

THE FAMILY TREE

Vol. IX Number 9
Lewiston, Idaho, June, 1945



Above — Noah Howell, blacksmith at Clearwater . . . the work is heavy, and his on-the-job record is one seldom equalled. Right—Walter Locke, welder . . . an expert with stellite . . . he helped install machinery when plant was built.

To All Our Men in the Service:

A questionnaire about your job will be reaching you about the time you receive this issue of *The Family Tree*. It is the first step in a careful plan which aims to make certain that each man has an opportunity to claim his old job, or a better one when he returns.

Perhaps we have mailed the questionnaire a bit earlier than necessary. Certainly there is a long stretch of rough going ahead. But, we don't want to content ourselves with simply offering servicemen their old jobs. New skills learned while in service must be recognized and opportunity be provided for the men to profit by any additional knowledge acquired.

The answers to the questionnaire will help us get started in the right direction. Let me hear from YOU soon.

C. L. BILLINGS,
General Manager.

Machine Shop . . . Clearwater

The machinist . . . he of the greasy overalls, baggy pants, sweat streaked face, and (like as not) snoose filled lip, has fought a good fight at P.F.I. Charged with the job of keeping the wheels in motion on overworked equipment, he has turned in a praise-worthy accomplishment, earned a well-done citation, and perhaps a battle star or two.

And, battle it has been, with scant time for repair work, or inspection, of machinery kept in steady operation by a never-slackening demand for lumber and shooK.

Insurance Rate Goes Up

Claims paid on accident and health insurance policies have so far exceeded premiums that P.F.I. has been notified of a fifteen percent premium increase, effective immediately.

This increase in premium by the insurance company that carries P.F.I. accident and health insurance will represent an expense of around \$7,000 per year.

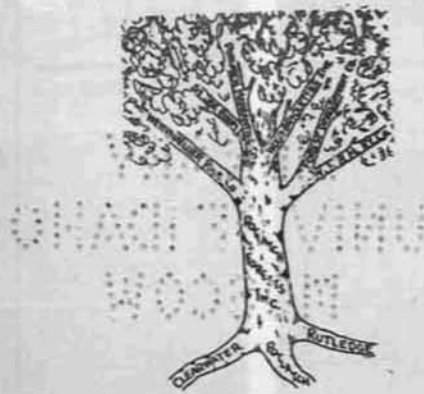
Mr. Billings has stated that it will be paid entirely by the company and will not be passed along to employees. The accident and health premium paid by the employee will remain the same, despite the increase.

At Clearwater the shop has had an additional responsibility, that of manufacturing Pres-to-logs machine parts. Between twenty and twenty-five percent of the total of shop time is so spent. Conversely, though, this has permitted better staffing, since part of the men needed on quick repair jobs can be kept busy between times building an inventory of Pres-to-logs machine parts. It has also made possible the handling of special work that could not be dealt with in other P.F.I. shops.

TRAINING OF MEN

Perhaps the toughest single problem to whip has been the training of new men to fill vacancies caused by loss of skilled help to Uncle Sam and to other war industries. Vocational training classes, made available by the state, have been a great help. Weld-
(Continued on page four)

THE FAMILY TREE



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It's Your Mortgage

Editor's Note—The July issue of Better Homes and Gardens offers some timely and good advice on the subject of mortgages.

Twenty years is a long time to gamble you'll not get sick, lose your job, or take a severe salary cut. But that's what you do when you sign your name to the average mortgage to build or buy a house—a promise to pay every month for twenty years, without a miss.

Encounter some adversity after 15 years faithful paying and you're as vulnerable to foreclosure as you were the day you signed the note—as vulnerable as the 1,600,000 owners who lost their homes in the depression decade before 1936. Most lending companies are sympathetic when it comes to postponing payments; they don't want your house. And, since that's the way they feel about it, why not put it in the contract.

Many lending institutions themselves have suggested this. They believe that if you have paid regularly until the house is half yours, you've earned the right to stop principal payments for up to a year, if you have to. When it's two-thirds paid for, you've earned another year, and when four-fifths, another. You would still have to pay interest, but, should hard luck hit you, there is a period of time in which you have an opportunity to recover without suffering extreme loss.

Learn these things about your mortgage: Does it give you the right to: (1) Postpone payments when you're hard pressed? (2) Pay off ahead of time without paying a penalty? (3) Include kitchen and laundry equipment at low-interest, long-term rates? (4) Borrow for repairs and remodeling without the expense of refinancing?

Money is a commodity, like hamburger, and to get it you have to pay a price, like the price of hamburger. It's just a normal living expense like the cost of running your refrigerator or the fuel to keep you warm. If you don't pay it to a banker on the house you're buying, you pay it to the landlord on the house you're renting. Or, if you own your own home clear, you pay it to yourself, for if that money were not tied up in your house, you could earn interest by lending it to someone else.

Keep your mortgage as small as you can and pay it off in as short a time as you can. In too many mortgages today there's a penalty you probably never knew was there—a penalty for paying ahead of time.

There's pressure from various sources to rewrite laws in many states to include major equipment as part of the house. Thus you can have your house designed as a complete package a house fully equipped and financed not at short-term rates but under a single payment long-term loan.

Your house is one of the biggest single investments you'll likely ever make in your life. You're a businessman driving a businessman's bargain. Assure yourself of some rights beyond the right to burn the mortgage when every last cent is paid.

Umpire Weisman

Walter Weisman, general office traffic man, has interested himself in Youth-letics . . . an organization in Lewiston which sponsors and encourages baseball among boys of grade and high school age.

But, according to press reports, there is some doubt as to whether Mr. Weisman is an encouraging or discouraging factor. You see, he has been umpiring some of the games.

One witness of the initial job of umpiring (Safety Director Cut Epling) complains that somewhere along life's pathway, Mr. Weisman must have forgotten to wear safety goggles while at work since he is now "blind as hell." Another has offered to raise a fund to buy a seeing eye dog. There is a universal note to be found in all the complaints, making mention of faulty eyesight.

Only one voice has been raised in behalf of the old ball player, and he excuses what happened by pointing out that Mr. Weisman tried to call balls and strikes from back of the pitcher's mound and asserts that "you know a man of Weisman's age can't reasonably be expected to know whether or not the ball crosses the plate from that distance."

On another point all are in agreement . . . once Mr. Weisman calls them, they stay called. He will not, and did not, change his decision in calling a particular pitch a "ball" even though the batsman took a lusty cut at it (third strike) and then tried to make first base when the ball got away from the catcher.

Some say a pink-billed bluejay flew by just then and that Walter, a self-acclaimed bird authority, had his vision slightly impaired by the flight of the bird and attendant happenings (they sing for some people). Anyhow it was a bad day. The player, with two strikes, deliberately struck at a wild pitch and raced toward first, but was thrown out by the catcher. Umpire

Weisman, however, called the runner back, saying he did not see him strike at the ball and gave him another try. We can't tell you in print what the catcher said.

Mr. Weisman insists that the reason a member of his family brings him to work and calls for him at night is not because he is blind, but rather to keep him from frequenting pool halls. He also denies having a hat full of pencils and tin cup stored in a closet at home.

But, it is true that the girl soft ball team that are to play at the P.F.I. picnic on July 15th refuse to don their shorts and gloves if Mr. Weisman is even permitted to attend the game. They claim he screams coaching advice from the sidelines long after the game is ended.

Friends of Mr. Weisman see in this a dangerous time of life for him.

War Bond Purchases

Camp 54, three Headquarters, Idaho pay-rolls, the Rutledge Unit, and the General Office, were able to attain 7th War Loan quotas but the other divisions of P.F.I. in varying degree missed the mark.

Following is table of quotas shot at—scores registered. Overall total of \$192,150.00 was missed by \$40,000.00.

	Quota	Score
Camp 58	\$ 4,500.00	\$ 1,942.50
Camp 54	5,700.00	5,754.20
Camp 55	5,825.00	2,697.50
Headquarters	15,000.00	15,750.24
Bovill	8,700.00	6,825.02
Camp 42	5,825.00	4,187.50
Camp 43	5,825.00	1,307.50
Camp 36	5,700.00	1,518.75
Lewiston	75,000.00	66,275.87
Potlatch	28,350.00	18,921.11
Rutledge	11,700.00	12,496.64
General Office	15,000.00	15,438.54
	192,150.00	\$152,501.00



OH YEAH

By Berton Braley

So you've reached your war bond limit
 And you're "absolutely stony."
 Bud, no matter how you trim it
 That's baloney.

Now I lay me down to snore,
 Insured for \$15,000 or more,
 If I should die before I wake
 My wife would get her first real break.

★ SERVICE LETTERS ★

From T/5 E. L. Terlson, Marianas

This island is under Navy control and Lord help us as they won't. The Navy general takes much better care of its men than does any other branch of the service, but their charity doesn't often extend to us. We have the worst damn area of facilities in the place and probably have more "C" rations than all the rest of the island put together. I always admitted that sheep and goats had their uses, but to ship their carcasses this distance so that we can eat them is carrying things a bit far.

I have thought at times that Lewiston was better than I never expect to be in a hotter place than this is when the breeze fails us. In the past couple of weeks the usual trade winds have almost ceased and a gentle breeze blows—it's damn near as hot as the ship that brought us here. I had to lay for two weeks in Eniwitok waiting for one thing or another when we came down here—it could be called "conditioning" for the hot place mentioned as part of the hereafter, but so far we are not mended my ways, and there is no end for doing so, the Army keeps you good removing all temptations.

Enclosed is a couple of pictures of our postoffice on the island—we are quite civilized now but at the time we arrived



"quite civilized now, but Japs prowl around."

was pretty wild and Japs prowled the area all of the time. Even now the jungles are full of them and you never stray off the beaten path.

From T/5 Anton Raykovich, Charleston, S. C.

I had an emergency furlough from the 1st of April to the 15th of May, due to the unexpected loss in action of my brother, and the resulting illness of my mother. However, my brother was later found, wounded, and is now in the states. Most of the lumpsacks remember him as a cat skinner.

I have now made seven trips across the ocean to England and return.

From Pfc. Dave Justice, Pacific

Have been a lot of places and done a lot of things since I last wrote you. Have been in the Dutch East Indies and the Philippines. Last Xmas was one to be remembered. We spent 23 days and 22 nights in fox holes during that season of the year. I didn't see any signs of Santa Claus on Xmas Eve but the Japs delivered some heavy presents for us by air. I'm happy to say none of them hit me and add that some of the Jap pilots who came over that night stayed here permanently.

At present I am in a rest camp for a few weeks. Picked up some fragments from a Jap hand grenade a couple of months ago. It didn't amount to much but one fragment passed clear through by left upper arm, missing the bone. Guess I was lucky.

From T/Sgt. K. E. Stouffer, Philippines

Took a couple of days off recently and went to Manila with an old buddy of mine from Clarkston—John Cannon. We had quite a bit of fun and saw a few things that I will never forget. Manila is really a war-torn city. I can't believe any city will ever suffer more damage but guess Tokyo is about as bad off now.

From Lt. C. R. Binger, Pacific

Aerial photography has come a long way since the advent of the war, I can vouch for that as it is my job out here. From time to time I have noted different ideas on just how aerial photos could be of use to a logging operator and will send them along to P.F.I. for whatever worth they may have. Private concerns are soon going to be in the business of aerial photography and Fairchild is one private mapping outfit now in business.

Vertical and horizontal control could be readily established from existing maps and bench marks at a minimum of expense. Accurate form lines could be sketched in with this control and stereoscopic study of the photos. Consequently more topographic detail can be shown than is possible on most ordinary contour maps made from extensive surveys and widely separated control points. Any proposed logging unit could be carefully studied with regard to road and railroad construction, camp sites and necessary skid roads.

Memories of time spent in the Idaho woods help to get over the rough spots out here and conversely, anticipation of returning makes everything seem a little more worthwhile. Japan, 360 miles away, is not too far and perhaps we will get it behind us one of these days.

From Pfc. W. J. Vassar, Marine Corps, Pacific

This is my second time across and I find things are pretty much the same as during the first hitch. One still sits in the rain to see a movie and our clothes have not learned to wash themselves yet. Oh, yes, the Gooks haven't become whiter either.



Pfc. Harold E. Allpress, who left Potlatch in November 1942 to join service forces, is now enroute home from Europe. About a year ago he was shipped overseas, landing first in Ireland, later in France. Thirty-two days after landing on foreign soil he became a prisoner of the Germans at Camp Stalag IV-B, was transferred to Stalag IV-A. May 7, 1945, he was liberated by the Russians

but due to illness could not make the 60-mile march to American lines. His last letter to his wife reads—"Although I've lost 50 lbs., and am suffering from malnutrition, I'm the happiest man alive, 'cause I'm on my way to the good old USA, home and you." Allpress has a five months old son that he has never seen.

S/Sgt. Virgil Wright, former Potlatch Unit employee, with a total of 110 points to his credit has received an honorable discharge from the Army. He served three years in the Pacific, participating in four major campaigns—Buna, Aitape, Leyte and Luzon. He wears the purple heart for wounds received at Buna, a presidential unit citation for outstanding fighting, and of 183 boys who went in on Buna, is one of the thirteen who came out alive. He has four bronze stars, the oak-leaf cluster and good conduct bar.



From Lt. Howard Johnson, Stockton Field, Calif.

I am now flying a C-47 to Sacramento, Portland and Seattle—and back—twice each five days. We fly priority war cargo and servicemen on leave. The route takes me over some of the finest timberlands in the world.

How long I will stay here at Stockton is questionable for they are looking for C-47 pilots to go down to Belim, Brazil (at the mouth of the Amazon). My feet are getting itchy, so I may volunteer for this next week.

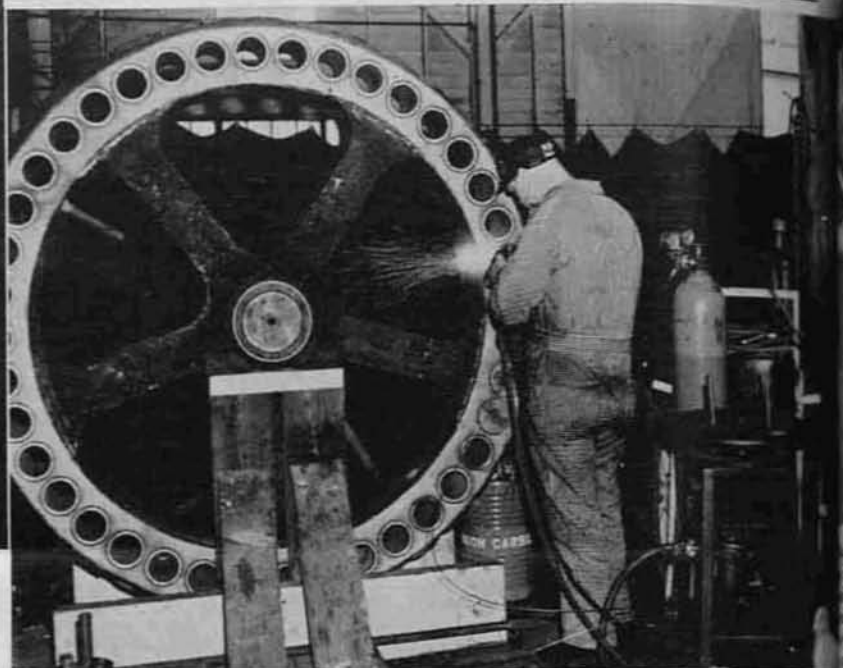
For helping the 14th Air Force evacuate their old base at Luichow, China, last November, I got another battle star . . . my third. This gives me 93 points toward getting out of the Army, but transport pilots are considered essential, so . . .

Parked my C-47 alongside of President Truman's big C-54 at Hamilton Field, California not many days ago. He had come in earlier and gone on to the Conference in San Francisco.

Chewing tobacco is a filthy habit, but no one ever heard of it starting a forest fire.



Above— Superintendent of maintenance and manufacture at Clearwater, Shelton Andrew, and machine shop foreman, Jack Willows. In the lathe at left a feeding screw for a Pres-to-logs machine in an early stage of manufacture.



Machine Shop . . .

(Continued from page one)

ing and general shop work classes, held at the mill and in downtown Lewiston, have been well attended by apprentice machinists. Jack Willows, Clearwater machine shop foreman, acted as an instructor in the downtown shop for a time, but relinquished instructing chores when work at the mill continued to pile up.

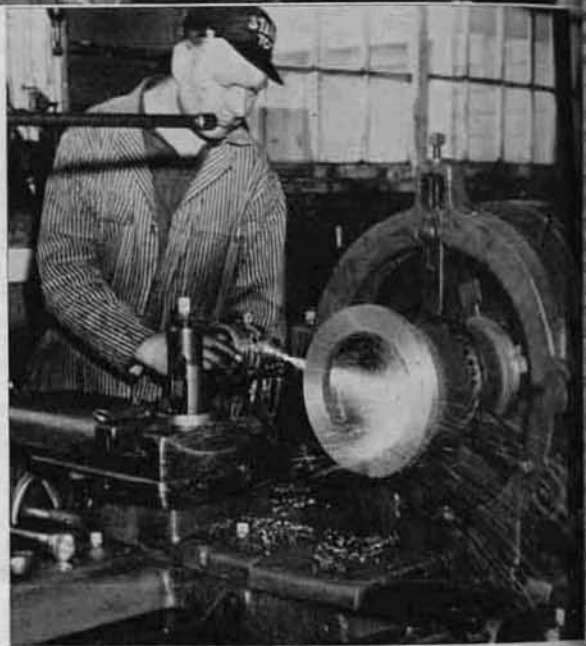
Most effective instruction job, however, has been done by the old timers who have worked in the shop for many years. Willows states frankly that the shop could not have handled the volume of work turned out except for their help. John Johnson, Woody Rasmussen, Frank Pavel, Ross Olson, August Kaufman, and others mentioned later, have all helped train new men and have themselves turned in enviable work records.

BLACKSMITHING

Consistently among the busiest men in the shop is Blacksmith Noah Howell, who has an uninterrupted work record seldom equalled. His may be a vanishing trade, as compared to the day when Longfellow committed to verse the lines that have immortalized both blacksmith and Mr. Longfellow, but there is no shortage of general blacksmithing around a sawmill. The log cars require many hours of work—stake pockets, clevises, chain links, etc. A great number of various size bolts must be made, plus innumerable forgings of different size and shape. Much of the work must be classed as "heavy duty," physically exhausting labor. Howell, a powerful man, isn't bothered by this. His vocabulary doesn't need the word fatigue and a major catastrophe would be needed to keep him from work.

The steam niggers in the sawmill are his responsibility. Each week they are inspected and such repairs effected as are thought necessary. In at least one instance Howell seems to have had the last laugh in a disagreement as to the relative value of

Spraying metal onto worn parts to reclaim them for continued use is an important part of shop work at Clearwater . . . saves much critical material that would otherwise be required to make replacement parts. Above, Welder Ben Van Dyke sprays steel onto the die disc of a Pres-to-logs machine. Below, he adjusts the Meteco spray gun to line the interior of a Pres-to-logs cone, where in the first stage of compression occurs in manufacturing Pres-to-logs. Different types of steels and alloys are available for spraying onto worn parts . . . selection can be made with an eye on use of part or fitting to be repaired and the wear to which it will be subjected.



electric welding and forge welding. Early in plant operation, the fingers that dangle downward from the monorails to clasp loads of lumber had to be lengthened to accommodate larger loads. This was accomplished with electric welds and later breakage occurred. Howell suggested forge welding, tried it, and somewhat to the consternation of electric welders ended the trouble. He is, however, a qualified welder himself, both electric and acetylene.

HAS APPLIED MOST STELLITE

Another of the men who work in the Clearwater shop, and, like Howell, has been on the job since the mill began operating (in fact, helped install mill machinery) is Welder Walter Locke. Locke's particular specialty is the application of stellite to steel that needs coating of hard surfacing ma-

terial to prolong its period of service under excessive wearing conditions.

Sounds simple, but the application of stellite is a ticklish and exacting task. It is among the hardest of known alloys and has proven an excellent surface coating material but must be applied just so-so. Balls of the items treated with stellite are Pres-to-logs machine parts. So many machines are now operating that stellite is ordered in 500-lb. lots to care for this need. Locke has probably applied more stellite than any other man in the world.

METALLIZING

A comparatively new service for the Clearwater shop is the spraying of metal onto worn parts with Meteco spraying equipment (termed metallizing). Here, too, some of the most important jobs have to do with Pres-to-logs machine parts. Over a long

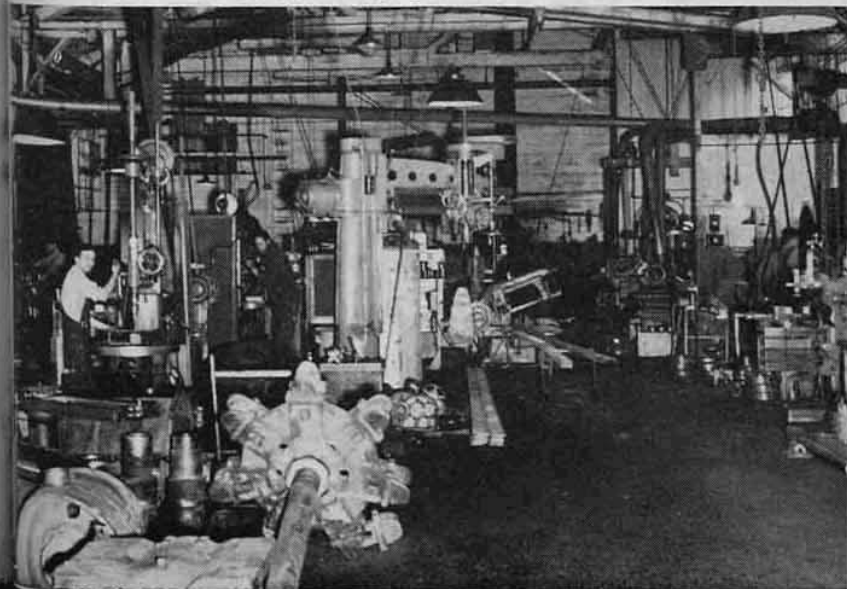


... finishing hand work is required on most important part of the Pres-to-logs machine, the feeding head, or tip. August Kaufman, long time Clearwater em... spends his time doing this, and has... of the machine shop walled off in... to work. Inventor Bob Bowling credits... with a helping hand in designing the... tip now in use.

... of time the big die disc wears as it... rubbing against plates that hold it... position. Metallizing can build up this... without warping the wheel, which can... be worked down to exact size. A... of the cone housing wherein the first... of compression occurs in Pres-to-logs... manufacture is also metallized. Worn... motive axles, drive shafts, caterpillar... and various other fittings are re... by this method.

... Van Dyke operates the metallizing... and has received special training... the use of the spraying tool, along with... flows. Different type steels and alloys... available for spraying parts that are... reclaimed. Selection is made with an... on the use to which the repaired part... will be put. To illustrate, the use... stainless steel on bronze sleeves in boi... pumps has lengthened the life of... parts to about five times their previous

Below—Rearrangement of the shop and the addition of new machinery has been ap... together with direct drives for all equipment.



period of use without repair, or replacement. Motor armature shafts and all types of bearings are among other items that lend themselves to metallizing. Chief advantage of the process is the saving of critical material, which, minus metallizing would have to be used in the manufacture of replacement parts.

COMPLAINT DEPARTMENT

The employment of women at the mill has brought no actual invasion of the machine shop, but to Miss Rita Pratt belongs the responsibility of charging out labor, material and supplies to the shop jobs that receive them. She also receives all complaints concerning the cost of particular jobs. Foreman Jack Willows (a pretty sharp individual) is credited with quick reference of any questioning foreman, irritated by high cost machine shop jobs, to Miss Pratt for explanation. Baffled protestors say the practice has become standard routine.

REARRANGEMENT AND NEW EQUIPMENT

Shop facilities have not entirely kept pace with an increasing amount of work. A plan for rearrangement of the shop and for the addition of new equipment has been approved and will be effected when possible. Items of new equipment to be added include a milling machine to make sprockets, gears, etc., a new lathe and radial drill of modern design, a key seating machine, overhead cranes to handle equipment (post cranes are used at present), plus other less important pieces of processing equipment. Also planned are motors for each individual piece of equipment and elimination of the present drive arrangement.

NEVER A DULL MOMENT

An imponderable of which the shop is cognizant, but can't calculate in advance, is Engineer Bob Bowling and his assistant researchers. Rumor has it that exactly, and precisely, at the moment when the shop has clawed its way through a mass of work and sees a few days of easy going ahead, Engineer Bowling arrives with a fresh batch of impossibilities—such as Pres-to-logs machines and modified versions thereof, glueing machines, incising machines, log washers, hogged fuel dryers, or whatever the inventive genius of the engineer currently dictates. It adds up to an interesting and lively time for one and all.

A Dictionary of Sawmill Sign Language

Sematalogist... DEWEY E. LAVOY
Lexicographer JOE FLAHEVE

Ingenious sawmill workers have devised a sign language that enables them to convey meanings, directions, ask questions, and carry on a conversation without trying to shout over the roar of the machinery. For those uninformed, there are some signs we must withhold, but, to begin with, how about learning to count. Here it is:

1. Extend hand, index finger up.
 2. Extend hand, index finger and second finger up.
 3. Extend hand, second, third and fourth fingers up.
 4. Extend hand, all four fingers up.
 5. Extend hand, four fingers and thumb up.
 6. Extend hand, fist closed.
 7. Extend hand, fist closed, forefinger crooked.
 8. Extend hand, fist closed, with second finger straight out.
 9. Extend hand, fist closed, with thumb down.
 10. Extend hand, four fingers and thumb out, and twist hand.
 11. Extend hand, fist closed, with index finger down.
 12. Extend hand, fist closed, and twist.
 13. Extend hand, second, third and fourth fingers out, and make side to side motion.
 14. Extend hand, with all four fingers out, and make side to side motion.
 15. Extend hand, with all four fingers and thumb out, and make side to side motion.
 16. Extend hand outward with fist closed.
 17. Extend hand with forefinger crooked and make side to side motion.
 18. Extend hand, second finger out, and make side to side motion.
 19. Extend hand, thumb down, and made side to side motion.
 20. Extend hand, thumb and index finger closed to make zero, and make side to side motion.
- For 21, we signal "20", and then "1".
For 22, we signal "20", and then "2", and so on to thirty which we indicate by "3", the fingers parallel to the body and making side to side motion.
For 31, we combine "30" and "1", and so on to forty, which is made by the "4" sign and making side to side hand motion as in thirty.

In our next chapter, we will take up more or less polite social repartee. Watch for it in *The Family Tree*.

In New Orleans mention is made of a northerner who walked into a bar, loudly insisted that the French Quarter was smelly, the women ugly and the streets shabby. After one Sazarac, a local drink, he thawed a bit.

"Guess maybe a few of the girls here are pretty," he admitted.

A second Sazerac brought the admission that, "The French Quarter does have a sort of charm to it, I suppose."

A third Sazerac joined the other two and the visitor pulled out a \$100 bill, tossed it on the bar, and demanded "Gimme my change in Confederate money."



Trucks from Camp 53 on Craig Mountain began dumping their logs into the Clearwater pond in June, but the first loads were small, the roads were still soft. The camp hopes to dump at least eight million into the pond during the trucking season.

PLANT NEWS

Potlatch

Sgt. Lynn J. Chandler, former Potlatch Unit Employee, is spending a furlough at the home of his parents, Mr. and Mrs. Wesley Chandler near Princeton. As a member of a searchlight squadron in anti-aircraft, he spent nine months in Africa and seventeen in Italy before traveling into France and finally into Germany. He was hospitalized in New York and at Baxter in Spokane for several weeks before gaining a furlough.

Melvin Wesley Chandler, brother of Lynn, was in the Philippines in 1941 and in 1943 was reported a prisoner of the Japanese at Osaka. It has been several months since he was last heard from.

Word was received during the month that Sgt. Max L. Stewart, former P.F.I. employee at Camp 36, has been awarded the bronze star for "meritorious service in combat."

S/Sgt. Gordon J. Egan is soon to be mustered out of the service at Fort Douglas, Utah. An employee at Potlatch since 1925, Gordon joined the service soon after the outbreak of war. His duty overseas was divided between Australia and New Guinea. Malaria, contracted overseas, continues to bother him. Donald (Bud) Egan, brother of Gordon, is stationed in Hawaii at the present time.

Pvt. Reginald Bardgett, former brakeman on the W.I.&M., has been returned to the U. S. from the Philippines. He is hospitalized at Walla Walla, McCaw General Hospital.

Captain George A. Cunningham, former personnel manager at Potlatch, is back in New York, returning from India by air. His wife and son Mike, whom Captain Cunningham had never seen, are with him.

After a period of training, George is to return to India, probably as a Major.

Cpl. Philip E. Davis, former plant warehouse employee, was home during the month from Barksdale Field, Shreveport, La. He is a radar maintenance man.

Kenneth Kinman, S/1/C, gunner on a merchant supply ship, was recently home on a special furlough . . . granted his crew as survivors of a Japanese suicide plane attack off Okinawa. He has reported back to Treasure Island for reassignment.

Lt. Vernon L. Young, after thirty-two months overseas, is hospitalized at Baxter in Spokane, receiving treatment for dermatitis contracted in the jungles of New Guinea. His wife, an Australian girl, is still in Melbourne, but hopes to come to America soon.

Orville Lee Garber, corporal in the Marine Corps, has been returned to the states for hospitalization. His service has extended over many months in the Pacific where he acquired a case of malaria. He will be remembered as the winner of the "Mustache Derby" staged by the planing mill crew at Potlatch in 1939.

Howard Abbott, veteran of Casa Blanca, Anzio, and Salerno, has been home to visit his mother, Mrs. Mary Abbott. Howard was hospitalized following injuries suffered at Salerno from an aerial bomb. He is now back on duty, attached to a train hospital unit which escorts wounded veterans to assigned hospitals.

Foy L. Cochrane, motor machinist's mate, veteran of the Gilbert and Marshall Islands, New Guinea and the Marianas, has reported for duty aboard an Atlantic Fleet LST. His ship is a 328-ft. amphibious vessel that can ram into an enemy beach and unload its full cargo of tanks and vehicles in a few minutes.

Clearwater

A new safety committee will take over at Clearwater on July 1st, consisting of Dris Holman, L. K. Ross, Walt Cronin, Jack Eddy, Louis Baldwin and Charles Epling. Alternate members are George Kreisher, Louis Lunders and Mark Robinson. Retiring members of last year's committee are C. Hull, Dude Gillman and Ray O'Conner. General purpose of the committee is to assist the safety director in the promotion of plant safety, to make plant inspections each month, to aid in the investigation of accidents, report hazards, recommend improvements, etc.

Home from service during the month were Bud Jensen, who worked part of his furlough in the sawmill helping with repairs made during the two weeks down period; Willard Currin, back from Okinawa; Bob Mullin, Jr., from the Army Air Force; Frank Biddiscombe, home from naval action in the Pacific; Ira Dickinson, back from Germany; Gordon Rose, home from overseas who has spent part of his furlough working in the plant; Lief Martensen, from the Navy; Lyle Frost, from Army; and French Weiss, from the Navy.

Twelve men were called into service from the plant during June. Their names have been added to the honor roll.

Equipment has been arriving during the past few days for the cinder collector and hog fuel dryer that is to be erected at the power plant.

A shortage of Copenhagen has produced some complaints among plant workers.

Ray O'Conner is now planing mill foreman at Clearwater and Kenneth Ross has added to his duties of fire chief and pipe gang foreman that of power house foreman. Ike Peterson and Bill Yokum, formerly the foremen of planing mill and power house respectively, have left P.F.I. employ.

C. J. (Charlie) Cummerford has been appointed Personnel Director for the Clearwater Plant in addition to his present duties as assistant shipping superintendent. His new duties will give him complete charge of all employment, safety, first aid and employee welfare work.

Clearwater Foreman Party

A legal looking document, bearing the signature of Les Woodland, and written in the same vein as the greetings Uncle Sam has sent to so many of his sons in the past few years, summoned Clearwater foremen to their annual party on June 16th. The greetings read—"You will be inducted into the spirit of play. There will be refreshments for your morale. Your orders are: HAVE FUN! Present to review you will be General Good Cheer and Major Hilarity. Shine your shoes, polish your brass, and stand ready for inspection."

The close harmony of those who choose to vocalize at an early hour brought some complaints . . . but, it was no worse than any four tom cats on a back yard fence and the hotel management wasn't half strict enough . . . the tom cats would have been easier to discourage, too.

That the order "Have Fun" was obeyed is attested by the fact that General Good Cheer and Major Hilarity kept some of the boys out until quite a late hour.

The American Forest Products Industries, Inc., Washington, D. C., are distributing a pamphlet written by Harold Titus, one of this country's best known writers of the outdoors, entitled, "Timber and Game, Twin Crops." It is an interesting treatment of the two subjects and their relationship. Write *The Family Tree* for a copy if you wish one.

Comes a letter from W. L. Maxwell, Wilmington, Delaware, who disputes the identity of the man seated on the railroad speeder in the May 1944 issue of *The Family Tree*. Mr. Maxwell says it ain't Bill Deary, that the man is E. J. Davis, master mechanic of the W.I.&M. in the days when Mr. Deary was boss at Potlatch. Mr. Maxwell further states that Shelt Andrew, Clearwater maintenance and manufacturing superintendent, should know.

Mr. Andrew, curses on him, agrees with Mr. Maxwell, but . . . Mr. O'Connell, manager at Potlatch (who once lived with Mr. E. J. Davis) says the man is not Mr. Davis, but is Mr. Deary, as identified. Blessings on Mr. O'Connell, whom the editor chooses to recognize as the highest and most reputable authority on this subject. Amen.



Safety Pays

Accidents are no respectors of persons or property. Fortunately, no one was hurt when a tree came to rest across the auto, but the obvious lesson to be seen in this picture is "park cars at a safe distance from logging work."

Pottlatch and Cliff Lathan, safety director for the Pottlatch Unit, was awarded the trophy last month in token of the best safety record set by any pine mill in the western states during 1944. The trophy is a much sought and highly coveted one. It was presented by the National Safety Council, western lumber division. Nice go, Pottlatch!

able from the death toll, 4,850,000 injuries occur in and around American homes during the course of a single year. Furthermore, 130,000 of these cases involve some permanent disability, ranging from an amputated finger to a serious brain injury.

The national record for consecutive man hours of accident free work in sawmills was set by the Clearwater Unit of P.F.I. in 1938. At that time 560,000 man hours were worked without a lost time accident. According to announcement by Safety Director Epling, Clearwater is now shooting at the goal of a million man hours without a lost time accident. A Louisiana mill is thought to be beating the old record, perhaps has now broken it.

WOODS NEWS

Bovill

Sgt. Maurice E. Holland is home to begin a three-week furlough with his parents, Mr. and Mrs. J. J. Holland. He has been in England as a ball turret gunner on a B-17 and tells of a narrow escape when his plane was forced down in the North Sea in November 1944. However, a British sea rescue unit picked up the crew in about 25 minutes. Sgt. Holland wears the Distinguished Medal with four oak leaf clusters and European theater of operations ribbon with two campaign stars. He is now at the P.F.I. regional and convalescent hospital, George Wright, Spokane, Wash.

Two more Bovill sergeant-gunners have returned home also. Sgt. Thomas Guilfooy has been visiting his father, Leo Guilfooy, who is now an instructor at Kingman, Arizona, and Sgt. Lawrence Zagelow has been here visiting his relatives in and around Pullman. Lieutenant George Zagelow, stationed at Hobbs Field, New Mexico, was on leave during the month and managed to see Sgt. Larry, whom he did not know was back in this country.

During 1944 upwards of 30,000 fatal accidents—more than a third of all accidental deaths—occurred in or around homes. These deaths were caused chiefly by falls, burns and poisoning. Falls alone accounted for approximately half—*be careful on the job, and off the job as well!*

The prevention of home accidents deserves far more attention than it has received!

Most frequent and most serious accidents to P.F.I. people while on the job occur in the woods . . . it costs three times as much to protect a woods worker with industrial accident insurance as it does a mill worker.



This is what happens when a mono-rail cable breaks and proves the wisdom of a point emphasized by Safety Director Epling at Clearwater—"stay out from under mono-rail loads."

M 3/c Lloyd Hall has been home for a visit with his parents, Mr. and Mrs. Hubert Hall. S/Sgt. Roger Mallory of the ground air forces, stationed in England, has written that he spent a furlough in Paris where he was able to visit his mother's sister, Madame Ed Bruneau, and her niece, Yvonne Pouron.

Camp 42 has closed down for the summer and most of the crew have been transferred to Camp 44 . . . except for a construction crew of about 30 men who will do construction work on the East Fork this summer. The gravel trucks are still hauling gravel, day and night, to the stock pile on the East Fork.

Wesley Frazier, high school superintendent from Culdesac, is now clerking at Camp 36 during his vacation.

Camp 55—Lower Alder Creek

Sawing has stopped at Camp 55 and the jacks are cleaning up the timber that is down. Additional men have been put on construction work building roads for next winter's logging.

Good news came from Agnes Linsel, one of our flunkies, last week. Her brother is on his way home after having been a prisoner of war in Germany.

It has been so darn cold here we don't know whether it is June or January.

Mark Milus, our cook, received a letter from John Raykovich, who was reported missing in action sometime ago. John didn't tell much about himself but mentioned an illness and needing to have a couple of operations. He is definitely no longer missing in action, and that's the important part.

Camp 56—Moose Creek

June has seen Camp 56 grow into a full size logging operation.

Phil Peterson is busy building bridges on Washington Creek and hopes to have camp established within a reasonable length of time at the Washington Creek steel bridge. The camp will be known as number 60.

Stan Proffit has been transferred to Camp 54 to serve as foreman there. Albert Houde has taken time off to see a specialist in Spokane and Charles McCollister is the new camp foreman taking Houde's place.

Bill Grieb, Headquarters, was a visitor during the month.

Our flunkies are Nadine Stanek, Lucile Rankin, Thaice Corder, and Vestal Cantrell. Mary Stanek is the new clerk, replacing Jack Hume who is helping Phil Peterson.

Camp 59—Meadow Creek

The roads are drying up at long last and after the Fourth of July we expect to put on more skidding cats. There has been a shortage of men here and we have only three cats skidding, plus about 15 men on construction work.

Camp 54—Washington Creek

June was a very wet month at this camp. Frequently rains kept the skid roads so wet as to make them almost bottomless. Towards the end of the month there was an electric storm with an accompanying high wind. Numerous trees were blown down into the camp clearing and the top of a spruce hit the cookhouse porch. One tree scored a near miss on the flunkies shack and another fell between a couple of bunk houses. The phone line was torn out by a falling tree. All in all, it added up to a bad night on Washington Creek.

Toward the end of the month the roads began to dry up and cars can now drive into camp. The railroad had several derailments this month as the wet weather made the roadbed soft.

Stan Proffit is running camp, and has brought with him the usual number of Proffit tall tales.

Camp 40—Stony Creek

Trucking is to start at Camp 40 on July 9th if weather and conditions permit. We had a little over 3,000,000 feet sawed to June 25th and should get another 1,000,000 feet down before skidding and hawling starts.

First Attorney: "Your honor, unfortunately, I am opposed by an unmitigated scoundrel."

Second Attorney: "My learned friend is such a notorious liar—"

Judge: "Counsel will kindly confine their remarks to such matters as are in dispute."

The old cathedral in Port-au-Prince, Haiti, had no walls. The roof was supported by great wood pillars, which are still standing.



Log Unloading Dock

A second track is assuming shape alongside the hot pond track at Clearwater. Piling has been driven and underpinning is in place. At left a part of the construction crew are driving spikes through ties with a jack hammer. The spikes entered the wood like a hot knife pressed into butter. The worker at right is administering a finishing touch to spike heads with a sledge hammer.

It will now be possible for the pond crane to unload a string of twenty cars into the hot pond without any switching, more decking space will be provided and the whole log unloading operation, particularly in winter will be speeded up and made easier.

Pres-to-logs Business Expanding

The first Canadian Pres-to-logs plant will get into operation sometime in July, reports Roy Huffman, general manager of Wood Briquettes, Inc. Plant construction has been completed and Fred Dicus, engineer for Wood Briquettes, Inc., and P.F.I., left to supervise final details of machine installation and trial runs on June 30th.

The two machine plant will convert wood waste of approximately 60% Spruce, 40% Jack Pine, into Pres-to-logs. It is located in Fort Williams, Ontario, on the property of the Great Lakes Lbr. & Shipping, Ltd.

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Two additional Pres-to-logs machines have been shipped to the Weyerhaeuser Timber Company at Klamath Falls, Oregon, bringing to four the total at their plant. Delayed shipment of 50 h.p. drive motors has prevented operation of the two new machines, but it is expected the motors will arrive within a short time. The first two machines began production of Pres-to-logs in late 1943.

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Two Pres-to-logs machines are in construction for the Capitol Lumber Company, Salem, Oregon, and should get into production later this year.

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The Pres-to-logs machine sold to Alberto Marquez Vaeza, Montevideo, Uruguay, is also in construction. On order is a machine for the General Box Company, Ltd., Parow, South Africa. This machine will be installed about twenty miles from Retreat, South Africa, where the first Pres-to-logs machine ever shipped to a foreign country has been in operation for several years.

A two machine plant at Sacramento, Calif., is well underway with buildings fast assuming shape. Contrary to the usual tonnage rental lease, under which Pres-to-logs machines are placed in the U. S. and Can-



Building for Pres-to-logs plant at Sacramento in construction stage.

ada, this plant will be operated solely by Wood Briquettes, Inc. The refuse to be converted into Pres-to-logs will be purchased from the State Box Company, Sacramento, Calif., and it is alongside their factory that the Pres-to-logs plant has been erected. Manufacture and marketing will be under the supervision of Jos. Sampietro, district manager of Wood Briquettes, Inc., in California.

In Longview, Washington, the city council recently granted permission to fly a red flag from a pole in the city to indicate dangerous fire weather, during which extra precaution should be taken by those going into the woods.

The next issue of the Weyerhaeuser News will feature, among other stories, an account of the trying logging conditions that this year have delayed and provoked P.F.I. loggers—rain, snow, sleet, mud, etc.

Clearwater Picnic All Set

Final details pertaining to the Clearwater Plant picnic to be held in Beachview Park, Clarkston, on July 15th, have been attended to, according to Charles Cummertford, foreman in charge.

An interesting time is prophesied for all and it would be a shame to spoil any of the fun by revealing too many of the plans. *The Family Tree* will try to cover the occasion with pictures in the next issue. Probably a high percentage of the shots will be of the girl softball teams.

The June 16th issue of *Business Week* carries a two-column story labeled "Snow in Storage." Findings of the Forest Service are quoted in which it is stated that optimum storage is reached when trees are thin enough to permit most of the snow to reach the ground. Selective logging is praised as an important contribution to the cause of obtaining more water for irrigation. The largest loss of potential water in the snow country comes from snow's evaporation without ever touching the ground, it was stated. A thick stand of evergreens catches and holds much of the total snowfall, whence it quickly evaporates into the dry air. When stands of lodgepole pine were thinned the amount of spring run-off water increased as much as 30%.

The War Department has asserted that construction troops will equal combat troops in numbers with every landing of the attack on Japan, and that lumber will be their basic building material. In this offensive we will have no ready-made bases as we had in Europe. The bases will have to be built with every advance of our forces on the land of Japan or in China.