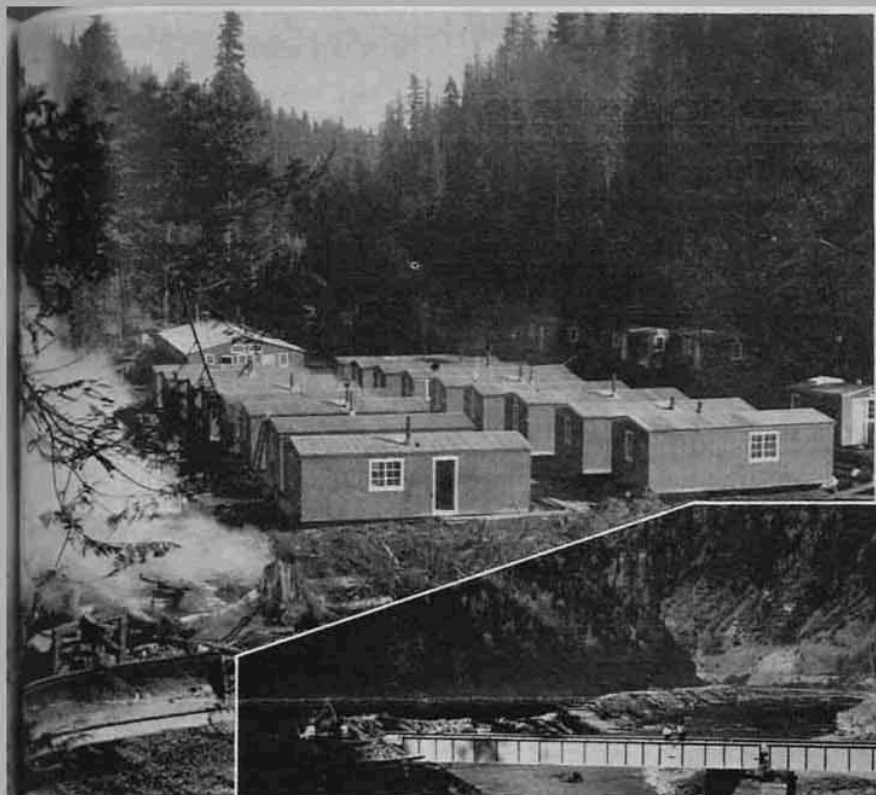


THE FAMILY TREE

Volume IX Number 1
Lewiston, Idaho, October, 1944



Camp 44, Lick Creek—130 to 150 men.



Bridge at Avery—steel girders from Coulee Dam—an entrance to landing.

BEN BUSH DIES

An old friend of forestry in Idaho, as fine a gentleman as ever lived, passed away in October. He was Idaho's first state forester, and his energies were well applied over a long period of years to the state's forestry problems and to the forests he loved so much. His tall figure had become gradually bent by the years, but the kindly, humorous nature that distinguished him never faltered or grew old. In his eye was a mirthful mischievousness that was a good thing to see. He never tired of life.

His passing is a loss to all those who knew him and their number is as great a compliment to his personality as could be desired.

C. L. BILINGS,
General Manager.

Modern forest management and good fire prevention have cut losses from forest fire nearly in half in the Soviet Union in the last five years says Moscow.

Paperboard rings to guard aerial bombs during transportation are saving 200,000,000 pounds of steel yearly.

New England now has more area in some of forest growth than it did 150 years

CAMP 44---LICK CREEK

First logs from one of the few untouched forest areas in Northern Idaho were loaded aboard flat cars at Avery in October. They came from P.F.I. Camp 44 on Lick Creek, and were trucked the ten miles between campsite and landing by big White and Kenworth trucks.

Thus began the harvest of forests in the Fishhook district of Shoshone County, and the cropping of Fishhook lands. Ultimately more than a billion feet of timber will be removed from this region, but the productivity of Fishhook lands will not have been damaged or lessened. To the contrary, it will have been increased and the cutting cycle that will be established in the harvesting process will make of this vast and tremendous acreage a dependable and certain source of wood for future needs.

Tough Logging Chance

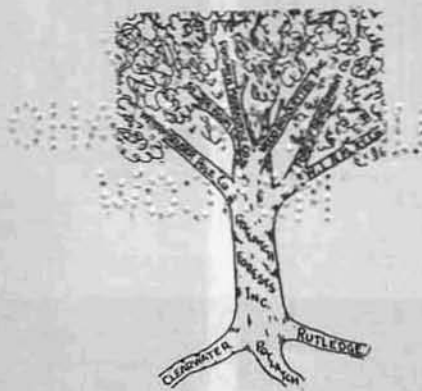
The Fishhook is not easily accessible and it has remained virgin forest land because of its remoteness. Until a road, built jointly by the Forest Service and the Northern Pacific Railway, was carved out of the canyon down which Fishhook Creek empties into the St. Joe this timber could not be logged.

Nor is carved out of the canyon a fanciful description of the road. It threads its way down Fishhook Creek between precipitous cliffs that rise skyward in near perpendicular fashion along most of the route. At one spot along the way it was necessary to tunnel through a cliff that projects out into the canyon and diverts the creek through a narrow crescent-shaped gorge which at first glance banishes all thought of road construction. The Fishhook is extremely rough country and offers so tough a logging chance that only large scale preparations and long term planning justifies its undertaking.

(Continued on page four)

*You've Backed the Attack, Now Speed the Victory . . . BUY BONDS!!
The Sixth War Loan Opens November 20th—Ends December 16th—Goal,
Fourteen Billion Dollars.*

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
Charles Epling	Clearwater Plant
Carl Pease	Headquarters

Sixth War Loan

November 20th is kick-off day for the sixth war loan. Perhaps you're wondering if it is as important as the other five, each of which was over-subscribed.

The Treasury Department says yes. They say the Japanese war is going to require a tremendous outlay of dollars, and warn that the German war isn't over yet. In the Pacific, because of longer distances, they say it will take twice as many cargo ships to support a task force as in the European war. Turnaround time is twice as great.

Too, there must be more B-29 Superfortresses, more amphibious tanks, more aircraft carriers, more supply ships, more gasoline and oil, more lumber.

These are important reasons for buying bonds, because we want to win the war. But there is another and better reason. It concerns the fellows in uniform that you personally know. It is simply your sense of fair play. The thing that world-over has come to be synonymous with the name American.

It is only fair that we people at home buy bonds. War's price tag for the serviceman is years of life, sometimes life itself, while here at home we have experienced slight discomfort and actually the standard of living has risen since the war's beginning.

To the Editor:

You have lavished so much publicity on the subject of hunting that it is difficult for me to understand why neither you nor an extra special correspondent were not here for opening day.

From a rather jaundiced eye this is what I observed, prefaced by a brief resume of events leading up to the morn of opening day.

During summer and fall months preceding October 5th (Children's Day) many conferences were held by those possessed of huntsman's urge. Bean's catalog and various dream books were fondly thumbed through, cover to cover, again and again. As the great day approached, spot conferences occurred with increasing frequency. Finally came the night before the opening day.

FEVERISH EXPECTANCY

The feverish expectancy of children on Xmas eve is as nothing compared to that of the adult huntsman on this last night. There is a careful recheck of all plans and preparations, even to selection of clothing. And here it was that one of the Headquarters' experts became trapped by a vicious period of indecision that left him little time for sleep. Rain clouds were gathering outside and the expert had a brand new outfit from Bean. He was torn by conflicting desires . . . should he appear faultlessly attired in this resplendent new costume, or wear something else and not run the risk of getting the new finery wet. Long and unhappily he pondered, finally retiring to fitful slumber.

HUNTSMAN'S MORN

Before dawn on huntsman's morn a conference was held in the Headquarters warehouse. It was this conference that awakened your reporter from a pleasant dream in which he was counting Republican votes.

In attendance at the conference was the well dressed hunter with the Bean outfit (FRANK STEDMAN), the belled pack mule (JIM DELANEY), the trainmaster (CHARLIE HORNE), the custodian of tin pants (CARL PEASE), and a fugitive Pennsylvania Democrat (LAWRENCE MAY).

Other conferences had been mere sparring matches for these word peddlers, but this one was the real McCoy. All rules were discarded, no holds barred, kicking and biting in the clinches was encouraged. The super-yarners told final tales of their prowess and practiced "tally-ho" and "view-hallo" until the very building shuddered. Elk whistles, made the day before (log production showed it), were given final tests.

An argument as to proper hunting strategy developed. Picture two super-salesmen selling one another and you have an idea of the debate that waxed hot between the well-dressed hunter and the trainmaster. The well-dressed hunter wished to deploy as a scouting force, or at best as a recon-

Of a certainty the sixth war loan will be over-subscribed. The only thing left to bet on is how soon. Self respect and the fact that this is America should cause us to do the job quickly.

naissance in force. The trainmaster wished to sally forth as an army.

Neither party was affected in the slightest degree by the logic of the other, and neither yielded. The bout was a draw, but both parties agreed that Headquarters harbored strange cases of arrested development and how come the authorities permit them to be at large.

DEPARTURE, PRAISES BE

Finally, praises be, the whole lot had to leave as it was almost time for the breakfast bell and for a hunter to be found in camp at that hour means lasting disgrace. The conferees did make one decision and one decision only. They took the elk whistle away from the custodian of tin pants. He had a bad cold and was alternately blowing and sneezing into his whistle. It was feared he would confuse the game.

News of what happened thereafter is pure hearsay and may not be entirely trustworthy. The well-dressed hunter is said to have come upon some game but could not make up his mind as to whether to throw rocks or shoot (there being about the same chance of his hitting the game). Too late he decided to shoot. Asked why he missed, his reply was succinct and brief . . . "too great a nervous tension." Another source tells us that the well-dressed hunter wandered off by himself, heard a slight noise in the brush and quick as a flash covered the spot with his rifle. He pulled the trigger but had forgotten to load his gun, so nothing happened. Seconds later with a cartridge in place, he again squeezed the trigger but the safety was on and nothing happened. Once again he took aim but just then the other members of the party stepped forth from the brush at the exact spot of the noise. The well-dressed hunter was no end annoyed that he had forgotten to load his gun.

PSYCHIATRIST NEEDED

As to the game killed by the representatives of antithetical hunting ideologies, your reporter prefers to let the parties involved enter their own pleas of confession and avoidance. The events that transpired require a psychiatrist for interpretation and must await a calmer day.

J. McKINNEY

Matter of Identification

GENERAL OFFICE MANAGER D. D. LYELLS recently tried to give office janitor, MRS. WHITNEY, a new window washing brush which he thought to be quite a brush. It was of the variety that is attached to a hose and water comes out through the brush. Only trouble, as pointed out by Mrs. WHITNEY, was that the brush could not be used on the inside of the building because the water would run down onto the floor and could not be used on the outside because "there isn't anything for me to stand on" (the offices are on the second floor of the Breier building).

MR. LYELLS returned the brush to the purchasing department with a memo requesting, "we can't use this thing." The answer came back, "You're not supposed to. This is a brush for washing automobiles."

★ SERVICE LETTERS ★

S. Sgt. J. G. Gonser, South Pacific

The appearance of the plant must have been some since I was last there, with the women employees. How about the change? Has it changed too? It seems like, with so many men from the island and around the Lewiston-Clarkston in the service in this sector, I would meet some of them, but in more than years in the Army I haven't met over people from home.

AN OLD FRIEND

However, there is an old friend which I found everywhere. It is Idaho White Pine. Much of it is from P.F.I. I could find some of the markings. Have you seen it everywhere . . . Guadalcanal, New Guinea, New Zealand.

At present we are in another training camp of which I have had so many since I went to the Army.

Idaho seems to be in sight in the far distance and there is no need for me to think that we are all dreaming of the day when we may return home.

Cpl. R. A. Rasmussen, South Pacific

When leaving the states and good old Idaho have been in a couple of invasions, the first of which was Namur Island in the Marianas. Another was Saipan and Tinian in the Mariana Islands. It was very exciting, but believe I could get along with the excitement there is in Idaho.

We can keep these little Nips on the island, I guess we will all be home before too long.

Cpl. Alvin Halstead, Southwest Pacific

Want to give you my correct address so you can get *The Family Tree* quicker. I enjoy reading the news of what is going on back home while we are busy here giving the boys a hand. We do not have much time to write when we are in the fighting that is going on here, so tell all the gang hello for me.

M/Sgt. Ray Schneider

So much news but do have a few photos. I've been getting *The Family Tree* regularly and certainly appreciate news from home. Imagine the people back home are anxious for news from over here. I don't have time to write much but wanted to have the pictures. Note the wooden

Lt. Ralph G. Schmidt, Italy INTERESTING CITY

Well, I've seen Rome. It's really a very interesting city, and the busiest city I've seen for a long time. There are vehicles of the allied nations running around the streets and of course the regular Roman people on bicycles, pushing their carts and horse drawn carriages used as taxis. It is confusing. The sidewalks are crowded with people selling souvenirs, little shoes and bummung cigarettes. The first thing I did was to get a hairbrush and shampoo and then I went

up to the hotel and took a hot bath. I really felt good then. The Army runs the hotel where I stayed. It only cost \$4.50 for room and board for three days. It's really very nice. Food and service were wonderful.

ST. PETERS

Took a tour of the city and saw all of the sights from the outside. These old, ancient buildings are very interesting in that they were all built by hand. The next day I went back to St. Peters Cathedral and spent about three hours in it. Hired a guide and he covered everything quite thoroughly. Walked to the top of the dome, which is about 410 feet high. Was really tired when I finally reached the top, but it was worth it. You can see all of Rome from up there. When we got back down the guide explained every statue and what every Mosaic meant and told who did the original work on each one. Didn't have time to get into the museum or into the room where all of the papal jewels are kept.

SHOPPING HELP

Got a volunteer Red Cross worker to go shopping with me. She was very good too. Imagine she saved me about \$10. She wanted me to meet her family so I went up there one evening. They had a very nice home and her folks were fine people. The mother and daughter spoke pretty fair English but the father, who was a big shot in an Italian corporation before the war, knew only Italian.

From Les Galano, Ph. M. 1/C Southwest Pacific

SOFTBALL CHAMPS

Speaking of softball, will have to tell you a little about my experience in that line. First of all I'll mention the team we had while I was with the 2nd Marine Raider Bn. We had a great pitcher, and the biggest share of the credit for games won belongs to him. He had played some professional ball back in Wisconsin and was really good. He pitched three or four "no hit-no run" games. We had a pretty good fielding and hitting club too, along with the pitching. We won the island championship of that particular island but with each campaign against the Japs would lose two or three of our team. There are now only three of the original team left and these I have marked with an "o" in the picture. The pitcher is marked with an "x." We still play a few games and have a swell club. The only practice we get is when we play and after each game everyone has a splitting headache from the heat. It's too hot to play ball out here, but we do the craziest things for amusement.

I'm glad to hear that the mill and logging camps are doing so well. Lumber is really doing its part towards winning the war.

ONLY TROUBLE

The only trouble back home seems to be that there are a lot of people who don't realize how lucky they are. I believe that our country is the only one that doesn't really know the horrors of war. If the people at home could see all the things that the men here have to go through, I'm

sure we would never have a strike. My blood really boils when I read about such things. If I had my say, each man on strike would go right to the front line in battle and then after they have seen what it's like to live like rats they'd appreciate the wonderful opportunity they have to help out the men who are here, and at the same time enjoy three square meals a day, have a dry and comfortable shelter



Champ softball team.

each night and most of all, to be with loved ones.

AN EDUCATION

Will have a lot of things I can tell you about. I wouldn't trade my experiences for anything—they are priceless. One can really get an education here that he could never get at a college or university. The kind of education you get out here doesn't come from books. It's about life and people . . . how to understand both and appreciate what you have and to be thankful for what you are.

If fate is kind will see you around Xmas.

Baggs to Speak

The Western Forestry & Conservation Association have requested P.F.I. FORESTER JACK BAGGS to discuss "Slash Disposal in Heavy Fuels of the White Pine Area" at their annual meeting in Portland on December 7th and 8th.

The invitation was accepted by MR. BAGGS, who has been in the supervision of slash disposal for P.F.I. for several years, and presumably because of that experience and the excellent job accomplished, was asked to participate in the association's program.

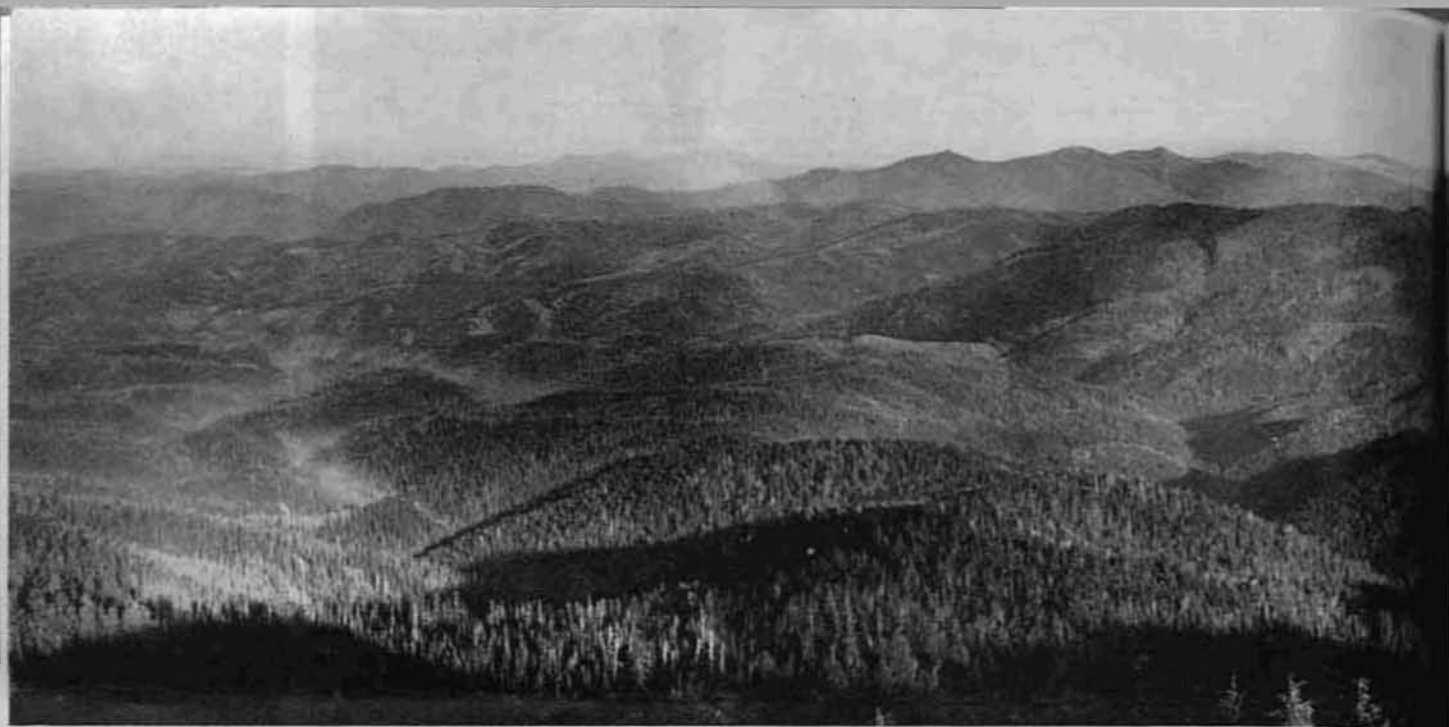
A man ordered two dozen roses to be sent to his promised-to-be on her twenty-fourth birthday. "A rose for every precious year of your life," his card read.

The florist threw in an extra dozen because the chap had been one of his best customers.

He's still wondering what's wrong with sending roses as a birthday remembrance.

"Brothers," said the colored preacher, "The subject of mah sermon today is liars. How many in dis congregation have read the 69th chapter of Matthews?" Nearly every hand went up.

"You is the people ah want to preach to. Mainly on account of dere ain't no such chapter."



THE FISHHOOK . . . all the essentials to continuous forest productivity are here—good soil, good timber, ownership mindful of good forest practices, and dependable fire prevention.

CAMP 44

(Continued from page one)

ROADS, BRIDGE, SIDING, LANDING

The Forest Service-N. P. road begins at the mouth of Fishhook Creek and follows the creek up canyon to the union of Fishhook and Lick Creeks. At this point P.F.I. took over additional road building and has since extended the road several miles up the Lick Creek drainage. Some 30,000 yards of crushed rock have been spread on this section of the road by the company. Additional rock has been stockpiled against later needs.

Another preliminary to logging was the erection of a steel bridge to span the St. Joe River a short distance below Avery. The bridge provides entrance to a long rail siding that parallels the main line of the Milwaukee Railroad on the opposite side of the St. Joe. Heavy steel girders, previously used at Grand Coulee Dam during construction days there, support the bridge decking. The rail siding to which it leads was also graded and built by P.F.I. More than 16,000 cubic yards of earth and rock were moved in the process.

At a point near the middle of the spur a heavy wooden trestle was constructed. It straddles the tracks to support a McGifford swing boom jammer. Strings of empty flats will be switched onto the spur from the upper end and will pass under the trestle and be loaded in succession by the McGifford. As an empty car is hauled into position for loading it pushes the loaded flats ahead of it down the siding toward the main line.

WILL TOW ACROSS LAKE COEUR D'ALENE

From the siding at Avery the loaded flats are hauled to Ramsdale spur on the St. Joe below St. Maries, some six miles from where the river empties into Lake Coeur d'Alene. Here the flats are unloaded and

the logs boomed into rafts of around two hundred thousand feet each. The rafts are towed one at a time by tug to the mouth of the St. Joe where five or six of them are accumulated, strung out one back of another to form a brail, and then towed by another tug across Lake Coeur d'Alene to the Rutledge mill. The distance across the lake is approximately twenty-five miles. From two to three days and nights are required for the trip.

Two men, O. H. PATTERSON and HOWARD ROE, manage the unloading and booming at Ramsdale. Both men are residents of Coeur d'Alene but during the week live at a house near the spur. Their day off is Monday of each week, but, said Roe ruefully, "We spend about half of that day wrestling the Coeur d'Alene rationing board for gasoline, tires, and food enough to live up here another week."

CAMP TO OPERATE ABOUT EIGHT MONTHS EACH YEAR

Present plans do not call for year-round operation of Camp 44. This, because it is feared that severe winter months will force closure of the camp. So Camp 44 will probably work about eight months of each year, and until the first of January this year. One hundred thirty to one hundred fifty men will probably be employed at the camp. In addition to men engaged in actual production the camp will provide quarters for a construction crew that will work at extending logging roads. When the camp closes, in recognition of bad winter months, personnel will be transferred to work in other camps where winter weather is not so severe as in the St. Joe. All logs cut will be trucked down the graveled road along Lick and Fishhook Creeks and across the bridge to the Avery siding.

Construction work to effect improvements necessary to logging was performed by P.F.I. men from a temporary camp at the mouth of Fishhook Creek. It was here that many of the camp buildings were put together and then later trucked to the camp-

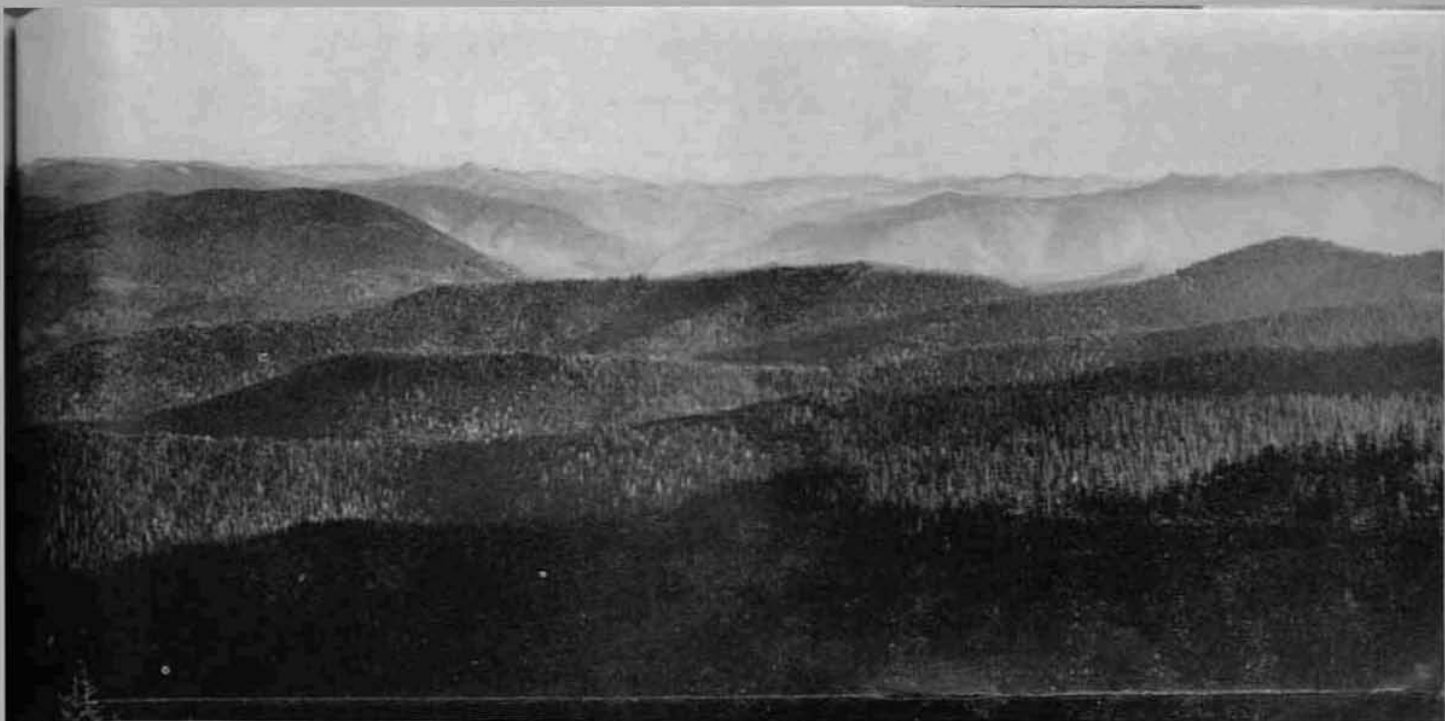


Avery landing . . . more than 16,000 poles and net of wire cable are to guard



Above—Ramsdale Spur—logs are . . . Patterson and Roe on tug. Below—St. Joe





Picture taken from Fishhook lookout . . . more than a billion feet of timber in area. Harvesting will take many, many years.



and dirt were moved in its making—the timber power lines.



led to mouth of St. Joe—employees future road building needs at Camp 44.



site on Lick Creek. Buildings for the temporary camp were constructed at Bovill and were moved via rail to Avery.

CUTTING CYCLE WILL TAKE LONG TIME

Future sales of timber by the Forest Service in the Fishhook area will largely determine the exact length of time taken to log the entire country and to complete one full harvesting cycle. It will take many, many years, and far into the future. A majority of the timber lies in what has been termed the Fishhook block. A rough boundary line of this block, or of the timber to be logged down the Fishhook road, can be drawn by tracing a line from Fishhook peak to Monumental Butte, thence to Snow Mountain, to the Three Sisters peaks, to the St. Joe River, down the river to a point slightly below Avery and back up to Fishhook peak. Not all the merchantable timber within the region will be contained within such a boundary line but the bulk of it is there. From any one of the lookout towers that top the high ridges of the Fishhook most of the region can be seen. It stretches out in a panorama of forested slopes that has few equals and is so great in acreage as to seem almost boundless.

TO GUARD AGAINST FIRE

Outside the area circumscribed by the line suggested is land that once supported an equally handsome stand of timber, but was ravaged by the 1910 fire on its sweep through Northern Idaho and into Montana. Most of this land has regained little of its original value. There is no seed source to start another forest and it will continue to remain waste land beyond the foreseeable future. In point of acreage the 1910 burn many times exceeds the unburned area that is Fishhook.

Terms of the timber sale to P.F.I., both by the Northern Pacific Railway and the U. S. Forest Service specify observance of measures calculated to eliminate possible fire hazards. Every precaution is demanded, including spark arresters for all pieces of

equipment during months when there is likelihood of fire.

Opening of the region to logging is in itself a big step forward in the direction of fire protection. A forest fire, no less than any other fire, needs quick attention after discovery, and the logging roads that will gradually come to web the Fishhook country will make possible quick dispatch of smokechasers following a lookout's report of fire.

IDAHO WHITE PINE PREDOMINANT SPECIES

Idaho White Pine is the predominant species in the Fishhook, but there is also considerable good Spruce, some Douglas Fir, Larch, White Fir, and Cedar, together with a great quantity of Cedar that can be made up into poles. The whole of the region offers a wonderful opportunity for a giant size farm that can be counted upon to produce successive crops of trees.

Logging plans to be followed are similar to those observed on the Clearwater Tree Farm. Over-mature trees will be cut. Young trees whose greatest value can be realized by harvesting on the second round of the cutting cycle will be left to mature and to provide seed for a third crop. The essentials necessary to continuous forest reproduction are all present in the Fishhook . . . good timber, soil conducive to tree growth, an ownership mindful of good forestry practices and so committed, plus dependable protection against fire.

Two Hollywood kids were talking as they walked home from school. "I've got two little brothers and one little sister," boasted one. "How many have you?"

"I don't have any brothers or sisters," answered the second lad, "but I have three papas by my first mama and four mamas by my last papa."

Timber cruising, the systematic determination of the volume of wood in a forest, is also used to find the harvesting cycle which will insure continuous yield from a stand of timber.

WOODS NEWS

Camp 55—Lower Alder Creek

We are still in the construction business and by the time snow flies should have plenty of new skid roads to take care of any demands that are made for logs. All our landings are full and ready for the loading crew.

KNUTE HOGE and his ballast crew have completed ballasting all the spurs at Camp 59.

STEVE COOLIGAN and his crew are still working on the 59 campsite but expect to have it completed and to move in before Thanksgiving.

Camp 56—Moose Creek

Camp 56 is now established and pretty well "in the groove." Not only is this a new camp, it is also the best camp in the woods. (Editor's note—a statement that will likely provoke argument.)

ALBERT JOHNSON and his steel gang have finished laying the spurs in and about camp. Only three of the gang are now here, finishing off a few rough spots.

PHIL PETERSON's crew are still here doing a little clean-up work on the Washington Creek grade but it is believed by those in the know that the first storm will see them on their way.

Within the next few days ERNIE MASTERS and his crew will arrive to build four bridges on Washington Creek. The ballast crew are expected to be on the job about the same time.

STAN PROFITT will be logging in the near future as most of his construction work has been completed.

We might add that the cookhouse is also in operation and doing a good business, as usual.

Camp 54—Washington Creek

With no trains operating this month and no railroad loading we have had a fine opportunity to push the construction work on skid roads and landings. Full advantage has been taken of the good weather with men and equipment so we are well up on construction work.

Our manpower has melted away like the

Camp 36 truck that has operated without tire failure of any sort since 15th of March when new and larger tires were placed on this big Kenworth. The truck has traveled an average of 96 miles per working day, between fifteen and sixteen thousand miles. Other trucks at Camp 36 have done likewise. "An example," asserts Tire Doctor Huff, "of what correct inflation, good roads and the right kind of driving will do." Note that the entire tread face of the tires form contact with the road . . . an important thing, according to the tire doctor, as otherwise the tire wears unevenly. This is the same set of tires that were placed on the truck in March. They show little sign of wear and have a great many more miles of life in them.

proverbial snowball during the month . . . from 140 to 45 men. We have been a regular employment office and have furnished men to Camps 56, 59, 58, 27 and Headquarters.

Camp 27—Breakfast Creek

We are trying to take advantage of some wonderful logging weather to land logs at the Camas Prairie Railroad landing. At one time we were almost down but have since then re-opened the cookhouse with CLIFF FRAZIER in charge. About half of the crew stay here. The sawyers and truck drivers board with BEN MARSH at Headquarters.

GEORGE RAUCH is here as foreman of a fleet of dump trucks and is spending these nice starlight nights putting gravel on the Breakfast Creek road in preparation for future trucking operations. The Whites that were used at Camp 53 during the summer have been moved in and are hauling logs to the 27 landing. We have a General skidding and decking right-of-way.

LOUIS SWENSEN has also moved over from Camp 54. His crew are felling timber for cat skidding to the large cat landing on Breakfast Creek which ADOLPH HAGERBERG and his extra gang built.

FOREMAN MAC BARNES is spending a few days' needed vacation in Spokane and Colville with his soldier brother, who is home on furlough. FAIRLY WALRATH is relieving Mac.

Cribbage

Add to the versatile attributes of PURCHASING AGENT ROONEY that of champ cribbage player. MR. ROONEY, by his own account, polished off the best the woods had to offer last month.

At Camp 44, Lick Creek, he emerged an easy winner over runner-up TIM WAIDE, after spotting MR. WAIDE a comfortable lead in each one of the three championship games.

Returning through Camp 35 MR. ROONEY accepted the challenge of CAMP CLERK NORMAN WOODS (reputed to be the best cribbage expert in the country) and handily defeated him.

But (and we're still quoting MR. ROONEY),



Tunnel on Camp 44 road up Fishhawk Creek. The region is extremely rough and offers a tough logging chance. Entire route of the eight mile road is flanked by steep cliffs.

it may have been a mistake to so soundly trounce WAIDE and WOODS.

"I love to play cribbage and want to be as many people as possible play the game," says MR. ROONEY, adding with a touch of sadness, "I should not have been so easy with those beginners. Probably now they will give up the game, although I hope not. They showed some little promise of being able to learn the game. Over a long period of time they might even pick up a few of the finer points. In the future I must remember to be more careful with inexperienced players."

Major Kelly Retires

MAJOR EVAN W. KELLEY, for the past fifteen years U. S. Regional Forester for the Northern Region with headquarters at Missoula, Montana, went on terminal leave prior to retirement from the Forest Service with the close of business on October 31, according to LYLE F. WAITS, Chief Forester at Washington, D. C.

MAJOR KELLEY is well known to the people and has long been regarded as one of the ablest administrators in the Forest Service—as well as one of the most industrious. He is one of the last men to remain active of those who pioneered the setting up of the national forest system at the turn of the century. His employment in such work dates back to 1906.

The MAJOR's most recent large-scale achievement was organization of the Emergency Rubber Project at Salinas, California, where he served as director from inception of the project in February 1942 until July 1943. The March 1942 issue of *The Family Tree* contained a long letter from MAJOR KELLEY to C. L. BILLINGS in which he explained the nature of the Salinas project. From a host of friends, including BILLINGS, the MAJOR has received written expressions of their hopes that he will find in retirement all the pleasures which his years of service have so richly earned.



PLANT NEWS

Rutledge Plant

Mingled feelings of pleasure and we report that LYLE WILLIAMS and WHITE have caught some fish during October that this pair of Waltons experienced their fishing Previous accounts had been as to cast some doubt on their fish- process and we are not even now in to say how many fish they finally (fishing stories being what they However, we know they realized a return on their license investment returning to a slough where they and fished.

Farragut sailors continue to visit the Rutledge plant. According to guide DINGLER, they show keen interest in the lumber industry generally and in the outfit particularly. After watching product travel its usual course from car one gob was heard to exclaim, "talk about assembly lines, the fellows in this plant hardly get a chance to talk the boards." This comment will be to the ears of many lumbermen have always maintained that the lum- industry originated the assembly line, the foundation stone to all mass pro-

The weather has been all that anyone ask, but the lake is dropping about a day and we are reminded of the water of early 1944. There is still comfortable portion of our log slip water though, so we aren't particularly worried.

Some of the sawmillers are willing to bet back or two that sawmill production 10,000 feet on the days we have from Farragut. The crew likes on something of a show for the when they tour the plant . . .

Clearwater Unit

Remembrance visitors in October included CARL SCHMINOSKI of the infantry, Shelby, Mass.; CPL. GEO. MATTOON, of the Army Air Corps, stationed at Columbia, South Carolina; JAMES CARLSON, home from Farragut Naval Train- Station and assigned to an outgoing (Jim's wife, mother and father all at Clearwater); LT. WM. A. GREEN, from seven months on the Italian front and the completion of fifty missions as pilot and co-pilot (BILL has been the service for more than three and years); and PVT. ORVILLE WEBER of Army Air Corps, who is awaiting assignment to a new station.

The suggestion committee has met with manager DAVE TROY and the plant super- to consider accepted suggestions additional awards. Amount and win- will be announced later.

The credit union's books have been audited by W.M. WRIGHT of the Federal Deposit Insurance Corp. and all records given a bill of health. MR. WRIGHT reported everything to be in fine shape at a meeting credit union directors where policies of guidance of the group were discussed. assets of the union at present were \$29,400.00

Potlatch Unit Buys Most Bonds

Relative positions in the percentage of payroll dollars to war bonds remained the same last month among the three mills and the woods. High was Potlatch Unit with an average of 9.29 (an increase over the preceding month of .38%); second was Clearwater with 8.7%, a drop of .07%; third was Rutledge with 7.82% (up .4%) and last was the woods with an average of 3.23% (up .3%).

Top ten departments among the three mills were:

Electricians, Clearwater	17.09%
Pipe Crew, Clearwater	16.44
Townsite, Potlatch	15.92
Lath, Clearwater	13.34
Pres-to-logs, Potlatch	12.72
Dressed Shed, Clearwater	12.47
Sawmill, Potlatch	11.77
Plant Offices, Clearwater	11.66
Lath, Potlatch	11.24
Shipping Dock, Clearwater	10.99

Low three departments were:

Maintenance Dept., Rutledge	4.09%
Main Office, Rutledge	4.63
Pond, Clearwater	5.36

Unit averages were:

Potlatch	9.29%
Clearwater	8.7
Rutledge	7.82
Woods	4.23

Regretfully another gold star has been added to our honor roll. It is for CPL. C. W. (BILL) MORGAN. BILL began working for P.F.I. in 1937 and was working in the box factory when called into service. He was well known around the plant and well liked. His death, in the South Pacific, brings to fifteen the number of gold stars on Clearwater's honor roll and adds a fresh burden of grief to that already felt by Clearwater people for the fourteen gold stars that preceded BILL'S.

Potlatch Plant

The sawmill maintenance men and the electricians at Potlatch have developed a device that enables the head sawyer to control his saw guide. The need for this became apparent with the employment of new and inexperienced tail sawyers and the frequency with which the sawyer had to wait for the tail sawyer to raise the guide so that he could finish sawing the log.

The device has been installed on No. 4 rig, with FRANK SWOFFORD at the controls. It is connected so that either sawyer or tail sawyer can control the guide. The faster feed allowed by keeping the guide close to the log and the saving in lost time promises to increase the cut on this rig. Another beneficial result has been to give the tail sawyer more time to keep lumber and slabs straight on the rolls, thus helping out the edgerman. Use of the new gadget

has proven more helpful than anticipated and everyone concerned is well pleased with it.

From Headquarters of the Thirteenth A.A.F., S.W. Pacific, comes word that CAPTAIN PHILIP J. HEARN has been awarded the Air Medal for meritorious achievement while participating in aerial flight. A description of the flight that earned the Air Medal for CAPTAIN HEARN included the statement that "bad weather and heavy flak failed to stop the 13th A.A.F. medium bombers as they carried the Dutch East Indies campaign to Lian airdrome on the Ceram Island, vital enemy base guarding approaches to the Philippines." CAPTAIN HEARN was bombardier on the plane piloted by CAPTAIN ANDREW F. ELLIOTT, flight leader.

LT. and MRS. E. LAVOY were Potlatch visitors in October, spending several days with LT. LAVOY'S parents. LT. LAVOY joined the army in 1942, was commissioned at Ft. Benning, Ga., in March of the following year. He saw active combat duty at Saipan and Timian. Was sent to a rest camp in Hawaii. Is now at Fort Knox, Ky., for specialized training.

Before reporting in Kentucky, LT. and MRS. LAVOY were able to visit his brother C. W. O. KENNETH LAVOY and his wife in Washington, D. C., both of whom are former employees of the P.F.I. general office in Lewiston. Another brother, WEN- DALL, is an aviation cadet at Corpus Christi, Texas.

An award that was to have been made to TECHNICAL SERGEANT DONALD L. HANSEN was presented to his father, BERNARD M. HANSEN, at Geiger Field, Spokane, on October 20th. SGT. HANSEN is a prisoner of war in Germany and has been since early 1944. He was an engineer on a flying fortress. His last raid was on Brunswick, Germany, in January. Presentation of the award, and Air Medal with one Oak Leaf Cluster, was made, by BRIGADIER GENERAL ROBT. C. CANDEE to the sergeant's father, a P.F.I. employee since 1910, now working in the Pres-to-logs plant.

A military escort from Geiger Field was sent to Potlatch to take MR. and MRS. HANSEN and their daughter, MRS. JOE CADA, to Spokane for the ceremonies. All were much interested with the review of the troops, the beautiful chapel and with the service club that has an interior of Knotty Pine panels. While at Geiger they saw an army transport plane come in with war casualties to be hospitalized at Baxter Hospital.

MR. and MRS. HANSEN often hear from SGT. HANSEN in the German prison camp. A recent letter reported "Friday afternoon we get Red Cross parcels. That is always the big day here."

WM. H. ROBINSON, an employee at Potlatch for thirty years, prior to his retirement in September, 1938, passed away on October 19th. He had often been referred to as the "dean of graders" and his loyalty, expert knowledge of grading, and work well done had earned for him the friendship and respect of co-workers and management alike. Funeral services were held at the Community Presby- terian Church on October 22nd.



Ship Models From White Pine

Pictured above and to the right are ship models fashioned by CAPTAIN P. B. BLANCHARD, of the New York firm of Turner & Blanchard, Inc. A few months ago CAPTAIN BLANCHARD wrote the Weyerhaeuser Sales Company thanking them for a piece of Idaho White Pine which later would be converted into a ship model. The letter was referred to P.F.I. and we asked CAPTAIN BLANCHARD for a story of his shop.

He has considerably obliged, although a bit chary in supplying information as to his personal self. The excellent picture of the shop and ships well speak of an interesting and fascinating hobby. Above is the shop, of which he writes, "Many improvements have been made since this picture was taken." At upper right is a model of the sloop Experiment that was the first American vessel to make a voyage to China and back, doing so in 1743. At immediate right is a picture of five vessels, cannon, anchor, etc., all made of White Pine except the anchor and cannon.

CAPTAIN BLANCHARD states in the letter which accompanies the pictures:

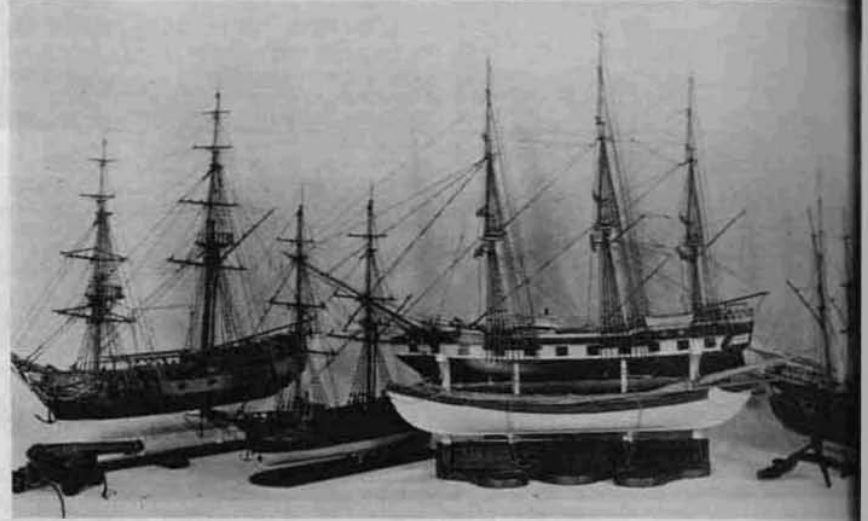
"I have not started as yet to attack the beautiful piece of pine and am holding it for a ship's model. I have been spending most of my spare time lately building furniture and doll houses for the grandchildren."

"I am looking forward to considerable pleasure when I will be able to work again on the making of ships' models."

To P.F.I. employees, many of whom are pretty expert themselves with wood carving tools, CAPTAIN BLANCHARD'S artistry should be of great interest, and something of a challenge.

Laird Bell Visits

Another important P.F.I. visitor in October was MR. LAIRD BELL of Chicago, Ill. MR. BELL is a partner in the law firm of Bell, Boyd and Marshall, Chicago, and is vice-president, as well as a director, of Potlatch Forests, Inc.



Gooseberry Bush

AL KROLL, Camp 58, reports finding a gooseberry bush growing, some fifty feet off the ground, from the trunk of a live yellow pine. He has pictures to prove his statement. Apparently sufficient dirt to support growth of the bush was carried into a scar in the trunk of the yellow pine by birds or wind, or both. Later a seed was deposited by the wind, and presto, there is now a gooseberry bush growing from a tree trunk, fifty feet above ground. Except for a slight crook in the trunk of the tree at the point where the bush is growing there is nothing misshapen or unusual about the yellow pine.

Transferred

PVT. FREDERICK (RICK) BILLINGS, an employee at P.F.I. general offices during the summer preceding his enlistment in the Marine Corps, has been transferred from Princeton University V-12 Marine Detachment to an Officer Candidate Class at the Parris Island, South Carolina, Marine Barracks.

RICK enlisted in the Marine Corps in October 1942, began the V-12 course in July 1943. He has successfully completed three civilian and four V-12 terms at Princeton University. He is the son of P.F.I. Boss and Mrs. C. L. BILLINGS, Lewiston.

P.F.I. President Here In October

Traveling via special car over the Northern Pacific, accompanied by Mrs. WEYERHAEUSER, P.F.I. President R. M. WEYERHAEUSER came west for a check of P.F.I. plants and operations in late October. The trip from St. Paul to Spokane was made in company with C. E. DENNY, president of the Northern Pacific Railway and eleven directors of the N. P., of which railroad MR. WEYERHAEUSER is also director.

In Lewiston at P.F.I. general offices MR. WEYERHAEUSER said he was much pleased with the war job being accomplished by the company and praised production and shipping records which he termed "the result of a lot of hard work by every employee of the company."

MR. WEYERHAEUSER cautioned that the need for lumber is still critical and will remain so beyond the end of the European war because of lengthening supply lines in the Pacific.