

LIBRARY
THE FAMILY TREE

Volume VIII Number 12
Lewiston, Idaho, September, 1944

More New Products

About a year ago the Company set up a new department to handle special products and to explore the possibilities of introducing new special products into our operations.

Wartime restrictions on new equipment are still severe and we are still hard put to get men enough to handle our main job—making boards.

But a lot of preliminary work already done is described in this issue and we want our employees—SERVICE MEN ESPECIALLY—to know that we are working to create new jobs.

C. L. BILLINGS,
General Manager.

Xmas Boxes Ready for Mail

P.F.I. Xmas boxes to employees in service are ready for the mails. Those to foreign addresses will go to the post office between the tenth and fifteenth of October. The others will be mailed six weeks later. Total number, 546.



ENGINEERING WORKSHOP—looking toward the future.

ENGINEERING WORKSHOP

Fifteen separate projects, divided into four general classifications, are now underway or soon to be undertaken, in the workshop built for P.F.I.'s engineering department in early 1944. Workshop and projects represent definite assurance of aggressive pursuit of new products and better methods of wood utilization, as promised in the first annual employee's report in March.



R. T. BOWLING—Chief Engineer.

Other projects looking toward the future will come along later, asserts P.F.I. assistant general manager, Roy HUFFMAN, who has charge of product development and kindred items.

It would seem that "workshop" is apt to prove a well applied name for the new building. Indications are that the men who will conduct experiments under its roof will be plenty busy. In charge is R. T. BOWLING, P.F.I. chief engineer.

The four divisions into which the work of the engineering department has been cast are (1) Research, (2) Product Development Projects, (3) In-

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BRIGHAM AND DICUS—Fifteen projects underway.

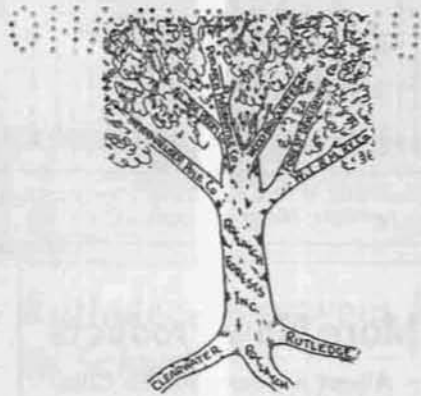
Engineering Personnel

Three men in addition to CHIEF ENGINEER R. T. BOWLING are to work on the projects of the engineering department, under his direction. Two of them, FRED DICUS and MORT BRIGHAM, will work full time. The third, PHIL

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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

Planning Institute

In Portland, Oregon, the West Coast Lumbermen's Association have sponsored a Home Planning Institute which meets at regular intervals and at each meeting has some well known and qualified speaker to discuss whatever may be his particular division in home building materials.

At one meeting a plumber will relate what should go into a home in the way of plumbing; at another a landscaping expert will discuss selection of shrubs and laying out of grounds; at yet another a lumberman will recite the things lumber can do in a new home; and there will be architects, heating engineers, painters, electric appliance men, interior decorators, etc. Price of membership in the association is simply definite proof of a planned and practiced savings program to accumulate money for the building, or remodeling, of a home after the war. The savings can be represented by regular purchases of war bonds, by cash savings accounts, or be invested in whatever way the individual may choose. The institute asks only that there be definite assurance of such a plan and the intent to build.

It is a fine thing for the Lumbermen's Association to do and it is difficult to imagine anything that can rival the institute as a good will developer or with more certainty earmark savings for the building of new homes.

It is proof too that the industry has its feet on the ground and well realizes that the absence of competition in the lumber business at the moment doesn't mean there won't be plenty of tough competition from a variety of building materials in post-war markets.

Meantime, Home Planning Institutes (Portland's example is being followed in other cities) will have captured many friends and caused lumber to receive first consideration as a building material.

Birds and Dogs

By FRANK STEDMAN

The "Hunting Fever" story concerning Headquarters that appeared in the last issue of *The Family Tree* has inspired various comments and caused some close study of the hunting urge, a la Headquarters.

Consensus seems to be that Headquarters huntsmen are not what they once were. Some have even slipped so far as to be thinking of bird hunting, and this brings up another thing that practically passes all understanding.

It used to be that a dog was just a dog in Headquarters, but things have come to such a pass that a dog can no longer hold up his head in this elite community unless he has a pedigree. In the good old days the cocker spaniel was the number one dog here, but now—WALLACE BOLI has a Llewellyn Setter (Llewellyn mind you), FOREST VAUGHN and CECIL HUGHES each have an Irish Setter, RALPH BAKER has a pointer, and CHARLIE HORNE has a Hines special (57 varieties).

And this queer trend does not end here. LAWRENCE MAY, who otherwise seems of sound mind and body, has arranged to acquire a female Scottie. He sees a bright future for dog raisers in Headquarters. CARL PEASE has no dog of his own but is so taken with bird hunting fever that he proposes to steal his little children's pet Cocker Spaniel and to run it through the cockle burs in search of birds.

Bird hunting makes a friend of man. And for practically nothing. There is no comparison between bringing home a few birds and packing 400 pounds of elk meat up and out of some windfall strewn canyon. It is hard to believe that any real hunter could bring himself to bird hunting after experiencing elk hunting. Such fellows will probably be playing tiddle de-winks before spring, or crocheting with the womenfolks.

"Waiter," asked the patron in a city restaurant, "is it necessary to have that wretched cat prowling about among the tables?"

"Well, it's like this, 'ere, sir," replied the waiter, "when there's rabbit stew on the menu, the manager thinks it adds to the enjoyment of the meal if our cat is well in evidence, so to speak, sir."

Some folks never realize that there is no reward for finding fault.

Potlatch In Top Spot For Bond Purchases

The Potlatch Unit topped both Clearwater and Rutledge last month as well as the woods in the purchase of war bonds by employees. All divisions, mills and woods, suffered sharp declines in the percentage of payroll dollars to war bonds.

The top average (Potlatch Unit) was 8.91%, second best (Clearwater) was 8.77%, third best (Rutledge) was 7.42%, and in bottom spot was the woods with 3.83%. Preceding month averages were Potlatch 11.05%, Clearwater 14.19%, Rutledge 10.29% and the woods 4.91%.

The percentage drop was Potlatch 2.14%, Clearwater 5.42%, Rutledge 2.87% and woods 1.08%.

Top ten departments among the mills were:

Townsite, Potlatch	14.44
Planer, Clearwater	13.22
Lath Mill, Clearwater	12.20
Plant Office, Clearwater	11.87
Pres-to-log, Potlatch	11.80
Main Office, Clerks, Warehouse & Supts., Potlatch	11.60
Electric, Potlatch	11.40
Lath, Potlatch	10.75
Dock, Clearwater	10.60
Pine Shop	10.05

Low three departments were:

Maintenance, Rutledge	3.83
Pres-to-logs and Retail, plant, Rutledge	3.20
Remanufacturing, Potlatch	3.00

Unit averages were:

Potlatch	8.91
Clearwater	8.77
Rutledge	7.42
Woods	3.83

So. African Ownership Changes

Boxes & Shooks, Pty., Ltd., Capetown, South Africa, only foreign concern to purchase and operate a Pres-to-logs machine, have sold their Capetown plant to South African All-Bound Box, Ltd., according to cabled information to Wood Briquettes, Inc.

Managers of the new company have conveyed to ROY HUFFMAN, general manager of Wood Briquettes, Inc., their intention of continued operation of the Capetown plant, plus operation of a new plant that is being constructed at Stellenbosch and in which they wished additional Pres-to-logs machines.

A clever negro ventriloquist, at a family standers related what followed:

"Well, suh, wen day lowah Eph into a hole he done cries out, 'Lemme down my boys!'"

The narrator was asked, "Did they die right ahead and bury the corpse?"

His reply, "How de debble does I know!"

Personnel

(Continued from page 1)

REINMUTH, is to divide his time between the glue department of which he is foreman and the workshop.

BOWLING

Each of the men possess particular and special skills. BOB BOWLING, who first came to Lewiston in 1927 to be Chief Engineer for the Clearwater Timber Company, then continued in the same capacity with P.F.I. following the merger with Rutledge, and Clearwater in 1933. He has a long list of notable engineering assignments to his credit. Best known for his work on the Pres-to-logs machine and Pres-to-



Phil Reinmuth—Electrical Engineering.

logs maker fuel machine; next best, the glue machine; and probably next in order of importance a tank for conditioning lumber before it goes to the planing mill. The background of many years' intimacy with lumber production and wood waste problems provides him with first hand, ground-floor knowledge of the industry.

DICUS

PHIL DICUS, formerly the Pres-to-logs manufacturing plant foreman at Clearwater, is a graduate of the University of Idaho,

MORT BRIGHAM—Wood Chemistry, Drafting, General Research.



1931. He holds a Bachelor of Science degree in Electrical Engineering and in the past has supervised assembly and testing of Pres-to-logs machines for Wood Briquettes, Inc., and many times the starting up of new Pres-to-logs plants. His work has required an unusual brand of ingenuity and resourcefulness, both of which qualities have been abundantly manifest. A thorough knowledge of electricity and its application should make him a particularly valuable man to the department.

BRIGHAM

MORT BRIGHAM, another University of Idaho graduate, 1939, holds a Bachelor of Science degree in forestry, supplemented by a course in chemical wood utilization. His knowledge of wood chemistry, expert drafting ability, and familiarity with general research procedure will find ready use and enable him to fill an important niche in the department.

REINMUTH

PHIL REINMUTH, glue department foreman, was absent with a hand infection when the photographer made his rounds. He is a Gonzaga University graduate, 1930, and holds a Ph.D. degree. His experience with glues, long employment at the plant, familiarity with machine time studies, and all around ability as an organizer and detail man especially well suit him for a place of importance.

It will be an interesting work, that which has been entrusted to these men, and the daily reports that will chronicle their experiments may well add up to many things of great value to the whole lumber industry.

Workshop

(Continued from page 1)

Investigation of New Products, and (4) Plant Improvements.

Di-methylol-urea

Under the general classification of research there has already been some experimentation with di-methylol-urea treatment of mixed species of wood. This compound is the one given wide publicity by the Dupont interests who labeled it a wonder substance. It is said to add many new and wonderful properties to wood, among them strength equal to that of steel. Other compounds of a similar nature, but manufactured by other concerns, are to be tried.

Research may, probably will, include experiments looking toward the briquetting of charcoal. Two other old and pet research fields, those of chemical treatment of wood to obtain preservation and fire resistance, will come in for attention.

Product Development

Considerable progress has been made in the way of Product Development Projects. Ahead is contemplated effort to develop machinery and methods for splicing short trims to make long lumber and gluing up of pattern stock



A DRAFTSMAN'S TOOLS. There are others, but here are a few of the tools that every engineer must know how to use in order that plans for new plants, new machinery, plant improvements, etc., may be developed and laid out on paper for consideration and study.

from short trims. A search has been launched for improved glues for the knot sealing machine.

New Products

Under Investigating of New Products various studies are being made in the field of fibers, veneers and plywoods. There is a serious question as to the suitability of Idaho timber species for use in this field. The engineering department will find out what, if anything, we can do. Likewise the manufacture of shingles.

Another Link

Items in the wind under this classification include a study to discover better lumber handling methods, especially re-butted items; design of a new hogged fuel dryer that will utilize waste flue gases from the power plant and have the incidental advantage of cinder elimination; and a machine for taking the bark off the logs before sawing.

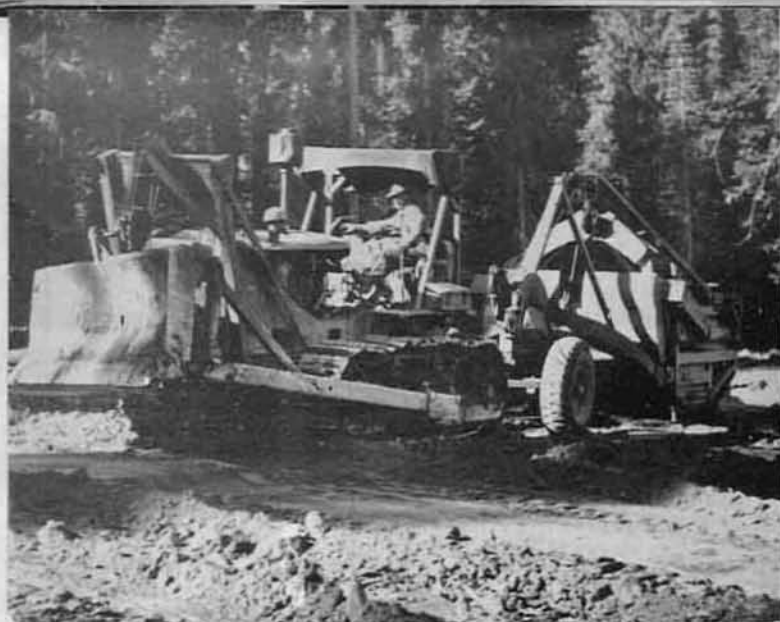
Another Link

There are other projects due for early attention, but the department declines to mention them by name. In fact, they are a rather non-committal bunch. But, their workshop, coupled with permanent forest management plans and a definite tree farm program, is another well-forged link in the chain that spells payrolls for P.F.I. people; taxes for the community, state and national government; and a host of other advantages that uninterrupted operation and steady employment make possible.

Car Strips to Egypt

An interesting order for 5,000 car strips, size 1/16 x 1 1/2 x 4', that will eventually be used by the Standard Oil Company in Egypt, reached P.F.I. sales offices during the month. No mention was made of the exact use to which the strips will be put. Specifications called for a special tying job on the bundles so that they will arrive at destination in good shape.

Then there was the attorney who sat up all night—trying to break the widow's will.



Above—A big bulldozer and carry-all leveling off a campsite for Camp 56 on Moose Creek in the Washington Creek basin. The camp has since been completed and is now occupied. At right—Some buildings in place, the cookhouse ready to go, and work progressing satisfactorily . . . pictures by Alex McCorkle, Camp 56.



Logging Plans—Winter and Spring—

There is probably no better way of crawling far out on a limb than to announce definite logging plans. Anything necessarily affected by weather is fraught with a lot of "ifs" and must be elastic enough to permit quick changes should weather, a fairly unpredictable quantity, compel revision.

In the Clearwater

Present plans for Clearwater logging call for the operation of two camps on Washington Creek, numbers 54 and 56, during the winter months. A construction crew will work out of Camp 55 on Alder Creek and perhaps later from Camp 59 on Meadow Creek when that campsite has been completed and camp buildings are in place.

Should there be snow of such depth as to interfere with logging on Washington Creek, a bad snow area, the 54 and 56 crews can be moved to 55 and 59 to log on Alder and Meadow Creeks where snowfall is comparatively light.

A gravel crew is working on Camp 27 roads and some logs will continue to come from there during fall months although it is not intended to operate this camp during the winter.

Camp 52 on Craig Mountain, near Waha Lake, is strictly a summer camp and trucking has already been completed for 1944. A small construction crew to work on roads and various improvements for next year's logging is still in camp and will continue work for some little time.

Camp 58 on McComas Meadows, above Harpster, has a splendid campsite and good graveled roads over which to operate. The camp has several new Peterbilt trucks and is producing well. It is fortunately situated, in an area that generally has little snow, and should be able to operate at peak production throughout winter months.

All construction work, happily, is well in advance of logging schedules. It must be kept so, since obviously an area cannot be logged without suitable preparation having first been made.

The number of camps that will operate during the summer of 1945, and which camps they shall be, cannot be predicted with certainty now, but both Camps 53 and 58 are among those that will continue logging.

Bovill Woods

Camp 44 on Fishhook Creek, about ten miles from Avery, will be occupied in early October by Camp 35 crews. Construction crews to build roads, lay out campsite, grave roads, build a landing below Avery, erect camp buildings, construct a bridge across the St. Joe, etc., have been here for several months. Saw gangs have been cutting right-of-way.

Present plan is to operate Camp 44 about eight months out of each year, and to keep it going this year until around January 1, 1945. It will then be closed and the crews will move to Camp 42 on the East Fork of Potlatch Creek near Bovill for winter logging.

Camp 42 will operate until about May of 1945 and will then be closed until the following winter. It is favorably located for winter logging and will be reserved for summer logging.

Camp 35, which will be closed when its crews have moved to Camp 44 on Fishhook has about one more summer's logging, chiefly cleanup work. It is probable that this work will be completed next summer.

Camp 40 on Stony Creek will be closed following the next heavy rain. The crews will be transferred to Camp 43 on Deep Creek, near Elk River, except that the skidding crew will stop off at Camp 35 for a week or two until more timber has been felled at 43. Camp 43 will log during the winter months, but, as with Camp 42, will be closed in the spring and held in reserve for future winter operations. This winter's logging at 43 will be a railroad skidding chance but next winter will likely see trucking of logs to rail landings. A construction crew has ballasted the track that was earlier extended down Deep Creek and the camp is ready for occupancy and a resumption of logging whenever desired.

Camp 36 at Laird Park is to continue working from the lower campsite. The Lost Creek area where 36 crews have been working should be finished in November. Equipment and crews will then shift to Grouse Creek and McCoy Creek until spring. Possibly camp will be moved to the upper camp next summer to log on Johnson Creek or the West Fork of Meadow Creek.

WOODS NEWS

Headquarters

Bugling contest, just as a warm-up for hunting, was staged on September 24th. Contestants journeyed out into the woods and entrants were asked to bugle three notes at five-minute intervals so as to not scare the bull elk completely nuts. Each time an elk bugled in answer to the bugler a point was scored for the contestant. The contest continued until the bulls quit answering and THOR NYBERG was declared winner by the judges. Congratulations were immediately lodged after the decision naming NYBERG as winner. Most of the hullabaloo was to finally close the contest just a practice session, several well-known sportsmen were not present . . . most of them figuring they are really past masters at the bugling art and do not need more practice. TIM WADE is understood to have refused to enter the contest at Headquarters maintaining that it is dangerous to be in the woods unless you mean it.

Camp 27—Breakfast Creek

Camp 27 doesn't have much to say for itself. We have had a very short season and our cookhouse is now closed with the crew staying in Headquarters. We will be a while longer if some of the hunters at Headquarters do not mistake us for and deer.

Camp 54—Washington Creek

The crews of PHIL PETERSON and STANLEY PROFITT have moved to Camp 56, which is now open, so we are back to normal size camp which is quite a relief to HAM MUSH and his cookhouse crew.

Will load between three and four million in this month, which isn't bad. We've had fall weather now with plenty of rain, but it makes easy skidding, so no one complains very much.

A new cat with an automatic shift, the kind of the machine selecting the gear to be used, is in use here and has been used by most of the cat drivers. All seem to like it.

Law BODINE of the general office visited during the month with another bunch of convalescing servicemen from Ft. George Wright Hospital, twenty-one in all.

LARRY MASTERS is now building a railroad water tank at Old Camp 54 campsite and it will be of great help to the trainmen and will eliminate pumping from the creek. We promise to keep a close watch over the CARRS this hunting season as we don't want them straying away as he did last year.

Camp 40—Stony Creek

LARRY HERB ERICKSON has returned following a trip home because of the illness of his father, who is reported to be improving. Expect to close up for the season shortly after the first of October. The skidding crews will move to 35 and will log until enough timber is felled at 43 where they have steady work over there. Balance of the crews will go directly to Camp

Camp 53—Craig Mountain

The trucking season for Camp 53 ended after part of September, but FOREMAN HOLINKA has kept a small crew to build into next season's cuttings.

Camp 55—Lower Alder Creek

WITH OSCAR CARLSON's construction crew, plus COOLIGAN's crew, Camp 55 has a full dining room.

COOLIGAN is busy getting Camp 59 ready for occupation.

Five skidding crews came down from Camp 52 and are skidding right-of-way logs. Logs from Camp 59 campsite have been skidded by WALLACE BALL and his loading crew. MARK MILUS (Marco) has returned to the kitchen stoves after a lay-off to rest up.

Camp 52—Casey Creek

After 22 months of work STEVE COOLIGAN and his crew have completed logging at 52. Our skid shacks have gone to PROFITT's new Camp 56 on Moose Creek. A crew of painters have moved in to give the cars a new paint job. BERT CURTIS' brush pilers are using the camp at the moment and will continue to do so until it is moved to a new location on Meadow Creek where it will be known as Camp 59.

Camp 36—Laird Park

The first major size forest fire in this area for several years required one hundred of our men for fire fighting from the 9th to 13th. Fifty-five men were also called over from Camp 35 to help fight fire on the 12th and 13th. The total acreage burned amounts to about 3,500 acres but fortunately the fire never really got out of hand and never reached good timber, although touching the edge of high grade stands.

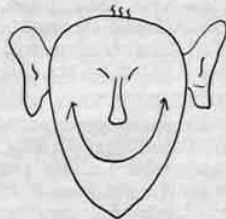
The annual Potlatch mill party with about seventy-five in attendance was held here on Saturday night, September 30th. Everyone seemed to have a fine time and there was loud praise of COOK BILL MUSH's culinary skill.

Camp 56—Moose Creek

Camp 56 crews have moved to their own campsite from Camp 54. We have a total of 56 men at the moment and one of the best camps as yet set up in the Clearwater.

PHIL PETERSON's crew has completed the railroad grade into Scofield Creek.

STANLEY PROFITT expects to start logging in October and has four saw gangs at work now. NICK GROVE has moved over from Camp 52 and says he will handle garbage disposal.



Stamp of Approval

There are ways and ways of signifying approval, but it remained for LOGGING SUPERINTENDENT JOE PARKER, Bovill, to hit upon a new one last month. After an especially pleasing transaction with HARRY ROONEY's office, LOGGER PARKER affixed the smiling caricature at the left to his file of correspondence that concerned the deal. Then returning it to MR. ROONEY.

Any resemblance between this happy little character from the PARKER pen and the editor of *The Family Tree* is purely coincidental, quoth MR. PARKER blandly, when interviewed at a later date.



A second group, twenty-one in number, of U. S. Army Air Corps officers and men, convalescing at Fort George Wright hospital, Spokane, from battle action all over the world, were guests of P.F.I. in September. As with group number one, two nights were spent in Headquarters and a full day at Camp 54 on Washington Creek. Above—On the porch of the cookhouse at Camp 54 just before lunch.

Father of Gen. Mgr. Billings Taken

Returning to Lewiston on September 9th from a two weeks' visit with his father, P.F.I. Boss C. L. BILLINGS hardly reached home when word arrived of the death of the elder BILLINGS at the family home in St. Paul.

MR. BILLINGS' father, prior to retirement in 1925, had been assistant comptroller of the Northern Pacific Railway. Until shortly before his death, which occurred on his 89th birthday, he had enjoyed good health. Occasional visits to Lewiston had made him well acquainted with friends of the family here as was evident in the many expressions of sympathy that were directed to the St. Paul home.

Happy Customer

From the Midwest Trunk & Bag Mfg. Co., under date of September 8th, came word of a car of lumber shipped from Potlatch which contained IWP and Ponderosa selects. Wrote MR. ISAACS of the bag manufacturing company—"Beautiful . . . that's all we can say. Of course, any kind of lumber would have looked good to us after we had torn down our shelving and worked up every single board we could lay hands on. But, we want you to know that we have never handled such lumber as we have just unloaded. Our sawyer-ess (our regular is in the Navy) says she'll have to learn how to cut lumber all over . . . she can't get used to cutting boards that do not have knots."

"All of which should lead you to believe we are happy about this car of lumber, and you are right. We appreciate your interest in our small volume and thank you for helping us out of a real pinch."

bean Sea and the Gulf of Mexico appear a sizeable area of water called the Sea of Honduras, today a part of the Caribbean.

PACIFIC COAST

Along the Pacific coast present day California was labeled New Albion and Lower California only was called California. New Mexico appears as an area of indefinite size, presumably bounded on the west by the Sierra Nevada mountains and on the east by Louisiana.

San Francisco is called St. Frisco and the Great Salt Lake of Utah is placed many miles northward of its actual location and drawn several times its true size. The continental divide is not connected up and in the north appears the Stony Mountains, a not inappropriate name for the sheer rock walls and towering heights of the Rockies.

PUGET SOUND AND THE COLUMBIA

Puget Sound just "isn't." It hadn't been opened, according to the "best surveys" from which the map was drawn. The mouth of the Columbia, however, is marked, although the date of its discovery by CAPTAIN ROBERT GRAY wasn't until 1792 and he had no idea at that time of its source or of the region it traversed.

What little is known of the Columbia's drainage probably was based on information furnished by the Indians and it is remarkable that mention of the river is made at all on a map dated as early as 1795 and printed in London. CAPTAIN GRAY'S discovery was made in mid-1792 while commanding the trading ship *Columbia*, after which he named the river. A full year or more likely expired before his return to Boston, home port of the *Columbia*, and information concerning his discovery was not generally released until later when a few coins were coined by the federal mint in honor of the event.

FAR NORTH

The Great Slave Lake is sketched with relative correctness and around it appear the names that were apparently intended to describe different Indian tribes of that region . . . the Dog Ribb'd Indians, the Her Indians and the Copper Indians.

Farther north, above the Great Slave Lake, are two smaller lakes bearing the respective notations "sea seen by Mr. Her, 1771," and "sea seen by Mr. Mackenzie, 1789."

HAS HISTORICAL VALUE

The Smith, Reid & Wayland map, 1795, is probably the first printed that shows the mouth of the Columbia river and is the earliest dated map to make any attempt at locating and drafting the Pacific coastline above San Francisco. Earlier maps simply faded out into nothingness above that point. As such, it attracted the attention of Mr. BILLINGS, and has its greatest value to a collector. Printed on a high grade parchment, slightly stained because of age, but exceedingly well preserved, it is a truly excellent addition for any library.

RALPH SOLUM, general office employee, graduated September 18th from the Army Air Forces Navigation School at Hamilton Air Field, Houston, Texas, and was commissioned a lieutenant in the Air Corps.



1795 Map—"From the best surveys," but Puget Sound "isn't."

OLD MAPS. . . . The venturesome westward trek of early explorers and missionaries in quest of wealth and new Christians, or just the means of slackening a tortuous thirst for adventure, is pretty well dated by early American maps.

These maps, taken in sequence according to their year of publication, show a gradual emergence of mountains, lakes and coastline in true proportion and progressed in accuracy at about a parallel rate to that of westward emigration.

Later maps record the boundaries of states and territories. By succession they trace the shifting of those boundaries until the union of forty-eight states was finally achieved. Idaho, as an example, encompassed the present states of Idaho, Montana and Wyoming on a map printed in 1862 by Colton's, 172 William St., New York. Not until 1890, however, did Idaho become a state, being admitted to the union with boundary lines identical to those of today on July 3rd of that year. At the time of the Colton map, Idaho was only a territory.

Close inspection of almost any map of ancient vintage will furnish many interesting discoveries as to early conceptions of western North America. Maps of this character are fast gaining favor with collectors and are becoming highly prized items.

TWO IN P.F.I. GENERAL OFFICES

Two such maps grace the general offices of P.F.I. One hangs against the east wall of the long center corridor. The other is in GENERAL MANAGER BILLINGS' office. Both were acquired by Mr. BILLINGS when last in New York City. A third map, pictured above, date 1795, has been framed and hangs on the wall of the Billings library at home.

The 1795 map is particularly interesting and has many things worth noting. It is

labeled "A General Map of America, Drawn from the Best Surveys . . . Smith, Reid & Wayland, London, England." In the North Atlantic, coastlines are defined with fair accuracy although to the north of Hudson Bay the area is blank. Greenland and Baffin Bay, in contradiction to the absence of known knowledge concerning lands due north of Hudson Bay, are outlined with reasonable correctness. Newfoundland is spelled as two words—New Foundland. Farther south along the Atlantic coastline is well mapped with fifteen states named as member states of the United States.

FLORIDA AND LOUISIANA

To the south of the fifteen states appears Florida, divided into East and West Florida, with West Florida extending along the Gulf of Mexico westward to the mouth of the Mississippi river. Louisiana lays to the west of the Mississippi and shows as a vast expanse of land stretching from the Mississippi westward to the Rockies and northward from the Gulf of Mexico with no indicated northern boundary line.

SEA OF HONDURAS

The area surrounding the Gulf of Mexico is fairly well marked. Mexico is titled "Mexico or New Spain" and takes in all of present day Mexico and the Central American countries. Between the Carib-

★ SERVICE LETTERS ★

From 1st Sgt. Don Clark, Italy

It seems that fellows from other outfits in the army can tell more than in my outfit. Sometimes wish I could tell as much as they do but our censor is very strict. When we again get around the old bunkhouse stove we will be exchanged and many arguments will occur. Mostly on whose outfit was where and who did the most.

WOODS EXPERIENCE PAYS OFF

Many times here in Italy since the big push over the mountains I have thanked God for my experience in woods work. When I say mountains I mean just that. Not that tanks or even cats could not go over is the type of ground we have to go over with Jerry sitting on the hill looking down our throats. Many times we use the tanks as we did cats and dozers in the woods and plenty of rigging is used. Because of my woods experience, and that of other men from the northwest, we get things done that seem impossible.

ROME AND 3,000 GALLONS OF BEER

I can say that I have seen Rome—first the hard way and since then the easy way. I enjoyed the latter. It is a very modern beautiful city. In one other place I was lucky enough to run across a Jerry and believe it or not, he had about 3,000 gallons all brewed up for us. For the time we sure made the most of it. Only once had we tasted beer over here and that was in a single bottle. Now it makes no difference if I never see another drop. It's the only time Jerry has been good to us and I thank him accordingly.

From C. E. Ragland, C.F. 3K, Somewhere in France

The town where I am now is very old and picturesque. It has a little canal winding down through the heart of the town. The banks of the canal are used by the women to do their washing. There are two old churches and an old chateau which was built in the 14th century. It is completely even to the moat around it. The riverside is very similar to that back home.

Most of the farming is done by hand. I saw two old ladies threshing wheat with flails last night. Wonder what the American girls would do if they had to live as the people do. Most of the girls over here wear wooden shoes called "saboots." They are very clumsy to me.

From Sgt. Harley Reckord, Willsie, Texas

PLEASE THE PRES-TO-LOG LITERATURE

Please send me some reading material for advertising on Pres-to-logs. Or, mail it to Mrs. M. MILLER, 1717 Sycamore, Dallas, Texas. I have been selling the idea of things like a Chamber of Commerce down here and they can't see how it can be done. They all use natural gas down here but a little literature on the subject would show these Southerners that besides planks can be made out of logs.

From Pfc. Frank Gripp, Somewhere in France

I am in France guarding prisoners of war. Have seen a lot of Hitler super-men, or what are supposed to be super-men. The job of guarding them gets pretty tiresome. Will be glad when this damn war is over and can get me a job back in the good old U. S. A.

From Lt. Walter Dodel, U. S. Hospital, England

Went to France D-day plus 2 and with luck lasted until July 31st. Had a light tank knocked out from under me, without receiving a scratch and decided I would change to a medium. Evidently made a mistake there as it was hit in the big push and I ended up in the hospital here in England.

Want you folks to know that the medical treatment we receive is marvelous. I was in England twenty-four hours after being hit, with all wounds dressed. Received burns from powder flashes but due to modern medicine will recover with very few scars. Should be up and around in about two months.

From T/5 E. L. Terlson, Hawaii

Just so that we do not stagnate, the Army must every once in a while change our address. Shoot the *Family Tree* and other communications to the above address—for awhile at least.

FULL OF PINEAPPLE JUICE

Am now full of pineapple juice and find it very good. We can get them for a small sum and they are dead ripe. Also can pick up coconuts almost any place around here but get tired of them quickly. Have just finished up my laundry for the week—three pair of socks—I am sure a wizard at this sort of thing. Send out all but these darn socks. They are wool and you can't be sure of getting anything like the right size back, hence the ambition on my part.

CLOTHES

My usual garb is HBT . . . that's herring bone twill to you . . . The sizes are plainly marked on these but I would swear that BOB OLIN was used to model the garments. Are you sure that he is spending all of his time working for the company? Upon my noggin I wear a little cap something like ball players wear and my feet are shod with a heavy pair of brogans. This is my daily garb and as Sunday is not a day of rest in the army, I wear it then too. These clothes . . . the trousers and jacket have two enormous pockets in each that are big enough to put an ordinary sized blonde in. Lacking blondes here will have to use them for gooks, the soldier's nomenclature for the natives. Altogether this uniform makes me a fine figure of a soldier and a credit to the service.

Had the very good luck to find one of my brothers on this island. He is a cook for the Seabees. If an old sawmill man like him can cook for the Seabees, maybe HUFFMAN should investigate the possibilities of wood as food. He may be a little late on this, judging from the stories told of some messes.

PLANT NEWS

Clearwater

Plans for the annual Xmas party for children of plant employees are being made by the formen's council. A committee of six men are in charge. Chairman is LES WOODLAND. Others are W. W. WHITE, J. W. CAMPBELL, IKE PETERSEN, BUD SHAUGHNESSY, and PHIL REINMUTH. Date of the party and time of day will be announced later.

We have had quite a few servicemen visitors during the month. From Ft. Lewis came former employee CLEO WILLIAMS who has had the tough luck of being sick with scarlet fever since May 12th. PFC. WILLIS WAGNER was home from Sioux Falls, So. Dakota, and during his stay became the proud papa of an eight-pound boy. PVT. KENNETH POTTER was home from a California camp. CPL. GEO. HILDING was home for two weeks on furlough. ROBT. SCHUTTE, 2/c MM was here from San Diego. LT. BERNARD FAVARO, flight officer on an aircraft carrier in the South Pacific, was home. HAROLD REED, 2/c radio operator had a 30-day leave following action in the Guam invasion (for which he volunteered). CHIEF PHARMACIST MATE WILLARD CURRIN was here September 15th, direct from action in the Normandy invasion (he was stationed on one of the battleships that shelled the coast batteries of the Germans). S/SGT. RAY RENCHAEUSER, tail gunner on a B-24 was a visitor (he is a veteran of 54 missions, holds a presidential citation, three oak leaf clusters, good conduct badge, and other decorations, and has been credited with shooting down two Nazi fighter planes).

JOHN WAITE and ROBERT GRAY were called to service during the month, and EDWARD MEYER, who has been in the army since May 26th was discharged and returned to work on September 25th.

On October 1st eight foremen, working under the direction of CHARLEY CUMMERFORD, constructed a fence for BUD (G. I.) JONES around the yard in which his youngsters play. BUD is at Ft. Lewis and couldn't very well get home to do the job. MRS. JONES served dinner to the volunteer workmen who kept at the job until they ran out of material. The party was composed of BILL CAMPBELL, JOHN ARAM, BUD SHAUGHNESSY, CARL RIPLINGER, JIM SCOFFIELD, DRIS HOLMAN and IKE PETERSEN.

The Clearwater navy was enlarged during the month by the launching of a new boat and an ice breaker. The boat has been christened the "Harriet" in honor of pond boss HARRIS' wife, but the ice breaker has no name as yet. The other boat that works on the pond was christened "Mary Ann" in honor of Clearwater Unit Manager DAVE TROY's daughter.

Fourteenth Star

We sadly note the death of PVT. SIDNEY THIESSEN, Clearwater plant employee, killed in action in France. It is with shock and a deep feeling of loss that another gold star is added to the Clearwater Plant Honor Roll, bringing the total to fourteen.

True and Timely

I think I shall never see
A plant untidy as a tree.

A tree which drops its leaves all day
For me to rake, and take away.

A tree which wears in summer heat,
A gown of green from head to feet.

But when the autumn breezes blow
It lets its fancy raiment go.

And welcomes bitter winter weather
By going nudist altogether.

So leaves are raked by fools like me
To tidy up beneath a tree.

—Canadian National Railways Magazine

and gave himself a dislocated shoulder. The doctor wrestled the shoulder back into place, and at month's end Boss Graue was still carrying the injured member in a sling.

September brought us grave misfortune—the death by drowning of Louis Borington, superintendent of the Red Collar Line, whose work often took him to the Rutledge pond with brails of logs. His help and operation in keeping Rutledge supplied with logs was a thing of value to Rutledge people, but remembered best of all will be his warm, friendly cheerfulness of his personality, and the big grin that no amount of adversity ever erased for long. The accident that resulted in his death caused us the loss of a good friend whose passing we note with genuine deep regret.

The Pullman conductor one night found a red lantern hanging in one of the lower berths, so he looked up George, the porter, and asked:

"Say, George, why is the red lantern hanging in lower six?"

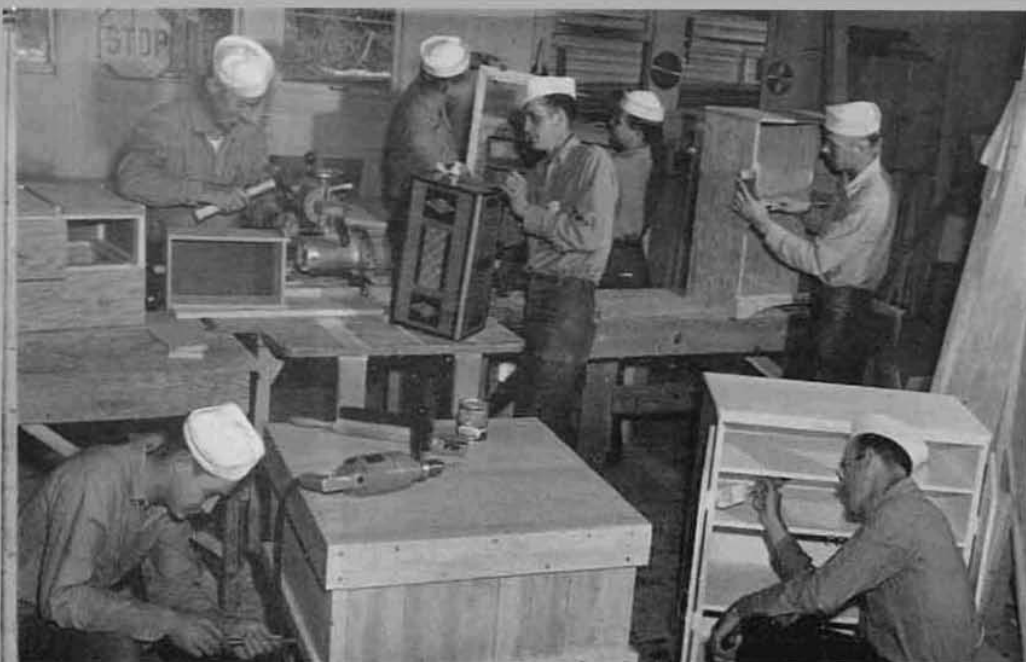
"Well, boss Rule No. 23 in my rule book say that you should always hang up a red lantern when the rear end of a sleeper is exposed."

A liquor salesman, a food salesman and a mattress salesman were sitting at a table. The liquor salesman spoke first and said:

"You know, I hate to see a woman drink alone."

"And I hate to see a woman eat alone," added the food salesman.

But the mattress salesman maintained a discreet silence.



Above—WOOD-WORKING SHOP FARRAGUT. A problem at any hospital, and perhaps more so at a service hospital, is to find something for patients to do who are not ready for discharge but well enough to be up and about. One of the answers at Farragut has been a variety of workshops—wood-working, painting, radio repair, etc., under the direction of Lt. Commander (Doctor) Green.

Odd size pieces of White Pine scrap have been donated to the wood-working shop by C. O. Graue, Rutledge Unit manager. The Red Cross call for the scrap lumber and deliver it to the hospital at Farragut. Some of it is used by bed patients for carving and knife work of one sort or another. Book ends, ornamental anchors, burned wood drawings, jewel boxes, cupboards, chest of drawers, decoy ducks, and a lot of other items have been made.

PLANT NEWS

Rutledge

Friday of each week has become Navy day at Rutledge. The invitation extended to servicemen via the U.S.O. to visit the Rutledge plant on Fridays has brought us a lot of visitors. A bus leaves the U.S.O. building at 1:50 P. M. for the mill and returns at 3:50, allowing a two-hour trip. Keen and lively interest in what makes a sawmill and how it operates, has been manifest by the visitors, many of whom are Navy wives.

Visitors during the month included Lt. (j.g.) DEXTER FAIRBANK, formerly an employee of the Weyerhaeuser Sales Company in Washington, D. C., and at one time an employee of the Clearwater and Potlatch plants. He is now with the Central Procurement Agency of the Navy. His particular job is that of getting lumber for Navy needs. Another visitor was AMBROSE

FREDERICKSON of the Newark office of the Weyerhaeuser Sales Company, here in Coeur d'Alene to visit his father, NELS FREDERICKSON, an old time Rutledge employee. CHAS. JOHNSON of the St. Paul office of Weyerhaeuser Sales Company was also here in September.

There is a civilian among us who deserves a purple heart for wounds suffered in action. It is none other than Boss C. O. GRAUE, who stumbled and fell one day not long past when walking along the boom on the pond, happily contemplating the 8/4 selects to be had from the Idaho White Pine logs floating therein. Boss GRAUE landed atop a large drift spike and nearly punctured his front mid-section in the process. A painful amount of skin was subtracted, and his shoulder, too, was badly wrenched. The bruised mid-section almost immediately assumed a deep purple color approximating that of a purple heart, but shoulder and anatomy seemed on the way to recovery until Mr. GRAUE somewhat hastily tugged open the door of his car,

Lower left—The special Northern Pacific train that brought 55 Japanese Commercial Commissioners and trade experts to Potlatch in 1909 as part of an eighty-day tour of the U. S. Right, below—Outside the Potlatch mill. In the party were Baron and Baroness

Shibusawa, wealthiest family of Japan. Purpose of the trip was frankly expressed as "to gain information as to the methods employed in conducting various lines of business and industries in the U. S."

