

THE FAMILY TREE

Volume IX

Lewiston, Idaho, February, 1945

Number 5

GIVE TO THE RED



through lashing streams of water from the log washer—

The Larsons

We certainly have some proud families in our outfit. This issue of The Family Tree features the fourteen—count them—fighting grandsons of one of our old employees. I understand this is a 100 per cent showing for that generation of Larsons.

If there is another instance of this kind we haven't heard of it. We are proud of Alfred Larson and all the Larsons.

C. L. BILLINGS,
General Manager.

Shipments February 1944 and 1945

	1944	1945
Clearwater	447 cars	490 cars
Salatch	211	222
Salatch	77	107

There were 60 cars of shooks shipped during February of 1944, 63 during February 1945. An increase of three cars.

Shook shipments at all three plants exceeded those of a year ago. So much so that the loss in January 1945 as compared to January 1944 was more than offset and shipments from all of P.F.I. now total more for the same period a year ago.

There It or Not, by Ripley, recently said the assertion that "It takes five trees to keep each G.I."—one tree for his house, one for his supplies—and the other three for bombers, explosives, bridges, etc., etc."

Intelligence is like a river: the deeper the less noise it makes.



The Clearwater Navy have two high-powered tugs . . . streams of water are used to create surface currents to carry "sorted-out" logs away from the log slip.

CLEARWATER LOG POND

Up the log slip, atop a clanking bull chain, through lashing streams of water from the log washer nozzles, and into the mill at Clearwater must pass an average of 2600 short logs per eight hour shift. This, if the five double cut bands and the gang saw are to be kept steadily at work. As many as three thousand three hundred logs have passed up the log slip during a single eight hour shift, but the usual number runs between five and six logs per minute.

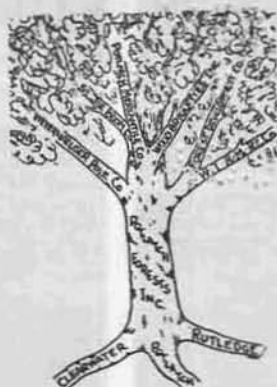
An eight-hour shift takes the logs from three acres of pond space, or six acres of logs per day on the present two shift basis; about half the pond area during a month. There are 310 acres in the pond proper, with a total back water of 760 acres, ending at Hog Island several miles upriver. A part of the backwater above the pond can, and has, upon occasion been used to store logs when the inventory is greater than

(Continued on page four)

—on the "jack-plank"—Jim Frazier, Foreman Carl Harris, George Haas.



THE FAMILY TREE



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Mabel Kelley Potlatch
Joe Flahive Potlatch Woods
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War Bonds

The purchase of war bonds last month skidded rather badly at all units except Rutledge, where the average jumped from 9.03% to 9.78%.

There was weeping and wailing and gnashing of teeth by Treasury Department Representative Harold Ellsworth, Boise. Quoth Mr. Ellsworth in a letter to ye editor—"Idaho is last in the nation in the percentage of employees who participate in payroll savings programs, and Potlatch Forests, Inc., is lower than the average for lumber and wood products for the nation. Your percentages seem pretty good except in the woods—etc."

Well, there it is . . . the percentages are fair except in the woods. There's no denying that an average of 4.69% isn't good.

As for being lower than the average for lumber and wood products industries in the nation—that cannot be denied either. What to do about it? There are two things that can be done. Do both if you can, but at least do one of them. One is to buy more bonds yourself. The other is to sell the idea of buying bonds to those who are not buying bonds. And if you can, sell them the idea of doing it via payroll deduction each month because Treasury Department records indicate that once started upon a payroll deduction plan the average individual continues to buy bonds thereafter.

Buy
BONDS



Lengthening Shadow.

Billings Elected Director of National Lumber Mfgs. Assn.

P.F.I. Boss C. L. Billings has been elected a director of the National Lumber Manufacturers Association in representation of the Western Pine Association and its members.

Acceptance of the directorship was acknowledged by Mr. Billings on February 23rd, at which time he also accepted appointment to the executive committee of the National Lumber Manufacturers Association.

Mr. Billings is, in addition, a member-at-large of the executive committee of the Western Pine Association.

Top ten departments among the mills last month were:

Watchmen, Clearwater	26.83%
Townsite, Potlatch	13.76
Pond, Sawmill & Lath Mill, Rut.	13.24
Graders, Clearwater	12.59
Shed, Shipping, Replant and Four-Square, Rutledge	12.37
Dressed Shed, Clearwater	11.64
Planing Mill, Rutledge	11.40
Plant Offices, Clearwater	11.30
Pres-to-logs, Potlatch	11.17
Pipe Shop, Clearwater	10.99

Low three departments were:

Main Office, Rutledge	4.49%
Remanufacturing, Potlatch	4.57
Pres-to-logs & Retail (Plant) Rutledge	4.72

Unit averages were:

Rutledge	9.78%
Potlatch	8.26
Clearwater	8.23
Woods	4.69

Money doesn't bring happiness. The guy with ten million dollars isn't a bit happier than the guy with nine million.

He Who Laughs Last Laughs Best

By FRED DICUS

If it's destiny that guides our course along life's pathway, a friend of mine had a pretty bum guide last month and should maybe ask for his money back.

Or, in other words . . . he who assumes the mantle of authorship and pens a facetious allusion to a juvenile disease that has overtaken another, should bear in mind the possibility of some such thing happening to his own person.

The last issue of *The Family Tree* carried an infamous piece of libel entitled "Proper Care of Children," affixed to which was the name of Phil Reinmuth as author. The story would have excited more attention had there been substituted for the name Reinmuth some of the richly descriptive adjectives ordinarily employed in the mill to identify this character. Those pseudonyms would not have masked his identity either, since there is only one Reinmuth, praises be.

Justice triumphed during the past month and Scribe Reinmuth himself became indisposed. The ailment that laid him low was diagnosed by his doctor as an allergy, no mention being made of the exact nature of the allergy or what induced it. It therefore becomes my disagreeable (yum, yum) duty to name this allergy for you . . . it is the near presence of any sort of work, likely to require either physical or mental exertion. For the record, the allergy is nothing new to Reinmuth . . . my pal has enjoyed it before. It inactivates him alright, producing a state of coma. In fact, every time work approaches, the allergy administers a knock-out punch. Too, friend Reinmuth is one guy who can recognize work while it is still a considerable distance away.

But I'm not unhappy about all this. Reinmuth has been promoted to a different department and if he's pleased with the promotion that makes two of us, because he ain't around here no more.

Some people cause happiness wherever they go, others whenever they leave.

★ SERVICE LETTERS ★

Sgt. Wendell E. Peterson,

Just to thank you for the swell Xmas card. Being remembered by the folks at home is quite a boost to a person's morale here.

As far as news goes, there isn't any. I've been here too long to be interested in what the country has to offer. All means are more or less war torn with exception of Rome, where a person can find a real time if he has a few days and chance to get there . . . plus a large bill.

LUMBER SCARCE

Lumber of any kind is scarce over here especially in the winter when everyone is looking for wood to burn. Not long ago one of the fellows built a shack on the front material salvaged from belly crates. Upon moving from the localities sold the shack for sixty dollars and a quart of good whiskey.

W. R. Carroll, S. 1/c,

Adm. E. W. Eherle

My ship very much and have found nothing very interesting so far. Wish I could tell you about everything, but guess I have to hold that for awhile as censor regulations won't permit much description. I have escaped the throes of sea sickness but still have my fingers crossed. You know when it will hit you.

S/Sgt. Lonnie Ropp,

My Xmas package arrived today (Jan. 2nd). It is the first one that any of us received so it really excited a lot of us. Sincerely thank you for every-

GIVE ME THE U. S.

Living fine and my spirits are good. I may have been a wonderful country, but I'll take the U. S. I had the good fortune to bump into a Klumper a few days ago. He is the old Lewiston man I have met since I joined the army. He is well and seems to be doing fine.

Pvt. Reginald S. Bardgett,
Philippines

It is a nice place if you like rain and heat. Many people back home do not realize how lucky they are. Over here we live on . . . no Sundays off . . . no over-
time on Saturdays or any other day . . . we work more than eight hours. No one should complain or think they are treated.

Pvt. C. L. Billings, Jr., comes word his outfit landed in France in late January, are now in Germany. He is with Infantry Division.

Cpl. Thomas Polillo,
India

I have been in Assam the past eighteen months and it sure is a hell hole. It is cold here at nights now, but at that, better than during the monsoons. I

never saw so much rain in all my life.

Went to town the other day and saw the way the Indians cut their lumber. Will send you a picture as soon as I get some film.

I see quite a bit of Idaho White Pine here in ammunition boxes, etc.

PRESIDENTIAL CITATION

Received the Presidential Citation and the Bronze Star for my theatre ribbon. The fellows over here are doing a good job. Guess you are at home too. Keep up the good work and we'll be seeing you soon . . . I hope.

From Pvt. William Branstrom,
England

Believe I should write and let you know I am still in this war. Have been moving around a lot and guess I will get to see what it's really all about soon.

I sure wish I was back sawing logs. Have done a lot of things since I've been in the army, but you can't beat working in the woods.

See a lot of white pine lumber over here. Ammunition cases and cases of food. I even smelled the wood to see if it was the real stuff. It was.

From Sgt. Lynn Chandler, Italy

I am now in a replacement depot in Italy, taking some pretty rugged infantry training, and unless our training is extended will soon be ready for the front lines. In my two years overseas have seen quite a lot of Italy and it is practically all the same. Rome is about the prettiest city I have seen so far and St. Peter's Cathedral is really beautiful . . . but, give me the good old U.S.A. any day.

From Sgt. Leo Scully, Philippines

I was among the first of the troops to land in the Philippines. Was wounded two weeks later and then was evacuated to New Guinea. Received the Purple Heart and after two months returned to my outfit.

MEDICS KNOW THEIR STUFF

Have had a lot of experience over here, but the nicest one was finding out how wounded men are treated. These medics really know what to do, and do it.

Have seen plenty of white pine crating and some red fir dimension over here. Lumber is playing an important part in this war.

From Pvt. W. L. Mills, Marianas

We had a good trip over excepting that the last part of it was hot. After that mess-hall on the boat, the dry heat of hell will be like ice cream. I have never been so hot and not be able to do anything about it.

P.F.I. LUMBER

Had a strange experience not long ago. They brought some lumber onto the island and, being a good lumberman, I went over and looked through some of it. Happened to notice some 1 x 4's with the ends chalked and moved a couple pieces of it and there, plain as day, on a piece were the names of George F. Alexander and Alfred Peterson printed on one, along with our Potlatch stamp. Almost made me homesick.



Vernon St. Marie, S 2/c, was home from the Navy for a few days in February. He has been part of an armed guard aboard a merchant ship. Background in the picture above is New Guinea.

Another good Idaho product that we like and appreciate here are Mr. Simplot's dehydrated potatoes packed in Caldwell. They are the best-liked food we get here.

From Cpl. Orville Lee Garber,
Somewhere in Pacific

The Seabees have a few portable saw-mills here. We have mahogany trees. The wood is light colored, the same as found in the Philippines I believe. They saw timber and lumber for construction work. There is also teakwood, which is yellowish in color. It is very hard. Also some rosewood and a lot of other woods that I don't know the names of. Very dense jungle on most of these islands.

Good fortune smiled on C. W. O. Kenneth LaVoy and Lt. Newell E. LaVoy, brothers, and enabled them to meet during February at the home of their parents in Potlatch. Kenny (picture below) has spent several years in Washington, D. C.—is now somewhere in the Pacific. Newell is a veteran of Saipan, Tinian and other hot spots in the Pacific. He nonchalantly wore a presidential citation when home but neglected to identify it until brother Kenny showed up and did it for him. Last word was that Lt. Newell is still awaiting reassignment, probably now has it.





February 1945 averaged about 75 cars per day but August 1944 saw 2420 cars dumped into the pond. With backs to the camera are Casey Ellis and Charlie Moore, two of the unloading crew. Note dangling links of the releasing stake pocket. Upper right—long train of loaded log flats passing by the big deck of logs (safety measure against winter shutdowns).

Lower right—the unloading crane is used to deck logs... a clamshell is attached to grab the logs.



Clearwater Log Pond

(Continued from page one)

the pond can accommodate. However, this is not considered good business, since the boom at the mouth of the pond could presumably be swept away by a quick rise of the river and the logs be carried down river. Storage of this sort is therefore limited to times of the year when there is little likelihood of a sharp increase in river flow.

THE RIGHT LOGS—AT THE RIGHT TIME

The task of getting the right logs to the bull chain at the right time is by no means as simple a matter as the uninitiated might think. First off there is the daily chore of dumping a train of loaded log flats after they arrive from the woods. In February 1945 this amounted to about 75 cars per day, but August of 1944 saw 2,420 cars dumped.

To aid in unloading cars there are trick stake pockets on one side of the car. These can be released by pulling a lever that runs from the pocket along the bunk underneath the logs to the opposite side of the log flat. But, as the releasing pockets are on one side of the log flat only, the cars must be so spotted as to have that side riverward. Ordinarily this presents no problem since the entire train of loaded flats is hauled in from the woods with the releasing pockets facing the river. However, it is not unusual for one or more cars to become reversed somewhere along the route of mill to woods and return. When this happens the reversed cars are pulled to the Camas Prairie yard and turned around on the turntable that is normally used to turn locomotives. When unloading into the hot pond the entire train must be reversed, since the hot pond track faces cars in the opposite direction of the regular log unloading dock. Reversing is accomplished by running the train through a "Y" at Spalding.

SAFETY FEATURES

One of the virtues of the releasing stake pocket is that of complete safety for the unloading crews. There have been no serious accidents on the Clearwater pond in more than seventeen years of work. Involuntary immersions by members of the various crews have been many, but there have been no drownings and few lost time accidents. One of the best remembered

high lights of pond operation concerns the time Mr. J. P. Weyerhaeuser, father of Phil Weyerhaeuser (first manager of the Clearwater Timber Company), walked off the end of a boom into the pond and was fished out by pond foreman Carl Harris.

After the releasing mechanism is tripped and the stakes swing free on one side of the car, a part of the logs aboard generally topple into the river. Not always, though, does this happen. Sometimes the logs are so well laid up as to stay in place without the aid of car stakes. Foreman Harris recalls that a few years past a small log dropped off one of the loaded flats as the train was moving across the Spalding bridge. The log so lodged itself as to strike the stakes of each following car a terrific blow. Result—fourteen cars with every stake on one side snapped off, but not a log lost anywhere along the way between Spalding and the unloading dock.

SOME ARE TOO BIG—

The carriages in the mill will not accommodate logs that are more than 57" in diameter and there are some which exceed that figure, although not many. These must be segregated and laid to one side for trimming.

BOOM CREW

As soon as the logs have been dumped into the pond, custody is assumed by the boom crew (the Navy part of the pond operation). Logs are pushed, pulled or otherwise herded into one of the pocket pockets and eventually into an area adjacent to the log slip where the slip crew can give them the pike pole treatment necessary to hasten their progress toward the bull chain, or can push them to one side into another pocket if the log is of the wrong species.

The boom crew have two heavy duty motorboats, or tugs, to aid them in their work. The boats are used for a variety of purposes, all of which involve maneuvering of logs around the pond until final destination near the log slip. Among other things they are used to string a boom around the three acres of logs that each shift needs to operate. In pond parlance this is "making a catch."

DECKING

Weather being an unpredictable, and a bad freeze-up one of the things that can happen, a safety measure to winter operation is the decking of logs in huge piles



Above—Close-up of stake pocket that can be released from safety of opposite side of log flat. The releasing lever runs along the bunk underneath the loaded logs.

Below—Logs of more than 57" in diameter cannot be handled in the sawmill... must be set aside for trimming down to a diameter that will permit entry into the mill... there aren't many that big.



Below—One of the boats of the Clearwater Navy—the Marianne, with Foreman Carl Harris and an unidentified pond man aboard. The tugs are high powered and can speedily pull booms and logs around the pond.





Above—The Clearwater pond—310 acres in size but with a total backwater of 760 acres. Center picture shows shelter over log slip and washer. In the foreground of picture at right top is pond shack where extra clothing is kept just in case of an involuntary bath. At right picture is deck of logs along hot pond unloading dock.

the main pond and hot pond. This is accomplished with the unloading crane, a clamshell. Uninterrupted work in the sawmill is thus assured even though the weather should prevent log trains arriving from the woods, or bad weather logging temporarily impossible. The appetite for logs is so insatiable however that even these huge piles of logs—over a million feet were decked in 1943—cannot long keep it operating when log trains arrive. Accordingly a heavy-bottomed scow has been outfitted to serve as an ice breaker to free ice-locked logs in other sections of the pond. With the lumber a "must" these measures are more than usually important.

SLIP CREW

There are seven men in the slip crew and it is their particular job to keep logs in the bull chain, taking them from the slip that has been hauled up by the boom. The ends of the boom lines that hold the three-acre catch are fastened to electrically operated winches. At the press of a button the winches reel in part of the line and the catch shrinks in size from the pike pole attacks of the slip crew, the nearest away logs are hauled in close enough for the crew to handle.

Logs are sorted just ahead of the log slip and there are generally one or two men working on the "jack-plank" which spans the open water between the two booms that come out from the mouth of the slip. Unsorted logs are pushed away into an open pocket to one side of the slip where they will be held for later sawing. Big nozzles at the end of heavy hoses discharge streams of water in one direction or another as is needed to create surface currents that will carry these logs away from the slip and back into the pocket. One such stream is constantly directed toward the tailrace to carry away pieces of loose bark that accumulate around the log slip.

DREDGING

During most of the year the Clearwater serves its name, but nevertheless the accumulation of silt in the pond is something to excite concern. Because the pond area is not the property of P.F.I., but instead belongs to the Washington Water Power, from whom the pond is leased, the care of keeping it dredged out is theirs. To do this the launch "Clara" (once the property of the Clearwater Timber Company and at that time used to drive piling and to perform other pond work) has been converted as a dredge. The "Clara" has a

full time job, and has had, for more than ten years. Her pumps suck up silt and muck from the bottom of the pond, force it through a ten-inch pipe line for a distance of better than half a mile and discharges it back into the river below the dam.

WIND

An upriver breeze is said to be an anti-Weyerhaeuser wind. One that blows downriver is a for-Weyerhaeuser wind. Both affect the work of the pond crews. An upriver wind will take the logs away from the slip and lower end of the pond toward the upper end. A downriver wind does the reverse and is regarded as highly desirable. Joker to this situation is that the upriver winds generally blow during the day and the downriver at night. Except when a night shift is operating, wind can most often be termed a foe of the pond crews at Clearwater.

Keeping booms in condition, repairing piers, adding new car stakes and bunks to the 450 log flats that carry logs from the camps to Lewiston, are musts for the pond crews. Periodically, too, the long fin booms that stretch fingerlike across the river above the throat of the pond, to divert river logs out of the main current into the pond, must be hauled out for inspection and repair.

As elsewhere about P.F.I. there are some improvements contemplated for the Clearwater pond. Piling is to be driven for a second track along the hot pond unloading dock. Completed, this track will eliminate the need for a switch engine during the day. Another improvement will likely be substitution of log barkers for the present log washers at the log slip.

Major Evan Kelley, retired regional forester, Missoula, Montana, was the recipient of a much publicized gift at a recent meeting of the Missoula Chamber of Commerce. The gift was Queenie, favorite pack mule of the Major during his last fifteen years of work with the Forest Service. Elaborate preparations were made for the event, the climax of which was reached when Queenie entered the meeting shod in leather boots, fully attired with pack and outfit.

The Clearwater river is said to be the largest in the U. S. that has no tributaries from any other state, and that heads and ends within one state.



Above—The dredge Clara. Hers is a steady job despite the fact that the Clearwater deserves its name during most of the year. Silt accumulates at a fast pace, must be sucked up and discharged out of the pond.



Above—The long fin booms are periodically hauled out for inspection and repair then put back into the river. It's no easy task.

Below—An upriver wind will pull the logs away from the pond and upriver, and the wind blows upriver during the day, downriver at night.



PLANT NEWS

Rutledge

It was announced in last month's issue of *The Family Tree* that an old-timers' club of employees who have been with the company 25 years or longer, is to be organized. February saw no small amount of interest displayed by employees who think they can qualify.

One of them, George Erickson, gave the following reply to an interrogation as to whether he thought he would be eligible:

"Qualify, I'll say I can qualify. I was the first man here. I was out here before the rest of the construction crew showed up the first day of construction. I felled the first tree that had to come down to clear the land for the buildings. And you ask me if I can qualify!"

The St. Joe river is free of ice and we are looking for logs to begin coming in from Camp 44 before long.

During the month a man from the Bureau of Internal Revenue spent a day at the plant helping members of the crew with their income tax returns.

Potlatch

Joe Flahive joined the accounting department at Potlatch during the past month. Five years with P.F.I. in various capacities well qualify him.

Joe is a graduate of the University of Montana, where he majored in Social Science, following which he spent some time in the Bitterroot and Beaverhead National Forests. First employment with P.F.I. was that of clerk at Camp T. Later (July 1941 to March 1943) he worked for Harry Rooney in the purchasing department at Lewiston, then as assistant woods auditor on the Potlatch side.

Cpl. Lewie Spelgatti, former carloader on the docks at Potlatch Unit, is spending part of his furlough in Potlatch with his parents, Mr. and Mrs. John B. Spelgatti. He has just won the right to wear the "boots and wings" of the Army paratroopers.

Lewis is a graduate of Potlatch High School. His wife, the former Gladys Carpenter, and their four children reside in Moscow.

On February 17 two movies—"Back Door to Japan" and a sports reel showing Joe Louis in some of his bouts, were shown during the noon hour at the Smoke House. These two films and another, "Combat America," with Clark Gable as the narrator, were presented to the public at the High School Auditorium in the evening. These free shows were sponsored by Potlatch Forests, Inc.

S/Sgt. Philip J. Carter, former Potlatch Unit Plant employee, who joined the Marines in the fall of 1943, is back on the P.F.I. payroll. While engaged in combat in New Zealand, he suffered a severe ear injury from heavy concussion. This, coupled with malaria, caused his return to the states and weeks of hospitalization at San Diego. The past year he worked in the Fleet Postoffice at San Diego. Recently,

Need Boys to Work At Brush Disposal

Between 250 and 260 boys will be employed again this year in brush disposal work under the supervision of the Clearwater Forest Protective District, according to Fire Warden Bert Curtis.

The Potlatch Forest Protective District will also employ boys to work at brush disposal, but not quite so many, advises Ray Woesner, fire warden of that district.

In news releases both wardens have stressed the healthfulness of such employment during summer months for growing teen-age boys. Also mentioned was the opportunity for recreation and sports in off-work hours, fishing, etc.

Many boys who have previously worked during summer months for either the Clearwater or Potlatch districts are expected to again return for work. Some of them from as far away as the middle west. Interested boys have been asked to contact A. B. Curtis at Orofino, Idaho, or Ray Woesner, Elk River, Idaho.

however, he was given a medical discharge and now lives on a little ranch near Harvard with his Alabama bride. He works at Camp 36.

Sgt. Richard N. Reynolds, who left his job at the Potlatch Plant and joined the Army as soon as possible following Pearl Harbor, received an honorable discharge recently. He served for three strenuous years with a bombing squadron. His first mission was to Wake Island and, following that, he participated in the campaigns of the Gilbert Islands, Marshall Islands, the Carolinas and the Marianas. With his wife and young son, he is living in Moscow at the present time.

Cpl. Clyde C. Nelson, former employee of Potlatch Unit, with the Marines since 1942, is back in the States with four bronze stars to his credit. He participated in four major campaigns—Bougainville, Munda, Guadalcanal, and Guam—is now stationed at the Naval Supply Depot in Spokane.

Virgil B. Krous, S. 1/C, reached Potlatch December 24th to spend a furlough and a Merry Christmas with his wife, the former Elizabeth Gambetty. After several months as an Armed Guard with the Pacific Fleet, he was most happy to be home. His joy was short lived, however, as soon after his arrival he became ill and has been in the Naval Hospital at Farragut since January 2nd. Following an operation on the spine, the verdict reads "three months in a cast." His address is:

Virgil B. Krous
Ward A-8
U. S. N. H.
Farragut, Idaho

Announcement has been received in Potlatch of the marriage of a former employee of Potlatch Unit, Richard Dean Talbott, U.S.N.R., to Barbara Jane Mendenhall, also U.S.N.R.

The wedding took place January 17 at Long Beach, California.

The bride, daughter of Mr. and Mrs. William V. Mendenhall, of Glendale, Calif., attended Washington State College in 1941-1942.

Richard (better known here as "Dick") is the youngest son of Mr. and Mrs. C. G. Talbott and was a setter in the Potlatch sawmill prior to entering the service. He is a graduate of Potlatch High School.

Potlatch friends have received announcement of the graduation of George William Gibson on February 2nd from the Advanced Pilot School at Pecos Army Air Field, Pecos, Texas.

Lieut. Gibson is the younger son of Dr. and Mrs. F. C. Gibson, for many years residents of Potlatch, but who are now residing at Vashon, Wash.

The 13th AAF's Golden Mission Club initiated another member recently when Captain Philip J. Hearn, of Potlatch, Idaho, flew his fiftieth mission as a bombardier with the "Crusaders" in a B-25 Mitchell bomber of the 13th AAF, on a bombing strike to the Celebes.

However, Captain Hearn had little opportunity to celebrate the completion of his fiftieth mission. In the flurry of blasting all fields from which the Japs could oppose the invasion of the Philippines he soon had several more missions behind him. For his 50 odd missions he has been awarded the Air Medal and four Bronze Clusters. He has been overseas since February, 1944.

Clearwater

A number of employees were called into service from Clearwater during the month. . . . Arnold Erickson, box factory; Richard Ball, extra worker, who had been attending school in Clarkston; Al Uglem, dressed shed; Ed Calloway, yard, trying for paratroopers; and Robt. Koll, transportation, to the Merchant Marine.

Servicemen visitors during the month included Cpl. Geo. Mattoon, army air corps; Vernon St. Marie, S. 2/c, navy; Cpl. Bill Shenneman, army, who worked a week in the planing mill while here; Capt. Bryce Stockslager, marine air corps, veteran of many South Pacific fights; Art McElron, M. 3/c, navy; and Frank Biddescombe, S. 2/c, navy.

Servicemen who spent part of their furlough working at the plant during the month included Richard Shoonmaker, army, who worked nearly a month in the sawmill; Vernon Mooneyham, home from Guam and the Seabees, a week in the planer; and Cpl. George Hilding, army, a week grading.

Lloyd Coe reports the best Lincoln birthday event—birth of twin girls, weight 6 1/2 lbs. each.

The Red Cross drive for funds is under way. Les Woodland, foreman of the Presto-logs storage, who was last year's drive chairman at the plant, is again in charge. The goal is 110% of the 1944 contribution, but Mr. Woodland predicts more than that figure will be raised. The 1944 amount exceeded that of 1943 by 50.7%. Woodland anticipates more than \$2,500 will be raised at the Clearwater plant this year.



Fourteen Grandsons in Uniform

By MABEL KELLEY

Retirement for Alfred J. Larson, Potlatch employee, has spelled few idle moments. Fourteen grandsons in uniform, and their movements around the world, have caused a natural sharpening of his interest in the uses of history that are today being writ-



Left, above—Alfred L. Larson, retired Potlatch employee . . . fourteen grandsons in uniform. Above, reading left to right, Herbert B. Larson, now in the Philippines, an Aviation Machinist's Mate; Harry F. Larson, Fireman 1st Class; F. Chester Larson, Radar Technician 2/C, veteran of San Juan, Puerto Rico, Trinidad and British Guinea; Lt. Philip J. Larson, overseas as pilot of a Flying Fortress.

Below, reading left to right—Pvt. Laurence Larson, ambulance driver, now overseas; Pfc. Edwin P. Larson, aerial gunner; Pfc. Joe Larson, Hdq. Co. Armoured Infantry, overseas; Bayard W. Larson, in England with the 334th Engineers; Henry Colvin, U. S. Coast Guard, Motor Machinist Mate 2/C, in Netherlands East Indies; Sgt. J. James Prince, killed in action over Czechoslovakia August 1944—holder of Award of Merit, Citation of Honor and the Purple Heart; Pvt. Frank Marchese, paratrooper, shot down over Holland but now back in service with the 101st Airborne Division.

Not pictured are Lloyd Stinson, Merchant Marine, Pvt. Leo Grealish, paratrooper, and Don Connor, Merchant Marine. Connor was recently given a medical discharge.



ten. Nine of the men are grandsons by birth, the other five by marriage to his granddaughters.

It doesn't much tax the imagination to believe that Mr. Larson's knowledge of far away places and of the geography of this planet has been considerably enlarged by the travels of fourteen fighting grandsons. It is hard to believe that the exchange of letters necessary to keep a chronicle of their deeds, and affectionate contact with them, is a fair sized job all in itself.

The fighting progeny of Mr. Larson, with one exception, are still alive and fighting. The exception is Sgt. J. James Prince, grandson by marriage, who was killed in action over Pardubice, Czechoslovakia in August of 1944. Surviving him are his widow and son, James Michael, who was born less than a month preceding the date Sgt. Prince died in the service of his country. The tragedy of war denied him sight of his son.

In 1939, preceding retirement of Alfred Larson, there were three generations of Larsons at work in the Potlatch plant. A story and pictures concerning them appeared in the March, 1939, issue of *The Family Tree*. Mr. Larson came to Potlatch in 1906 and worked at the Potlatch Unit until retirement five years ago. He has been a valuable asset to Potlatch Forests, Inc., and to his country even more so.

Elk River to Have Airport

The city of Elk River has leased eighty acres of land from P.F.I. for construction of an airport. The lease was executed during February and covers a period of five years. Terms of the lease specify that the airport and necessary structures thereon are to be completed before September 30, 1945.

Transmittal of the lease to P.F.I. for signature of company officials was made by L. A. Foster, clerk of the Board of Trustees of Elk River. Wrote Mr. Foster, the possessor of a priceless sense of humor, "We shall advise you of the dedication date so that you may have the honor of being in the first plane to crash on our airport."

Upon the big old-fashioned register at the very exclusive Hotel Savoy in London may be found inscribed the names of the following guests:

Maj. Lord Wilfred I. J. Innis-Kerr, MO, MC.

Lt. Col. Humphrey Willis Hollister, CC, MO.

Capt. Jeffrey Hay Bondsfeather, DFC, MO.

Cmdr. Paul P. Pittlesworth, SM, DSC, OR.

WT2c Joe Butts, USN, AWOL.

WOODS NEWS

Camp 59—Meadow Creek

From construction camp only, 59 has bounced out of its swaddling clothes and cradled into a full fledged production camp. We have seventeen saw gangs, four skidding cats, and a logging crew at work. We have some handicaps, inexperienced men and much used equipment, but if the good Lord puts his arms around us, we may yet make our quota this month.

Looking over the manpower situation here, we find that 10% of our crew were never in the woods before they stepped off Gaffney's stage at Headquarters. A cross section of our present crew shows: 2.67% are under 20 years of age; 9.33% are between 20 and 29; 14.67% are between 30 and 39; 20% are 40 to 49; 37.33% between 50 and 59 and 15% are over 60 years of age. Sometimes we think the age of the equipment is about the same as of the crew. But more than 50% of the men are old experienced heads, so we'll make out all right.

The weather hasn't exactly been with us either. We are supposed to be a winter camp, but right now it's 9 P. M. and the temperature is 38 above zero. There's a rainy week behind us and muddy roads and landings ahead.

(Continued on page eight)

WOODS NEWS

(Continued from page seven)

Camp 55—Lower Alder Creek

Weather has been pretty soft here and can't be classed as ideal logging weather by any stretch of the imagination. One of the culverts between here and 59 has given considerable trouble. The water threatened to take out a railroad fill. Rumor has it that Assistant Logging Foreman Walt Hornby got pretty muddy inspecting the fill and had to wash his clothes at Camp 59 before going back to Headquarters.

Headquarters

Among the servicemen visitors during the past month was 1st Lt. Howard Johnson, who has been flying supplies into China.

Percy Hammond, former warehouse bookkeeper, was a visitor from Portland.

February 17th took several Headquarters men to Spokane for induction physicals. Wilbur Garten, Don Springer, Cal Lang, Chas. McCollister and Kenneth Humiston made the trip. All passed except Humiston.

Chas. Horne, trainmaster, reports that camps 54, 55, 59, combined, produced an average of 65 cars of logs per day during February.

Jackson McKinnon, the Scott, sometimes rumored to be a Republican, has added more women workers to his staff in the parts department.

Three war pictures were shown February 14th in the recreation hall. Attendance was good and there have been many people express themselves in favor of more shows.

Automobiles are scarce here and becoming more so. Some weeks find no more than a stray half dozen cars in the parking lot. It is no longer necessary to hurry back on Sunday to find a parking space before taking off for camp.

Bright spot in the picture, and one that is repeatedly held up as an example of resourcefulness, is the way Jack McKinnon avoids becoming a pedestrian. His conveyance long ago lost its youthful bloom but it runs fine—sometimes. Needless to say it is the apple of Mr. McKinnon's eye and is lovingly groomed whenever time permits. It is richly bedecked with nigh



The straddle bug at Rutledge places another load of lumber on the conveyor chain that will carry it into the stacker building, a part of the new dry kiln set-up at Rutledge. Although lumber inventories at the three mills are now lower than ever before in the history of the company (and Rutledge lower in proportion to its shipments than either of the other two mills), 107 cars of lumber left this plant in February 1945 as compared to 77 in February 1944.

onto every available gadget. Fog lights and a defroster of ancient vintage that looks like a cross between a gas mask and a diving helmet are part of the ensemble. A compass is locked in the warehouse safe for later affixing. Unkind individuals who have long prophesied disintegration of the McKinnon vehicle say the compass is to guide the venturesome Scot home should worst come to worst.

Camp 54—Washington Creek

Despite the fact that everyone seems to think we are short of this, that and the other thing, we are clicking along towards a big production for the month of February. Our production will equal or top five million feet.

The other day Camp-push Walrath made a hurried survey and forecast, providing the elements and other imponderables do not misbehave, that Camp 54 will likely finish up early in 1946. If this is the case, we may better our 1944 production record in 1945.

Clarence McManus, who used to gyppo for P.F.I. before going to work for Uncle Sam, paid us a visit. He worked so hard while here that we had to put him on the payroll. During the few days he was with us he topped all the cat skimmers in production. We wish Clarence a speedy return to the work he likes well enough to spend his furlough in the woods.

Speaking of trouble, we're getting so used to it we wonder what would happen if . . . Cold Ham, the cook, could say to Headquarters, "don't send me any more hind-quarters—stop that order for butter"; or, Fairly could go a week without driving Ade Nelson nuts with requests for experienced head choker setters; or, Carl need not wonder which cat is going to fall apart next; or, Hume could call the warehouse

and tell them not to send out any more cigarettes as he hasn't room for them. That will be a great day, but the shock will likely ruin our production for awhile.

Bovill

Everything is going along about as usual around the shops. We haven't had enough freezing weather in the last few weeks to offset the snow and rain. However, to quote Tireman Bill Steel, "Things are getting better, you can see the cabs of the trucks today."

Experiments are now under way to determine how short, folding steel stakes and steel bunks will work on the log flaps. Right now it's keeping Shop Foreman John Zagelow and his welding crew plenty busy.

The new Kardex equipment has been set up and the first monthly repair and operational charges have been entered. There was a slight delay in that phase of the work this month while Equipment Clerk Barbara Wood was on a week's vacation, but everything is under control again now.

Oscar Munsen, widely known old time woodsman stopped at the warehouse office February 2 to renew acquaintances. Mr. Munsen was once fire warden for the P.T.P.A. This was his first visit back here in 24 years.

Axel Anderson has been notified by the War Department that his son, Richard, was wounded in Belgium. Richard was a sawyer and cat operator for P.F.I. before entering the army.

Camp 43—Deep Creek

Clerk Norm Woods just got back from his vacation, which he reports enjoying very much despite the bad weather.

The March of Dimes met with a very good response here and \$80.17 was collected from the crew in camp.

Alvin (Red) Frederick has been home on leave from the Navy. He has really been around.

John Phelan, assistant foreman, is at home this week enjoying a visit with his son, who is here on furlough from the Army.

Production suffered from the soft weather and bad roads the first part of the month, but it has turned colder now and footcops should pick up.



Left—The camera caught assistant woods superintendent Boots Edelblute alongside a Red Fir stump just after felling of the tree. The concentration of sap and pitch, heavy in the base of such trees during winter months, boiled out of the stump and trickled over the edge to the ground. One of the sawyers tossed a match toward it and ignited the whole stump. It flared up as if the sap and pitch had been kerosene.—Camp 58, McComas Meadows.