

THE FAMILY TREE

COPY 1



The might of American industry—on the wing—151 feet wingspread, overall length of 100 feet, height of 27 feet—longest range, highest speed, greatest operating altitude of any bomber in the world.

A Good Outfit

I have been told by the Red Cross that, without exception, returning service men want their old jobs back with us.

This must be because we are a good outfit and one way we have showed this has been by staying on the job. Our absentee record is better than it has been for a long time.

V-E day is past and we stayed at work. V-J day may or may not be a long way off, but when it comes we shall certainly celebrate. In the meantime we work and Buy Bonds!

C. L. BILLINGS,
General Manager.

Timbers installed temporarily to support weakened masonry walls in a canal at Bristol, England, are still in place after 100 years.

During the 1941 blitz on London, engineers found wood frame buildings standing amid the wreckage of stone, concrete and steel structures.

As of April 1, 1945, there were 784 registered tree farms in the U. S., embracing 1,926 acres. The state of Idaho has 10 tree farms.

WOOD AND ALUMINUM

The might of American industry is today on the wing over Nippon-land. With a regularity that could well be the envy of commercial carriers at home, wedded to time table operations, B-29s cloud the skies above the island empire on the far side of the Pacific.

To the Japanese homeland, sleek, symmetrical super-forts are carrying a cargo unequalled in all history for sheer destructiveness. It is a cargo that one day soon should bring to the people of Japan painful realization that a quick stab in the back isn't necessarily a finishing blow. Large areas within their cities have already been leveled, and on these areas wherein the people of Nippon can build anew, it might be well for them to erect a few monuments to serve as reminders of the error in judgment that ordered Pearl Harbor. Meantime the cherry trees in Nippon-land are apt to have a difficult time gaining nourishment from the brand of rain delivered by American B-29s.

Shipments April 1944-1945

	1944	1945
Clearwater	384 cars	437 cars
Potlatch	157 cars	171 cars
Rutledge	62 cars	111 cars

Shook shipments did a nose dive from seventy-one cars in 1944 to fifty-seven in 1945.

Since 1776, American forests have produced enough lumber to build fifty million schools and libraries, 600,000 churches and 400,000 factories—but not enough to keep you safe by knocking on it! Practice safety on the job, and off the job.

Volume IX Number 7
Lewiston, Idaho, April 1945

IMPORTANT "ASSIST"

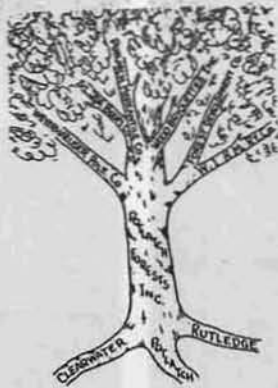
To the loggers, working on some steep slope in the Clearwater, Nez Perce, St. Joe, or other Idaho forest, and to the lumbermen in Idaho mills, belongs an important—assist—in the total of the effort necessary to canopy Tokio with American planes.

The outer surfaces of the various aircraft that brought Germany to her knees and will be counted upon to do the same with Japan were of sheet aluminum. Aircraft builders term this the "skin" of the plane and it is this particular war use of aluminum that has been most publicized, although there are many others as well.

TRENTWOOD

Aluminum sheet for "skins" is manufactured in great quantity at the Trentwood plant of the Aluminum Company of America, near Spokane, Washington. In no small way is the enormous size of this plant responsible for the assertion by Spokane citizens that to their city now belongs the title "light metals capital of the world." The main plant building covers approximately fifty-six acres and it is here (Continued on page five)

THE FAMILY TREE



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

Editor Leo Bodine

Correspondents

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

There have been many eulogies already written concerning President Roosevelt, who died April 12th. We think the tribute paid him by Boss C. L. Billings to be among the best. Said Mr. Billings, in a press interview—

"The president has given his life for us as surely as if he had been struck down by the enemy or lost at sea on one of his missions. The liberal and progressive minded people of the world have lost a hard-working friend. His death at this critical moment in our national life places squarely upon all of us an extra duty—the duty to loyally support our democratic principles as he would expect us to do. We must continue to make democracy work and we must first of all commit ourselves to loyal support of his successor."

A soldier asked his colonel for leave to go home and help his wife with the spring housecleaning.

"I don't like to refuse you," said the colonel, "but I've just received a letter from your wife saying that you are no use around the house."

The soldier was quiet a moment then replied: "Sir, there are two persons here who handle the truth loosely. I'm one of them. Also I'm not married."

Nurse, reading aloud to Rutledge Unit Manager Graue in hospital: "Mussolini and paramour executed!"

Mr. Graue: "Who is this guy Paramour?"

A cub reporter, assigned to cover the high school class play, came in for his share of literary fame with this gem:

"The auditorium was filled with expectant mothers, eagerly awaiting the appearance of their offspring."

War Bond Quota Too High???

The first month of the Seventh War Loan Drive has slipped past and the bond purchases of P.F.I. employees are more than fourteen thousand dollars short of the amount necessary to make a third of the three month's quota.

Is the quota too high? . . . Well, it looks that way, doesn't it? But, the quotas for P.F.I. employees are less than the quotas asked by the Treasury Department and are lower than the quotas other groups of employees have accepted. In the woods, the quotas were based on the purchase of one \$18.75 bond per month, per man, for three months . . . at the plants the quotas were set on the basis of bonds purchased during previous drives, except at Potlatch where the quota recommended by the Treasury Department was accepted as a goal. In each instance the quotas at the mills were higher than those in the woods.

With one exception . . . Bovill . . . the April part of the final quota was not met. In fact, it was missed a mile, in most instances.

Camp 36 with a payroll of \$13,084.52 had a total payroll deduction for bonds of \$262.50 . . . Camp 43 with a payroll of \$24,518.77 had the magnificent sum of \$467.75 in payroll deductions for bonds . . . Camp 55 with a payroll of \$25,743.35 had a deduction of \$418.75 for the purchase of bonds . . . Camp 59 with a payroll of \$20,319.09 managed only \$375 for bonds.

The quotas were too high? . . . No, that's not the answer. The quotas may have been too low, but they were not too high. The answer is a brand of short-sightedness that can get this country into a lot of trouble.

Not all of our enemies are on the battle front. Perhaps the people at home who throw their dollars around in reckless determination to purchase scarce articles cannot be called enemies in the strictest sense, but certainly they are collaborationists, because inflation is certain to become the worst enemy we will collectively have to face.

Unless we learn to discipline ourselves in the use of our money, and invest a portion of our earnings to guarantee a future for this country, there must come a time when the only out open to government is to command that a portion of all wages be invested in war bonds.

Should this course of action become necessary, it will be a shameful thing for people, capable of sober, careful thinking, to live down.

From Pvt. Rick Billings, Marine Corps, comes this plum—overheard in his barracks during a card game—"The pictures of Billings' old man on the backs of these cards show him in strikingly similar poses. (The cards were P.F.I. cards and bore a picture of Sawyer Lee Lang standing in the pit that had been scooped out from a big White Pine preparatory to felling—winter of 1942-43, in ten feet of snow.)"

From Cliff Hopkins, general office, comes word that an Alka-Seltzer bottle, filled with quarters, was recently turned in for the purchase of a war bond. Also from Mr. Hopkins comes the good advice that the bottle full of quarters invested in a war bond is a better guarantee against headaches than the original Alka-Seltzer tablets.

The following represents quotas assigned and amount of bonds sold during April—we must do better than this:

	Quota	Actual Purchase
Camp 58	1,500	632.50
Camp 54	1,900	1,785.00
Camp 55	1,875	418.75
Camp 59	1,875	375.00
Headquarters	5,000	4,816.17
Bovill	2,900	3,046.88
Camp 42	1,875	1,846.88
Camp 43	1,875	468.75
Camp 36	1,900	262.50
Lewiston	25,000	23,682.66
Potlatch	9,450	5,924.86
Coeur d'Alene	3,900	2,804.08
General Office	5,000	3,582.31
TOTAL	64,050	49,646.34

★ SERVICE LETTERS ★

From Lt. Dick Favaro, U.S.M.C., Somewhere in Pacific

I now have a new job but am still in the battalion. As of the first of the month I will be a 20MM platoon commander—four men. It will be a much more interesting job and more to my liking. I am located on the air strip among all the B-29s—they are on all sides. These ships are a sight. It is almost unbelievable that they can fly.

I'm getting to know quite a few of the boys. They give me the dope on the raids on the island, and they are doing a wonderful job. Raids on Japan will soon be equal to those made on Germany.

From Pvt. Irven Willis, Germany

I am with the half-tracks and do not have much to write. Was in two big spearheads on the Rhine. The Jerries are sure afraid of the 11th armored division. We had air support several days. It would surprise you how much good they are along the front. They are sure tough on horse-drawn vehicles. Hope the weather stays so they can keep up their good work. Our tanks can travel a lot better on the ground. It's very interesting to see our tanks work on a town or a convoy.

From Lt. Walter A. Mallory, Somewhere on Ledo Road

The Xmas box reached me on April 13 (Friday). The path this old white box traveled was very crooked. In fact, when I read the various places that had been, was reminded of Phil Peter's railroads winding over some damn hills but in the end always coming out at the right place.

As you can see by the address, I am in the M truck company. This is not just an ordinary truck company. It is the best on the Ledo-Burma Road and what's more, I have letters from the Commanding General of the India-Burma theater to prove this outfit has been over here for twenty-eight months and have developed a fine organization.

Living in a truck outfit over here gives you experience with trucks and hauling and maintenance of vehicles that would be a hell of a long time to get in the states. Holy Old Mackinaw—there is more in Assam and Burma than in all the rest of the world. The monsoon hits here in April and it lasts till October.

As for the life we lead up the Road—well, that I am not permitted to write about. I can say that you have to see the road before you can appreciate just how much a construction miracle it really is. The engineers have accomplished a real feat and to maintain a road under climatic conditions and the traffic that goes over this is even a greater job.

In a convoy we drive from sixteen to twenty hours a day, sleep in jungle hammocks slung from bumper to tail gate, eat rations and are gone for six to fifteen hours at a time. Things seen over here could never be believed by the people at home. Living in a country like this where

the natives wear practically no clothes, speak a hundred different languages and live in almost unimaginable filth, die of a hundred different diseases by the millions every year, is something that would give anyone plenty to talk about for years, but there will be no use doing so, because if you haven't seen it, you can't believe it.

Incidentally, there is a lot of timber in this part of the world, but I'll be darned if they don't still whip saw the lumber.

From Pfc. Willis Wagner, Sioux Falls, South Dakota

Things around here haven't changed much. I am still teaching radio. We are supposed to be replaced by men back from overseas and as soon as enough are found to do so, imagine we will go out. I will then be a radio operator-gunner on some plane. Would like this because I have wanted to fly ever since I got in the service but never had much opportunity.

Do not know if ever told you or not, but a lot of the lumber in the barracks and school buildings here came from P.F.I. I have seen the stamp in many places.

From Lt. Howard Johnson, 7th Ferry Group

This ferrying business is the hardest work I have ever done. Just got back from a trip in a B-26 to France. Here are some of the places we touched, or passed over—Savannah, Ga.; West Palm Beach, Fla.; Nassau; Porto Rico; British Guinea; Brazil; Ascension Island in mid-South Atlantic below the equator; Liberia, where Firestone has some big rubber plantations; Dakar, French West Africa; Marrakech, Morocco; Oran, Algeria; the Mediterranean; Marceille, Chateau Thierry, and Paris, France; the Azores; Newfoundland, Augusta, Me., and New York City.

Everywhere in France was grim evidence of the war . . . bridges blown out, cities in ruins, railroads and railyards bombed and strafed. The people wore old, patched clothing. Just to look at them was enough to tell one what anguish they have known.

The small woodlots in France are checker-boarded in tree spacing, but I saw every silvicultural cutting method known to foresters in the larger forests. Now I know what Royce Cox had in mind when he laid out "Cooligan's Farm" up at old Camp 52.

Paris is a fine city and I certainly enjoyed my short visit immensely. As you might expect, there is no rime or reason to the way the streets are laid out, but the champagne over there is all right. French night clubs are not different than ours. At the Olympia they had a very large dance floor, many tables and booths, a long bar in another room, two bands—and a chorus with about the usual amount of clothing. It is hard to enjoy dancing to French music as they haven't that sense of rhythm that Americans have.

The article by Ted Zimmerschied in the last *Family Tree* had special significance to me as I piloted one of the transports that dropped food and supplies to his outfit.



Dredging the pond at Potlatch . . . during the three week shutdown for repair of the sawmill the pond crew dredged the pond and slip area, also made necessary repairs to cat walks, booms, etc. The work was so arranged as not to interfere with dumping Camp 36 logs into the pond.

From Cpl. Ralph L. Fillard, Germany

I am in Germany now. Have seen lots of action all along the west front. Was in the Colmar deal with the French and now with the U. S. first up here. It has been pretty rough. I see lots of good white pine boxes, so you must be doing a good job back there.

From Cpl. Merice Gonser, Somewhere in Pacific

Thanks a million for sending *The Family Tree* regularly. It's always informative and about the only way we can keep in touch with the fellows scattered around the world and the gang at home. Please note change of address.

Vice-Pres. of P.F.I. to Allied Control Commission

Laird Bell, vice-president and director of Potlatch Forests, Inc., has agreed to act as counsel to the economic division of the United States group of the allied control commission in Europe. Announcement of Mr. Bell's decision to accept the appointment—a signal and high honor—was contained in a letter to the P.F.I. boss C. L. Billings in late April.

Mr. Bell is the senior member of the law firm of Bell, Boyd & Marshall, Chicago, Illinois. In addition to his many legal and corporate interests he is vice-president of the board of trustees of the University of Chicago and recently addressed the graduating class of that university.

Bradbury (to Stedman) "Have you ever been lost in the woods, Frank?"

Stedman "Nope—I never been lost in the woods. I was bewildered once for four days though."

All-Wood Fighter Plane

The Bell Aircraft Corp. has recently announced construction of a new all-wood fighter for the army air forces. It is termed the XP-77 and is seen as a challenge to the trend toward larger and heavier fighter planes.

Bell pilots and army pilots are reported as enthusiastic over the wood plane's handling qualities. Jack Woolams, Bell's chief test pilot, says that it is a "stunt flier's dream" and loudly praises its maneuverability and finely balanced finger-tip control.

Camp 55 Holdup

By FRANK STEDMAN

It was Saturday night, April 28th. For want of something better to do several of the fellows at Camp 55 were in the recreation room killing time with a friendly game of poker. Suddenly there was a commotion outside and someone pushed against the door of the car.

Pete Louchug casually chooped up most of the bills in front of him. About that time a masked bandit kicked open the door and waved a greeting to the players with a long barreled 32 revolver. Pete tossed his roll under the table, saving a couple of a hundred dollars by so doing. Ed Kelly managed to slip some \$85 into his pocket.

The intruder ordered those present to elevate their hands. The men did so, stepping back away from the table and edging toward the door in the opposite end of the car. The bandit had a knitted sack of some sort pulled over his head. Slits had been cut for eye holes. His hands were smeared with black grease. When he spoke his voice was high and squeaky. The gun in his hand wavered jerkily back and forth and the men were afraid he would shoot someone, accidentally or otherwise. He was very nervous.

The card players slipped outside when they reached the rear door of the car. Meantime the masked and unwelcomed guest gathered up most of the money on the table, leaving checks and silver. In his haste to get away a bill or two was overlooked and outside a ten dollar bill was dropped. He fired a shot as he departed and was thought to have traveled toward Camp 59, possibly toward Big Island.

After the commotion had died down Bull River John said he knew the identity of the bandit and that it was Dirty Shirt John, with whom he had shackled two winters. The other fellows thought it over and decided Bull River was right, Dirty Shirt being of similar size and with the same high squeaky voice. Sheriff Jack Conrad was notified accordingly.

In a day of two Dirty Shirt John appeared in Orofino and was picked up. There was about \$7 on his person. Sheriff Conrad brought him to Camp 55 for identification but it was decided by those who had been present that Dirty Shirt was not the man who held them up.

About \$300 is thought to have been the fruit of the bandit's work.

A copy of *Logger's Handbook, Volume IV, titled Truck Roads and Logging, has been added to the public library in Lewiston. It is available to interested persons for study.*

P.F.I. Treasurer to NLMA Ed. Committee

Mr. G. F. Jewett, Spokane, has been appointed by President Gerlinger of the National Lumber Manufacturers Association to serve on the Committee on Education. The committee is to study the need for improving educational facilities available to young men interested in the forest industries.

Model Railroad Fan

To Assistant General Manager Roy Huffman during April came an inquiry concerning two box cars that previously were used at Potlatch to haul Pres-to-logs out to dealers in the Inland Empire. The cars had been painted an aluminum color and bore a picture of the wheel of a Pres-to-logs machine with a magician standing alongside and the caption "The Magic Fuel."

The inquiry, from Laurant Coffey, Spokane, stated that he was very much interested in obtaining accurate information concerning the cars as he is an active model railroad fan (has been for over 35 years) and wishes to build one for his own model railroad when things return to normal and he can find the time. He also wrote that any information received would be forwarded to the "Model Railroader" magazine as it would be of great interest to railroad fans.

What Next . . .

From R. J. deCamp of the office of Coordinator of Inter-American Affairs, Washington, D. C., came an inquiry last month concerning possible use of the Pres-to-logs machine. In part it reads—"The extreme fuel shortage in many South American areas has prompted a good deal of experimentation in an effort to devise fuel substitutes for both domestic and industrial use. One of our representatives of this office in South America has participated at a demonstration of a new fuel and feels it has definite possibilities. The substitute is a briquette composed of bran, sawdust and taquia (dung from llamas).

"Our representative has requested that we assist in obtaining literature on briquetting machinery—etc."

Forester Rappraeger to Marry

Major Rappraeger, chief forester of P.F.I. before joining the army in 1942, is to wed an English girl, according to a letter received by Mr. Billings in April.

"As soon as the European war is over we'll be married, but my wife will remain in England until I return to America. Presumably I shall go from here to somewhere in the Pacific"—the Major's letter read.

The letter also contained the request that some literature anent Lewiston and surrounding area be sent to the intended bride, and concluded with "you might write the young lady and tell her what a hell of a guy I am."



Above—Women workers inspecting aluminum sheets at the Trentwood mill.

Happy Customer

From the Otis Brooks Lumber Co., Clifton, New York, comes a thank-you letter for P.F.I. lumber. It reads in part—"We wish that you could see the carload of White Fir just in, or maybe it would be better if Tommy Thompson could see it."

"He would say, like the fellow who saw the giraffe, 'there ain't no such thing.' Really, this car is a prize, no mistake about it."

"Dry, beautifully manufactured, we do most hate to sell it. I get a kick just standing in the shed and looking at it."

The Editor Will Investigate

A letter has reached *The Family Tree* addressed to "lumber camp foreman." It is from a young lady, now attending a university and was intended to be an expression of thanks to some P.F.I. man for helping her with bags and luggage hire a taxi so that she might catch a train.

However, according to the young lady, she missed the train and the P.F.I. man took her to breakfast, also gave her his name and address, which she lost—regrettably, she writes.

The letter concludes with this paragraph: "If you pass through Moscow of an evening, why don't you stop off? Let me know and I'll not concern myself with anything that that evening."

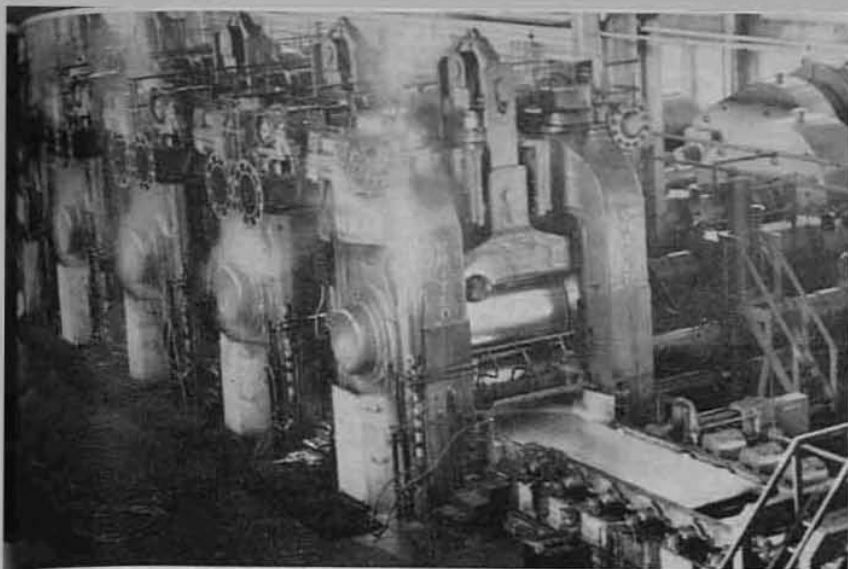
Yes sir, ye editor will turn detective. An investigation shall be made, but not necessarily a report afterwards.

Two veteran Marines were bragging about their respective outfits. "When we presented arms," said one, "all you could hear was slap, slap, click."

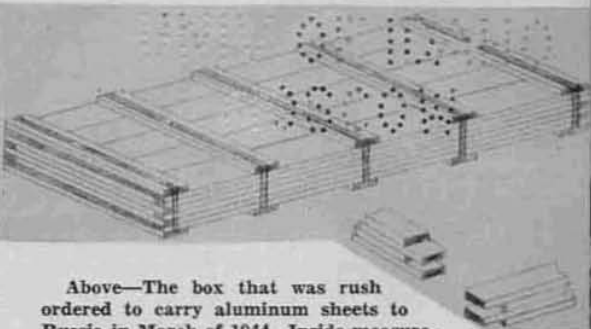
"With us, it was slap, slap, jingle," said the other.

"Jingle? What was that?"
"Our medals."

Foresters have reported that porcupines eat synthetic rubber tires for the alcohol they contain. Maybe so, but try telling it to your ration board.



Above—Five-stand tandem continuous rolling mill which can roll aluminum fifty times as fast as it was rolled prior to the war. It can reduce the gauge from three-fourths of an inch to one-tenth. The rolling process lengthens the sheet but does not increase its breadth which remains constant at 48".



Above—The box that was rush ordered to carry aluminum sheets to Russia in March of 1944. Inside measurements, ten feet by four feet, to accommodate sheets of the same size. Specifications were changed to read three pieces of 25/32" lumber deep instead of four as appears in the drawing. Finished package, filled with aluminum, weighs 1200 lbs. Below—Boxed aluminum on skids ready for loading in east end of shipping area.

WOOD AND ALUMINUM

(Continued from page one)

Aluminum necessary for B-29s, 17s, 24s and other Army and Navy bombers and fighters of all types is rolled into long sheets. The over-all area of the plant covers 515 acres. There are a total of 44 buildings. The plant has seven miles of railroad track, 66,000 square yards of asphalt road, 102,000 square yards of light gravel road, a concrete slab of 19,200 square feet.

Construction of the Trentwood Rolling Mill commenced three years ago. Barely six months later the first aluminum ingots were cast. As with Farragut, Galena, Geiger, the Alaska Highway, the lend-lease project at Pasco, the DuPont project at Hanford, and many others, the speed of construction could not have been maintained except that lumber in sufficient quantity was available for the construction needs was immediately available. For the most part the buildings at Trentwood are of reinforced concrete and steel, but there are thousands of square feet of wall and roof of lumber. Millions of board feet of lumber were used by the contractors in building forms and scaffolding during the erection of the mill. All office buildings are of frame de-

CONTINUING NEED FOR LUMBER

The production of aluminum underway, there was an even more urgent need for lumber than during construction days. Aluminum sheets and blocks that find their way to widely separated factories in the U. S. and abroad must first be boxed for shipment. Numerous emergency orders for this purpose have developed, among them, the one handled by P. F. I. in early 1944 to permit shipment of aluminum sheet to Russia. Such orders generally carry unusual cutting specifications and often have necessitated various changes from established manufacturing procedure, but have been accepted cheerfully and filled as quickly as possible.

TO OPERATE AT MAXIMUM CAPACITY

The Trentwood plant is scheduled to operate at maximum capacity and is producing enough sheet aluminum to build over 1,000 B-29s each month. Production schedules are expected to hold at about their present level until after Japan is beaten, according to the War Production Board, who also announce that aircraft manufacture during the remainder of 1945 will be tailored to permit concentration on planes vitally necessary for defeating Japan.

Plans announced by the Army are to replace P-38s and older models of the P-47 and P-51 with newer models of the Thun-



derbolt and Mustang, but to maintain full production of such types of planes as the B-29, B-32, A-26 light bomber, the jet propelled fighter and two cargo types, the C-82 and C-54.

BOX SHOP

Adjoining the main plant at Trentwood and under the same roof is a box shop, employing more than 100 persons. It is here that all skids and boxes used in the shipping of aluminum aircraft sheet are built. The shop is modernly equipped with automatic nailers and saws of many types. Adjacent to the shop is a group of dry lumber storage buildings and millions of board feet of lumber can be stored on the plant site.

To this destination will go a great many Idaho trees that have yet to be felled by P. F. I. men, and are yet to be manufactured by other P. F. I. men into the boxes and lumber that will carry the "skins" of future Tokyo visitors from Spokane to the aircraft factories of the U. S. and our allies.

Below—West end of shipping area where sheets are interleaved and stacked for boxing. Paper is used between sheets to prevent scratches on the metal and water repellent paper used to protect the metal against water staining. A loaded skid of aluminum will weight up to 10,000 lbs.

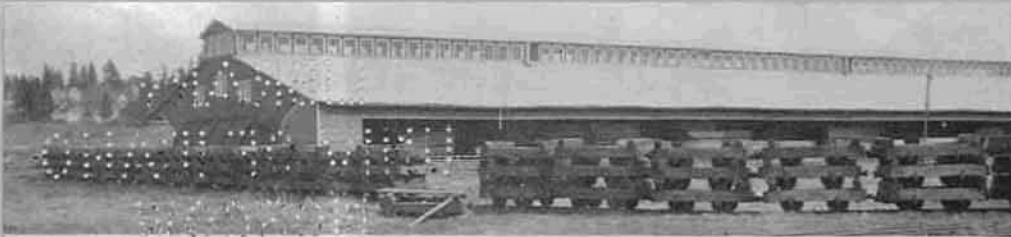
Mexicans to Plant White Pine Seedlings

Some 400,000 white pine seedling will be planted by a 60-man crew of Mexicans at Brett Creek, 15 miles above Pritchard, Idaho, it is reported.

The reforestation is being carried on in a region burned over in 1942. The seedlings, now three years old, are about eight inches in height.

George Bernard Shaw, the inimitable Britisher, upon receipt of a card announcing: "Lady Sybil Merlin will be at home Tuesday between the hours of two and five in the afternoon," returned it with the inscription, "George Bernard Shaw likewise."





For Sale—These yard trucks, stacked three high, are for sale at the Potlatch unit. The new carrier that will transport lumber from green chain to stacker has eliminated any need for the trucks pictured above.

WOODS NEWS

Camp 53—Waha

Old Camp 53 has come to life again and its like getting back home for a lot of fellows who have spent the last six months up in the Clearwater.

All indications are for a big season. When the new road is completed there will be a down-hill haul all the way for the log trucks. The timber will be the best we have had in three years of operation.

The crew consists of two dozers, two power gang saws, and about twenty-buckers with more arriving every day. The snow is practically all gone except in shaded spots and the roads are in fine shape, actually are getting dusty. We will have several million feet of logs ready for the trucks by the time the roads in the woods are solid enough to stand up under heavy loads.

Good luck gave us old Wilbur Coon for cook and there should be no trouble holding a crew on account of the chuck.

From the looks of things and the way our foreman, Joe Holinka, has the season's work laid out, Camp 53 should have its best season this year.

Camp 54—Washington Creek

We're an all-year camp, and certainly an all-weather camp as well. During April we have had to use the snowplow; the section crew has had to cut out sun kinks, clean culverts and ditches; and we have had to call on the ditcher and powder to keep things moving.

Production won't be too bad, considering weather. Our crew is back up to full strength again.

We'll make our bond quota, and have some surplus!

Paul Girrard, formerly assistant supervisor of the Clearwater National Forest, spent a few hours with us recently and Kenneth Peterson, home from the Navy, spent his furlough driving speeder. He helped us over a bad spot. Good luck Kenny.

There was one movie show during the month—we're hoping for more.

Camp 59—Meadow Creek

Most of our snow is gone but it has been a bad spring and we're having trouble with mud and a shortage of manpower. As of the present writing there are eighty men in camp with four cats skidding.

Camp 55—Lower Alder Creek

The weather has improved and this camp is now about the best of any on the line as far as mud is concerned. There have been several warm days recently that remind us of Lewiston weather.

Foreman Bill Rideout took time out during the month to go home and put in a garden. Stanley Profit has been foreman in his absence.

Nothing much has happened here of a newsworthy nature except the usual thing of production and weather. Some of the boys have been a little late on Monday mornings because of lifting a few too many. One of them, complaining about his saw to Profit, was told that he might try using the other side. It is admitted that Foreman Profit may have a point here.

It is common talk that there is danger of foundering at Camp 59 from too much butter.

There is a bad place in the railroad track that runs back and above the camp office. If it ever gives way as the train goes past, the career of your reporter is apt to reach an untimely end. In which case the readers of the *Family Tree* might get better news reports.

Yesterday some grass seed was planted in front of the cookhouse. This should improve the looks of the camp if it "catches on." Some of the old lawn is beginning to green up and camp will look much better in a few weeks.

Headquarters

The fishing season opened April 15th. Most "first-outers" had little luck. George Chrystal brought in a limit catch, however, and was high man. Too cold and too much snow was the most popular alibi.

Charlie Horne, head of the rails at Headquarters, has become a commuter. This month he moved his family to the Lewiston Orchards. Already he has established a time table for the run back and forth which does not allow stops at the various wayside taverns for refreshments . . . he probably will not have many passengers.

Mac Barnes, back home from Rochester, tells of the excellence of grain belt beer. "Just like it was before prohibition," says Mac. The liquor stores in Minnesota are privately owned (he says) and you just go in and purchase what you want from an adequate stock of good quality. (We thought this was supposed to be God's country out here—Mac makes Minnesota sound pretty good.)

Mark Milus has received a letter from a friend in Spokane stating that John Ray-

kovich has been reported missing in action in Germany.

Jack McKimmon, parts department foreman, wants it known that the critical power shortage has given him a headache. Bill Michaelson and Jerry Hogan both have been playing hide and seek and Jack is working the day shift and the swing shift both.

Al Gardner, U. S. Navy, was a visitor in late April. A news flash from California tells us that Jack McKimmon is again a grandfather.

Camp 42—Bavill

Our roads are gradually drying up. First logs for April were hauled on the 26th. The roads are still none too good, but getting better.

April 11th Louis Pishl and Carol Prunall were married. Louis is back on the job and the newly-weds have set up housekeeping in Louis' trailer-house near camp.

Wedding bells are expected again in the near future—Margaret Heilman is wearing a diamond that can be seen at considerable distance and Johnny Branting spends lots of time in the vicinity of the flunky shack.

On April 22nd at about 2:00 A. M. fire was discovered in the time shack. A fire fighting crew was hastily formed but the blaze had already gained considerable headway and much of the camp commissary was destroyed, along with miscellaneous records, some war bonds, etc. It has been definitely established that the office had been broken into and burglarized prior to discovery of the fire. It is presumed that the fire was set by the burglar in the hope that it would destroy all clues as to his identity. Had the fire escaped control it would have gutted the office and would have erased all trace of the burglary.

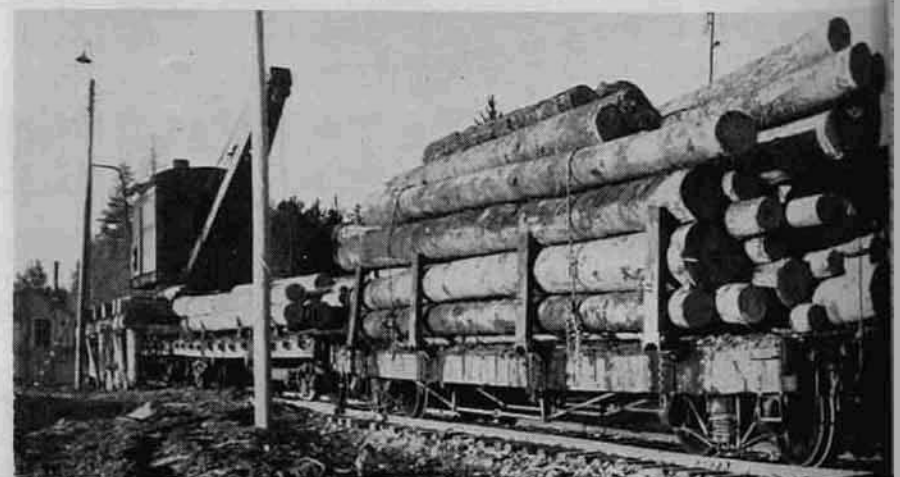
Bovill

John Vaughn, warehouse bookkeeper, has returned from a vacation in Duluth, Minnesota, where his mother and brother live. He reports a fine trip except for some bad weather. John's wife joined him in Duluth after visiting a sister in Edmonton, Canada.

We were extremely sorry to hear of the death of Cpl. Clinton Dyer, killed in action in Germany, March 13th. Cpl. Dyer was the son of Andy Dyer, who has been an employee of P.F.I. for over 25 years.

Technical Sgt. Richard Anderson is home on furlough from overseas. He has seen action in Belgium with the First Army and is convalescing from wounds suffered in battle. Richard visited the P.F.I. office on April 19th. He is the son of assistant logging superintendent Axel Anderson.

Below—Short steel stakes have been fitted to a log flat at Bovill. Further experimentation is expected to determine their practicability and the design best suited to P.F.I. needs.



PLANT NEWS

Potlatch

Every garden allotments to Potlatch have been made again at Potlatch as arrangements for plowing the Cost of plowing will be prorated the gardeners to whom the plots have assigned. This is the only charge for and plowing. Warm bright days already brought prophecy from the of bigger and better gardens this

fourteen boys and fourteen girls will be from the Potlatch High School Baccalaureate services are scheduled for May 20th, commencement exercises for May 22nd with Dr. Erwin Graue School of Business Administration Economics of the University of Idaho speaker.

ANNUAL REPAIRS

The sawmill will resume operation on following a three weeks and three for annual repairs and over All employees from the department were given opportunity to on repairs, but some took advantage the few days' layoff to get spring work away on the small ranches which they adjacent to Potlatch.

The pond crew took care of the dredging pond and slip area and made necessary repairs to cat walks, rooms, etc. This was so arranged at all times that in logs from Camp 36 could be

the log haul a larger shaft and larger were put in on the toil idler. An lining, which had been made by the Iron Works, Spokane, was placed the part of the channel which had been so much wear from gravel and that it was cutting out the wood.

carriages in the mill were completely overhauled: New ratchet wheels were installed on No. 1 and No. 4. Ballbearing strains were installed on No. 2 and No. 3, the same as the ones which have in operation on No. 1 and No. 4 the year and have given excellent service.

The receding cylinder was taken off No. carriage and shifted to No. 2 and a larger was placed on No. 4. We now have the rigs on which the receding is controlled by air cylinders. The steam feed or shotgun, on the No. 2 rig was to the center of the track and lengthened two feet. The former location on the was satisfactory when the right was cut, but, since it has been converted to cut, this change was desirable during the overhaul.

The rolls in back of the gang were overhauled, timbers and floors were renewed. The gang was completely overhauled, as were the edgers. Minor repairs were necessary on the trimmers.

The chains carrying lumber from the tables out of the mill onto the green were moved over 16" on the top and on an angle. This was done to move 16" so that it could be paid out the green chain in such a way that it be easier for the lumber pullers to Space between the green chain and the platform on which the green workers stand was skirted up and



Champ Bowlers

The "Pine Knots" bowling team were not content with the championship of the Clearwater plant—so, they won the City League tournament for good measure. Left to right . . . Marjorie Smith, Dorothy Stillman, Dorothy Teichner (captain), Rita Pratt, and Mary Jane Chamberlain. All are first year bowlers, top average belongs to Miss Pratt with 116. It wasn't until the last five weeks of competition that the team hit its stride, coming out tops in matches on five straight Sundays. The league began bowling on November 19th and had a total of 57 games.

all new chain races, with hardwood liners, were installed.

Fresh whitewash and paint were applied to the entire green chain. The green chain itself was revamped completely to adapt it to the new carrier set-up, every other post having been removed and trusses put in to carry the extra load.

On the ground floor of the sawmill considerable repairing was made to conveyors, slab chutes, etc. New lining was put in and some new chains were installed. Considerable new timbering was done. A new three-ply cross drive belt 26" wide x 124' 11" in length was installed. The hogs were completely overhauled.

The power plant underwent its annual check-up and repairs. The Corliss engine was dismantled and all parts checked.

In preparation for operation of the new carrier the yard tracks were taken up and the area was heavily mallested and then filled in with coarse rock. Some 6,000 cu. yds. of rock were delivered for this purpose and for the stock pile which will be used for correcting soft spots as they occur and for permanent maintenance.

With the new carrier system transporting lumber from green chain to stackers, a yellow signal block, striped with black, is put out as a signal to the carrier. Vice versa at each stacker, a semaphore signal with light will denote that they are ready for another unit.

Rutledge

The log unloading dock at Ramsdale has been completed following the tearing out of the old dock and rebuilding. However, Rutledge has none of the logs, new dock or not. The lake is so high as to provide a high water problem now—last year it was low water that caused trouble until about this time of year.

Fred C. Byers, formerly of Potlatch, is the new head filer at Rutledge. He took over about the middle of April.

Manager Clarence Graue is at home recuperating from an illness that isn't expected to keep him there much longer. His stay in the hospital was lengthened by the leisureliness with which carpenters and repairmen went about renovating his home while he was down for the count. Mr. Graue, who is a practical man, has been heard to say with a trace of suspicion that an alliance between carpenters and doctors would be something new, but nothing is impossible these days, and he wonders.

Clearwater

Servicemen visitors during the month included Charles G. Whitney, Lawrance Kuykendall, Allen Sunderstrom (home after a foot injury suffered in France), Jim Carlson, Bud Jones, Ralph Wharton (from the South Pacific and some tough battle action), and Russell Greene (serving in South Pacific on a PT boat).

Called to service from the plant during April were Willard Wilson, box factory; Bert Lowery, sawmill; Don Fouse, dressed shed; and Don McAllister, extra man.

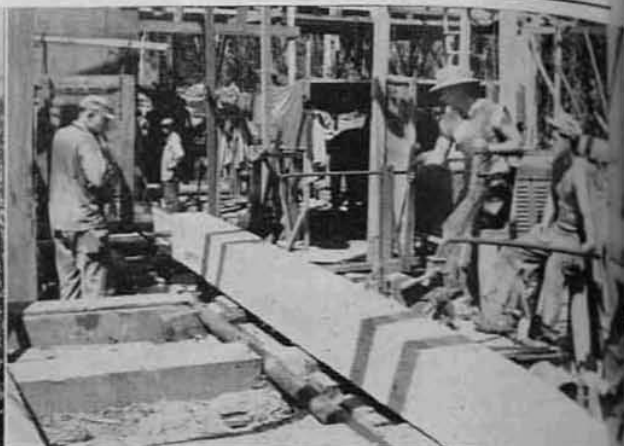
During the month Beulah Luce and Earl Lamping (both sawmill employees) became Mr. and Mrs., as also did Margaret Reid and Manford Rosenberger of the stacker department.

The landscaping to provide a memorial grove for Clearwater's war dead is progressing nicely under the supervision of Gene Gussenhoven. It is already evident that the finished drive will be a thing of beauty.

The foreman's council has elected Jerry Johnston as chairman, succeeding A. T. Kauffman; Jim Scofield as vice-chairman; Les Woodland to the office of treasurer; and Bob Berger to a repeat performance as secretary.

Plant bowling teams have chartered a boat trip up the Snake river for May 20th—to begin at 5 o'clock in the morning. Arrangements for the trip ('tis said) were made by W. R. (Coyote) Smith, who once

(Continued on page eight)



Above—Swinging a log aboard a big army truck. Note dual tires on front wheels and front wheel drive. As everywhere else, trees mature and decay on Guadalcanal . . . heart rot can be plainly seen in some of the logs.

Below—At times there was enough water, muck and mud to float the logs in to the mill. The picture needs no further explanation—P.F.I. men will have no difficulty in recognizing mud.



A baby was born in a farm house, near a fishing camp. There was no scale in the house but the father was anxious to know what his son and heir weighed at birth so hastened to the fishing resort to borrow a scale. He was delighted to find that the youngster weighed eighteen pounds.

A remarkably honest Chicago doctor sent in a certificate of death the other day with his name signed in the space reserved for Cause of Death.

The secret of being tiresome is to tell everything.—*Voltaire*.

Guadalcanal Logging and Lumbering

Upper left—loading logs on Guadalcanal. Three Idaho boys are in the picture. Dick Ulrich, Lewiston, is the man at far left in upper row. Other two (unidentified) are Don Fry of Kendrick and John Rueppel, Potlatch. The pictures were sent to his mother by Dick. She thoughtfully loaned them to *The Family Tree*.

Center above shows two axe-men working on an undercut. The trees in the jungle bell out so at the bottom it is necessary to high stump them if they are to be handled in the small portable sawmill.

Left above is a shot of the sawmill proper. Some good size timbers are possible along with dimension and 4-4. Troublesome problem has been shell fragments in many of the logs. No mention was made of the mill's capacity.

PLANT NEWS

(Continued from page seven)

told a salesman at Potlatch that the quickest way to get to Spokane was to take the boat from Potlatch.

Two more gold stars were regretfully added to the Clearwater Honor Roll during April. Clarence McConnell, former electrician in the dry kiln, was killed on Luron, and Phillip Greer died in action in France.

Wilbur Powell, who first began working at Clearwater in 1927, died April 12th at his home. He was currently employed as watchman at the unloading dock.

Tears wash the eye with nature's strongest germ killer; one teaspoonful of tears would give antiseptic power to 100 gallons of water.

Long before supplies of oils and minerals become tight, says the Secretary of Agriculture, different forms of wood will be increasingly used to supplement them.