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# THE FAMILY TREE

## Decisive Factor

The completion of the Alaska Highway has assured the impregnability of the North American continent against further invasion by the Japs and it has made possible their eviction from the toeholds earlier secured in the Aleutians by their armed forces.

In the words of the Army Engineers who built this highway, "lumber was a decisive factor" in its construction. We are happy such was the case.

Within a period of five months our outfit produced and shipped 255 carloads of lumber for this project. All of it on "VERY SPECIAL RUSH" orders. Every demand on our organization during that time was met on the button and your efforts have the unqualified commendation of the Corps of Engineers.

You can again feel proud of a good war job, well done, and the pride that is rightfully yours for this job should enable you to tackle each succeeding job with renewed determination to see this thing through to victory.

O. H. LEUSCHEL,  
Assistant General Manager.

The money you can hardly spare for a war bond might be enough to buy shells that would spare a soldier's life.

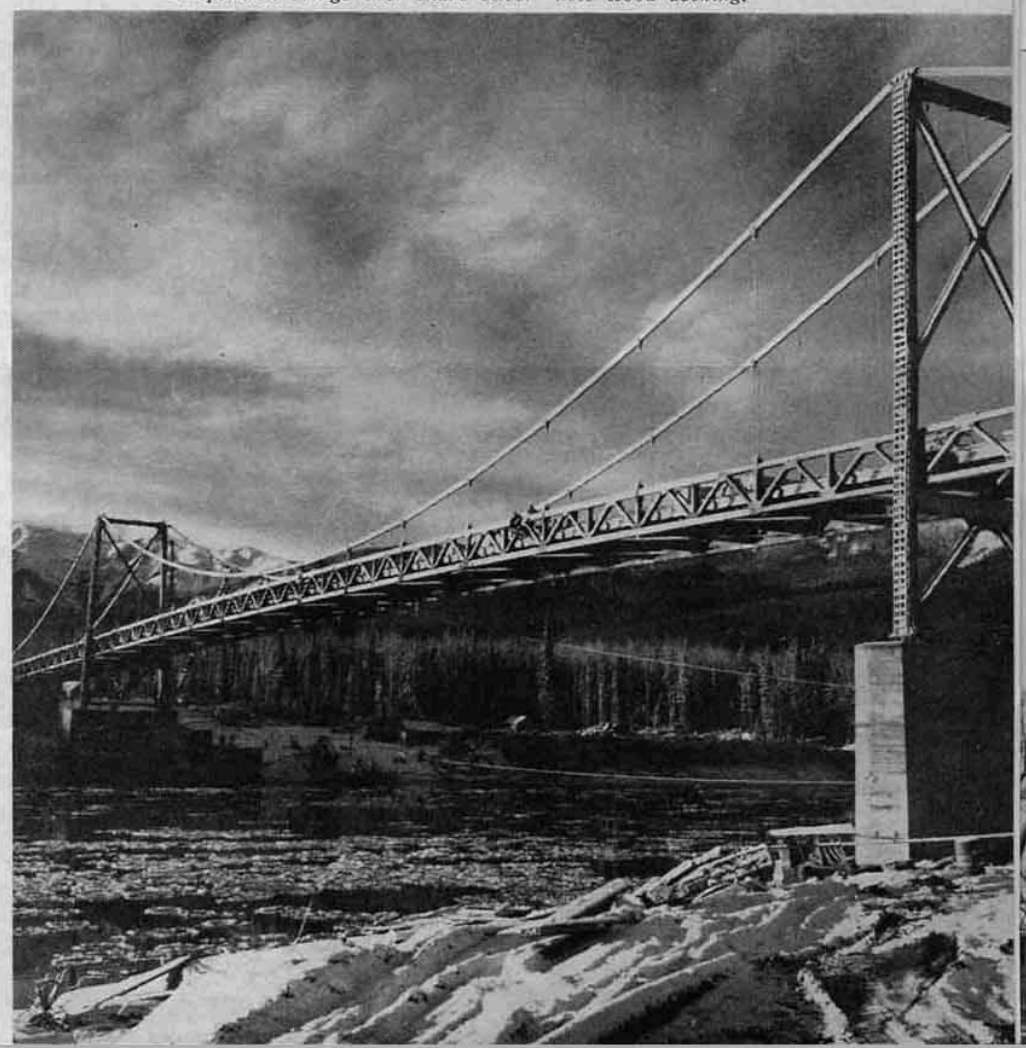
## ALASKA HIGHWAY

From Dawson Creek, British Columbia, to Fairbanks, Alaska, through a land as beautiful as it is treacherous, as unpredictable as it is violent, stretches a threadlike, 1,630-mile long, engineering triumph. It is the Alcan Highway, more recently christened the Alaska Military Highway, and it is said to rival the building of the Panama Canal as an engineering achievement.

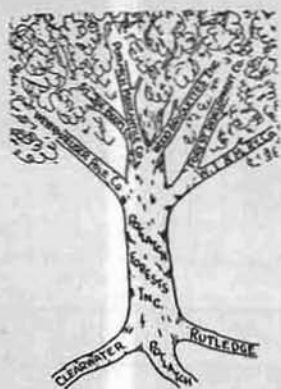
Men report that nature displays queer traits in this country where the temperature drops as low as 72 degrees below zero. There are springs that flow all winter long—rivers that freeze from the bottom up—bitter cold that frosts the lungs if a man breathes too deeply, or quickly. Many sections of the road are built across permanent glacial ice that is only a few feet, and sometimes but inches, below the surface of the earth. The ice forms springs which flow or

(Continued on page four)

*Suspension bridge over Liard River—note wood decking.*



## 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

The editor acknowledges with deep appreciation the courtesy of the U. S. Engineer Corps which made this issue of *The Family Tree* possible. Our thanks for pictures and story covering their Alaska Highway. Our congratulations for a piece of great work, completed in record time and under the most arduous conditions imaginable.

## Guest Speakers

Two officers, one from the Army Air Corps, the other from the U. S. Marine Corps, were guest speakers at P.F.I. during January. FLIGHT OFFICER ROBERT SYLVESTER, holder of the Distinguished Flying Cross, the Oak Leaf Cluster, and several service ribbons, talked to employees at Clearwater and Potlatch. He related what happened at Pearl Harbor where he was stationed on December 7th, 1941, and continued with an account of the air war in the Pacific since that date.

MAJOR JAMES CLARK of the U. S. Marine Corps appeared at most of the camps in addition to the Potlatch and Lewiston mills. His talk was as tough as every fighting Marine is supposed to be, and there was a nerve tingling quality to his descriptions of Pacific battles that could not but impress every listener. MAJOR CLARK, credited with 24 Japs in hand to hand combat, looked the part. His weight is 235 pounds, height five feet, eleven

inches. He has been many times decorated, holds a distinguished service cross, the silver star, the purple heart, and wears battle ribbons for a score of engagements, including three major battles.

There was no mistaking the earnestness of these two officers and no mistaking the fact that they felt the people back here at home do not realize the toughness of our foes or comprehend the size of the job ahead. Both of these men have seen friends of long standing die alongside them in battle. They have themselves had many narrow escapes and MAJOR CLARK, following one engagement, was hospitalized for several months, during three of which he was paralyzed from the waist down. It is not to be wondered at that their feelings run high against all evidence they see indicating we are not doing our utmost. The wonder is that men who have lived through such hell can so discipline their nerves as to talk about it and can force themselves to plead for "more bonds," "more weapons," "more of everything with which to wage war."

## Bond Purchases About Same

Although December of a certainty is the month that bites deepest into the family purse (forgetting Uncle and March 15th for the moment), still there was no perceptible drop in the purchase of war bonds at any of the three P.F.I. mills during Santa Claus time. Clearwater suffered the biggest downward skid with a drop of .23% to a figure of 7.25%, Potlatch dropped only .02% to 9.36%, while Rutledge actually showed an increase of .65% to reach the high figure of 10.73%.

Top ten departments from the three mills were:

Maintenance (Shop), Rutledge	28.45%
Shed, Shipping, Replant and 4-Sq., Rutledge	18.43
Pres-to-logs, Potlatch	18.19
Pres-to-logs, Rutledge	16.65
Townsite, Potlatch	16.23
Plant Offices, Clearwater	12.61
Main Office, Rutledge	12.25
Maintenance, Potlatch	11.69
Graders, Clearwater	11.28
Replant, Clearwater	11.24
Low departments were:	
Transportation, Clearwater	3.62
Retail Department, Rutledge	5.03
Pond, Clearwater	5.07
Plant averages were:	
Rutledge	10.73
Potlatch	9.36
Clearwater	7.52

## Misconduct At Orofino

The dark veil of censorship has too long cloaked what happened to genial, hard-working, gentleman JACK MCKINNON (Headquarters parts department foreman) when serving jury duty at Orofino last November.

Rumor, now pretty well authenticated by fact, has it that Mr. McKinnon journeyed to Orofino for jury duty on a Thursday and was subsequently sworn in as jury foreman when court convened on Saturday. After much argument and prolonged debate the case in question was given to the jury for decision. And here the efficiency bred of directing a parts department overpowered friend McKinnon. The jury was locked in indecision and possibility of arriving at a verdict acceptable to all the jurists seemed to be vanishing.

Into the breach sprang foreman McKinnon, himself a graduate of Harvard Law School and once a practicing attorney. He spoke briefly and to the point. What was needed was a formula by which the amount the defendant should pay the plaintiff, or vice versa, could be determined. Such a formula was propounded by Mr. McKinnon. Each jurist would do several quick turns around the room, multiply a figure by some other figure, subtract two, divide pool the results, multiply and divide some more, and there you would have an answer acceptable to all.

The formula worked, except for one unpredictable. The defendant's lawyer (maybe it was the plaintiff's), being a smart cookie and dissatisfied with the treatment given his client, immediately put his foot to the ground, bloodhound fashion, and smelled out the formula. Straightaway thereafter he unearthed a statute reading "you can't do this to my client," and accused the jury, lock, stock and barrel of "conduct unbecoming a jury," making particular reference to Mr. McKinnon.

So rests the matter as of the present date. However, Mr. McKinnon's friends insist that he is by nature and instinct a perfect gentleman and could not have been guilty of misconduct while on jury duty. They say that if he were guilty of misconduct at all it undoubtedly occurred between the time he arrived in Orofino for jury duty and the date the jury actually convened. They point out that a man of gentleman JACK's age, arriving in Orofino on a Thursday, would long before Saturday have got all the misconduct out of his system.

RALPH SIVERLY, woods auditor, recently a father for the first time, occasionally forgets that he is now a parent. A few days after his son's birth a close acquaintance halted him on the street to ask "How's the boy?" "Oh, I'm fine," replied Siverly. "Never felt better in my life."

The life of a paper dollar is said to be seven or eight months, but we have never had one die on our hands.



## ★ SERVICE LETTERS ★

From S I C Kenneth Peterson  
South Pacific



Perhaps you have heard of the "Empress Augusta Bay" landing on Bougainville. It was an experience I would not take a lot for, but I do not want to go through another one soon. I was on deck and watched the starboard gunners shoot down enemy planes. It was quite a thrill as the planes were strafing and I was only a few feet from where the shells were hitting. It was quite a day and hot as hell in two respects. After we hit the beach it started to rain and when it rains here it isn't uncommon for three inches to fall in an hour. We had to dig foxholes and when they were dug we had from two to four inches of water in the bottom, but it was better to stay in than to get your fanny shot off. All crabs outside of foxholes were considered enemies. You can imagine trying to sleep in the water.

### AIR RAIDS—GOOD ENEMIES

Almost every night there was an air raid. I remember very well. We heard the enemy bay doors open above us and were watching the plane in the spotlight. A bomb (thank the Lord it was a dud) hit out in the ocean near our foxhole. When it hit one of the gas drums about fifteen feet from our foxhole it popped open. I didn't know whether to run and get myself out or stay in the foxhole and burn to death. Luckily, the bomb did not explode. It was sure a good thing for us that the enemy could not bomb very accurately. We were bombed, strafed and shelled. I saw both ends of a shelling, where they came from and where they hit at the time they hit. I saw several very good enemies, all of them dead.

From Sgt. Luke W. Wilsey  
Greenville, Texas

I would like for you to publish an announcement of my marriage in *The Family Tree*. I was married to MABEL DAUGHERTY of Greenville, Texas, on the 28th day of December, 1943.

From T. Cpl. Harry Schmale  
England

### FOUR SQUARE LUMBER

I received the Christmas box you sent me a couple of weeks before Christmas and it was really a gift worth getting. This was the second one I have received from you since coming to Jolly Old England. Incidentally, I have seen some four square lumber several times since I've been over here and find that the lumber of the north-

western states is playing a big part in helping to win this war.

From Sgt. Clarence Morgan  
Camp San Luis Obispo, California

### VALLEE, KYSER AND JEFFRIES

January 30th, RUDY VALLEE and his band will play here at camp and on February 2nd, KAY KYSER and his College of Music will be here. We are looking forward to both dates. Last Friday night JIM JEFFRIES brought his boxing club up here from Los Angeles for a match against the boxing team from our camp. They put on a good show with our boys coming out on top. Most of the boxers here at camp are semi-professionals, and plenty good.

From Sgt. George R. Koethke,  
Sicily

### WHITE PINK BUNK

I often see evidence of P. F., Inc. production over here in AMO crates, engine crates and other supply boxes. In fact the ends of my crudely constructed bunk are of number three White Pine taken from an engine crate.

From Ensign C. R. Binger  
Pensacola, Florida

### LUMBER FOR P-T BOATS

I am anticipating a transfer to Anacostia, Washington, D. C., for aerial photography school and I hope after that to sea duty. There is more red tape involved in getting to sea than there is in trying to balance the little steel formula. There's not much news to write about in this sand-crab, cockroach infested land, but I have visited several interesting mills, most interesting of which was a mahogany sawmill cutting lumber for the famous P-T boats. Another interesting plant used old longleaf pine stumps, hogged them up, and extracted 105 different chemicals in a very intricate series of cooking processes.

From P.F.C. Hughes Noble  
Deming, New Mexico

### JACKRABBITS

As I failed to pass an overseas physical exam, will probably be here for the duration. So have purchased an old motorcycle and with the .22 I bought from Doc White have been waging war against the jack-

rabbits which are plentiful on the desert. Also located a trout stream last summer which I believe is the only one in New Mexico. This will have to do I guess until I can get back to those Idaho hills again.

From Sgt. J. G. Gonser  
South Pacific

### JUNGLE FIGHTING

It has been almost two years since I left the States. Doesn't seem that long but time sure does not stand still. The first year was spent in Hawaii. Truly the Paradise of the Pacific.

From there we headed south, down and under to the Fiji Islands and New Caledonia. Our first contact with the little yellow boys was at Guadalcanal. We finished the campaign there and then moved up to the central Solomons, New Georgia, etc. You probably have read quite a bit about this jungle fighting. It is no picnic. Rains all the time. Lizards and land crabs are plentiful plus flies and mosquitos. A few snakes, but not enough to worry about. As on all fronts, most of our supplies reach us in wooden boxes. P.F.I. has supplied a lot of them, I know.

We are lucky not to have a mass of vines running from tree to tree in our pine forests at home. In New Georgia I cut a fifty-foot tree and it remained suspended in air, held up by vines. The jungle on New Georgia was much worse than the Guadalcanal. We are in a rest area now and are enjoying some good beer after an eleven-month thirst.

From Sgt. Leonard French, England

### ENGLISH MORALE

How is the old gang getting along out there at P.F.I.? How is GEORGE HUDSON, LES WOODLAND and all the old softball gang? I guess P.F.I. has men in the armed forces all over the world by now. The people at home ought to come over to this country to see a group of people that are really well united and are all working for the same purpose. These English really have a wonderful attitude after taking such a beating as they took during the blitz of London. Their morale is just about the highest that I have ever seen in my life. They go about their work cheerfully and have a warm welcome for the American soldiers. You never see them without a smile.

From C. E. Ragland, S.F. 3/C  
Lido Beach, Long Island

I received my copy of *The Family Tree* today and was plenty happy to get it. The front page is what was the best part. When I read the statement of Mr. BILLINGS made there about getting old jobs back, it sure made me feel good and I'm looking forward to the day I can come back.

Buy  
U. S.  
War  
Bonds



### DESECCATION!

BELGIUM'S FAMED CHURCH BELLS HAVE BEEN SILENCED BY THE GERMANS WHO MELTED THEM DOWN FOR ARMAMENTS!



General Worsham, graduate of West Point, M. I. T., veteran of World War I, builder of the All-weather Military Highway to Alaska—completed one month ahead of time.

## Alaska Highway

(Continued from page one)

"bleed" all winter long. Discharged water flows into ditches and culverts where it freezes layer on layer until finally it floods over the surface of the road, building up huge mounds of ice.

### ICE—A PROBLEM

Streams and rivers, freezing from the bottom up, often build up ice as high as twenty feet above the original level of the river. The level of the stream bed is gradually raised by the ice formation until the stream overflows its channel and forms another. This keeps up all winter long with subsequent meandering all over the valley floor until the whole valley is ice-covered. Bridges become covered with ice, rendering them useless, but the ice itself is honeycombed and cannot safely be traveled. In the spring when the temperature rises, the ice formation simply removes the bridge that became locked in its grip during winter months, and sweeps it off down the valley or canyon.

Only one town worthy of the name is to be found along the entire route and with the exception of airlines there is only one access point other than the terminals at Dawson Creek, Fairbanks and Whitehorse, the last of which is served by the narrow gauge Whitehorse Pass and Yukon railroad from tidewater at Skagway, Alaska.

Into this environment, to build a road that originally was to have been 36 feet wide, but for the sake of speed was shrunk to 26 feet, went 17,000 men and women, and more than 7,000 pieces of rolling equipment under the direction of 50 separate contractors in 1943.

Men had to be clothed to brave the frigid temperatures. Quarters had to be built to withstand the arctic weather. The problem of keeping engines warm enough to function properly, or at all, was a serious one. At one time the solution was to leave the motors running day and night, but even the fuel lines on Diesel equipment froze and had to be thawed out.

Bottlenecks in transportation and supply were severe headaches. Men and machines

to do the work—food—clothing—fuel—lumber for buildings and bridges and form work and innumerable other uses—everything that modern man and machines need to exist and work had to come in over a long extended supply line. A breakdown anywhere along the line threw the whole plan into disorder—and there were breakdowns.

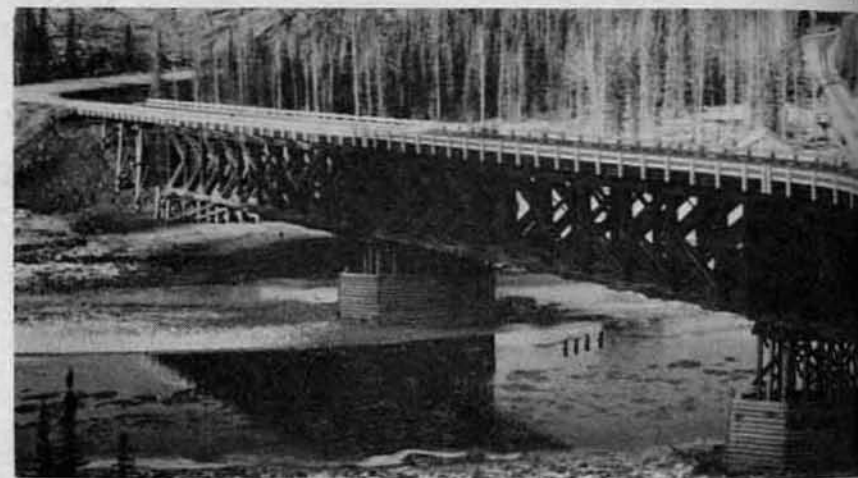
### STARTED FEBRUARY 2, 1942

Initial work was started on the highway on February 2, 1942, when GENERAL C. L. STURDEVANT, Assistant Chief of Engineers and Chief of the Troops Division, Office of the Chief of Engineers was called to the War Department in Washington, D. C., and was told that a decision had been reached to undertake construction of a highway to Alaska.

By March 9th quartermaster and engineer troops began arriving at the end of the railroad at Dawson Creek, B. C., in temperatures around 40 degrees below zero. One engineer regiment walked their heavy equipment to Fort Nelson despite cold and wrecks and infrequent meals, arriving with all equipment intact and some 900 tons of supplies—a 325-mile march in sub-zero weather.

Exploring parties were sent in by automobile, airplane and dog team. The road was to be built through practically unex-

ploded wilderness—one of the last frontiers on the North American Continent. In the beginning the most uncertain part of the route lay between Watson Lake and Whitehorse. Available air route maps indicated that any reasonably direct route would have to cross a mountainous plateau not less than 6,000 feet above sea level, which would likely prove impassable due to heavy winter snows.



Treated timber trestle bridge, 587 feet long—Alaska Highway.

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Airplane reconnaissance, however, disclosed a fairly direct route entirely through forest growth, which indicated that the summit would not be much over 4,000 feet in elevation, as that is the greatest height where forest growth is found in this latitude.

More and more troops arrived, working their way into Fort St. John, Fort Nelson, Teslin Lake, Whitehorse, Carcross, and Watson Lake, over the barriers that had kept the intrepid gold miners of '49 from using this route to the Yukon.

### TOTE ROAD COMPLETE, OCTOBER 1942

But, by October 25, 1942, the pioneer tote road had been completed. To be sure it was little more than a trail in spots but left much to be desired, but nevertheless it was a sort of road.

The pioneering work of 1942, under the supervision and administration of BRIGADIER GENERAL WILLIAM H. HOA and COLONEL (now Brigadier General) JAMES A. O'CONNOR, was largely an Engineer Corps responsibility with only 7,000 civilians working for the private contractor at work during that year. The pioneer road was built in large part by what is known as "Sight" engineering and at times Engineer Officers were forced to step upon the leading cat and by use of a compass point out the general direction where the road was to follow. Naturally this produced some wandering which the 1943

gram corrected, eliminating the worst such sections by relocation and alignment.

### SUPPLY PROBLEM STAGGERING

By December 1942 the Northwest Division of the Corps of Engineers had been selected to carry on the task of completing the highway. The Engineers moved into a Jesuit College in Edmonton, Alberta as established headquarters. The area under their jurisdiction was comparable to that of about two-thirds of the United States. Correspondingly the problems of transportation, supply and administration were staggering in their immensity.

When the Northwest Division of the Engineers took over, winter had set in with resultant sub zero temperatures that gave rise to icing conditions, and other formidable difficulties. Winter quarters and preparations for winter trucking of supplies and equipment were rushed.

(Continued on page five)





Along the Alaska Highway—like a National Park.

## Alaska Highway

(Continued from page four)

continued in the southern sector but virtually ceased in the northern part because temperatures that ranged downward to 20 degrees below zero. Snow, strangely enough, did not present a problem. It never exceeded a depth of from one to three

### SPRING 1943

Then came the spring thaw and most of the highway became an impassable bog. Through traffic came to a standstill until the fall of 1943 when the all weather road was completed. Muskeg thawed out and in some places cats trying to make fills over became mired—at times almost disappearing in the swamp. It was discovered that whenever the top covering had been disturbed in areas of perma-frost, the road was remedied by leaving the natural insulation material undisturbed and making it right on top of the original terrain. Removal of the topsoil or insulation caused the perma-frost or glacial ice to melt and the resultant moisture so softened the road as to make it impassable.

Floods hampered the work all summer long. At one place after the danger of spring floods had been thought past and the damage repaired—after the natives came that the summer rains were over and that the dry season could now be expected—a certain temporary bridge had to be replaced seven times in ten days—and this was in August, 1943!

Most of the rivers of the far north are glacial in origin and they carry down an enormous amount of material. The same rivers which ice up in the winter fill their beds with debris in the summer and again overflow and meander all over the valleys. The result is a glacial deposit fan sometimes extending a mile or more across a valley.

In one instance a stream changed its channel four times in half an hour during a freshet and the level of the valley as a whole was raised five feet by the deposits of gravel, boulders, and debris. Result: bridges over such rivers have to extend from one side of the valley, or canyon, to the other.

### ALL-WEATHER HIGHWAY

Despite the enumerated difficulties and others peculiar to construction in the north, during one short construction season the U. S. Army Engineers under command of BRIGADIER GENERAL LUDSON D. WORSHAM, Di-

vision Engineer of Northwest Division, with aid of the Public Roads Administration and civilian contractors and workers had improved the original "tote" road to a military, all-weather highway.

Maintenance and relay stations have been built every 50 miles or so along the highway. Warm barracks, mess halls, heated garages and repair shops are scattered along the route. The road averages 26 feet in



Above—"Sawmill Sadie," pin-up girl at one of the construction camps on the Alaska Highway. Below—Wood deck bridge—telephone line that runs from Edmonton to Fairbanks can be seen at one side of bridge.



width and most of the bad hills and curves have been removed. The highway is now graveled from end to end and the first truck convoy over the new all-weather road reached Fairbanks, Alaska, shortly after the middle of October, 1943—a little less than a year after the pioneer road was "holed" through.

### BRIDGES FOR 1944

There are fourteen bridges to be constructed in 1944, but there are temporary bridges now in place which will last through the winter and possibly through the spring break-up at these crossings. Essentially the construction work on the Military Highway has been completed, and on November 1, 1943, construction contracts were terminated, personnel and equipment began to move out, and maintenance was taken over by the army engineers. Travel regulation signs are in place. All hills, curves, bridges, junctions, etc., are marked.

With completion of the road the motto of the U. S. Army Engineers "WE WILL TRY"—has once again received fresh, impressive, and undeniable force. There has been accomplished in the brief period of 1½ years one of the greatest construction projects ever undertaken. As GENERAL WORSHAM put it, "It was pushed through to completion because of the determination that the job could, and would be done!"

The colonel was lecturing a class of incipient officers. "A 40-foot flagpole has fallen down," he said. "You have a sergeant and a squad of ten men. How do you erect the flagpole again?"

The candidates thought, then offered suggestions about block and tackle, derricks and so on.

"You're all wrong," fumed the colonel. "You'd say, 'Sergeant, get that damn flagpole up!'"

Men are peculiar. A fellow who had not kissed his wife in five years took a shot at a fellow who did.

Long ago when the Bishop of Texas was in London, he was taken to a swanky ball at which the ladies' dresses were cut very low, and asked if he had ever beheld such a sight.

"Not," said the Bishop, "since I was weaned."—From American Notes & Queries: A Journal for the Curious.

War time uses of wood cellulose for paper and explosives will make the 1943 harvest of pulpwood in American forests the largest in history—about 15 million cords.



Asst. General Mgr. Roy Huffman drives a fence post, manufactured at the Clearwater plant—one of the new products that may be marketed after the war to help develop outlets for mixed timber. Clearwater plant manager Dave Troy stands by at right to take his turn and drive the next post. Asst. General Mgr. Otto Leuschel looks on from the background wearing a "I don't believe what I'm seeing" expression.

## PLANT NEWS

### Clearwater

Lewiston High School teachers, postal employees, and JOE DIMKE, Clarkston High school student, have combined to help lick the manpower shortage at Clearwater. Still present is an occasional need for extra men, but the extra board disappeared long ago, and men from the above named groups by volunteering to work when needed have been of great value.

Those who have worked extra shifts when called include postoffice employees LES HAYNES, PERCY REW and CHARLEY DESHAZER; Lewiston High School faculty workers have included DUNC BRANOM, EMMET SPIKER and ROSS WOODS; and there has been Clarkston High School student JOE DIMKE. These men worked a total of 45 shifts (360 hours) during January. All but three of the shifts were in the Pres-to-log plant over week ends.

A class in lumber checking at Clearwater will be completed on February 4th, according to A. T. KAUFFMAN, class instructor. Nine employees have attended the 16-hour course. Students were R. H. BARKER, DON CASE, PAUL HIBBELIN, ALBINA KINCAID, DICK LEE, FRED LOHF, PAT SABLER, TOM SEETIN and BOB ZINKAND.

Clearwater Bond Sweepstakes have accounted for \$421.25 in war bonds. ORVIE TUCKER, clerk at the dry kilns, is the mastermind behind this unique and highly successful method of selling war bonds.

The Clearwater Lumber Jills gave a farewell dinner for IRENE GNEADINGER at

Johnny's Lunch in North Lewiston on January 15. MRS. GNEADINGER, employed at the time office since BILL ROSE enlisted in the Navy, left for California later in the month.

CORP. VERNON E. BARNES, formerly a setter in the sawmill, now stationed at Camp Swift, Texas, was a plant visitor last month.

SGT. CLARENCE JONES, air corps, son of T. E. JONES, millwright, and brother of stacker foreman BUD JONES, was also home on furlough in January, and PERRY HUFFMAN, air corps cadet, was a visitor in Lewiston and at the plant during the holiday season.

RALPH MARTIN, M.M.3/C stationed at Camp Holiday, Mississippi, was home on furlough in January. M.M. 3/C CHARLES LISLE was also out to visit the plant on January 31. CHARLIE was a monorail and bug driver in the transportation department before leaving for service. He has just completed his basic training at Camp Peary, Va., and reported that JIM LAVOIE, ARCHIE TERLSON and DON FOUSTE, all from Clearwater, took their training at Camp Peary while he was there. TERLSON is a 2/C cook he said.

A total of \$885 was set aside by Clearwater Plant employees during 1943 for a Christmas savings fund, according to JERRY JOHNSTON, time office official. The figure is much lower than in previous years.

PFC. HENRY KIRSCH, Marine Corps, visited the plant on January 31. HANK was an electrician before going into the service three months ago. He was enroute to Chicago, Illinois, for further training.

The Clearwater Christmas party for 1943 was financed by the sale of 83,040 bottles of Coca-Cola during the year (3,460 cases). The employees fund, from which money for the Christmas party was taken, received one cent per bottle of Coca-Cola consumed, providing the bottle was not broken, lost or destroyed. Per employee the average consumption at Clearwater was right at 83 bottles during 1943. Quite a bit or drinking.

VELMA BRESSLER and RAY ALBRIGHT were married January 2 at the Baptist Church in Clarkston. Both are planing mill employees. ORVIE BDISCOMBE and ROY TUCKER, old timers at Clearwater, were married December 23, 1943.

FRED SCHNIEDER, yard track repairman, seriously injured on January 3, is at home convalescing.

We don't want to brag much (or do we) but we claim to having the youngest grandmother in company employ at work in our Box Factory. She is MRS. HELEN BERREMAN, 32 years of age. Her daughter, MRS. DONALD E. MATTOON, mother of DONALD EUGENE, JR., 2½ months old, lives in Clarkston. MR. MATTOON is in the army, serving at San Diego.

### Potlatch

A basketball team has been organized at the Potlatch plant under the auspices of the International Wood Workers of the C.I.O., and is being financed by members of local 361 of that organization. Games are played twice a week. Schedule for the season is twenty games.

Five games have been played; two were losses to the Palouse team, the other three were wins over Garfield and Farmington. Receipts from the games were used to de-

fray traveling expenses. Team members are THOMAS BARDGETT, JR., manager; CHARLES TALBOTT, JR., ELMER CASA, VERNON KROUS, ARCHIE WILKINS, ELI RICE, DORIS REIL WAIDE, LARRY MILLS, ALVIN PATTISON and HERBERT HUSTON. They have been invited to participate in a tournament to be played in Palouse where nine such teams will compete.

WILLIAM T. HOWARD, employee of the Washington, Idaho and Montana Railway since 1913, retired on January 31. He has been car repairer during the years of his employment and has resided on a small acreage on Fiddlers Ridge with his family. Present plans are understood to include no change of residence. As an expression of their good wishes, fellow employees presented MR. HOWARD with a nice smoking stand, plus a generous complement of tobacco and candy for MRS. HOWARD.

The old Browning Locomotive Crane is undergoing a complete rejuvenation. A similar crane, P.F.I. No. 613, has been brought up from Headquarters, Idaho, to the Clearwater woods operation to serve while the Browning is in the overhauling process within the W.I.&M. shops. The Browning has worked steadily since 1911, unloading logs and furnishing horsepower to move heavy machinery around the plant.

### Rutledge

The Fourth War Loan Drive is on and the men from Rutledge are really in their pitching dollars. Men from each department have taken it upon themselves to solicit bond purchases. The purchases have been heavy, both in cash and payroll purchases. Every day we have been making several trips to the bank to buy cash bonds for the men and the little banner given to buying extra bonds is in the window almost every Rutledge employee's home.

There has been quite a bit of sickness this month and several of our men have missed work because of the flu, including manager C. O. GRAUE.

The weather in Coeur d'Alene has been like early summer for several weeks. We have had a little snow and some rain the last few days, but spring seems definite to be in the air. C. S. STRONG, supervisor of the Coeur d'Alene National Forest, has reported that indications are there will be serious moisture deficiency throughout the area during the summer. Snowfall and rainfall have been far less than in other years.

The amount of new wood grown in the American forests in a single month is sufficient to furnish the saw-timber used in building 60 U. S. Army trucks.

A corner of the Clearwater lunch room.





## WOODS NEWS

### Camp 43—Deep Creek

C. L. BILLINGS and J. J. O'CONNELL were during the month as also were E. DETERS of the Forestry School, University of Idaho, and ROBERT graduate student in Forestry. They have been making a field study of timber in Pine.

On January 28th, MAJOR JAMES CLARK of the Marine Corps, 4th Raider Battalion, talked to men from Camps 43 and 41, in the 43 cookhouse. His talk concerned the war in the Pacific and it was his prediction that the war with the Japs will last at least three years longer. He talked as though all Marines are supposed to be, and the things he had to say were not pleasant, but left a lot of food for thought. Production is underway with Washington Leader No. 618. The crew members are: loader BERT ROBBINS, top loader CHET and hookers ELI VESELIN, ROBERT and FRED ZEIMAN.

Timekeeper HERB ERICKSON recommends the method employed by JOSEPH J. O'BRIEN of Camp 43 to avoid forgetting his social security number. O'BRIEN had his tattooed on his arm.

### Camp 53—Merry Creek

This camp closed on January 28th. Work will probably be resumed in April, depending upon the weather. The 1943 season was longer than expected because of an absence of snow and accordingly we got out more logs than was thought possible. There was eight inches of snow on the ground here when the camp closed.

### Bovill

CALLIE R. HUGHES, mechanic in the Bovill shop, left during January for service in the Navy. His rating will be machinist second class, ship repair unit.

Bookkeeper BILL POTTER reported for his graduation examination in Spokane on January 25th.

Timekeeper ROBERT VIERS has been transferred from the Clearwater side to work on the Bovill parts department.

### Camp 54—Washington Creek

There have been quite a few changes at Camp 54 recently, among them being the and Company loading crew who have been transferred to Camp 58. DARWIN, GUS and ED SWANSON, MORT RUDE and WILLMER LINDQUIST are now doing excellent job as replacements. STANLEY is relieving ALBERT HOUE of some of his work as camp foreman and FELIX is the new assistant foreman. FLOYD is clerk, replacing CHRIS WEISGERBER, who is now at Lewiston.

We have sixteen saw gangs at work, nine on skidding, and if the weather holds we will have come close to the four million mark this month.

The big tree we loaded recently was quite a sight, six logs making one carload. About 14,000 ft. in the one tree.

We have had considerable lost time due to sickness, mostly flu. There has been a shortage of flunkies but cook BILL BURKE keeps everyone well fed and satisfied. WILLIS BALLARD is back on the job again as baker. PHIL PETERSON is now at Camp 55 and AL ROEBEN has taken over railroad construction and is pushing the railroad grade on down Washington Creek. He is now about one-half mile from Moose Creek. In addition to railroad work his crew is clearing the camp site for Camp 56, about two miles below Camp 54.

We have lots of bond purchase application forms in the time office and are hoping for some customers.

### Camp 42—East Fork Potlatch Creek

The Colonial Construction Company have set up a gravel crusher one mile out of Bovill and are crushing rock and hauling gravel for the East Fork road. This camp will be a trucking chance and WALT FIELD's right-of-way crew have moved down from Camp 43 and are at work on the road. Grading crews with two D-8 dozers, a ripper and two LeTourneau carry-alls are to be here late in the month.

### Camp 36—Laird Creek

It's more like spring here than winter. Some of the Camp 35 crew have been transferred over here to help us get out more logs from along Strychnine Creek and we have a good sized outfit at work. The weather is still very mild and there is a pussywillow bush near one of the camp buildings that is in full bloom.

### Camp 52—Casey Creek

We think our production during January deserves an Army-Navy "E" award, so please dust off one and send it up here. Our skidding scale will just come under the five million mark and WALLACE BOLL is loading it all out. The crew has run from 135 to 140 men. There are 18 gangs of saws and they are not getting anything banked.

Hot lunch was discontinued when all the cats moved into the barn draw the first part of the month. The only men who carry lunch now are the sawyers and construction men.

MERLE SPENCER, top loader, has a broken bone in one foot and will have to stay on the ground for a while. There were a few other minor injuries during the month, but no serious ones to mar a record production month.

### Headquarters

There should be a lot less swamp land around Headquarters next spring. Reeds Creek has been ditched from the west end of the warehouse down creek for a quarter of a mile. RED KINARD, the dragline operator, did a fine job and the ditch looks as good as if some old time gyppo crew had done the work with grub hoes and shovels.

Another job for the dragline will be started in the near future. A railroad grade is to be built down Reeds Creek.

The ground is wet and swampy, so if this grade is left to stand for a couple of years it will make a better railroad.

Construction is soon to be started on a new welding shop, which will be erected directly behind the cat shop. It will be a great help, and will eliminate the congestion caused at present by having welding outfits in both the truck and cat shops.

We have had the finest weather this winter in all the history of Headquarters logging. There is a skiff of five or six inches of snow. Speculation has it that the cause of all this is CHARLIE HORNE, in that MR. HORNE had such a fine snowplow built last summer that naturally there could be no snow this winter.

### Camp 35—Truck Haul

#### "THE WORKING MAN'S BLUES"

Things on the hill are sure a mess,  
Plenty of trouble there, I guess.  
There's just two rigs up there that's whole;  
The Loadin' Rig and the Road Patrol.

Harris's cats spittin' and hiss'n',  
Shoffer's cats poundin' and missin',  
Patrick's cats off in the rear,  
And Carlson's rig is locked in gear.

"182", she had to stop,  
And "89" went to the shop;  
The little dozers all tore down,  
One starting motor sent to town.

The two old "8s" are by the shack,  
Another cat is off the track,  
To keep them going is quite an art,  
When you have to tow the things to start.

The mechanics claim without a doubt,  
It's the greasers' fault the cats wear out.  
The greasers say it's sure a shame,  
But the Night Watch has to take the blame.

I can't go for all this bad luck,  
So I guess I'll have to "pass the buck."  
I'll shove it to the "Push" tonight,  
And let him and the Skinners fight.

The sawyers' 'er having trouble too,  
When the strip is done they say they're through,  
They'll get their check and hit the trail,  
For the company's taking all the scale.

The "big boys" come in on the hop,  
And eat the guys up in the shop.  
They have to take it all and frown,  
'Cause every cat in the camp's broke down.

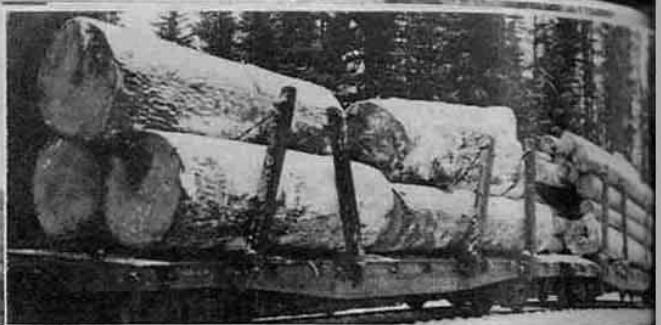
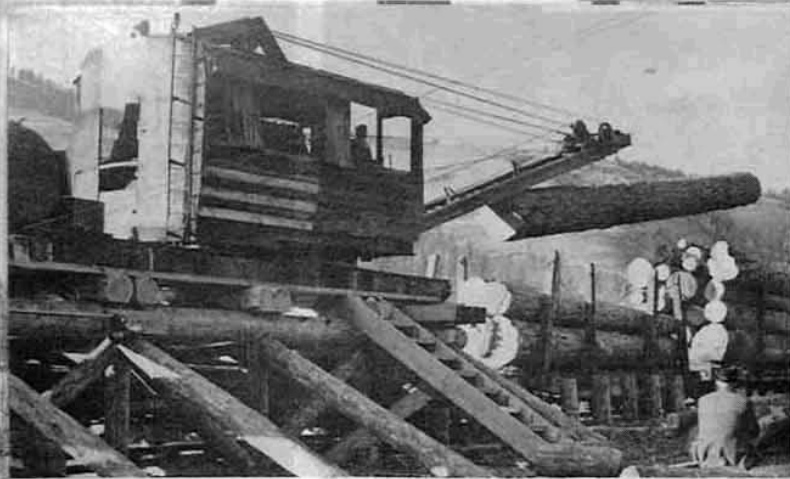
The Riggin' crew is kickin' too,  
Of course THEY blame the kitchen crew.  
They hit the brush and then go stuck,  
Weakened down from scanty "chuck."

So I guess we all help play the role  
Of puttin' the Company in the "hole."  
But I know the cause beyond a doubt—  
The damned old cats are all wore out!

I guess there's just one thing to do,  
Run the old till we get the new.  
You fellow-workers have a heart,  
Let's try our BEST to do our part.

*The Night Watchman—JEWELL PARR.*

Some people have no respect for old age unless it's bottled.



## Logs and Logs

Into the Clearwater pond at Lewiston, already holding 21 million feet more logs than at this time last year, poured more logs in January than the mill cut, working two shifts.

One of the responsible factors was the new record for log production and shipment set by Camp 52 on Casey Creek in the Clearwater during January. Here an average of 23 cars per day were loaded, 586 in all for the month. The log scale added up to 4,702,010 feet, the total count of individual logs to 23,097. At camp the comment was "We'll probably do better in February." Whether or not the record is bested in February . . . never before in seventeen years of logging in the Clearwater has a P.F.I. camp loaded out so many cars of logs in a single month.

Camps 54 and 55 did right well also, loading 465 and 417 cars respectively with footages of 3,651,090 and 3,342,760. Camp 58 logs began reaching the Stites landing during the month, despite the fact that log production and a well organized truck haul is only getting nicely started at that camp and graveling of roads has not as yet been completed.

### CONSTRUCTION WELL ALONG

On the Potlatch side were equally encouraging happenings. The log inventory in the Potlatch pond is 2 million feet stronger than at this time in 1943 and the inventory at Coeur d'Alene is 7½ million feet above a year ago. It's a very healthy and pleasing condition, says woods boss E. C. RETTIG, assistant general manager of P.F.I., especially in that construction of both truck roads and railroads is well advanced and there will be no delays during summer months for construction work.

Thanks to both weather and adequate manpower there was more log production in January than was thought possible of attainment and the quantity exceeded in good measure the footage figure that appears on the log production prospectus in Mr. RETTIG's office. 1944 seems certain to become another banner year in the production of war lumber at P.F.I. At least a fine start has been made in that direction and log production during the first few days of February is running well ahead of corresponding January days.

Dentist: "Open wide, please—wider."

Patient: "A-a-a-ah."

Dentist (inserting rubber gag, towel and sponge): "How's your family?"



Upper left—Charlie Bailey, hoister, swings a big Ponderosa log aboard a log flat at the Stites landing. Note the flat car underneath the trestle that straddles the railroad track and supports the big swing boom loader. The car that is under the trestle in the picture will next be pulled into position for loading and the loaded cars pushed down the track toward the main line. Upper right—Six logs from the big tree at Camp 54 in late December make a carload. Total height of the tree was 186 feet 10 inches. It scaled close to 1,000 feet—an extremely large tree for Idaho White Pine. Above—Lewiston pond, 21 million feet more than last year, same date.

## BELIEVE-IT-OR-NOT DEPARTMENT

LOYD HARRIS, well known Lewiston sportsman, owner and manager of the Owl Drug Company, Lewiston, was in Chicago on business in January. En route home on the Union Pacific his train came to a stop in Nampa, Idaho. At the moment Mr. HARRIS was orating rather lengthily to a fellow traveler about the advantages of residence in North Idaho. Quoth Mr. HARRIS, "Hell, we're way ahead of the rest of the U. S. in lots of respects. For instance, the Pres-to-logs machine which manufactures wood briquettes out of sawmill waste was invented by a Lewiston man almost ten years ago. We're about that length of time ahead of the rest of the country on other things too."

At that precise instant Mr. HARRIS glanced out of the train window. Immediately opposite was a freight train, waiting on a siding until the fast passenger cleared the main line. By odd coincidence, and in easy view of his train window was a Pres-to-logs machine, loaded aboard a flat car. Every inch an opportunist, booster HARRIS pointed as casually as possible to the flat car and said, "See, there's a Pres-to-logs machine now. You can't go anywhere these days without running into them. Wonder how many more there are on that freight train."

The Pres-to-logs machine in question was bound for the Newark plant of the Weyerhaeuser Timber Company and only one other such machine has ever traveled east of Idaho. The remainder are located on the west coast. However, the chance acquaintance had no way of knowing such was the case and Mr. HARRIS reports he was much impressed. The erstwhile Lewistonian admits to having been somewhat bowled over himself by the sudden appearance of so tangible evidence of North Idaho industry, and at just the best possible moment to lend credence to his boasting. It was one of those things that happen once in a lifetime.