

# THE FAMILY TREE

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HOOKER LUKE CORBETT goes down in the mud after another log.



Above—FOREMAN STEVE COOLIGAN, years wise in laying out camps, roads, landings, etc.

## New Records

We take a lot of pride in presenting the production record of Camp 52. Those fellows did not simply break old records . . . they shattered them, and other camps have also done a swell job.

Every camp has been, and still is, in there pitching logs regardless of weather, to strike out Hitler and his motely crew.

Lumber for War has become the motto of our entire outfit and P.F.I. employees, both woods and mills, are backing their buddies on the fighting front with boards and boxes, and lots of them.

**E. C. RETTIG,**

Assistant General Manager.

## Camp 52 Casey Creek

"If it isn't one thing, it's two or three," stated FOREMAN STEVE COOLIGAN testily, "and this damn mud is worst of all."

But, mud or no mud, Camp 52 (holder of a consecutive three months record for getting out more logs than any other camp in the Clearwater) was still "gettin' em out" in late April; date of the COOLIGAN observation.

"Right now," continued the camp boss, irritable with another day's drizzle, "our loading crews are swimming to work, and, as for the logging trains . . . well, we float those trains out and no matter whether they are going down grade or not, the pull is still uphill because the roadbed is so soft that the track sinks about six inches as the

Continued on page four)

## Waste Paper Needed

"There is absolutely no exaggeration in the statement that the waste paper in American manufacturing plants and in obsolete files may be as deciding an influence in the war's outcome as the mobilizing of the fleet of pleasure craft that saved the British Army at Dunkirk."—Rear Admiral Harry L. Brinser, U. S. Navy.

Turn in all waste paper for salvage!

Below—NICK GOVE. "Boss will think I'm loadin' light."

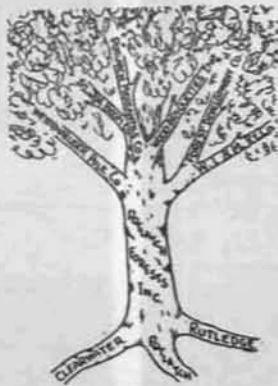
## Camp 52 Shipments January Through April

January	4,777,010 board feet
February	5,258,410 board feet
March	4,711,170 board feet
April	3,231,490 board feet

The estimate of lumber requirements for 1944 made by the War Production Board, 2.8 billion board feet, about half of which will be for boxes and crating.



## THE FAMILY TREE



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Editor ..... Leo Bodine

## Correspondents

Robt. Billings ..... Rutledge  
 Mable Kelley ..... Potlatch  
 Joe Flahive ..... Potlatch Woods  
 Charles Epling ..... Clearwater Plant  
 Carl Pease ..... Headquarters

## We Smell . . . . In Spots

Sharp reductions in the percentage of payroll dollars to the purchase of war bonds occurred in March at all P.F.I. mills. Earlier gains, made under the stimulus of the fourth war loan drive, were more than lost with a drop of 3.12% at Potlatch, 3.4% at Clearwater, and 3.13% at Rutledge.

Averages for the month . . . 9.53% at Potlatch, 8.66% Clearwater, 7.42% Rutledge . . . seem shamefully low alongside those of the fourth war loan months. However, mill averages ran far ahead of the bond buying record of woods employees who registered an unenviable 4.8% of payroll to bond purchases. Too, the percentage of woods employees buying bonds is distressingly low. Of 1,458 employees only 435 purchased war bonds or invested money therein during March, representing less than 30% participation.

It is something of a paradox that P.F.I. employees who have proven themselves capable of managing more than their proportionate share of increased lumber and box production for war purposes should be so heedless of this other part of the war effort.

Puzzling and defying explanation is the fact that they have refused to carry their share of the war bond load. Ignorance of the need for investing money in war bonds . . . a foolish excuse at

best, and unworthy of the man or woman who has an ounce of thinking equipment . . . cannot be pleaded.

Collectively, woods and mills, there is ample evidence that P.F.I. people are willing and capable of the physical acts necessary to record lumber production for war. On the thinking side . . . only a moment should be required to bring a sober realization of the "must" of buying war bonds . . . to help finance the war . . . to reduce the danger of inflation . . . and to provide a backlog of money for post-war spending.

Truly impoverished mentally is the man or woman who cannot comprehend the simple truth of why he or she should buy bonds, but . . . the individuals who turn a deaf ear and simply refuse by choice to recognize the need, and are unwilling to accept their war-bond part of the war burden, are Americans of low order indeed. In fact, they stink.

\* \* \*

High ten departments from the three mills were:

Townsite, Potlatch	16.57%
Pres-to-logs, Rutledge	14.82%
Dock, Clearwater	12.87%
Lath, Clearwater	12.0%
Maintenance, Potlatch	11.28%
Mach. Shop, Clearwater	11.27%
Pres-to-logs, Potlatch	11.26%
Plant office, Clearwater	11.23%
Main office, Clerks, Warehouse and Supts., Potlatch	11.08%
Lath mill, Rutledge	11.0%

Low three departments were:

Retail (Plant), Rutledge	2.41%
Main office, Rutledge	3.31%
Graders, Rutledge	4.19%

Plant averages were:

Potlatch	9.53%
Clearwater	8.66%
Rutledge	7.42%

## To The Family Tree From John Turpin

My Dear Bodine:

Reference to the last issue of *The Family Tree*, Camp 41 news.

I was understood by some one to have recommended the pan game at Camp 41. I am afraid said party misunderstood me, but as long as we are on the subject of cards, I feel it my duty to advise all interested parties to avoid JOE FLAHITE and his "Black-Jack." He has been known to deal from the bottom of the deck.

Very truly yours,

JOHN TURPIN.

Editor's Note—It is hoped a bout can be arranged between Mr. TURPIN and Mr. FLAHITE, best two falls out of three.

## Billings Speaks At Chamber Meeting

On April 19th in response to a request by the Lewiston Chamber of Commerce, P.F.I. GENERAL MANAGER C. L. BILLINGS gave an account, in eulogical form, of his eastern business trip, made in February.

The boss left Lewiston on February 5th, returning the 29th and had an interesting record of things seen along the way to relate for Chamber members. One of the souvenirs brought home was a document from the briefcase of the Captain of the Potlatch, a Weyerhaeuser Steamship Company boat that was sunk in the early days of the war by a German sub. Mr. BILLINGS' talk before the Chamber included a brief account of the Captain's valor and good judgment during the 33 days that survivors of the submarine attack were adrift in the Atlantic, before final rescue in the West Indies.

## P.F.I. Hogged Fuel Kept Paper Co. Going

A fuel shortage that might otherwise have forced closure of the Inland Empire Paper Company at Millwood, Washington, was averted by shipment of hogged fuel and sawdust from the Lewiston and Potlatch mills of P.F.I.

The seriousness of the situation at a time when there is a nationwide shortage of paper, is perhaps best expressed in a letter of appreciation from the paper company's management.

The letter reads, "We wish to thank you for shipping us fuel during this critical period this year. We were in a very tough spot and your cooperation is greatly appreciated. We hope that some time we will be in a position to reciprocate in some degree."

Some 160 cars of hogged fuel and fifty odd cars of slabwood were shipped to Millwood, January through February.

Husband (from bathroom): "What the devil has happened to this razor? It won't cut my beard at all."

Wife (smugly, from kitchen): "Don't be silly, dear. Your beard can't be longer than the kitchen linoleum."

Father to young son: "My gosh, what happened to your train?"

Son: "It got all smashed up. We were playing government ownership."

## ★ SERVICE LETTERS ★

From Capt. R. B. Grau, So. Carolina  
**LONG JOURNEY**

The Xmas box you sent me finally arrived and believe me it took quite a trip. I left Italy before it got there and finally followed me all the way to South Carolina. The sturdy White Pine box kept everything in fine shape and I want to thank you all very much.

I am now instructing in a replacement training unit and trying to give the students a few tips from overseas experience. Do you know just how long I will be here before going across again.

### IDAHO LASSIE STILL IN AIR

My ship, named "Idaho Lassie," is still going on combat missions and has the distinction of having accomplished more than 100 combat missions. Very few ships can match that record.

From James Robert Gentry,  
Adm 2/C, USS Enterprise

### HOLY OLD MACKINAW

I have noticed in several issues of *The Family Tree* that you are sending the book *Holy Old Mackinaw* to service men who request it. Would you appreciate a copy very much if you still have some left. You also requested pictures of servicemen, so I am sending one along with this letter. You will notice that the winter here is mild. News is pretty scarce way out here so will stop for this time. (Editor's note



servicemen—Copies of *Holy Old Mackinaw* are still available, compliments of P.F.I. Write us if you want one.)

From Iven R. Evettes, SM 2/C,  
Central Pacific

### SWEATING BLOOD

Will be going back down below before long and it is plenty hot down there. A gopher is just like a gopher in a hole—one moment he is there, the next he is gone and you don't know where he went until he pops up behind you.

I have heard of people sweating blood, but did not know how it was done until I got down around Tarawa. It seems that sweating blood is quite natural down there, in fact, no effort at all. Of course that is all over at Tarawa now, but there are other places coming up that will be just as bad if not worse.

From Cpl. Virgil Wright,  
Southwest Pacific

### HOPES LUCK WILL HOLD

Here's one of the strays of the P.F.I. dropping you a line to let you know that all is well with me and I'm hoping that my luck holds out.

Since I have been in the Army, I have traveled a lot and have been in some hot places. I would gladly trade places with the fellow back home who thinks he is underpaid and calls a strike to prove it. That isn't playing the game with the fellows who are in the thick of it, because time lost back home is the same as having a ship sunk on the way over—the goods never reach us in time. It may seem a little thing back there, but here it's the difference between getting back home and a lot of little white crosses.

Keep the saws humming and the trees falling and maybe we can cut down on the number of white crosses over here.

Editor's Note—Cpl. Wright has participated in several of the battles of the South Pacific, following one of which he was hospitalized for many weeks as the result of wounds received in hand to hand fighting. The incident was briefly summed up in one of his letters with the words—"I was able to crawl away, the Jap wasn't."

From P.F.C. Leonard Meisner,  
South Pacific

### TEAKWOOD SAWMILL

JOHN TODD is here with us for a while. It sure was good to see him. He is the first Lewitson boy I have seen in my eighteen months overseas. I am hoping that I will get to come home for a visit in the near future. There are some fellows here from St. Maries, Troy, and Bovill and I pass the *Family Tree* along to them. We have a portable sawmill. The timber is logged out of the jungle and it is all Teakwood and very hard and heavy. Hello to everyone—there isn't much more that I can write.

From P.F.C. Melvin G. Grim, Italy  
**SIX DAYS, SEVEN NIGHTS**

Have been on the go since I last wrote you, mostly in the northern part of Africa. Have been in all the larger towns between Casablanca and Tunis.

One incident that I think will always remain in my head is a ride that I took on one of those forty and eight trains. There were thirty of us in each car, and we were there for six days and seven nights with only cold "C" rations to eat. It was some experience.

### BEAUTIFUL CHURCH

Here in sunny Italy there are many points of interest, especially in this vicinity. One is a church in a nearby town that cost in the millions and is made of marble. It is filled inside with beautiful Biblical paintings and is without a doubt the most beautiful building of its sort that I have ever seen.

From Lt. Geo. Cunningham, India  
**A STRANGE AND FASCINATING LAND**

I am now in India and so far am not at all disappointed. This is indeed a strange and fascinating land. Its many races of people with their peculiar racial and religious customs, strange and colorful dress, dire poverty, primitive and unusual businesses, and work habits are a continual source of interest and amazement to me.

At present I am in New Delhi. Spent a couple of weeks in Bombay. The trip here was long, hot, dull and uneventful but at that, more pleasant than anticipated. The highlight of the entire trip was a two-day stop at Capetown, South Africa. I really don't know what I expected of the city, but was quite surprised to find it a busy modern, clean and picturesque place. While there I visited the South African Parliament, which was in session, and upon my request was introduced to Prime Minister Smuts. He talked with me for about five minutes, and was a most friendly and impressive old gentleman.

From M/Sgt. R. F. Schneider,  
England

### PRICES STIFF

Have been wanting to drop you a line for quite a while, but time is always so short and will probably be shorter still in days to come.

Sure wish I could tell you of some of the goings on and what part we are playing, but reckon I will have to save that until we all get home again.

Have been to London twice and it is quite a place with an underground system for traveling. Some of the places of amusement are very swanky on the inside although the outward appearance is much the contrary. Prices of different things have gone sky high since the Yanks arrived, as their pockets are supposedly lined with gold. All items in the jewelry class have a 100% tax on them. Guess the English have it figured out that our boys like to buy stuff of that sort as souvenirs to send home from England. Some theaters have higher prices for seats in the balcony and to the rear. Most of the films are American, thank heaven.

### MODEL PLANE

I started making a model plane while we didn't have much to do and finally finished it five months later, working on it only in



my spare time. Difficulty was encountered in obtaining suitable carving wood, but I finally discovered a piece of Idaho White Pine (from a shipping crate) and some Red Fir. Tires are of rubber and props are made of silver solder as well as a few other parts. If you look closely enough you will notice the grain of the wood in the picture. Have sent the model home. Was offered a hundred smackers for it once, but wouldn't let it go.

Have been taking a few photos lately of different places and things and if they turn out okay will send you some.

Young American: "Daddy, what is a bachelor?"

Father: "Well, son, a bachelor is a man who did not have a car when he was young."



WALLACE BOLL—One of the best.

## Camp 52 Casey Creek

(Continued from page one)

train goes over it. Then there's the cats. Did you ever see a cat so mired down in muck that when you turn on the power the thing just sets there and throws mud and slop all over you, or the tracks are so full of clay mud that the rails will not contact the idler flanges and you lose the track?"

"Well, anyhow, that's us," he concluded glumly.

However, although FOREMAN COOLIGAN may never admit it, there is plenty of evidence that he feels a just and strong pride in the accomplishments of his crew of veterans who, almost to a man, are old timers . . . loggers and woodsmen of an average age that should have slowed them down, but hasn't perceptibly.

### Champ Loading Crew

COOLIGAN'S camp boasts fine cooperation between its various crews, one of which is the loading crew who have hung up new records for three consecutive months in loading out logs.

#### Boll

At the controls of 52's jammer sits one of the best hoisters in the business. WALLACE BOLL. His handling of line and tongs is done with such ease and accuracy as to make the job look easy. The facile use of the big machine in BOLL'S hands is in no small part responsible for 52's loading records.

### Haywood and Corbett

Catching tongs and hooking the logs that have traveled from Casey Creek basin to Lewiston are two tough and

hard-working hookers, GEORGE HAYWOOD and LUKE CORBETT. Stamina, fast foot work, and an appetite for hard work is the combination that makes a good hooker. HAYWOOD and CORBETT have displayed an ample quantity of what it takes for the job.

### Lindquist

On the car, directing the loading, is TOP LOADER WILLMER LINDQUIST . . . only member of the loading crew who has not been at 52 throughout the record months.

### Shelchuk

Bull-cooking for the loading crew is another of 52's veterans, well known TOM (Moscow Joe) SHELCHUK who has more than average reason for wishing a big production of war lumber.

SHELCHUK was born in White Russia, about eighty miles from the present battle lines, in German-held territory. He has a father and mother, four sisters, and one brother in Russia, from whom he has received no word since outbreak of the war with Germany. He hopes the Russian army will soon retake the village where they lived and that he may then hear they are alive.

SHELCHUK has a son in the U. S. Air Corps (about to be commissioned). Each month he purchases a \$75 war bond, and MRS. SHELCHUK, working in Spokane, also adds each pay day to the family's stack of war bonds.

### Camp Has Colorful Characters Nick Gove

Back at camp, where live many men who have helped make logging history, is CAMP BULL-COOK NICK GOVE, rounding out fifty years of logging, New Hampshire to Idaho.

NICK still retains a youthful zest for living and derives sufficient pleasure therefrom to excite the envy of all who are privileged to meet him. There was an infectious twinkle in his eye as he deftly heaved a big garbage pail from off a light wooden sled, pulled by the only horse in camp, to a place at the rear of the camp kitchen and remarked, "she don't smell like Mary Pickford."

Posing for a photograph with two Pres-to-logs in his arms NICK couldn't repress a chuckle as he said, "the big boss will think I'm loadin' light, won't he?"

Of all the logging jobs NICK prefers river driving, but complained the western drives are of an entirely different sort than those of the Mississippi where there is little white water. In the old days of Mississippi driving

men rode the logs down river from jam to jam, whereas boats are used on the western rivers because of rough water.

The Clearwater, NICK classes as a cold stream compared to the Mississippi. Colder too than Oregon rivers or the Bull River in Canada, where he once took part in the filming of a movie . . . titled "Conflict."

The old days? . . . well, men had more fun in camp then . . . there used to be lots of singing . . . says NICK, but hours were longer and the work harder. He recalls working a twenty-four hour shift on a log drive in an emergency for which he received 11 days' pay . . . the boss staunchly



"Moscow Joe" SHELCHUK  
\$75 bond a month.

maintaining that 16 hours constituted one day and 24 hours a day and a half.

### Rallying Post

Camp 52 has been a rallying post for old-time loggers and they have turned in an outstanding job under the generalship and supervision of FOREMAN COOLIGAN . . . himself many years wise in the way of laying out logging camps, railroads, landings, cat roads, etc.

Hats off to them, and to the records they have set!

The bride placed the turkey carefully on the table for Thanksgiving dinner.

"This, my dear," she explained, "is my first roast turkey."

"It is," marveled friend husband. "How wonderfully well you've stuffed it."

"Stuffed it?" was the reply. "Why, dear, est, this one wasn't hollow."



## Potlatch Unit Makes Annual Awards For Best Suggestions

The Potlatch Unit's awards for best suggestions to save time, effort, material, promote safety practices, increase production, etc., in 1943 were split between seven suggestions. Actually the money was paid to six men, since ANTON HOWE of the sawmill contributed two of the winning suggestions.

Pictured are Potlatch employees who turned in prize suggestions. It should be remembered that all such suggestions, adding as they do in one way or another to the production of war lumber, well deserve the gratitude of every person interested in winning the war. The source of new ideas has never been capped and they are needed now more than ever. Congratulations to the men who make them!

(1) Z. J. POSTON—"Put two heavy steel set screws, with heavy steel plates, on the bottom in Feed Rolls of No. 6 planer. Present set-up becomes clogged and requires a long time to adjust. Believe this new method will make adjustments much easier and will increase the life of the rolls."—This suggestion won top award and was given \$40.00.

(2) DON WICKWIRE—"Suggest space between yard trim saw and pavement be filled in on each side of dry valves No. 20 and No. 21. Lumber carrier can then pick up loads that have been sorted from trim saw without handling by hand again. Then, as this lumber is sorted it could be put on yard bunks which will be picked up by carrier instead of being rehandled and loaded onto yard trucks. Believe this idea will save time."—This suggestion was voted \$15.00.

(3) DEWEY MCKINNEY—"Suggest a roof be built over hopper holding the slabs and tie ends. It is unsafe because a tie end or heavy slab, thrown over the hopper top, could easily hit somebody passing underneath. Believe idea will save time, prevent accidents."—This suggestion was given \$5.00.

(4) ANTON HOWE—(contributor of two suggestions) (a) "Suggest that motors be installed on both trimmers to run feed chains that run over the trimmers. It will then be possible to stop the chains quicker and also will be more convenient for the saw puller. This will save material, time, and prevent accidents." (b) "Believe it would be a great advantage to the saw puller to move the cage forward three feet so that he will be able to better see defects in lumber and can do better work. Also suggest new screens with 1" mesh be installed so the trimmer man can see the saws and the lumber as it is carried over the trimmer. Screen should be two feet longer on the

short trimmer so that no short pieces of lumber will fly back from the 20 and 22 ft. saws as frequently now happens. A cable or iron should be extended from screen to one of the saw levers to hold the screen from swinging back onto the saws when they are up."—Suggestion (a) received \$20.00, suggestion (b) received \$10.00.

(5) FRED BYERS—"Suggest a free roll be placed ahead of the second driven out roll back of gang saw. Benefits would be that uneven length loads would be better taken care of."—This suggestion was voted \$5.00 although not used because new saws in the gang corrected the trouble.

(6) HAROLD LANGDON—"It takes 416 inches of boring holes to rebuild a yard truck. This equals 34 ft., eight inches. Holes are from  $\frac{5}{8}$  to  $2\frac{1}{4}$ " in diameter. An air drill, or electric, would speed up the job, and a tin roof should also be provided for bad weather. Believe the idea will save time and increase production."—Suggestion was given \$5.00.



Chivalry is the notion a man has that every woman must be protected from every man, except himself.

The real work is done by people you never even hear about.

There is nothing quite the equal of age for developing a woman's sense of rumor.

## PLANT NEWS

### Potlatch

A class of thirty-five Seniors will receive their diplomas on May 17th at the Presbyterian Union Church of Potlatch, at which time Dr. CLAUDIUS JOHNSON, of the School of Political Science of the University of Idaho, will make the address.

ERIZ RILEY has earned the privilege of Valedictorian, while LONNIE ROE will be Salutatorian.

Baccalaureate services will be held also at the Union Church with the sermon by FR. DULBERG of St. Mary's Church, Potlatch.

WILLIAM H. DOYLE (BILLY), a native of Quebec, passed away at his Onaway home on April 27th. In 1941 he had retired and taken advantage of Social Security, but when the labor shortage was acute in 1942, returned to his former job as leverman at the sawmill, which he held at the advanced age of seventy-four until the night shift went down and he was no longer needed. He is survived by his widow, CHRISTINE, and several nieces and nephews.

### Bandmill Problem Solved

Because the space for the bandmills in the sawmill was limited after they were converted from single cuts to double cuts, there was not room for the strain weight lever on the straining device in the normal position. Consequently it was reversed and put in the opposite way, which threw the fulcrum off and the leverage was weakened. The cable was winding around the spool in such a way that the lever was pulling against itself instead of being free. With the single cut band mill, there had been ample time for the pickup between cuts, but, with the tension thus lessened and time between cuts reduced on the double cut, especially if the saw struck a knot, the pickup was so slow that the saw would loosen to the point that wavy lumber was being produced.

The sawyers learned that by slowing down until the tension was restored, they avoided the defective lumber, but this also meant lowered production and too many crippled saws going back to the filing room.

According to those on the scene of action, the tension between filers and sawyers mounted in reverse ratio to that of the straining device. Each sawyer felt he was putting his best into the production of good lumber at a designated speed and, under the circumstances, declined to take the responsibility for the defective lumber which was being produced. The filers were positive the saws were perfect. All agreed that after the bandmills were changed to slower speed, the straining device was very sluggish. Filers and mill men were on the alert for some method of correcting this. Several weeks ago through the cooperation of JACK ELLERSICK, necessary brackets were manufactured by the Union Iron Works, Spokane, to make the change from babbitted bearings to ball bearings on Band Mill No. 4. The result was most satisfactory. Production speeded up and the quality of the lumber improved.

Including the cost of drawings and patterns, the expense of changing one bandmill was around \$200.00. When the sawmill

goes down for repairs in May, it is planned to make a similar change on the other three bands.

Including the cost of drawings and patterns through the Suggestion Box, it still was the direct result of keen interest and clear thinking of men on the job.

### Clearwater

A crew of painters under the direction of LLOYD GILSON have started painting the sawmill. It is understood that outside walls of as many of the mill buildings as possible will be painted this summer. GILSON has some five or six men on the job at present. All windows on the south and west sides of the buildings are to be painted white to prevent sunlight penetrating through and blinding workers who happen to be at work where it strikes. Most such windows are already painted white. The balance are to be treated likewise.

First of the remodeled boilers in the power house is back on the line now. The Dutch oven burner was redesigned to give a larger grate area, and to eliminate the cinders that have been discharged out the smokestack over the entire plant in past months. Other boilers are to be remodeled in similar fashion as fast as possible.

We have a new, and big, Cletrac at work on our fuel pile pushing out storage fuel.

The sawmill boasts a new knife hog, long needed. It is powered with a 250-h.p. motor, 700 r.p.m., weighs seven and a half tons.

A new loading dock for trucks is taking shape opposite alleys nineteen and twenty at the west end of the dressed shed. It should be complete in early May.

Linoleum has been laid in the new Engineering Workshop on the east end of the Pres-to-logs storage building. Only things needed to complete the shop are lighting fixtures and the electricians have those scheduled for installation within the next few days, 'tis said.

Sixty pairs of safety shoes were sold during April by the safety department to plant employees.

Visitors during the month included P.F.C. CARROL ROGERS, Kearns, Utah; Lt. (jg) VINCENT LAVOIE, Boulder, Colo. (who has just completed taking instruction in the Japanese language); SGT. WILFORD MESH-ISHNIK; P.F.C. DAVID OXFORD, Marine Corps; ARCHIE TERLSON, S. 2/C, Camp Perry; and LESTER MAUCK and BOB OLSON of the Air Corps.



"Our plant is noted for its splendid cooperation between management and labor."

Copyright 1944, Joe Kay

### Rutledge

The sawmill is to begin operation again on May 15th. Meantime the repair work program has progressed satisfactorily and should be concluded by that date.

LOUIS FISHL from Bovill has been here some little time operating a cat and crane, all, moving some 5,000 yards of dirt around the green chain. The old tracks and tramway have all been taken out and the area graded to permit handling of loads with carriers.

Lake Coeur d'Alene is on the rise and the log slip is once again back in water.

## Honor Roll

A new honor roll graces the Clearwater Plant, giving the names of all Clearwater Plant men who are in service, plus those who have been honorably discharged. Similar rolls (not yet completely set up) are at Bonanza Coeur d'Alene, and Headquarters. They are identical to the Potlatch honor roll and were built in Potlatch.

## Camp 53 Opens

Two power saws are now in operation at Camp 53 on Sweetwater Creek near Waha Lake, and trucks will soon resume carrying logs from this Camp Mountain camp to the Lewiston mill pond. Camp 53 will again have the opportunity to do a good war job in that its logs are particularly suited to the manufacture of box and crate lumber, sorely needed to get out ammunition boxes, etc., for war department orders. More than half of all the lumber produced nationally during 1944 must go for boxes and crates. War Production Board spokesmen.

A man anxious to avoid the draft was asked by the army examining doctor to read a chart. "What chart?" he inquired. He was deferred because of eyesight and in a jubilant mood later went to a movie to celebrate. When the lights came on at intermission he was brought to discover that the army doctor who examined him was in the next seat. "Excuse me," he said, as calmly as possible. "Does this bus go to Spokane?"

Expert dietitians say breakfast is the most neglected meal of the day. An industrial worker should take care of the third of the day's nutritional needs with breakfast. A good diet consists of cereal, eggs, beverage and toast, or equivalent.

"Has that girl's bathing suit slipped or am I seeing things?"

"Yes."

# WOODS NEWS

## Camp 44, Fishhook Creek, Avery

Construction crew of twenty some men, under the direction of FOREMAN HENRY WALKER, first occupied this camp on the 19th. The buildings in which the construction crew are living were constructed in Bovill during the winter months and were transported from Bovill to Avery so as to arrive in time to provide accommodations for the crew. The buildings include a two-section cookhouse, five bunkhouses, and the usual "you know what" buildings. Cookhouse and bunkhouses are of standard dimensions as compared with standard portable camp buildings and were constructed in order that they could be transported via rail to Avery. The crew are now clearing campsite and setting out skids for the permanent camp buildings that will be erected at the scene of the camp, plus working at bridge construction. Heavy logging is expected in the fall. It will be a truck haul chance to get a landing at Avery for loading railroad at that point.

## Camp 36, Laird Park

We have finished work on Grouse Creek between Harvard and Potlatch and have moved to Big Creek where the crew is building roads, landings, etc. It will likely be a couple of months before we are at full production again.

## Camp 43, Deep Creek

The saw gangs may be soon moved out of Camp 43 to Camp 35 near Clarkia, though probably not until next month. Logging work will continue for another month after that and then the camp will be closed for the summer except for such construction work as may be carried out.

## Camp 41, Deep Creek

The big cut near camp is still giving plenty of trouble. A shovel has to be moved frequently to clean out the mud so that the logger can travel through. The clay on either side of the cut are of various strata and fossil formations can be seen in different stratas. The bad part is that the mud never stops sliding. The camp will close when Camp 40 is opened and the crew will be moved there for the summer.

## Bovill

WILLIAM NORDBY has left the warehouse to go to farming and JACK VAUGHN has replaced him as bookkeeper.

Work on the East Fork truck road from Bovill to future Camp 42 has been halted because of mud, but will be resumed as soon as possible.

WAREHOUSE FOREMAN CHET YANGEL is reported to have gone fishing at Elk River with the usual early season results . . . worth mentioning.

## Camp 52, Casey Creek

The crew dropped during the month to about a hundred men but production is going ahead regardless of the mud and weather. We seem certain to better the 1000 ft. mark and feel that this isn't bad.

FOREMAN STEVE COOLIGAN was out on a week's vacation during the month. FAIRLEY WALRATH was in charge during his absence.

There is approximately 10,000,000 feet left to log at this campsite and if the weather permits, we should be done sometime during the month of July.

Hospital cases during the month were MARSHALL CONVERSE, ROBERT SCHOEFFER and JOE APSZYNSKI. All men minor cases.

## Camp 55, Lower Alder

We are about through sawing for a while as there is around four million feet of logs ahead of the cats.

Seven cats are skidding but the production will not be high this month as the frost is coming out of the ground and truck roads are soft. Camp water is now being imported from Headquarters. An 8,000-gallon tank of water lasts two days. Each tank is chlorinated to purify it.

During the month COOK MARK MILAS had to take some time off because of illness. He was relieved by BILL BURKE. Bad weather has cost us some lost time.

## Camp 54, Washington Creek

The wonderful weather we have been enjoying was too good to last. It has rained and snowed a lot and things are certainly getting sloppy hereabouts but the work goes right on anyhow.



**FISH THRIVE ON SAWDUST!**  
INCLUDING IT IN DIETS FED TO FISH HATCHERY MEN FOUND THAT SAWDUST IS NOT ONLY RELISHED BY FISH, BUT THE WOOD-WASTE ACTUALLY REDUCES MORTALITY

STANLEY PROFITT has gone on the river drive but expects to be back in a few weeks. BUFORD BARNES has taken over as foreman. The power saw crew are also on the drive with PROFITT so the saw isn't operating now. ALBERT HOUBE, former Camp 54 foreman, is reported to be recovering nicely at his home from the illness that hit him earlier in the year.

## Headquarters

Fishing season opened the 15th of April, but due to the bad weather there have not been any very good catches.

Headquarters was well represented in the Orofino Hospital during the month with WAREHOUSE FOREMAN CARL PEASE confined there because of athlete's foot, and our truck driver, SLIM MILLARD, laid up with lumbago.

CHARLIE HORNE has been in Lewiston part of the month because of his father's severe illness and was relieved by PAUL BERGER.

## Red Cross

As elsewhere in the country, a Red Cross Drive was conducted in Headquarters. The camp foremen and union officials solicited men in the camps.

MRS. PEASE and MRS. HEMLY solicited Headquarters, Dog Patch, Hollywood and Cardiff were contacted and a total of \$1,840 was collected. Clearwater county, with a \$6,500 quota was over subscribed.

## Man Hunt

For the past two years or so an escaped convict has been presumed to be in hiding in the Northfork country. This month forest service men got active and decided to hunt him down. One party went in from the Bungalow to go down the river. Another party went into Beaver Creek to go up the river.

Some few days later a 'phone call was received at Headquarters requesting these parties to be picked up at Camp 14 as they had their man. Interest ran high in Headquarters and when the speeder returned, Headquarters people learned the forest service had picked up a man at Skull Creek. His name was RALPH DAVIS and he had a California registration card and was over 45 years of age. He had been in the Northfork country only a short time, coming in from Elk River by way of Big Island. What business or interest he has in the Northfork country is not known, but he was not the man sought. Forest service men went back to continue their search.

## Log Drive 16

The 1944 drive has started. Only one wannigan is being used this year, as, with but 18 men, there is room enough on the one for both cookshack and bunkhouse. There is no cat raft this year.

The drive is the smallest to be taken out by the company but there is as much interest in it as ever. There have been the usual number of discussions as to the number of days rearing that will be required and much comment as to who will go along.

STAN PROFITT is running the drive. BILL AKIN is the pilot, CLARENCE MAY the clerk, and HAROLD WITTERS is the cook. The crew is otherwise made up of OVERLAND JOHNSON, ED and GUS SWANSON, TOM KING, MICHIGAN BILL STOWELL, JOE ROSS, DON SPREITER, WESLEY WILSON, PAT WARD, GEORGE QUINN, MARTIN ROWAN, BIRDEYE SMITH, SLIM HANSON, PETE MADISON and TOM KUSKILA. WITTERS is the only man who has not made the trip before.

At the end of April, the crew had progressed as far as Elk Creek and with continued high water seem certain to complete the job well before the end of May.

The gentleman in question had dined very well and was obviously looking at the world through rosy colored glasses. He was doing his best to fit his key into the lock, singing meantime a happy song. After a time, a window was shoved upward and a head looked down at him from above.

"Go away, you fool," indignantly cried the man upstairs. "You're trying to get into the wrong house."

"Fool yourself," shouted the man below, "you're looking out of the wrong window."

BUY BONDS



## Potlatch Has Victory Gardens

Seventeen small tracts of tillable land, located on the townsite and mill-site at Potlatch, are being put to work for Uncle Sam this spring. They have been sub-divided into family garden plots and made available for employees. The company will take care of the plowing and will prorate the cost back to the gardeners. There is no other charge.

Already 93 have signed up for garden space. This may sound like a rather small percentage of the 352 on the payroll, but is accounted for by the fact that many Potlatch employees live on small ranches and have their gardens at home. Most of those who are starting their '44 gardens had plots last year with satisfactory results. The lands on the flat near the river and the plant are sub-irrigated and on first thought seem to possess quite an advantage over the ones on the hillside which require much more cultivation. However, the low spots also get the early frosts.

Lettuce, radishes and onions are successful early crops while carrots, spin-



### Fertilize well

ach, turnips, swiss chard, peas, squash and potatoes have proven dependable. There were also some beans and corn grown last year.

Some of the gardens on the lower lands are within, or very close, to the game preserve and Chinese pheasants have feasted on the seed, making it necessary to replant. Gophers and moles have to be reckoned with too, but past experience indicates there will be plenty of good gardens . . . gophers, moles and pheasants to the contrary.



Convalescing officers from Fort George Wright were visitors at Clearwater in early April. There were sixteen officers in the group, in charge of CAPTAIN (DR.) MOORE.

The officers, recovering from battle illnesses, were the guests of P.F.I. for lunch and later in the afternoon visited the Clearwater plant. Travel from Fort George Wright was via army bus, and tiresome, but well worth the effort, said CAPTAIN MOORE in thanking P.F.I. for its hospitality.

## Keen Interest Displayed In Post War Building Plans

The Western Pine Association, Portland, recently reported that, despite the war and low stocks of Western Pine in retail yards, more inquiries per insertion of advertising, per magazine, are being received from consumer advertisements placed by the Western Pine Association than in any previous first quarter in the past 8½ years.

Results, point out the Association, justify the assumption that earnings are being saved for "that home of tomorrow" and that many persons are making plans now to use Western Pine when post-war building begins.

## Inquiry From Canadian Firm

An inquiry from the Bathurst Power & Paper Co., Ltd., Bathurst, N. B., Canada, was recently received asking for information on forest villages. The letter read in part . . . "As a post-war reconstruction idea we are considering establishing forest colonies, or small villages in the forest, and as this is a new idea in this section of Canada we realize that we need considerable information on the construction and general layout of such colonies."

"It would be greatly appreciated if your company could furnish us with information which would be of benefit

## Ferguson To Lewiston

Seventeen years of service as manager of the Potlatch Mercantile Company came to an end on April 30 for A. G. FERGUSON, whose resignation became effective on that date. Mr. FERGUSON is to assume active management of Bratton's store in Lewiston, sharing joint ownership of the concern with O. D. SHOOK of Lewiston and N. EMERSON of Pullman.

The years of residence in Potlatch have claimed much of both Mr. and Mrs. FERGUSON's time in civic and social affairs and both are well known to Potlatch people, their residence dating back to 1927.

"We regret very much having Mr. FERGUSON leave us," said C. L. BRATTON, P.F.I. general manager. "He has been in charge of the Potlatch Mercantile Company for seventeen years and will make a very fine addition to the business community in Lewiston. Both he and Mrs. FERGUSON take with them the best wishes of our entire organization and of the people of Potlatch."

Mr. FERGUSON has lived in the Northwest since 1910 and prior to management of the Potlatch store was in partnership with Mr. EMERSON. He now shares the ownership, together with Mr. SHOOK and Mr. FERGUSON, of the Bratton store.

in determining the cost of establishing a colony—etc."

Available information has been mailed to the Canadian firm.