

THE FAMILY TREE

Vol. IX Number 6
Lewiston, Idaho, March, 1945



SPRING BREAK-UP...

Just this month, across the wide expanse of the Clearwater, the St. Joe and the Nez Perce, quietly crept the hand of spring. But, to term it a gentle hand would strain even the bounds of poetic license. The month of March, reputed to "come in like a lion and go out like a lamb," did almost that, except that the lion returned April 1st, ate the lamb, and has continued to reign since that time.

For a start, like a sort of last convulsive kick to mark the passing of winter, cold weather sent thermometers downward to a two-winter low. Then came more precipitation than any March has known, according to available weather records, in many, many years. In a complete travesty of the gentle ways of spring there were snow storms, rain, wind, and sudden drops in temperature . . . with repeat performance and numerous encores.

(Continued on page four)

Plowing the road to Camp 35, March 24, 1945

The Fix-It Boys

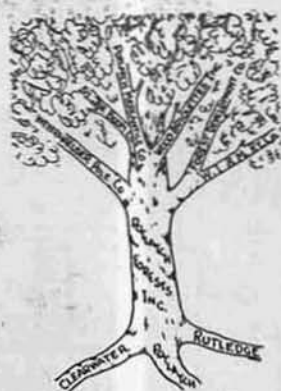
When this war is over we are all going to have a lot to be proud of . . . service men, loggers who toughed it out in the snow and mud, mill men who hung up all time production records, and **THE MAINTENANCE MEN.**

No work could be more exasperating day after day than that of trying to keep our machines and equipment going with a steadily diminishing supply of repair parts, delays in delivery, and all the other hazards of war time.

The maintenance men "saved it and fixed it" and kept us going. We are **PROUD OF THEM.**

C. L. BILLINGS,
General Manager.

THE FAMILY TREE



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Hirohito—The Divine

As the last bitter days in Europe draw near an end, attention, naturally enough, will be focused more and more on the sons-of-heaven who so very nearly once forced us from the Pacific.

Few Americans profess an understanding of Japan. Probably few wish the privilege. There is need, however, for removing the mysticism that, like some heavy cloud, shrouds the person of the Jap emperor—the exalted personage, reputedly of divine origin, who traces his decendency backward in an unbroken line more than 2500 years.

U. S. bombardiers have been given explicit instructions to avoid hitting the Imperial Palace that houses the toothy little devil. It is thought advisable to preserve his sacred hide that he may guide Japan back along the path of peace. At first glance this may seem appropriate—the name, chosen long ago, to honor his reign was "Showa"—translated "era of enlightened peace."

Presumably then, the divine one is a peace-loving man, but, either Hirohito leads his people or he doesn't. If he is a lover of peace it is a trifle out of keeping for the Japs to be feverishly fighting a war of their choos-

ing. If he did not lead them into war, then he is not their leader, but simply a figurehead who lacked sufficient temerity to oppose Jap militarists pre-war and had not the courage to refuse signature of the orders that sent Jap fleets sneaking toward Pearl Harbor. Pondering this, many an American is apt to reach a conclusion that the hide is hardly worth the saving.

As for the 2500-year-old lineage. Any reliable encyclopedia will tell you of countless Japanese emperors who were adopted—who abdicated—who were puppet rulers for powerful feudal families like the warlords and military cliques of today. At one time during the 13th century there were actually five ex-emperors alive—in hiding within monasteries and in sheltered private life. Direct descendant—nertz—they come a dime a dozen.

Hirohito is a war criminal and should be so treated. Nor does it make sense that the Imperial Palace is out-of-bounds when viewed through a bomb sight—the children of Manila, and of countless China cities, have enjoyed no such distinction.

Clearwater Grounds To Be Landscaped

The mill grounds at Clearwater are to be landscaped. In fact, the work of grading and leveling is already underway. Included in the plans is a memorial grove to be planted in commemoration of Clearwater men who have given their lives in World War II. At the base of each tree will be placed an inscribed plaque on which will appear the name of a serviceman.

The one who thinks our jokes are poor,
Would straight-way change his views,
Could he compare the jokes we print
With those we could not use!

Since sharks cannot stand certain colors, life-rafts are now being made in these colors so they will be shark-proof.

It was a beautiful spring day, and the little worm thought it would go outside and see what was going on in the world. He stuck his head out of the earth and saw another little worm nearby—a lovely, beautiful little worm.

"You're cute," he said. "I could go for you."

"Don't be silly," replied the beautiful little worm, "I'm just your other end!"

Since the Army started to build for war in 1940, the armed forces have purchased approximately twenty billion board feet of lumber—enough to build more than a million eight-room houses, with attached garages. Figured at the normal carload this amount of lumber would fill a freight train 10,000 miles long.

7th War Loan Drive Gets Underway

The Treasury Department's new drive to sell more war bonds via payroll deduction begins officially in April and lasts through the months of April, May and June. Each camp and mill of P.F.I. has been asked to accept a quota for the drive, as has every industrial payroll in the U. S.

It is of utmost importance that the quotas be attained, bettered if possible, say the Treasury Department, both to help in financing the war and peace, and to combat inflation. American fighting men can whip the Germans and Japs, but it will take good, hard common-sense back here at home to whip inflation . . . the kind of common-sense that should tell you war bonds are a better investment than hard-to-find luxuries.

Quotas of the various plants and camps of P.F.I. are as follows:

Bovill	\$ 8,700
Camp 42	5,625
Camp 43	5,625
Camp 36	5,700
Headquarters	15,000
Camp 58	4,500
Camp 54	5,700
Camp 55	5,625
Camp 59	5,625
Rutledge Plant	11,700
Potlatch Plant	28,350
Clearwater Plant	75,000
General Office	15,000

Total Quota \$192,150

There is three months in which to meet the quotas, but no law against doing it in one month. It will be interesting to note which camp, mill, or headquarters reaches the goal first. There is a two-pronged objective to the drive—first, to raise the quota set, and second, to get more wage earners to buy bonds regularly. Thermometer graphs at camps and mills will record progress made. Immediate publicity will be given quota attainment whenever it may be. The race is on—the best outfit win.

Shipments March 1944-1945

	1944	1945
Clearwater	471 cars	493 cars
Potlatch	202 "	242 "
Rutledge	105 "	93 "

Shook shipments were 73 cars in 1944 as compared to 68 cars in 1945. Total shipments for the year to date are well ahead of March 31, 1944.

★ SERVICE LETTERS ★

**Pfc. Harold R. Cramer,
S.M.C., San Diego, California**

Returned to the states sometime ago after spending ten months overseas. Have had several operations to remove shrapnel from my person and still have a couple more waiting up. We are treated well here and expect to go back to duty before very long. Please give my thanks to the people responsible for the Xmas box. It was a honey. Please send *The Family Tree* to this address.

**Sgt. W. Meshishnek,
Somewhere in Germany**

Has been quite some time since I've written. Had a slight misfortune. A piece of shrapnel got too friendly with me and here I am in a hospital. We have the Krauts right where we want them. The war will soon be over in this area and I guess everyone concerned will be mighty happy.

**T/5 E. L. Terlson,
Somewhere in the Marianas**

Managed to take a little trip around the Marianas in one of the transport planes lately. We landed on Tinian, Saipan and so on. The plane is now on regular run to Iwo Jima. The Japs certainly intended to keep Saipan from the looks of the fortifications—pill boxes and shelters of two foot concrete with steel doors like those on Iwo Jima.

Coming back we had a few Marines fresh from the battle at Iwo Jima. Three of them were still in battle dress. They were dirty and log tired . . . in fact they were so near to being dead they couldn't sit up. One officer said they were their fourth invasion. We flew over Rota, one of the islands that is still being held by the Japs although it is not heavily defended. The Army uses it for a bomb range for new flyers, but, be that as it may, it is a little too close to it for my comfort. The island was full of planes and around the islands were to stay that way and the ocean thereabouts has almost as many ships. There are air strips everywhere. Navy fighter planes are always buzzing around and the Army seem to be trying to play touch tag with them. Many times while plodding around the ground I have rather envied the Japs sitting around up in the sky. Now, however, I think the ground will be an entirely satisfactory place for me.

**W. E. Currin, C/Ph. M.,
S. Nevada**

Now you have read in the papers or on the radio that the Nevada participated in the invasion of Iwo Jima. After leaving Hawaii we moved out to join up with other units of a large fleet. We continued to have intense training practice in preparation for a big event that was coming.

After preliminaries were completed, we moved on to the forward area to await the time when we would participate in the pre-arranged bombardment. At dawn on the

scheduled day we approached the island and along with other units of the fleet opened fire with our heavy guns—the Nevada had the honor of firing the first shot. This shelling lasted for several days and we were proud and pleased to see that we were effectively knocking out Jap installations such as pill boxes, block houses, and anti-aircraft gun emplacements. I have no idea how many Japs we killed with our fire, but saw many go down.

The island was practically a fortress. It is shaped like South America but only about five miles long and is only 2½ miles wide at its widest point. There were many cliffs, crevices and caves. The Japs were well dug in, having taken advantage of every natural protection. On D-day the Marines landed on the island. Boy, those leathernecks have plenty of courage.

From Lt. Walter Mallory, India

I am reminded by *The Family Tree* that Frank Stedman claims to be quite a hunter. Those stories of his, and others as well, won't amount to much when I get back with tiger and elephant stories.

This place is really hot in the day time and freezes like the devil at night. The jackals laugh and holler at night enough to cause cold chills to run up and down your spine. India is quite a logging country but there are no sawmills. All the lumber is sawn by hand and this teakwood is damned hard. A good sawyer makes one rupee per day (30c) and that represents the high wages of war time. Ordinarily he makes about 10c.

**From S/Sgt. Alfred Terlson,
Somewhere in Philippines**

Have been in the Philippines now for a few months and am really enjoying it. The natives, their customs and habits, are very interesting, but I have changed my opinion of them. They are really Americans. Almost all speak fairly good English.

When the Japanese left here they stripped the natives of all their clothing and possessions. The natives are now all clothed with sailor, soldier and marine clothing. Of course we are not allowed to sell anything, but it didn't take long for the natives to obtain shoes and shirts.

**Prom Pfc. Warren R. Randall,
Somewhere in Germany**

This is a belated thank you letter for the Xmas box, but conditions have been such that I've scarcely had time to write to anyone.

Received the package on Christmas eve in Holland. The carton of cigarettes was especially appreciated as we were experiencing a shortage at that time.

The engineers at the engineering workshop, Clearwater, have a habit of giving their projects plain and unmistakable names, indicative of the project's character. Charges last month came through on a new one—simply and eloquently titled "Dicus Brainstorm."

**Wood Briquettes, Inc.
to Operate Pres-to-logs
Plant In Sacramento**

A contract to purchase wood refuse from the State Box Company, Sacramento, and a lease covering adjacent ground on which a Pres-to-logs plant will be erected, was executed during the month by Wood Briquettes, Inc., subsidiary company of P.F.I.

Final details of the agreement were completed in March when P.F.I. General Manager C. L. Billings (who is president of Wood Briquettes, Inc.), Roy Huffman, assistant P.F.I. general manager (who is general manager of Wood Briquettes, Inc.), and R. T. Bowling, chief engineer, traveled to Sacramento for that purpose.

The plant is to be erected and operated by Wood Briquettes, Inc., and will use two Pres-to-logs machines. Priorities necessary to construction of the machines and the buildings that will house them have been obtained. A contract to cover plant construction has been let to C. J. Hopkinson of Sacramento.

Production of Pres-to-logs at the site will probably get underway in August or September unless there is unusual delay encountered in obtaining materials. Operation of the mill will be under the supervision of Jos. Sampietro, district manager of Wood Briquettes, Inc., in California.

It was a big month for Pres-to-logs. On March 8th announcement was made that a machine will be shipped to Alberto Marquez Vaeza, Montevideo, Uruguay, for operation in that country.

Also announced at the same time was the granting of priorities necessary to the building of two Pres-to-logs machines for the Capitol Lumber Company plant at Salem, Oregon.

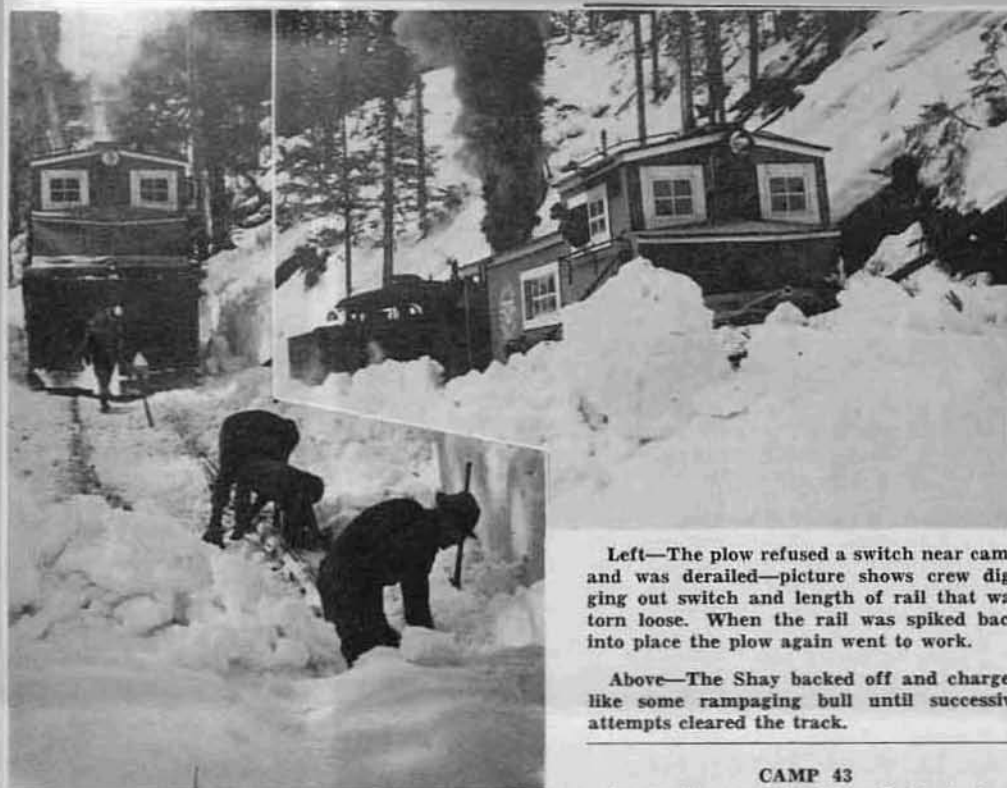
Another deal for Pres-to-logs machines which will take additional machines to South Africa awaits the granting of export permits and priorities by the U. S. government.

During April, two completed machines are expected to leave Portland for the Weyerhaeuser Timber Co. plant at Klamath Falls, Oregon. Two others are scheduled for shipment during the same month to the Great Lakes Lumber & Shipping Ltd., Fort William, Ontario, Canada.

It happened in the long corridor of the general office during March. A lumberjack wandered through the outer door, a bit on the wet side, but still able to do a creditable job of walking. Addressing himself to the first man encountered the jack spoke thusly to Cliff Hopkins—"I'm looking for the toilet."

And, speculatively, got this reply—"The men's toilet?"

P.F.I. spent more than \$2,000,000.00 for supplies last year. P.F.I. Purchasing Agent Harry Rooney told a joint meeting of the Timber Products Bureau of the Spokane Chamber of Commerce and the Society of American Foresters in Spokane, March 21st.



Left—The plow refused a switch near camp and was derailed—picture shows crew digging out switch and length of rail that was torn loose. When the rail was spiked back into place the plow again went to work.



Above—Cut on road to Camp 43. From an

Above—The Shay backed off and charged like some rampaging bull until successive attempts cleared the track.

SPRING BREAK-UP . . .

(Continued from page one)

Aftermath was a vast, troublesome quagmire, extending from one end of the timbered lands of P.F.I. to the other, except at high elevations where the snow increased perceptibly until it reached its greatest depth of the winter. Logging, everywhere, was slowed. Trucking had to be discontinued. Hard working section crews battled to keep rail lines passable.

PLOWING THE RAILROAD

On March 21st the railroad to Camp 14, Beaver Creek, was plowed out by a Headquarters crew. There was about four feet of snow. On the 24th of March a crew from Bovill plowed the rail line from Clarkia to Camp 35 on Merry Creek while a bulldozer, pulled over from Bovill aboard a flat car, plunged its way through the drifts that clogged the truckroad to camp.

The sun had rid the Clarkia meadow of snow, but a few miles out along the line to Camp 35 the plow was forced to slug its way slowly through three feet of snow, which, with repeated settlements, had become a hard, compact mass atop the tracks. An occasional windfall bared the way and had to be pushed slowly from across the rails, but only once did the plow leave the track . . . near camp it refused a switch and was derailed.

Beyond camp and upgrade to the landings the snow was deeper. The geared Shay, each wheel a driver, snorted and puffed in protest of the slick, rust-crustured rails and the load ahead. At one point a slide of dirt and rock defied passage for almost an hour, during which time the Shay backed off and charged the obstruction like a rampaging bull until successive attempts finally cleared the track. There was about five feet of heavy, crustured snow, and the sun, blazing fiercely, freckled open spots and timbered slopes with a pattern of shadow and eye-paining brilliance that assumed new size and shape as cloud conformations drifted lazily past between earth and sun.

CAMP 43

In another corner of the Potlatch there was little to cheer the logger. Along the route from Elk River to Camp 43 the cut that gave trouble a year ago had become worse than ever. From a distance of more than 200 feet the mountainside was trying to level off and fill the gap through which the rails run to 43 . . . and the mountain seemed to have more than a fair chance of succeeding. Piling, driven alongside the track to act as a retaining wall, felt the weight of the sliding muck and gradually tilted trackward until the ends had to be sawn off to permit passage of log trains. Farther along the route the railroad clings to the side of a steep slope. Here the mountain seemed determined to escape from underneath sections of rail. More piling and rock provided insurance against this happening, but the soft shoulders of the road bed were forever sliding away down the hill into the creek at the canyon's bottom. The prospect of moving to Camp 40 on Stony Creek (snowbound at present) for summer logging could not be called uninviting. Saw gangs from 43 will likely be transferred to Camp 40 before long.

CAMP 42

There was little less mud, if any, at Camp 42, Bovill. Trucking had to be discontinued when the frost left the ground. Men were kept busy skidding and decking, but until dry weather 42 will ship no more logs. Saw gangs have been sent to Camp 35, later will move to Camp 44 on Lick Creek, near Avery.

CAMP 36

At Laird Park on the Palouse River, Camp 36 likewise became the victim of bad weather and bad roads. The big Kenworths that have been used to haul logs into Potlatch were tied up at the camp shop. Better road conditions are needed to send them back to work. The camp is to operate all summer, although possibly the crew may be moved to the upper camp to log on Johnson Creek or the West Fork of Meadow Creek.

CAMP 58

On the Clearwater side, Camp 58 crews were busy skidding and decking. Trucking across marshy ground and down the long eight-mile grade to the main road had come



Above—Camp 43 from the top of a ridge. Bunkhouses to cookshack. A soupy slope and smith shop, varying in depth from inches to the snow and the run off was well under way.

Below—the landings were muddy places of the skidding pan. Logs soon became partially covering them to a depth of several inches.





the mountain kept sliding inward.

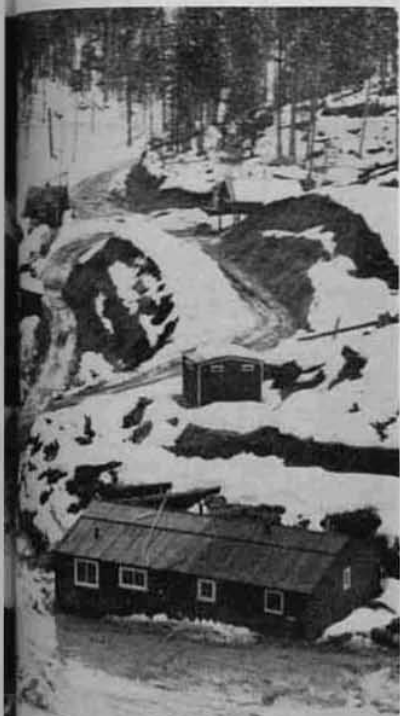


Above—Sections of track had to be dug out, raised and shimmed up with wood slabs, then ditched to drain away the water from rotting snows.



Above—The ditching crew at work cleaning out the cut between Camps 55 and 59.

Below—Camp 36 trucks, idle alongside the camp shop, Laird Park.



Areas need for the board walk that led from the ground between the cat shop and black-bay banks were beginning to show through

at bringing in a small river of mud ahead of mud flowed across the tracks, occasion-



to a halt. The trucks were in the Headquarters shops for repairs and overhauling and the loader at the landing also had been dismantled and taken to Headquarters for repair. A contemplated plan for pouring a concrete apron at the landing and for other improvements awaited execution.

CAMPS 54, 55 AND 59

On Washington Creek, Camp 54, an all-year camp, had a great plenty of break-up weather, but continued to log and turn out a respectable production. The camp is to continue operation, full-blast, through the summer.

Camps 55 and 59 on Lower Alder and Meadow creeks have also continued to produce logs although the mud is probably worse here than anywhere else. Each skidding cat that dragged a load of logs into a landing brought with it a small river of mud and muck that rolled along ahead of the skidding pan, often immersing a good part of the cat in a slimy, clay-filled soup. Many of the skid roads became high-walled, mud-lined troughs.

Nor did the railroad bed remain firmly in place. Stretches of rail had to be dug out, raised, shimmed up with wood slabs and ditched to provide drainage. The banks along the right-of-way sloughed off and big cakes of soil filled the ditches on either side, effectively damming the run-off and producing soft spots in the road bed. There was plenty of work for section crews and for the power shovel that served as a ditcher.

The crews of 55 and 59 may not remain at these two camps during coming summer months. One or the other will move to Camp 56 and, depending upon later developments, the other camp may be closed in favor of operating Camp 57 in the Breakfast Creek area.

Another camp scheduled for summer operation to furnish logs for the Clearwater mill is Camp 53 on Craig Mountain where a road crew of six or seven men has been kept busy all winter. Power saws will be sent into this camp early in April with buckers to follow a week or two later.

Paradoxically, March—a bad, bad month for log production—was the month in which the Clearwater sawmill smashed all past records for production of lumber in a single month at the Clearwater plant. Caught from two directions the log inventory is fast diminishing and woods boss E. C. Rettig, who is never completely happy while there



is still space for another log in the pond, has been heard to mutter "this could only happen to me."

Top ten departments among the mills in the purchase of boards last month were:

Townsite, Potlatch	14.88%
Carpenters, Clearwater	14.29
Plant Offices, Clearwater	13.29
Maintenance, Potlatch	12.77
Lath, Potlatch	12.52
Dressed Shed, Clearwater	12.20
Lath Mill, Clearwater	11.95
Electricians, Clearwater	11.88
Pres-to-logs, Potlatch	11.86
Shipping Dock, Clearwater	11.40

Low three departments were:

Pres-to-logs and Retail (Plant)	
Rutledge	5.48%
Watchmen, Potlatch	5.10
Main Office, Rutledge	3.74

Unit averages were:

Potlatch	9.29%
Clearwater	8.65
Rutledge	7.63
Woods	4.15
W. I. & M.	10.85

PLANT NEWS

Potlatch

Three students of Potlatch High School were able to pass the Eddy tests given by the Navy in Lewiston during March. Following graduation they will enter the Navy for training in radio, radar, etc. Those who passed the test were Roy Mayer, Howard McKenna and James Fleiger.

George Anderson, head of the Potlatch bank for many years, has been advanced to a position in charge of the Lewiston branch of the Idaho First National bank and is soon to leave Potlatch. Hart Hanson, assistant manager at Potlatch under Mr. Andrews, is to become manager of the Potlatch bank.

Walter O. Packard, Potlatch employee since 1924, died at the home of his brother on March 1st following a heart attack. Mr. Packard had been unable to work since last May. He was a veteran of World War I and had been an active member of Robinson Post 81 of the American Legion. Interment was made at his old home in Crandon, Wisconsin, with full military honors.



Pfc. Clifford LeRoy Shaffer, son of Mr. and Mrs. Harvey D. Shaffer, was killed in action at Alsace-Lorraine on February 23rd, according to word received by his parents. He had worked for P.F.I. at the Potlatch Plant, also at Camp 36. Shaffer first enlisted in 1940, following which he received an honorable discharge at the end of the year. After Pearl Harbor he again enlisted and went overseas last November. His death has added another name to the list of Potlatch men who have given their lives to the cause of liberty. With deep and profound regret it has been placed in that section of the honor roll reserved to the honor of our war dead.

Rutledge

Rutledge Unit Manager C. O. Graue is still in the hospital, but is said to be getting along nicely. Prospects are that he will soon again be back at work.

Following the meeting of the Weyerhaeuser Sales Company Operations Committee in Lewiston March 14, 15, 16, it was thought we might experience a visit by some of the ranking delegates to the meeting. The whole mill was spruced up in anticipation, but only one dignitary showed up—Ambrose Frederickson, manager of the eastern division of the Sales Company.

Forty Athol high school students of the biology and science classes recently visited the plant. The head-rigs in the sawmill rated top spot in point of interest but the pin-up girls on the wall of the planing mill were a close second.

Clearwater

The Seventh War Loan Drive is to get underway April 9th. It is to last three months this time. Quota for the Clearwater plant is \$75,000.00. This averages out to 12½ per cent of each employee's gross pay and to make the quota the committee of Phil Reimmuth, Ken Ross and Cut Epling say they must have 100% participation of all employees, many of whom are already investing more than 12½% of their pay in war bonds.

A number of employees were thoroughly shaken up and one (Wm. Smith) was taken to the hospital with a scalp wound as the result of a traffic accident after quitting time on March 24th. The Twin City bus failed to stop at the same time as did other cars in the line of traffic leaving the plant and ploughed into Bill Dimke's pick-up which was loaded with workers. The pick-up in turn crashed into Ralph Millard's car, likewise loaded with passengers. In the crash employee Bill Smith struck his head on the windshield and sustained a scalp wound.

The Lath Mill team of bowlers is currently leading our bowling league and members M. Hemmelman, Albert Baker, Paul Robinson, Pete Nelson and Dave Hemmelman say they have no intention of relinquishing top spot. Top bowler at present is Leo Moore with a 167 average. In first place among the women's teams is the Pine Knots team with members Dorothy Teichmer, Dorothy Stillman, Reta Pratt, Mary Jane Chamberlain and Marjorie Smith. Top bowler at present is Grace Hemmelman with a 132 average.

A number of men were called into service during the month. From the box factory—Stanley Schilling and Earlean Tannahill; from the Pres-to-logs plant—Lewis Lucas; from the Lath Mill—John Buckley; from the Planer—William Vegire; from the Yard—Earl Plank; from the Machine Shop—Lawrence Knykendall; from the Dressed Shed—Phillip Curtiss; and from among the extras—Conrad Felt.

Servicemen visitors during the month included M. M. Quesenberry, Bob Sennett and Allen Sunstrom of the Navy; Leland Cline of the Army—invalided home following a wound received in France; and Pfc. Willis Wagner of the Air Corps.

The Red Cross drive netted a grand total of \$2,761.45 at the Clearwater plant, an all time high for Red Cross drives. Drive Chairman Les Woodland reports the Red Cross extremely well pleased and that a letter of thanks has been received from them, addressed to Clearwater Plant Employees.

Weyerhaeuser Sales Company Operations Committee Met in Lewiston Mar. 14, 15, 16

The Operations Committee of the Weyerhaeuser Sales Company, with Mr. F. E. Weyerhaeuser, president of the organization, presiding, held a three-day meeting in Lewiston during March. Marketing problems and their relationship to the mills for which the company acts as marketing agency, plus plans for another year, were main items of consideration.

In a news release to the Lewiston Tribune Mr. Weyerhaeuser stated "Wood has come to play a more important role in the war than even the majority of lumbermen themselves thought possible. That the domestic market for lumber can be served in any measure at all during a period of such great war demand is a real credit to the productivity of the mills and the hard work of the loggers back of the millmen. Lumber is another of the things on which the fighting man has first claim as long as he needs it. The temporary shortage here at home is the result of his need."

Also present at the meeting was J. P. (Phil) Weyerhaeuser, executive vice president of the Weyerhaeuser Timber Company, Tacoma, who was the first general manager of the Clearwater Timber Company. Commenting upon prospective new products from wood it was his prediction that better and more complete utilization of wood waste will be achieved. He mentioned distillation of wood waste, lignin that develops in the manufacture of alcohol from wood, wood lamination, compression of wood, plastics, and wood fiber as promising possibilities.



"PRETEND YOU'RE A MARINE, GUNNER, AND DIG A LOT OF LITTLE FOX HOLES SO DAD CAN PLANT CORN!"

Clare Wellman, general office gardener, is reported to have enlisted the aid of his young son with this year's planting. The artist's conception of how this was accomplished is mute testimony to Mr. Wellman's adroitness.

WOODS NEWS

Headquarters

The first day of spring was celebrated at Headquarters by plowing out the railroad at Camp 14. The snow varied up to four inches in depth. The men making the trip were anxious to see Silent Joe Clukey, who spent the winter there, but Joe was mostly at one of the other camps shoveling snow.

Ed Hughes was in from the North the first part of the month. There was only a few inches of snow at the river. He says the game wintered well, which was very good news for the Headquarters hunters.

Forest department employee Bonnie Thorn was an absentee during one week of the month and returned as Mrs. Jack Thorn.

A new welding shop is nearing completion directly north of the cat shop. This will furnish additional room for both cat and truck shop. The welding that is performed in those two places can easily be transferred to the new shop.

During the month Henry Hemley was in camp for medical attention and Mac Jones left for Rochester for a check-up at Mayo Clinic.

Walter Garten and Don Springer have moved their families out of Headquarters. Don and Wilbur left for the Army March 26th.

Phil Peterson, senior logging engineer, is now very busy trying to locate a cutoff for the Orogrande. A railroad is to be eventually built into this area, taking off near Camp 54 on the Washington main line and crossing the Shanghai. It has been suggested that a tunnel be built to eliminate grade. Phil has never built a tunnel so everyone says this is his chance. Regardless of how Phil finally goes over, or under, the hump, this trackage will be up about a half billion feet of timber.

Camp 54—Washington Creek

We're intentionally going to omit any reference to production this month. Not in the past we got ten inches of fresh snow, the coldest night of the year—seventeen below zero. On March 14th Charlie Horn plowed us out. Since that time it alternately snowed and rained, between clouds of sunshine. The whole darn country is like a swamp. Manpower too is a problem—we are extra short of sawyers.

The traveling men of the Clearwater side, Hume and Hume, are now at 54. Since December 1944 they have been at Camp 55, and now 54. Profitt is relieving Felix who has taken a well earned rest after 14 months of steady production at 54. Sam Hutchison, three year veteran of the Sam's Navy, who was wounded in an African campaign, is helping Clerk

Camp 55—Lower Alder Creek

We have been moving along rather well since the proverbial March break-up. We had several snow storms followed by rain. What we need most of all right now is some good spring weather.

What the French refer to as a "fatality" happened this month when it was found a box of chicken had been lost.



A new snowplow, which works very efficiently in light snow up to a depth of nine or ten inches, has been developed at Headquarters. The inventors are Charlie Horne, trainmaster, and Henry Hemly, master mechanic for the truck shop. The plow is mounted on the trucks taken from an old freight car and is so balanced from a center pivot spot that it can be reversed at will.

Below—Close-up of plow. It is light enough that any one of the camp speeders can push it.



After considerable fuss and a frantic search, Cook Mark Milus found it in the storeroom where it had been placed under some other crates.

Camp 59—Meadow Creek

March 5th was the coldest day of our winter with the thermometer nose diving to 13 degrees below. We have about 100 men in the crew here now with Harold Witters, Vern Craig and Art Topping in the cookhouse.

Our sawyers are now being paid so much per tree for their work. Ole Hagen is saw-boss.

Camp 36—Laird Park

This has been a rough month for Camp 36 and there has been a great many lost days because of bad weather.

Thelma Walters and Philip Olson were married early in the month and Thelma's co-workers in the cookhouse fixed a nice surprise for her return. While the newlyweds were away the cookhouse girls painted the interior of their home, took up a collection, bought a breakfast table and four chairs, a rug, rocking chair, pictures, mirror and curtains.

Camp 42—Bovill

The roads have been dragged—possibly to see if any of our trucks are lost in the mud—it has been almost that deep. Camp operations have been severely curtailed by the unusualness of the unusual weather. No one can get high enough to get high cen-

tered in the woods—but it's different down town.

Carl Leaf was stricken on the job March 1st, suffering a ruptured gastric ulcer. He was rushed to the hospital at Colfax, undergoing surgery there. His misfortune did not end here however, as he later contracted pneumonia. Last report was that he is waging a good fight, but is not out of danger.

E. J. (Pitt-river) McLean died suddenly on February 28th from a heart attack while on the job.

Camp 43—Elk River

Not much in the way of news this month unless mud can be called news. We have lots of it. Along the railroad the fills and cuts are giving plenty of trouble—the fills keep sliding away from underneath stretches of rail and the cuts keep filling up with huge slabs of dirt and clay that slough off and come sliding down from either side.

Game Warden Hale Ebling came out from Elk River during the month and shot an old elk that had been roaming around near camp.

As of the 25th of the month we have \$110 for the Red Cross from 22 employees—every man giving \$5. Goal for the camp is \$400.

The night of March 15th, as in previous years, found a line-up of fellows at the clerk's shack asking for help with income tax forms.

With Merrill's Marauders

By TED H. ZIMMERSCHIED
Potlatch Unit

The war took me completely around the world in something over thirty-one months between induction and discharge. In this time, I spent about seven months in the Hawaiian Islands and nine in the Solomons, on Guadalcanal and Vella La Vella, with the Twenty-fifth Division. Went from there to India and Burma for ten months (with 5307 composite unit, later known as "Merrill's Marauders") and then returned to the States by air transport over North Africa and the Atlantic to Washington, D. C., and back to the West Coast overland.



Above—The author with captured Jap flags.

Clearwater to Picnic

March was an all-time record month for lumber production in the Clearwater sawmill and the employees of sawmill and stacker have been warmly congratulated by letter from Clearwater Unit Manager Dave Troy, who announces that the war production of lumber at Clearwater well merits a day of celebration for all employees.

Tentative plans are for a picnic . . . perhaps July 4th at Spalding . . . transportation to be by chartered train from Lewiston . . . all employees and their families to be eligible for attendance . . . ice cream, pop, coffee, etc., to be furnished . . . other details to be worked out by the foreman's council.

Good idea? . . . Okey, then? Why not some suggestions via the suggestion box as to how it should be planned.

Rooney Elected Pres. Intermountain Logging Conference

Harry Rooney, P.F.I. purchasing agent, was elected president of the Intermountain Logging Conference in Boise, March 31st, at a meeting called primarily to conduct a mechanic's school among men of the logging industry who must keep logging equipment in repair and working order. Equipment that in normal years could, and probably would, be largely replaced by new, but that now must be made to last out the war.

Other P.F.I. men in attendance were Joe Parker, Bob Olin, John Huff, Walt Field, J. Bingham, M. Poole, Ray Manthey, Walt Hornby, Ole Hemley and Henry Hemley.

My experiences were so many and varied that even a brief summary of them would take considerable space. Therefore, this being a lumberman's paper, I'll write something of what I saw in that line.

GUADALCANAL

On Guadalcanal, the U. S. Army and the New Zealand Army used small portable sawmills to cut planking and timbers for docks, bridges and other structures, which they found it necessary to construct. There are no conifers in the tropical jungles, so they were sawing mahogany, teak, and other deciduous trees. I do not recall the names, but some of the hard woods which they were making into bridge planks would be worth a pretty penny here in the States. However, the fellows who were operating the mills said that Guadalcanal timber was a little hard to cut because it had so much "iron" in it (shell fragments).

INDIA

In India, I traveled over the narrow gauge railroad which the Americans are operating through the jungles of northern Assam.

Here, along the right-of-way, I saw what was evidently an Indian lumbering operation, cutting planking, ties, etc., for the railroad. There are no portable sawmills there, but every few hundred yards, in the edge of the jungle, would be a roll-away and platform, about eight feet high, with a thatched roof over it. In each of these, a few coolies were cutting the planks and ties from the logs with whip saws. They were taking care of the skidding and other heavy work with a couple of elephants. As near as I could find out, the coolies work for a wage of about twenty-five rupees a month. That is about \$7.50 in American money, the rupee amounting to a fraction over thirty cents.

BAMBOO

In northeastern India, up along the Burma border, and in Burma, the jungle is much the same as on the Solomon Islands, except that, perhaps, the bamboo is considerably more prevalent, and bamboo, in this part of the world, among the natives, is the universal building material and fuel. Among the hill tribes of northern Burma, receptacles for carrying water, cooking, etc., are made from it. I saw solid forests of it in Burma growing in great clumps, twenty to thirty feet in diameter, the poles measuring six or seven inches in diameter and towering to considerable height.

The natives construct their homes, all except the thatching for the roofs, entirely from bamboo, with no other tool than a bolo knife. The roof is covered with the leaves of a small palm. The framework



Above—In the yard at Potlatch where Zimmerschied now works.

is built from the tubular poles without the aid of nails or pegs by simply using, like twine, strips of thinly cut bamboo to tie the joints in place. To cover the walls, the tubes are opened by splitting them from one side and flattening them out like a board. With these they weave the complete wall, basket fashion, cutting out space for windows and doors.

I lived in a barracks so constructed by the natives for the Army in northern Assam—and most of our forward bases along the Ledo Road have been constructed in that way. Hospitals, etc., are lined with burlap and the windows covered with mosquito netting. From what I saw of them, they will not last very many seasons because the termites go right to work.

HOTTEST FOOD EXPERTS

We learned from the Kachins to cook rice in joints of green bamboo by making a small opening in one end of the joint, put in water and the rice and simply sticking it in the ashes of our fire until it was done. Then, we would split the joints and obtain a stick of cooked rice. We got the rice in various ways—some of it "borrowed" from the Japanese. You see, being with Merrill's Marauders, we carried nothing but a canteen and a spoon in the line of mess gear.

We lived, for the most part, on "K" rations, which was about the only type compact enough for our business. They were dropped to us by transport planes. We were in there for somewhat over three months, so any change in the diet was most welcome. Sgt. Dave Richards, "Yank Army Magazine" reporter, who covered our operations, wrote us up as "Hottest Food Experts" because of the many ways we invented to prepare "K" ration so that it would taste different.

I wouldn't take any price for my experience, but God help me, I don't want to do it over again.

Today the Army, who buy all the lumber for the armed forces through the Office of the Chief of Engineers, is spending approximately a million dollars a day or more \$30,000,000 each month, for lumber. Now does this include lumber bought by contractors for use by the military forces. For instance, a contractor who ships tractors or other heavy equipment, requires large quantities of lumber to crate the equipment shipped.