARE NOT OPEN TO THE PUBLIC... THE MOHAMMEDAN RELIGION FORBIDS AMERICANS FROM BUYING WIVES." It was a dirty shame that my flying schedule prohibited me from inquiring how much a wife cost, etc. We get very good food at all our stops, but it doesn't compare with that which the cooks put out up in the Clearwater.

Wartime Hobby

That opposite extremes often seek one another has become a rather well recognized law of nature. Perhaps that is why mechanic Oscar Burden, responsible for maintenance of the gang saw at Clearwater and surrounded by the big wrenches necessary to big machinery, repairs watches in his spare time and during moments when he must sit idly along side his charge simply keeping a sharp eye focused in a general direction and a quick ear tuned to its operation.

At any rate, many a Clearwater man these war days is roused from his morning slumber by a Big Ben that would be in the scrap heap except for the attention of mechanic Burden. The instruments that accompany most plant men to their jobs each day have likewise received repairs at the Budren workbench that are alongside the gang saw, half way between the sawmill floor and the concrete storage underneath.

A wrench so heavy that the strength of two men is required to use it hangs on a few feet away from the Burden tool chest that holds assorted small tins of watch parts, salvaged from old watches in years. Many of the parts are so small in size that a magnetized screwdriver is required to remove them from their storage box when needed.

A few short strides from the workbench where watches are repaired the forty-four blade gang thunders away on the thirty-inch belt that travels from a three-hundred-horsepower motor to the gang whips along at high speed between motor and gang pulleys, creating a vibration that never stops and can be distinctly felt at some distance.

To further complicate his work watch repairman Burden has a couple of baseball fingers, suffered in earlier days at Potlatch when Burden was a pitcher for the shot Potlatch Athletic Club team that knew such other players as P.F.I. Assistant General Manager Otto Leuschel and Clearwater Maintenance Superintendent Shubert Andrews, who Burden says could throw a baseball from short to first at rifle speed from any position and was at his best flat on his face in the diamond's dust half standing on his head after fielding a hard hit ball.

However, neither the baseball impact nor the gang's vibration are allowed to interfere with the hobby that has grown so valuable to Clearwater men who otherwise would be without watches for long duration.

From Cpl. Thomas Hansen, Hawaiian Islands

Sugar cane is one of the many crops here. The cane in some places is seen in the refineries in much the same way as it is on the Clearwater, and flumes are used quite extensively for transporting the cane from field to factory. These islands are truly a horticultural paradise with flowers of every color growing in great quantities. Bananas grow here and have a wonderful flavor—much sweeter than those you get at home. I am doing hospital work and have a very nice setup.