

THE FAMILY TREE



Above—Straddle-bug lumber carrier in Potlatch yard. It has speeded lumber handling, is exceedingly mobile, will travel up to forty miles per hour. Rough-dry sheds in background.

It Is a Privilege To Give

I read about this the other day in "This Week" magazine.

A big kick-off luncheon was being held to start the annual drive for a local Community Chest and for the National War Fund. The usual speeches were made by high-powered orators, but a quiet little man in the audience produced the real thrill of the meeting when he rose voluntarily, and said:

"It seems to me that the important thing is not raising money, but getting people to give; not what the money does for the institutions that get it, but what it does for the people who give it. After all, if it were just a question of getting the money, the professional money-raisers have that down to a science. You could even leave it all to the government, and let them take it in taxes and distribute it as needed. What I hope is that you can save the privilege of free-will giving."

I hope all of us will use this privilege in the coming drives in the communities in which we are living.

C. L. BILLINGS,
General Manager.

LUMBER HANDLING AT POTLATCH---1906-1945

IT WOULD have been something of a feat for crystal gazer or genius back in 1906, when the Potlatch Unit of P.F.I. got underway, to have predicted the changes that have since occurred in the manufacture and handling of lumber.

In past milestones lie clues to future happenings, according to popular presumption. Granting the truth of this, and if the next forty years bring as much advancement as have those already witnessed by Potlatch, some startling things are in store for the industry.

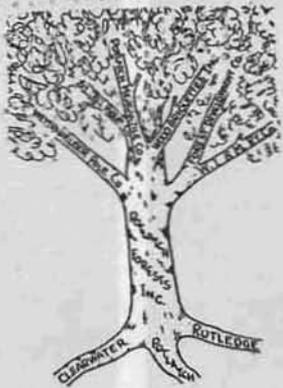
With near forty years of operation, Potlatch offers an excellent history of the improvements in production methods that have been made by the lumber industry in a relatively short period. A casual scrutiny of those years at once reveals too many changes for a single story or a few pages of pictures to chronicle. The new way of handling and transporting lumber—the progression from

(Continued on page four)

Below—Yard locomotives were used in early days to move green-rough from chain to yard for stacking. The big, evenly piled stacks that assumed shape a piece at a time, were the pride of lumber pilers, but the work was hard and slow.



THE FAMILY TREE



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

Editor Leo Bodine

Correspondents

Robt. Billings Rutledge

Mabel Kelley Potlatch

Charles Epling Clearwater Plant

Carl Pease Headquarters

Worth Remembering

The demands of this war have made no distinction between the various racial origins of our citizens. The casualty lists bear names that are Italian, Scandinavian, Jewish, German, Polish, French, Czech, Slovakian, Russian, Greek, Armenian. These have been men of every race, color and creed. The home-front includes like names.

There can no longer be any boast that one person is more American than another because of the stock from which he sprang or the length of time he or his family has lived in this country. Our pride in calling ourselves Americans today is a larger pride. It draws its strength from our power as a nation, from the achievements of our whole population without division. The victory we have achieved came through our united efforts.

No section of our citizenry is entitled to a feeling of superiority over another. We must cherish above all else unity and tolerance!

Fire Associations Consolidated

At a meeting in Spokane on September 17th operations of the Clearwater Timber Protective Association and of the Potlatch Timber Protective Association were partially consolidated.

A. B. (Bert) Curtis, Orofino, was named chief fire warden for both associations.

It's Hunting Time Again

By JACK MCKINNON

It is about time for the "Tree" to come forth with its annual big game number. Thinking over past issues it is difficult to decide which was the game—homo sapiens or sesqui-pedalic democrats.

Right now this place (Headquarters) calls for a time study. The company is losing money these days. Every man here has made at least one hunting knife, the carpenters have made packboards and the other day Charlie Horne got in some practice as a tracker. He used the pretense of looking for a lost train crew that could not find its way home, but like any old hound dog on a man hunt, the first tracks he came across that were not made by the subject matter of his hunt, took him astray. He insists the tracks were elk tracks, and it is true he began blowing the elk whistle that Lawrence May had sneaked out of his son's bedroom in wild excitement and took off on the scent with his nose in the wind like a bird dog. But, if the tracks he followed were elk tracks our dairymen has sneaked some elk into his herd . . . the tracks took Mr. Horne right into the cow barn, where he lost the scent.

Frank Stedman, Horne's hunting partner, is a broken man. Due to a shortage of clerks he says he will be unable to go hunting. He has retired to the "Home for Fallen Men"—temporarily located at Camp 55, whence come piteous cries of "herd the elk this way boys!"

Another reputable Headquarters citizen has announced that he can be had for guide service. Some years ago Glenn Johnson chaperoned Engine 83 from Willapa Harbor to Headquarters. Along the way he lost his clothes, his pocketbook, part of his disposition . . . in fact, everything but the locomotive. Since then he has kept pretty close to the steel rails and has experienced correspondingly poor luck in bagging deer and elk. Last year he succumbed to the lure of a professional guide and the bragging of successful customers, and departed on one of those personally conducted affairs where the customer is placed under a tree and the game, if any is supposed to have a date with a lady friend under the same tree shortly thereafter.

Glenn, out of sight of his beloved steel rails, straightaway wandered from 'neath his tree and became lost . . . puzzled at any rate. The guide then had to put forth much effort, to the serious deterioration of his equipment and person, to find Mr. Johnson and return him to civilization. He demanded extra compensation and Mr. Johnson thereupon declared himself to be my client. Many conferences followed. There were few witnesses to testify to the facts, but there were many self-styled, expert huntsmen who were both willing and insistent about expressing opinions. If you will pardon my lack of modesty, it became a "cause celebre." There were threats of suits, injunctions, habeas corpus, and appeals to high courts, but Johnson refused to pay, choosing to refer to the whole matter with a single four-letter word that is commonly employed to express contempt.

This is not to be considered an advertisement . . . at least not an advertisement that

will bring me an invoice . . . but someone else may need defending this fall, and I do not want my past experience to be overlooked should there be need for an attorney. Johnson did not pay the guide—nor was he, but he has offered to take me hunting and to get me lost. Many of my friends have urged that I take the trip.

Profitt New Pond Foreman, Clearwater

Stanley Profitt, former Camp 54 foreman, has been transferred to Lewiston and foremanship of the Clearwater pond. Profitt first began work for P.F.I. in 1930 at Camp H. He has been foreman of many camps and of the log drive and has had a wealth of logging experience and river work.

Carl Harris, pond foreman since April 1928, resigned to enter business for himself in California with his stepson, Carl Gardner. He was given a farewell party and a traveling bag as a gift by Clearwater foremen.

Coast Visitors

During September, Roy Huffman, P.F.I. assistant general manager; R. T. Bowling, chief engineer; and Harold White, research engineer, were coast visitors, stopping at Olympia to witness another trial run of P.F.I. logs for plywood manufacture and proceeding from there to Port Angeles to see a log barker in action. Opportunity was also taken to check a device in use by a sawmill to spread trims, edgings, etc., out on the conveyor to increase ease of picking.

Official, filling out form for county relief: "Do you owe any back house rent?"

Reluctant Applicant: "We-e-ell, no—we got inside plumbin'."

But, Doc," argued the sailor, "I'm only here for an eye exam. I don't have to take off all my clothes just for that."

"Strip and get in line!" ordered the pharmacist's mate.

The sailor obeyed but kept grumbling. The fellow in front of him finally turned around and said, "What are you kicking about? I only came here to deliver a telegram."

Connie Peterson Named Night Shift Foreman

Connie Peterson, veteran Clearwater sawyer, has been made night shift foreman of the sawmill at Clearwater. Connie started work with the Rutledge Unit in 1916 . . . came to Lewiston when the Clearwater plant began operating in 1927. Only time off since 1916 was two years for World War I. He has a son, Don, not yet back from more than four years war service in World War II.

Visitor: "Who's your close-mouthed friend over there, Jack?"

Baggs: "Oh, he ain't close-mouthed. That's Walt Weisman. He's just waiting for the janitor to bring back the spittoon."

★ SERVICE NEWS ★

Pfc. Erwin L. Malnarich,
Okinawa

... training in California have spent months in combat zones in all parts of Pacific area. At present am on Okinawa. ... was with the field artillery, but ... telling them I was an old dozer operator Stan Profitt, was changed to the ... engineers. Since then have operating most every kind of heavy equipment ... bluffing doesn't hurt any!). ... to be back to work in the woods ... next spring. Have seen plenty of ... and fir over here that came from the ... old U.S.A.

Major Sid Jenkins,
the Pacific

... happened fast for me once the ... department decided to send me where ... to go. After Charlottesville, Va., ... to the Jap language school at Yale ... two months and then was pulled out ... scheduled seven months' course and ... overseas. Fifteen days after I left ... Field by air for New Guinea, I ... under fire on Leyte. Left the states ... 5—landed with asault troops with ... advanced echelon of GHQ on October ... On the 23rd and 24th, while helping to ... an LST, saw more war in a few ... than I did in 18 months of World ...

... all about November 12th the Japs had ... pretty much their own way and ... of us heard talk about a possible ... and Dunkirk." November 24th I flew ... to Bougainville and joined the staff ... General Griswold's XIV corps, coming ... the Luzon expedition with him and ... Manila on February 4th. Saw the ... blow up and burn—and a lot of other ...! In May I went to Okinawa and ... weeks later was sent to a rest camp ... indigent and infirm). On Luzon, after ... months of just eating damn good ... sleeping, reading and swimming in ... China Sea, was found fit for duty again ... sent to the staging area near Manila, ... I am now awaiting orders to take ... for Japan and Korea.

... remember once carelessly remarking ... would never go on foreign soil to fight ... war—Well, I've got five bronze ... stars on my Asiatic Pacific ribbon ... two on the Philippine Liberation rib- ... Have been in battles at sea and on ... There really has been an awful lot ... into the eleven and a half months ... been over here. I have flown the ... distance between LaGuardia Field, ... York, and Tacloban, Leyte, P. I., and ... a short snorter (with air authority ... ticket, stubs attached) that would ... the length of your office room.

... the building supply business out here ... trying for someone to take it over. ... was only one of many cities de- ... Tar paper, glass, nails, boards, ... sheet metal, etc., etc., are so scarce ... say there just isn't any (or if there is, ... army and navy has it).

From Pfc. Carl A. Weimer,
Kearns, Utah

This is the first leg of my trip to southern zones for the winter season. If you can keep up with me I'd like to have the "Tree" sent to me here.

Have all my overseas gear and at the present looks as if we'll be leaving before long. I hear they have a large ship awaiting us at Frisco.

From Pfc. Alfred C. Bachman,
Fort Benning, Ga.

I am writing this to ask you to discontinue sending me the "Tree" as by the time your next issue would reach me, I will be a human being again and will be cooling this old sun-baked hide of mine somewhere around Lewiston. Want to sincerely thank you for the trouble you have gone to in keeping the boys in service informed about what was happening around home, and for the different things you have done to help their morale. I certainly appreciated it very much.

Jim Carlson, S/1/c, has been home on leave from Okinawa and duty on a destroyer. Most of his time off from Uncle Sam's navy has been spent in grading on No. 15, Clearwater.

R. B. Edwards, S.F. 2/c, home on leave from the Seabees, has been working in the Clearwater sawmill.

Ira Dickinson, following his discharge from the army, is back on his old job, grading shop, at Clearwater. He saw action in France and Germany.

Sgt. Gil Genser, one of first P.F.I. employees to leave for army duty, is back at work driving lift truck at Clearwater, following four years in the army—most of it in the South Pacific in the toughest of the fighting.

Oliver Fix from the planer at Clearwater and Wayne Kidwell from the sawmill at Clearwater were called into service during September.

Larry Zagelow and Richard Anderson, former P.F.I. cat drivers, have received discharges from the army and are both driving cats again . . . at Camp 44, Avery.

Maurice Holland, another discharged vet, is scaling at Camp 44.

Lt. Elsie Zagelow, army nurse, is home for a two month's visit with her family at Bovill.

M/Sgt. David Ellison, marine corps, is visiting his parents, Mr. and Mrs. David Ellison, in Bovill. Accompanying him is Jack Donner, also of the marine corps.



Veryl Howell, Mo., M.M. 2/c, former Clearwater box factory employee, left for service 1-4-44. Picture was taken 8-21-45, somewhere in Pacific. Verlyn is the son of Clearwater blacksmith, Noah Howell.

Pfc. Lee Billings is visiting at the home of his parents, P.F.I. Boss and Mrs. C. L. Billings, Lewiston. He was recently discharged from the army at Ft. Leonard Wood, Mo., following service in the 89th division of the 3rd army in Germany under General Patton. He wears the combat infantryman ribbon, pre-Pearl Harbor ribbon, E.T.O. ribbon, two battle stars and the good conduct medal.

S/Sgt. Martin E. Moore and T/Sgt. Paul Moore were recent visitors at their parents' home, Mr. and Mrs. Mart Moore, Pottlatch. Both men are from the Marine Corps. S/Sgt Martin has been doing the finishing jobs in officers' planes at San Diego, Calif., until early the past summer when he was transferred to Santa Ana and similar detail.

T/Sgt. Paul has seen action in the Admiralties, in the Philippines and at Luzon. He wears a naval Unit Citation for action at Mindanao and the Asiatic Pacific Ribbon with three stars, plus another star for the Philippine Liberation as well as the American Theatre ribbon. Following his furlough he is to be stationed at the Marine Corps Air Depot at Miramar, San Diego, Calif., where he will have charge of Cash Sales and Procurement of Property for the Pacific theatre.

Pvt. Kenneth J. Berg, who was with the American Red Cross in the European area as a clerk and driver when he met with a jeep accident and was hospitalized in Rheims, France, reached Walla Walla on Sept. 6th. He came by plane to New York, then to San Francisco and on to McCaw General Hospital, Walla Walla. Injuries will keep him in a cast for some time. He wears the Good Conduct Ribbon, the E.T.O. Ribbon, three battle stars, and the Red Cross Service Pin.

T/Sgt. Harris Mithong of the 8th Air Force, is spending a 30-day furlough with his parents in Bovill. He has been in England for the past two years.

Xmas boxes to men with overseas addresses have been mailed. There remains many boxes to be mailed to men in the states. Please send in every change of address promptly if you are a serviceman. If civilian, and you know of a serviceman's change of address, please notify us.

Santa Claus has splurged a bit this year, but the old boy can't reach you servicemen unless we get your proper, and up-to-the-minute addresses!



Above—Panorama of Potlatch green chain, stackers and yard between. The paving eliminated weeds, fire hazards, dust. Low spots have yet to be graded out to assure proper drainage. When clear of lumber piles the paved area between green chain and stackers is long enough to permit Piper Cub to land and take off.

life of the Potlatch plant has been the reduction in time needed to make delivery from stump to customer. Lumber on the stump was once months away from the dealer. Today the product of standing trees can be unloaded at a lumber yard, hundreds of miles distant, in a matter of two or three weeks—accurately milled, surfaced to a satin finish, cut to pattern, matched, smooth end trimmed and identified as to species—lumber that is ready for use, economical and easy to merchandise. Or, at any rate that was the picture before the war, and will be again.

In 1906

In the early years at Potlatch small lumber buggies loaded with newly sawn, green lumber were hauled from the green chain to the huge open-air drying yard by electrically powered yard locomotives. They moved at what we would think today a snail's pace.

In the yard the rough lumber was stacked in towering piles by hand, a piece at a time, by men with an eye for symmetrical lines. Months later, when wind and rain had done an unpredictable job of seasoning, the piles would be broken down again, piece by piece, and hauled to the planing mill, or loading sheds, if to be shipped rough. It was not unusual to have 120 million board feet of rough lumber in the yard.

In the planing mill other small buggies, these drawn by well-groomed, but slow-moving, draft horses, hauled dressed lumber from planer to loading dock over a maze of intersecting steel rail lines.



Above—Finished lumber once moved from planing mill to loading dock over these rails, towed by horses.

Below—The electric bugs were the number two stage in the evolution of horse-drawn buggy to straddle-bug. They are still in use at many mills . . . are speedy, mobile, but have the disadvantage of being less maneuverable than the straddle-bug.

LUMBER HANDLING . . .

(Continued from page one)

horse-drawn lumber buggy and electric yard locomotive to electric bugs and then to gasoline powered straddle-bug carriers and unit piling lift trucks—offers an interesting first chapter.

PRODUCTION TIME CUT

Most important accomplishment in the

Below—This carrier and three others handle transportation of lumber around the mill sheds and loading docks.





LAST OF THE HORSES

The last of the horses at Potlatch disappeared this year when the green chain transfer was ripped out. The clumsy buggies that carried green lumber from chain to stacker have been junked and the open space between stacker and chain has been freed. A straddle-bug carrier now speedily moves lumber between the two.

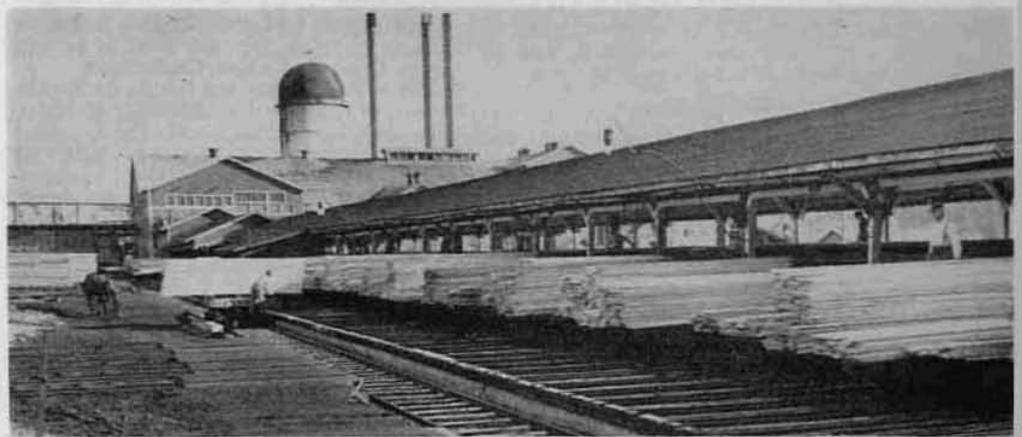
The results have been a delight to both men and management. The units that were formerly piled atop lumber buggies were now a size that did not finish out evenly for the charges. Conversely, the carrier handles units that always finish out two units a kalm change. Seventeen stacks is not an unusual day for a stacker now—fourteen was a big day before the change. The pile atop the old buggies were continually forever getting messed up—there is no such trouble with the straddle-bug. Light signals at the stackers and signal sticks at the green chain instantly tell the carrier where when he is needed. Green chain to stacker, the work has been made easier, lumber handling has been speeded and costs have been reduced.

In 1945

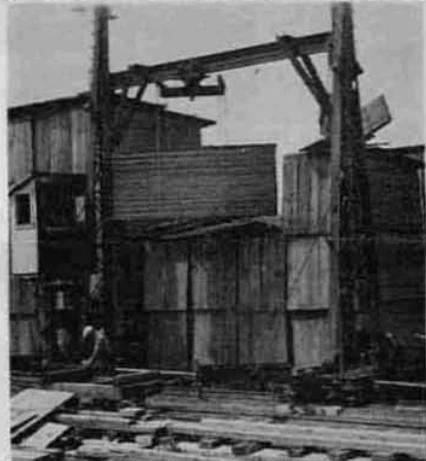
The change to straddle-bug and lift truck at Potlatch has not been an easy one. The mill is built on the flat lands of the Palouse prairie. The ground is marshy, almost sponge-like. Roads necessary to support heavily loaded carriers and lift trucks around the mill and in the yard have demanded careful building. Construction costs have been high.

However, the entire mill's transportation and handling of lumber is now managed by seven straddle-bug carriers and four lift trucks. The straddle-bug with its wide-spaced wheels and high body can run astride a pile of lumber at what amounts to a fast trot, can pick up the whole load in a few seconds and get away again to dash (at up to 40 miles an hour) to any part of the mill. It might be said to provide the horizontal transportation. The lift truck provides the vertical transportation. It is low, stubby, and slow, but it has powerful steel arms, or jibs, that can pick up a standardized unit of lumber off the ground and set it atop a stack pile—or take it down again. It will travel up to 25 miles per hour. The carrier and the lift truck make a smooth working team for handling a mill's millions of feet of lumber, green, rough or finished.

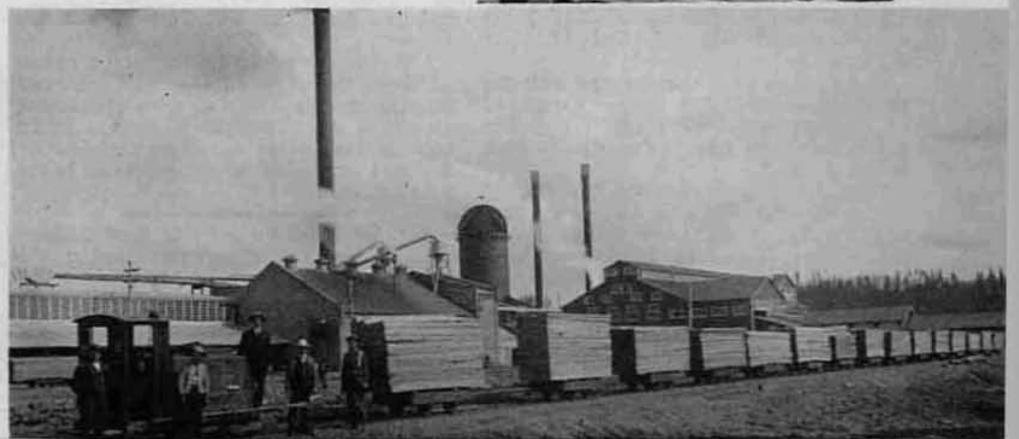
Above—The last of the horses at Potlatch disappeared this year when a straddle-bug was purchased to move lumber from green chain to stacker. Below—The old transfer in use alongside green chain. It was ripped out this summer.



Right—Unit piler designed by P.F.I. Engineer R. T. Bowling to stack lumber in units. This machine was the first break-away from the old one-piece-at-a-time hand piling. It was designed to operate over existing facilities and proved very satisfactory but finally became outmoded by the lift truck and its speed of operation, mobility, and all around maneuverability.



Below—Before the dry kilns were installed at Potlatch green lumber was pulled direct from green chain to yard where wind and sun performed an uncertain drying job.



WOODS NEWS

Camp 56—Moose Creek

There are about one hundred men in camp. A power saw is operating, with enough buckers working to keep right behind it. Seven cats are skidding the big cedar and they are getting enough logs to keep a loading crew busy. Looks like a nice run ahead for this camp.

Camp 55—Lower Alder Creek

Our cats and dozers are practically extinct. The loading crew has moved to Camp 59 so it's quiet here now, except for an occasional crash of a tree as we have swung into production on strip sawing.

Camp 44—Fishhook

There ain't no news, as usual! The labor shortage has handicapped production during September, but Joe Turner's gang have turned out some great work in road building.

The bears have caused a number of sawyers to miss dinner, or walk a long way for it. That's why we keep needing lunch pails. Roy Hooker has eliminated one of the marauders, we understand, and ye scribe has been heard muttering threats.

Bovill Shops

The shops have been dressed up a bit this summer. All the buildings have been painted outside (red and white, of course), the fuel tanks are now a gleaming silver and the yards are covered with a good thick coat of gravel.

Our first serious accident in several months occurred the 8th of September. Al Heimark, truck shop mechanic, received burns on both hands when a can of gasoline exploded. Al expects to be back to work in about two months.

Several of the old crew around the shops have left since V-J-day and have been replaced by new men. Cliff Nelson is now in charge of the truck shop in place of George Bell.

Mary Inez Anderson has been working in the parts office for the past two months. She took a couple of days off in mid-September to visit her dad at Camp 44.

Foreman John Zagelow has been busy moving his family into their new home. He insists they're all settled now, but the parts office crew can't find out when the house-warming is to be.

Camp 54—Washington Creek

Summer is almost over and no more are the ladies seen sauntering around (and brother, there were some of the most sauntering saunterers here that ever sauntered) in their abbreviated sun suits!

As Stanislaus P. Adamashewski quaintly put it, in his precise Oxford English—"I'll ne'er forget those flunkies—in their harness-bras and trunkies—They tantalize the sober guys—and ossify the drunkies." (Anyhow it rhymes.)

Norma Gail Frye was a recent welcome returnee to camp. Sez she, as she picked up her pay check—"Well, even though I'm not baking right now, it's nice to be back in the dough."

Meat points being lowered has brought one good result. Ham Snyder has returned and is rolling the meat balls down the alley again—count 'em—four, five, six—. Welcome back, Ham!

There have been several changes in and around camp during the past monsoon. Stan Profit left us to take charge of the mill pond at Lewiston. Beany Hansen was going to buy him a pair of water wings for a going away present, but lost the money playing blackjack.

Arthur Topping cooked his way to Camp 56—Topping chap, Arthur.

Joe LaMotte's pet fawn is growing rapidly and the spots are fast disappearing. We all hope the deer survives hunting season. As Aloysius Z. Toiletwater would put it—"We hope, now hunting season's on—this news we shall not hear—that Joe LaMotte done lost his pet—and Stedman got a deer."

Our new foreman is Mac Barnes. Welcome to Camp 54, Mac.

Camp 60—Washington Creek

There have been two very beautiful months for construction work. We had some interruptions, but managed to keep the heavy machinery going right along. The shovel work is completed to Washington Creek Bridge, with one shovel ready to start up Teepee Creek and the other down Washington Creek toward Cabin Creek. There remain four more bridges and some fills to complete, but the steel is laid to Otter Creek and Otter Creek Spur.

Clerk Donna Chapman left us during the month to return to the University of Idaho. We don't know what course she is taking but we do know that she will get along all right. She must have been raised by a prudent and economical family, the result of which is a good story of life at Camp 60.

Sixty-five pounds of string beans arrived here recently (which is a lot of beans in any cook's language). With no flunkie at Camp 60 and Donna and the cook doubling up on the extra work, it looked as if the beans were doomed. But not so. Donna canvassed the camp and pressed into service Phil Peterson, Mel Anderson, Dan Morrison and Jack Humes. An hour and thirty minutes later there was a full wash tub of beans ready for canning. We will have string beans, home canned, for a long time.

Camp 42—Bovill

The road to Bob's Creek is in excellent shape and ready for winter logging. The Colonial Construction Company finished crushing rock last month and are now moving their crusher. Landings and cat roads can be seen taking off at intervals from the graveled roads so it looks like all that is needed is for the crew to move in and take over.

Camp 45—East Fork of Potlatch Creek

A new camp, number 45, is a common topic of conversation around Bovill. Foreman Les Mallory has the road to the new site completed and it certainly is a contrast to the original "narrow gauge" one that followed along the East Fork of Potlatch Creek.

Camp will be set up on a natural meadow of about five acres in size with the road running on the north side and the creek on the south. Camp buildings are under construction in the Bovill carpenter shop and will be trucked to the camp site in the near future.

Pvt. Ed Callaway and Pfc. Carl Weimer were visitors at Clearwater during the month.

PLANT NEWS

Clearwater Unit

A contract has been let with the West Coast Painters, Inc., to finish painting the plant buildings. Remaining to be painted are the yard sheds, and the north side of the planing mill, stacker and unstacker buildings. The paint crew will consist of five painters, two riggers, and a six-man cleaning crew.

The third shift in the box factory was discontinued on September 29. Two eight-hour shifts will now be worked. Among the workers on this shift were four women—Mildred Meyer, Pearl Adams, Bernice Gallis, and Petronela Bensching, and one man, Toge Pravost, who had worked the entire period of three years and 22 days without a break. Transfers to other departments have been given to those who wished continued employment at the plant.

Plant bowling teams began their season on September 28th and 29th. The three girls' teams got underway on the 28th and will bowl Friday of each week. The eight men's teams started on the 30th and will bowl each Sunday.

Other servicemen visitors at Clearwater during the month included Pvt. Louis Lucas, Lt. Bob Glenny, and Sam Meyers, S/2/c, who has been on a mine sweeper in the South Pacific for the past year and nine months.

Mark Finnell is back at Clearwater after three years in service, twenty-two months of which were spent overseas. He landed in France one month after D-day, was a mechanic in a repair unit.

Fred Roche, Clearwater watchman recently received word that his son, a prisoner of war since Bataan, is safe and well.

Potlatch Unit

Dr. Thomas B. Murphy, accompanied by Mrs. Murphy, arrived in Potlatch recently and opened an office in the hospital on September 1st.

Dr. Murphy received his M. D. from the Iowa Medical College in 1922 and served his internship at the Iowa Methodist Hospital in Des Moines. He was a resident surgeon at the Des Moines City Hospital for a year and a half.

In 1927 Dr. Murphy entered the Army Medical Corps and has served through all grades from 1st Lt. to Colonel. During his tenure in the Army he was given post graduate training in surgery at the Walter Reed Hospital in Washington and the Johns Hopkins Medical School at Baltimore, Maryland.

He was stationed two years on the Isthmus of Panama at Gorgas and Colon and from 1939 to 1941 was surgeon at Chilkoot Barracks, Alaska. Returning to the states, Dr. Murphy became executive officer for the Fitzsimmons General Hospital in Denver. The Denver hospital was increased from two thousand to four thousand beds and Dr. Murphy was given the rank of full Colonel and placed in command of the 24th General Hospital. He was retired from the Army in August 1943.

Following retirement from the Army, Dr. Murphy engaged in private practice at Forest City, Iowa, until the past summer when he decided to locate in the West.



Potlatch Picnic

Laird Park on Labor Day was the scene of the first Potlatch Plant picnic in a long time. The weather was good (next day it rained) and everything went off in fine style except for the movies in the evening, which had to be postponed on account of generator trouble.

To supplement basket lunches brought by the families, P.F.I. furnished buns, hot coffee, ice cream and lemonade. W. Thompson, manager of Potlatch Mercantile Company, was chairman of "eats" and Milo King, in cap and apron at the cash table, was another Billy Musch grown. Paul Tobin planned the program of sports and L. H. Young was in charge of transportation. Harold Beckemeier officiated at the bingo game.

It was a day of rest and relaxation in one of the beauty spots of Idaho. It was a recognition by the management of the outstanding record of the Potlatch plant during 1944.

Upper left—The softball game, Grover Gregg at bat. He took several lusty cuts at the ball, finally hit it. Players were careful to identify bases and took no chances by sliding into something that just looked like a base. Right above—The old swimming hole had a touch of fall about it but the youngsters didn't mind. It was the older folks who shivered and sat on the banks.

Circle—The bingo game was a popular one . . . ten cents a card, winner take all. Lower circle—The chow line was another corner of the park often frequented. There

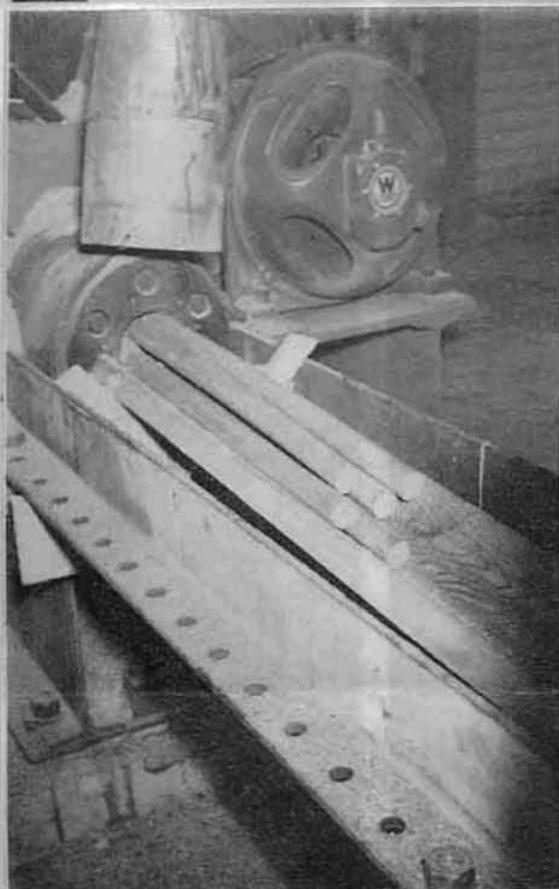


was plenty of everything and the appetites were good.

Above center—These two young ladies wandered off by themselves on a little trip of exploration up the creek that winds its way through the park.

Below—The pie-eating contest was a natural. All excess clothing was removed and the participants fell to with a will. One boy used his nose, paddle fashion, to swish part of his pie overboard . . . was disqualified. The pies were thin enough to almost make a desirable drink—and, speaking of drinks, a few of the older boys got thirsty, too . . . so, they quenched their thirst, and a good idea it was . . . there's nothing better than a good thirst with a case of beer handy.





Left—Sticks of compressed waste cedar, five at a time, are extruded from the Pres-to-logs stoker machine. Above—Ward Tousley, engineering department, supervises operation of the machine, breaks the sticks into handy four-foot lengths for loading.

Four-Foot Pres-to-logs

Wood Briquettes, Inc., recently completed the manufacture of seven tons of four-foot Pres-to-logs for the Electro-Metalurgical Co. of America. The material used was cedar waste and the long compressed sticks, made in a diameter of $1\frac{1}{2}$ ", actually were produced in longer lengths and were broken into four-foot lengths for convenience in loading and handling.

The product has since been used in experiments at the Niagara Falls plant of the company. Their desire is for an extremely dense material that will not break up after carbonization and can be used in the production of ferrous metal alloys. There is also the possibility that the product produced by the Pres-to-logs stoker machine can be used without carbonization and if so, will replace charcoal.

Cedar was selected as a material because it contains no sulphur, is plentiful on the coast and has little value. If the experiments at Niagara Falls are successful the Electro-Metalurgical Co. will likely install a Pres-to-logs stoker machine plant on the west coast to supply its factory in Portland, Oregon.

Fred Dieus, on loan to Wood Briquettes, Inc., has completed the wiring of two Pres-to-logs machines for the Capitol Lumber Company, Salem, Oregon. Shipment of machines is to leave Portland October 5.

Harley Maynard, Rutledge man, is in Sacramento as boss millwright to supervise installation of conveyors and auxiliary equipment in the two-machine Pres-to-logs plant that will soon begin operation under Wood Briquettes, Inc. ownership and direction.

Cy Chase, Pres-to-logs plant foreman at Rutledge, is on loan to Wood Briquettes, Inc., to help with completion of the Salem, Oregon, plant which will be operated by the Capitol Lumber Company, leasee of the two Pres-to-logs machines shipped to Salem.

The Great Lakes Lumber & Shipping, Ltd., leasee of two Pres-to-logs machines, has ordered two more. Shipment to be made as soon as possible.

War Bonds

Payroll deductions for war bonds, now termed "E" bonds, slumped somewhat throughout P.F.I. in September, but there was still a strong demand for bonds via the payroll deduction plan. General Office employees topped the group with a percentage to bonds of 9.57%. Potlatch was in second spot with \$5,210.01 invested in bonds—a percentage of 7.71%. The Clearwater plant invested \$12,168.13 in bonds to rack up a percentage of 7.05%. Rutledge employees invested \$1,507.86 . . . or 5.69% of their wages. Woods employees invested \$8,978.71—3.65% of wages.

The totals were low in comparison to quotas asked by the Treasury Department for the Victory Loan Drive—October 29th-December 8th. These quotas are to be announced later at the plants and in the camps. It will take some real digging to raise the money, but there can be no finer way of celebrating the return to peace than by oversubscribing the Victory Loan Drive. **WATCH FOR YOUR QUOTA ANNOUNCEMENT *** THEN MAKE IT!**

The two most important muscles which operate without the direction of the brain are the heart and the tongue.

Billings to Serve On Committee

General Manager C. L. Billings has accepted an invitation from President Dale of the University of Idaho to serve on an Advisory Research Committee in connection with administration of an appropriation made by the Idaho legislature for research in agriculture, engineering, forestry and mining. The University of Idaho is to carry on the investigations and studies.

The travelings of P.F.I. men in September included a trip by Boss Billings to Chicago for a meeting of the National Lumber Manufacturers Association, of which he is a director.

Ross Takes Over Power House At Clearwater

Not previously announced in *The Family Tree* was the addition of foremanship duties for the power house at Clearwater by Kenneth Ross, who is also foreman of the Pipe Crew and Fire Chief. Ken first came to work for the Clearwater mill in August of 1936 and helped build the plant. He knows every nook and corner of it, and, according to Bob Bowling, chief engineer, was a big help in designing the hydraulic system of the Pres-to-logs machine.

Just by way of insuring no idle moments, Ross is also president of the Board of Directors of the Lewiston Orchards Irrigation System and president of the Board of Directors of the Orchards Fire District.