

TIMBER LINES

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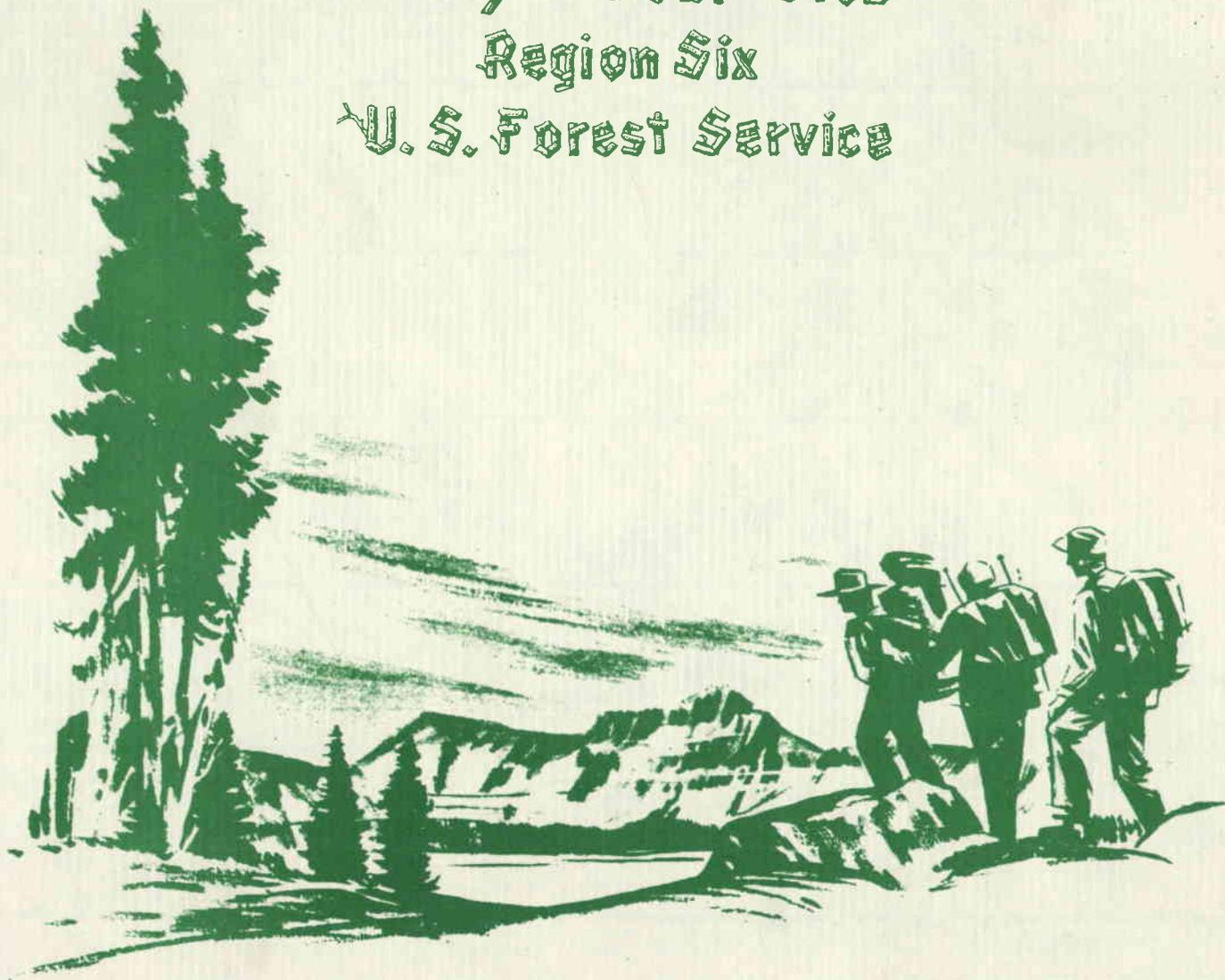


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Thirty → Year Club

Region Six

U. S. Forest Service



TO FOREST SERVICE THIRTY-YEAR CLUB MEMBERS:

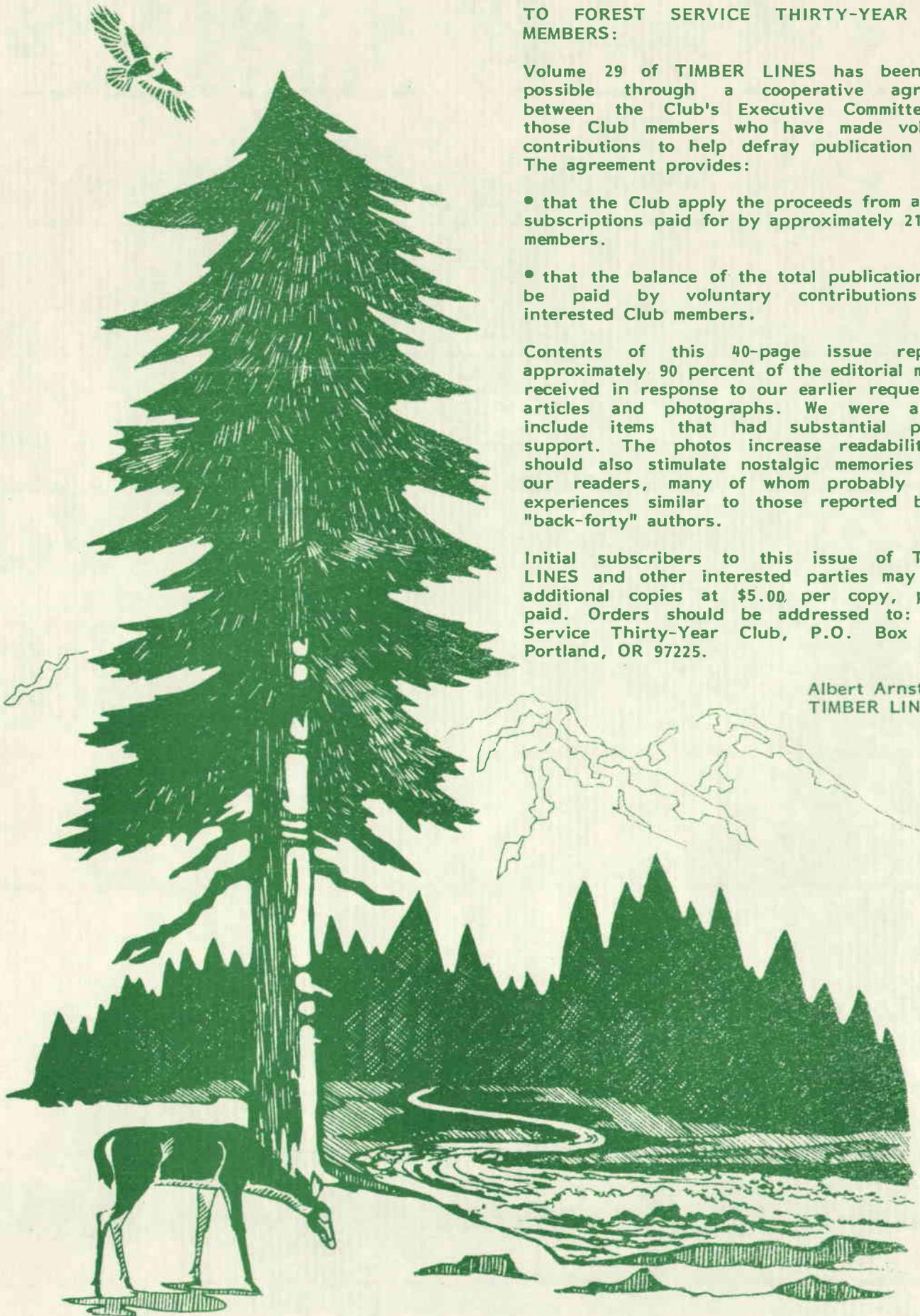
Volume 29 of TIMBER LINES has been made possible through a cooperative agreement between the Club's Executive Committee and those Club members who have made volunteer contributions to help defray publication costs. The agreement provides:

- that the Club apply the proceeds from advance subscriptions paid for by approximately 215 Club members.
- that the balance of the total publication costs be paid by voluntary contributions from interested Club members.

Contents of this 40-page issue represent approximately 90 percent of the editorial material received in response to our earlier requests for articles and photographs. We were able to include items that had substantial pictorial support. The photos increase readability and should also stimulate nostalgic memories among our readers, many of whom probably shared experiences similar to those reported by our "back-forty" authors.

Initial subscribers to this issue of TIMBER LINES and other interested parties may obtain additional copies at \$5.00, per copy, postage paid. Orders should be addressed to: Forest Service Thirty-Year Club, P.O. Box 25121, Portland, OR 97225.

Albert Arnst, Editor
TIMBER LINES



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MT. HOOD, Ore. (elevation 11,235') as seen from Timberline Lodge, Mt. Hood N.F. Lodge is gateway to wide variety of summer and winter recreation, including hiking, skiing and sight-seeing.





ON September 5, 1990 a memorial to Albert Wiesendanger was dedicated at Eagle Creek campground, Mt. Hood N.F., near Bonneville Dam. Mrs. Leonard (Alice) Jacobson, left, Albert's daughter, unveiled bronze plaque, on large boulder, right. Bill Hagenstein, Albert's lifelong friend, retraced Albert's Keep Oregon Green career. Alice reminisced about life at Eagle Creek, Albert's first USFS ranger assignment in 1916. Albert and wife Mickey lived in tent, had few conveniences.

Club honors Albert Wiesendanger



AT 50TH anniversary of Timberline Lodge, Mt. Hood N.F., plaques were presented to Ward



THIRTY-Year Club members (left photo) sponsored plaque dedication. From left: Gail Baker, Kenneth Wright, Merle Lowden, Robert Torheim. Not in photo: Bob Tokarczyk. RIGHT PHOTO: Albert Wiesendanger, left, chats with Eldon Estep, Club member, at 50th anniversary celebration, Timberline Lodge, Sept. 1987. Albert was Club's last surviving charter member.



Gano, seated left, and Albert Wiesendanger, right. Gano was on USFS engineering staff that designed building. Albert served as recreation

director. Back row, from left: James Torrence, regional forester, R-6; Dale Robertson, chief forester, USFS.



Dedication of Columbia Gorge Scenic Highway in 1916 made Eagle Creek public campground accessible to Portlanders with autos. Campground was one of first in R-6. Scene is at dedication.



Oregon's own "Smokey Bear" retires after 71 years of forestry work

By ED MOSEY
of The Oregonian staff

(Reprinted from the Sunday Oregonian of June 15, 1980)

"After he made the world and sat down to look at it, he must have said, 'There's a lot of fire out there, what with Satan down in the engine room shoveling coal, so I'll have to put a man on earth who can rally the people to stop fires.' That's what he said. I heard it from an old Indian. And the man he put there was Albert Sombdyrother."

—A tribute to Albert Wiesendanger by a friend.

AFTER 32 YEARS as executive secretary of Keep Oregon Green and a lifetime of dedication to protecting forests, 87-year-old Albert Wiesendanger has retired officially. A ceremonial dinner held in Salem, Ore. on June 13 testified to that fact. Friends from the Pacific Northwest came to wish him well after his 71 years of full time professional forestry service.

"When children come home from school and tell their parents about this fellow with a hard name that sounds like 'Wise against (fire) danger,' and the parents say they heard him talk when they were in school, it's time for me to take some trips," said Wiesendanger.

The man with a German name — his father was Swiss — said he is stepping out of his position with Keep Oregon Green but intends to remain active in the cause of protection against forest fires.

For a man whose occupation and preoccupation has been keeping Oregon green since 1909, it is not surprising. Wiesendanger could upstage Smokey Bear for thousands of Oregonians, who remember his visits to address students in the earlier days with the U.S. Forest Service, and his witty, soft-sell of forest protection to community groups while he was with Keep Oregon Green.

HE WAS only 16 when he went to work in 1909 as a messenger boy for the Forest Service in Portland. His first pay was \$30 a month.

"In 1911, they dropped the 'boy' because I had charge of other boys," he said. And by 1913, he was earning \$75 a month as a clerk. He was on his way up in the service.

"I would go down to Burnside (skid Road) and try to hire men with good shoes and a reasonable odor of liquor on their breath, and deliver them to burns," he remembered. "Then I would stay and get experience around fires."

By 1916, he was able to pass examinations and become a ranger. His first assignment was at Eagle Creek, in the Columbia River Gorge, and in 1941, he became district ranger for the gorge.

During the winter, when a forest ranger's duties slacken, Wiesendanger kept busy in a program of educating the public about the economic and aesthetic values of forests, and the destructiveness of fires. He would wear the uniform and broad-brimmed campaign hat of the ranger, and would keep his young student audiences wide-eyed with explanations of tools used in the forests, tales of fires and bears and songs on the harmonica he always carried, and sometimes played backwards by turning his back to the audience.

HE WAS so good at what he did that when the Keep Oregon Green board was looking for an executive in 1948, it had no doubt that Wiesendanger was the right person. He was reluctant at first to quit the Forest Service while he was still in his 50's, but a group of prominent citizens finally convinced him he was needed. He took an early retirement to take the position.

His energy has always been one of his most prominent traits: he still hops up stairs two at a time. Much of his time with the Keep Green movement has been spent bounding around the state promoting forest protection with speeches, signs and gimmicks. He always has some small gift — labeled items ranging from rubber jar lid grippers to a device for rolling up bottoms of toothpaste tubes.

The message is always the same: "Keep Oregon Green." You'll find that message tacked on trees almost everywhere and on place mats used by many of Oregon's restaurants.

Those fire danger rating boards maintained by rangers around the state are a project of Keep Oregon Green. Fifteen were put out in 1980.

THE FORMER ranger is a living anthology of stories about the Columbia Gorge and the Mount Hood National Forest. When he first went to work in the gorge, the paved highway ended at the Multnomah County line. He remembers spending much of his time helping tourists who "drove out to see the sights in their flivvers."

He knew Gifford Pinchot, first colorful chief of the U.S. Forestry Bureau, after whom the national forest in Washington State is named. He once took boxer Jack Dempsey fishing.

He was at work in the gorge when the Eagle Creek trail was built, and



collected fossils from rocks blasted out of the cliff near the present park at the trail head. He watched the construction of Timberline Lodge and for a time, served as recreation director there.

Has all the effort over the years to impress upon the public the importance of care with fire done any good?

"**I THINK SO**" said twice-retired Wiesendanger. "People are becoming a lot more conscious of forest fires. They are much more faithful about reporting them than they once were, and most fires last year were caused by local people's trash burning and campfires. Slash burning also sometimes causes fires."

Service Awards

- 1960 **Beaver Award—Citizen**
by Oregon Division, Isaak Walton League of America
- 1961 **Honorary Fernhopper**
by College of Forestry Oregon State University
- 1961 **Outstanding Service to State of Oregon and Forest Industry** (as Executive Secretary, Keep Oregon Green)
by Governor Mark O. Hatfield
- 1963 **Fire Warden Appreciation Award**
by U.S. Bureau of Land Management
- 1964 **Forester of Year Award**
by Western Forestry and Conservation Association
- 1968 **Silver Smokey Award**
by National Advisory Council, National Ass'n. of State Foresters and U.S. Forest Service.
Presented by Governor of Oregon Tom McCall, at annual session of Society of American Foresters.
- 1970 **Lifetime Achievement Award**
by Oregon Forest Protection Ass'n.
- 1979 **Fellow, Society of American Foresters**
by SAF, at annual meeting, Boston, Mass.

The True Story of the Pulaski Fire Tool

James B. Davis

Research forester, USDA Forest Service, Forest Fire and Atmospheric Sciences Research, Washington, DC

Fire Management Notes

1986 Volume 47, Number 3



The nickel-plated pulaski looks as good as new in its glass-fronted Collins Tool Company display case at the Smithsonian Museum of Arts and Industry in Washington, DC. Surrounded by equally shiny cutting tools of all description, the pulaski was first put on display at the Nation's Centennial Exhibit in Philadelphia in 1876.

Conventional wisdom holds that the pulaski fire tool was invented by Edward C. "Big Ed" Pulaski in the second decade of the 20th century. Ed Pulaski, a descendant of American Revolution hero Casimir Pulaski, was a hero of the Great Idaho Fire of 1910, leading his crew to safety when they became imperiled. He was also one of a group of ranger tinkerers who struggled to solve the equipment problems of the budding forestry profession. However, the pulaski tool on display at the Smithsonian must have been made when Big Ed was no more than 6 years old!

In the early days of forestry in this country, fire tools were whatever happened to be available. The earliest methods of firefighting were confined mostly to "knocking down" or "beating out" the flames, and the tools used in the job were simple and primitive. The beating out, when such an approach was possible, was often accomplished with a coat, slicker, wet sack, or even a saddle blanket. A commonly used tool was a pine bough cut on arrival at the fire edge (4).

Soon farming and logging tools, available at general and hardware stores, came into use. These included the shovel, ax, hoe, and rake—all basic hand tools developed over centuries of manual labor. Even after firefighting became an important function of forestry agencies, these tools were accepted as they were,

wherever they could be picked up, and little thought was given to size, weight, and balance. There appears to be no record of the use of the Collins Tool Company pulaski for fire control. Most likely, it was sold to farmers for land clearing and may have been forgotten by the late 1800's (2).

With the advent of the USDA Forest Service and State forestry organizations, a generation of "ranger inventors" and tinkerers began to emerge. It became apparent that careful selection and modification was essential for efficient work and labor conservation. In the early days when almost everybody and everything had to travel by horseback transportation was a particular problem. For years foresters worked on the idea of combination tools. Most of the attempts were built in home workshops, and most "went with the wind." Two important survivors, now in general use, are the McLeod tool, a sturdy combination of rake and hoe, and the combination of ax and mattock. The McLeod was probably the first fire tool to be developed. It was designed in 1905 by Ranger Malcolm McLeod of the Sierra National Forest.

Who first invented the ax-hoe combination and used it for firefighting is a matter of minor dispute. Earle P. Dudley claims to have had a pulaski-like tool made by having a light-weight mining pick modified by a local blacksmith. He says he used the tool for firefighting in the USDA Forest Service's Northern Rocky Mountain Region in 1907. Dudley was well acquainted with Ed Pulaski, and the two had discussed fire tools.

Another account of the origin of the pulaski is that William G. Weigle, Su-

pervisor of the Coeur d'Alene National Forest, thought of the idea—but not for firefighting (5). Rangers Ed Pulaski and Joe Halm worked under him (all three became heroes of the Great Idaho Fire) at Wallace, ID, then headquarters for the Coeur d'Alene National Forest. At that time, plans were being made for some experimental reforestation, including the planting, pine seedlings. As Supervisor Weigle planned the job, he decided a new tool was needed to help with the planting as well as other forestry work. He decided on a combination of ax, mattock, and shovel. One day in late 1910 or 1911, Weigle sent Rangers Joe Halm and Ed Holcomb to Pulaski's home blacksmith shop to turn out a combination tool that might replace the mattock that was then in common use for tree planting. Halm, with Holcomb helping, cut one blade off a double-bitted ax, then welded a mattock hoe on at right angles to the former blade position. He then drilled a hole in an old shovel and attached it to the ax-mattock piece by means of a wing bolt, placing it so the user could sink the shovel into the earth by applying foot pressure to the mattock blade.

The rather awkward device was not a success as a planting tool. Probably the whole idea would have been abandoned had not Ranger Pulaski been fascinated with the possibilities of the tool. He kept using it, experimenting with it, and improving it. He soon discovered that the bolted-on shovel was awkward and unsatisfactory. He

abandoned the shovel part and also lengthened and reshaped the ax and mattock blades. It is too bad Pulaski did not know about the Collins Tool pulaski—it would have saved him a lot of time. Nevertheless, by 1913 Pulaski had succeeded in making a well-balanced tool with a sharp ax on one side and a mattock or grubbing blade on the other.

Pulaski use now spread throughout the Rocky Mountain region. However, it was used not for tree planting but for fire control. By 1920 the demand was so great that a commercial tool company was asked to handle production.

Although the pulaski went into widespread use in the Rockies in the 1920's, it saw little or no use in other areas. Prior to 1931 the USDA Forest Service had no good internal method for handling equipment development and promotion. Most new equipment ideas were introduced and discussed at the regular Western Forestry and Conservation Association meetings (3, 7).

By the mid 1930's, with the advent of the CCC, fire tools began to proliferate, and the USDA Forest Service sought to standardize tools rather than develop new ones. It was at an equipment standardization conference at Spokane in 1936 that the pulaski tool was proposed for national distribution. The conference instructed the USDA Forest Service's Region I to develop and further test a prototype suitable for servicewide use (6, 8).

Since "Big Ed's" day the pulaski, as well as other fire tools, has undergone continual improvement. Pulaski development is an ongoing effort at the USDA Forest Service's Missoula Equipment Development Center. Careful engineering study, design, and testing have resulted in standards of shape, weight, balance, and quality.

Although Ed Pulaski may not have invented the first fire tool put into general use or even first thought of the tool that bears his name, he did develop, improve, and popularize the

pulaski. The General Services Administration now puts out bids for more than 35,000 new pulaskis each year—a long way from the prototype so laboriously made in Ranger Pulaski's home blacksmith shop (1).

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Lookout peaks get big facelift

Burley Mountain was once part of a 60-lookout network on the Gifford Pinchot. When Burley Mountain Lookout was built, it seemed lookouts were a permanent part of the fire detection strategy. But times changed. Today Burley Mountain is one of only three active lookouts remaining on the Gifford Pinchot.

Before fire lookouts were built, fire detection was by foot or horseback. A Forest Service guard would cover miles of trails, looking for fires. The timber was usually so dense you couldn't spot a fire until you were almost in it.

Guards eventually began setting up temporary shelters or "rag camps" at the higher elevations. Lookout buildings like Burley began replacing the rag camps in the late 1920's and 1930's.

For nearly 30 years, the Forest Service relied on lookouts to spot fires. Prompt detection meant a fighting chance to contain each fire while it was small. A good lookout guard was

BURLEY Mountain, Gifford N.F., as it looked in 1954.



able to spot smoke in the distance, locate it on a map, fill out the report, and call it in to the dispatcher on a crank phone, all in two to five minutes.

The crank phone and packers bringing supplies to the lookouts every two to three weeks linked the lookouts to civilization. Sometimes the packer was the only person the lookout saw for weeks at a time.

"On Watch Mountain, my uncle and mother came up and spent a day. The packer came up and spent 20 minutes. Two kids got lost looking for Watch Lake and spent the night with me. Other than that, I never saw anyone," recalled Bud Panco, former Watch Mountain lookout guard on the Randle District.

Martha Hardy, a lookout guard at Tatoosh on the Packwood District, captured the solitude in an article she wrote in 1945 for the *Seattle Times*. "Sometimes a lookout on one of those lonely peaks has to be filled with a pep talk over the phone from the ranger. It isn't only the fact that you're alone, but the height and amount of country you see makes it like being suspended from a star; you can't get your feet on solid ground."

(Reprinted from "Green Sheet," published by R-O, R-6, USFS; Nov. 1991)

Centennial of Division of Forestry

June 1981 was another anniversary for the Forest Service. In that month in 1881, the Division of Forestry was created from the office of forest agent by outgoing Commissioner of Agriculture William G. LeDuc. Franklin B. Hough of New York State became the first Chief of the Division. He was the first forest agent in 1876.



THE accompanying photos and text were "lifted" from the Fremont history book and were edited, processed and arranged by Al Arnst, '75 retiree, U.S.F.S. Arnst served on the Fremont N.F. in 1937.

FREMONT personnel, 1927. Back row, left to right: Dan Brennan, R. A. Bradley, Lawrence Frizzell, Ruby Ewing, Grace Frizzell, Ralph Brown, Henry Sarles, Ivan Jones, Clarence Young, Karl Langfield, Everett Lynch, Vivian Bailey, Edith Brown, Lillian Young, Eva Ingram, Mary

Bradley, Della Cheney, Louise Brannan, Melva Butler, Lottie Langfield.

Lower row, left to right: Pearl Ingram, Bea Johnson, Erma White, Dorothy Lynch, Norman White, Miss Young, Gilbert Brown, Bessie Brown, Robert Putnam, Al Cheney.

IN 1909 a branch of the Southern Pacific Railroad reached Klamath Falls, Oregon. In 1912 the narrow-gauge Nevada-California-Oregon railroad reached Bend, Oregon. Lumber companies followed the railroads to Bend and Klamath Falls within a year or two. By the time of WW I these towns were well on their way to becoming national centers of pine production. However, Lakeview remained in a semi-

History of the Fremont National Forest

by Melva Bach

industrialized state until 1928, when the Southern Pacific bought the N-C-O line and converted it to broad-gauge track.

THE vast open ranges of Lake County attracted stockmen

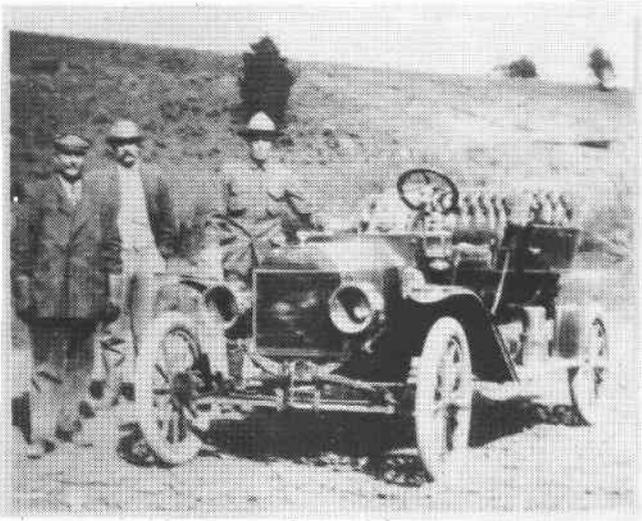


from throughout the western states and from Europe. Cattle and sheep ranches prospered. After the formation of the National Forest System in 1905 the administration of grazing on forest grasslands became the central chore of the newly

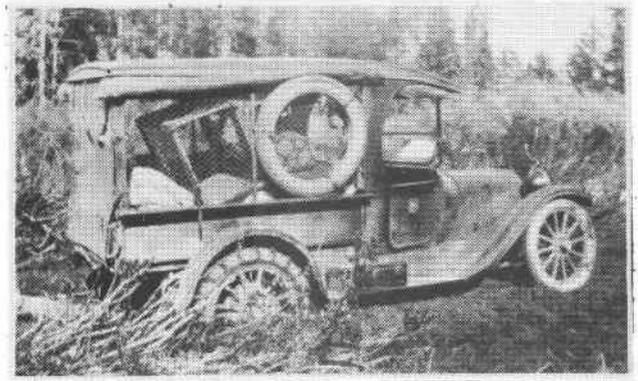
FIRST Dog Lake Ranger Station, 1909.

MERLE Lowden, Fremont N.F., wins Region 5 speaking contest, January 1945. Left to right: Larry Jolley, Larry Mays, Merle Lowden, Henry Hulett, Phil Bradner.





FIRST automobile used on Fremont N.F. was Gilbert Brown's 1910 Buick, purchased in 1912. Gilbert Brown appears in uniform.



RANGER Pearl Ingram's Dodge (photo 1922).



LOGGING on Silver Lake District for Embody Mill, circa 1907.



appointed Fremont staff.

ETHNIC groups associated with the Lake County livestock business included the Irish and, to a lesser extent, the Basques. Both raised sheep. Lakeview, 150 miles from the nearest railroad, became an isolated community little concerned with the outside world.

LATE in 1920 two modern lumber companies were incorporated in Lakeview: the Underwood Lumber Co. and the Lakeview Lumber and Box Co. Later in 1920 the Pennsylvania Door and Sash Co. began purchasing timber land on Cottonwood Creek and acquired a mill site in Lakeview. With the development of the lumber industry after 1920, Lakeview gradually changed from a market and livestock town to a mill town. Lake County homesteaders, starved out on desert claims, migrated to Lakeview to join the pool of industrial labor. Lumber manufacturing began in earnest after 1928.

PACE of timber production on the Fremont N.F. grew through the 1930s until 1943, when the Forest sold more logs than any other National Forest in the Pacific Northwest. The Fremont's production during that year exceeded even that of the coastal rainforests. In 1942 seven lumber mills were operating in or close to Lakeview.

IN MEMORIAM

IN November 1964 the late Nella Hulet, R-6, attended a national meeting of I+E Chiefs and Womens' Activities leaders, held in Wash., D.C. in the Chief's office, U.S. Forest Service. Nella is shown here as part of a group photograph. In back is Jack Woods, I+E Chief, R-6, at the time.



COOS BAY LUMBER CASE

By Carlin B. Jackson
RO, Lands and Minerals

The findings of fact and conclusions of law by Judge Belloni (5/10/68) set forth much of the early history of the Coos Bay Lumber Company case. My purpose in this paper is to set forth the things I recall from having been involved in the case from about 1960 to the conclusion on April 1, 1970.

In about May 1959 I was transferred from the Chetco Ranger District to the Gold Beach Ranger District (Siskiyou National Forest). At Gold Beach it was my job to do land exchanges in the Rogue River corridor from Lobster Creek to above Agness. Some time in the early 1960s I became aware that Georgia-Pacific Corp. had proposed to trade some of their lands on Eden Ridge (Powers District) for N.F. lands. This exchange proposal was dropped by the F.S. when it was discovered through a land title policy report that an agreement had been signed in 1934 whereby the Eden Ridge lands were to be conveyed to the F.S. as they were cutover. Bob Mansfield was handling exchanges at that time

At about the same time or shortly thereafter, I began handling rights-of-way for the Agnes Road; Georgia-Pacific needed a right-of-way for a new road to their timber about one mile south of the Rogue River between Lobster Creek and Quosatana Creek. The F.S. needed a right-of-way across Georgia-Pacific land (Sand Rock Road) that was involved in the 1934 agreement.

First we tried to get the right-of-way by requiring reciprocal easements for the two roads. This was Bob Beeman's (RO) suggestion. However, it just happened that Arthur Greeley (Associate Chief) was in the region trying to make peace with the timber industry (about what, I don't remember). Art called our reciprocal easement attempt to a halt after Georgia-Pacific hit him with it. So that left us without a right-of-way.

I had been taking property appraisal courses and was assigned the Sand Rock easement appraisal as my first right-of-way appraisal. In looking at the title policy, I duly noted that it was subject to the 1934 agreement and should have been donated to the U.S. many years ago. So I appraised it in the proper way, arrived at the fair market value, and concluded that it was worth \$1.00 due to the 1934 agreement (Beeman was with me on this deal also).

Georgia-Pacific would not grant the right-of-way (since to do so would be an admission that the 1934 agreement was still valid), so we got all the necessary approvals and acquired the easement by condemnation. Then all we had to do was have a trial to determine just compensation. After a few skirmishes, we worked out a deal whereby Georgia-Pacific would give U.S. the right-of-way for nothing, but we agreed that

8 would not constitute recognition of the 1934

agreement on their part. We also agreed to litigate the 1934 agreement in U.S. District Court.

During the intervening period, we were gathering all available information, etc. on the case. During this period I also was transferred to Grants Pass (1963), our family had twins, and I was transferred to the R.O. (1963) to work in rights-of-way under Bob Beeman. Shortly thereafter, Axel Lindh (WO Director of Lands) retired and moved to Brush Prairie, Washington.

Axel had a keen interest in this case. In fact, he volunteered to help us with it. I remember him joking that he was signing up again as a junior forester as he completed the personnel forms. Axel attacked this case with vigor. He went to Powers, dug through all of the old files, and found some real good evidence in the attic over the garage. Howard Sigmond (Washington, DC) was our Justice Department lawyer on this case. Howard was a tall, bespectacled man who patiently sifted through the reams of evidence we gave him and crafted our case.

During the course of our investigation, we found that Coos Bay had reaped substantial benefits because the N.F. boundary had been extended to include their Eden Ridge lands by Act of Congress on June 13, 1935. Because the boundary had been extended, Coos Bay Lumber Co. was able to get the Forest Service to take on fire protection of their lands.

During the years 1936 to 1941, Coos Bay Lumber Co. conveyed 9,357 acres to the U.S. under the agreement. During the war no lands were completely cutover and none was conveyed to the U.S. In 1958 when Eisenhower was President, there was a heavy push by the Republican administration for the N.F. boundaries to be retracted all over the country. On April 5, 1958, the boundary of the Siskiyou N.F. was retracted in the Eden Ridge area, except for the lands previously conveyed by Coos Bay Lumber Co. On December 17, 1962, the Coos Bay Lumber Co. was acquired by Georgia-Pacific. A proposed exchange for the Eden Ridge lands brought about the discovery that the U.S. had a right in the Georgia-Pacific lands. Then we tried to solve the case using the right-of-way condemnation procedure. This led to trial in court.

On April 19, 1968, Judge Belloni (from Myrtle Point) found in favor of Georgia-Pacific. He found that the boundary retraction in 1958 breached the contract (1934 agreement). The case was appealed to the Ninth Circuit Court of Appeals. On January 8, 1970, the Ninth Circuit found in favor of Georgia-Pacific. On February 3, 1970, Ed Shulman, U.S.D.A. General Counsel, asked the Department of Justice to file for a writ to the Supreme Court. He reasoned that the Executive Department could not retract the boundary by public land order when it had originally been set by Act of Congress. Ed Cliff, Supervisor of the Siskiyou in the early '40s, was Chief of the Forest Service in 1970. In early 1970 Ed Cliff, Byron Amsbaugh and Ed Shulman

met with Solicitor General Thurgood Marshall to encourage him to get this case before the Supreme Court. The Justice Department decided not to proceed on April 1, 1970. Thus ended another tale in the history of the Siskiyou National Forest.

This would not have been the case if the land had remained outside the National Forest boundary. Year 1936 was an extreme fire season, with the state fire forces being fully occupied with many huge fires, including the forest fire that burned Bandon. During the same period that Bandon burned, a fire started in a private logging on Eden Ridge and Forest Service forces responded immediately and put it out.

In some of the researching that I did, I found a review (G11) that Regional Engineer Jim Frankland made in about 1942. This first page of this review was a poem that summarized the two-week review that Jim had made. It reads:

SISKIYOU ISLAND

*Now Siskiyou Island is Ed Cliff's home range,
It's covered by flora and fauna most strange
The brush burners and chrome miners, lacking foresight,
Have burned lots of timber and left parts a fright
It's sort of a challenge, and I have a hunch
That they'll meet it with gusto, this Siskiyou bunch*

*Ed Marshall's Chetco, a gay fashion show
From wave-swept sands to Vulcan's snow
Port Orford cedar, a sale perhaps
Then Gold Beach mill can use a few chaps
A redwood park, 'midst dank myrtle groves
But "blind squares" burn in Dimmick's stoves*

*Baker's Gasquet, old mines and new
Serpentine slides in every hue
Of color nature never stints
Chrome ridges glow in many tints
The South Fork route to Hawkins bar
Ain't done yet if you go by car*

*Bowerman's Page Creek seems to be
A scene of alpine fantasy
Cullen's letters and Philbrick's forty
The super's beaver in new homes sporty
The Cat trail is headed toward Red Mountain Prairie
And inspectors all ride in the truck short and airy*

*Cooper's Galice, both sides of the Rogue River
Canyons and rapids that cause one to shiver
A suspension bridge that looks quite risky
Whiteneck Place on a creek called Whiskey
The ranger has up and moved to the city
The pa and work are at Rand, oh, what a pity*

*Rass' Port Orford on the river Coquille
From Coos Bay's cutover they are now pulling steel
The China Flat CCCs no more work are needin'
And some day we can drive to Jack Campbell's Eden
The proposed Port Orford Park appears in need of a leader
Or the miners and loggers will have all the cedar*

*Andy's Agness with autumn style aflame
Putting even the rainbow's tints to shame
Unexpected fires occurring here and there
Give reason to believe some are not playing fair
From Horseshoe Bend, via Copper Can
To Gold Beach by boat, a trip, oh man!*

**Remember: only you can
PREVENT FOREST FIRES!**



HOW I MET GIFFORD PINCHOT By Raymond Schoener

This happening isn't something which I experienced while I worked in Region Six; in fact, I wasn't even in the U.S. Forest Service at the time. Its significance increased later on when I did work for the Forest Service; it became a source of pride which I still retain.

He was 70 years old and was running for another term as Governor of Pennsylvania. I was an 11-year-old kid who happened to stop by the local railroad station to see why a crowd had gathered that evening.

Something about the tall, mustached, straight-as-a-ramrod figure on the platform, built for the purpose, made me stay and listen even though my interest in politics at that time was almost nil.

It wasn't until much later when I was a forester myself that I realized that on that evening I had seen and listened to America's first native-born trained forester, the man who set the standards that made the Forest Service the proud organization that I later joined.

The old gentleman I stood and listened to so many years ago was Gifford Pinchot.

The following illustration of lyric poetry was brought on by my love affair with Oregon, where I started my Forest Service career.

SONG OF THE FOREST (Oregon Memories)

*The rumble of wind
Pushing through tall pine trees,
The thump of deer hooves
Fading out down the draw,
The bugling of elk
From high up on the ridge,
The cry of the hawk
As he floats overhead.*

*The zoom of the grouse
Going out 'neath my feet,
The honking of geese
Traveling low 'neath the storm,
The yip of coyotes
As they take to the trail,
The whistle of swift wings
As ducks pass overhead.*

*The tinkling of mountain streams
Falling downhill,
The twitter of birds
As the sun faces away,
The soft sound of air
Bringing peace to the woods.*

Then the silence of night.



HISTORIC FLIGHT. BT-13 plane that seeded clouds in 1947 prepares to take off from Pearson Airpark in Vancouver, Wash. with Colonel Eckley Ellison in rear seat. Others, from left: Ernie Helms, Skyways pilot; Bob Thomlinson, KGW newsman; Owen P. Cramer, USFS meteorologist; Russel Means, Skyways pilot; Howard E. Graham, USFS meteorologist. Kneeling in front, from left: Hugh Ackroyd, Portland photographer; Leverett Richards, "The Oregonian." (Photos: Hugh Ackroyd, Commercial Studios, Portland, Ore.)

They milked clouds in the Gorge

Two now-retired Forest Service weather gurus helped milk the clouds over Crown Point, Oregon on April 4, 1947. Owen Cramer and Howard E. Graham participated in the first man-made snowstorm and thus refuted Mark Twain's classic comment: "Everybody talks about the weather, but nobody does anything about it."

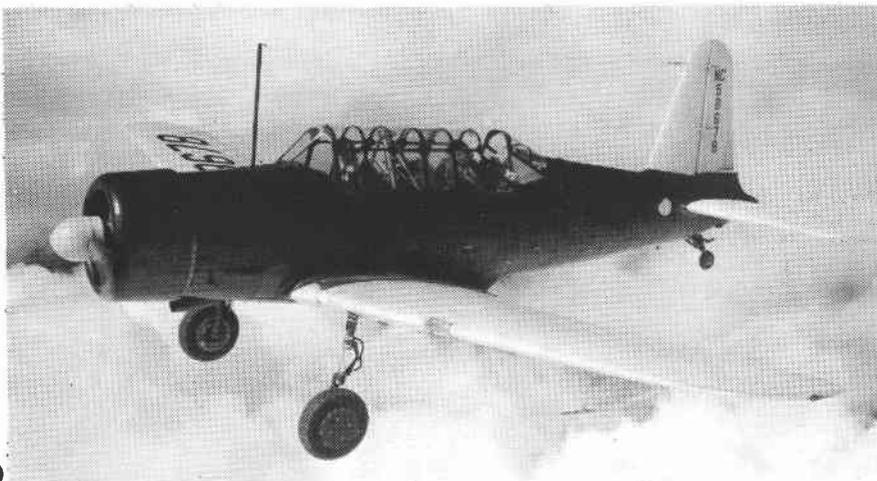
As told by Leverett Richards, veteran pilot and newshawk for The Oregonian (he's still active as correspondent for the paper at Vancouver, Washington), the experiment was conducted by the late Eckley S. Ellison, senior meteorologist at the Portland Weather Bureau. Richards got the inspiration from an eastern experiment in seeding a cloud with dry ice. He sold the idea to his city editor and Ellison. They then waited for the right conditions: cumulus clouds covering the area but stopped from precipitating by temperature inversions.

Conditions were favorable on April 4, 1947. The group assembled at Pearson Airpark in Vancouver, Washington. Ellison took off in a war surplus BT-13 Air Force trainer. Richards flew formation with Ernie Helms' BT-13, with Portland photographer Hugh Ackroyd shooting pics from the rear cockpit.

At 10,000 feet, a few miles east of Gresham, Oregon, Ellison started seeding the cloud tops with 17 pounds of powdered dry ice. Then the other pilot dived down below the clouds and shot pictures of the long line of snow showers that fell from the seeded clouds.

Russel Means, flying below the clouds with Graham and Cramer, also shot pictures to confirm the results. The snow turned to rain at lower elevations. Several residents reported substantial rainfall from the seeded clouds.

The experiment hit news headlines worldwide and started a flurry of commercial cloud seeding operations by farmers, ski resorts and power companies. Ground generators were developed to



THIS BT-13 seeded clouds over Crown Point, Oregon in 1947.



send up plumes of silver iodide into the clouds, but it was difficult to determine how much triggering was done by nature vs. man.

Cloud seeding was practiced widely until the seeders became lawsuit targets by irate farmers and others who blamed the cloud milkers for floods and damaging snowstorms. The threat of such expensive lawsuits discouraged public agencies, power companies and ski resorts from further manipulation of the clouds.

Cramer and Graham were there when it all happened!

AVOIDING SHANK'S MARE

By Bob Bjornsen

The smokechaser of yore is virtually a vanished species. It (it was a male bastion then) traveled to fires afoot, or "shank's mare," as it was commonly referred to then. A hand compass, pulaski, shovel, rations and a bedroll strung atop his pack were the tools of his trade.

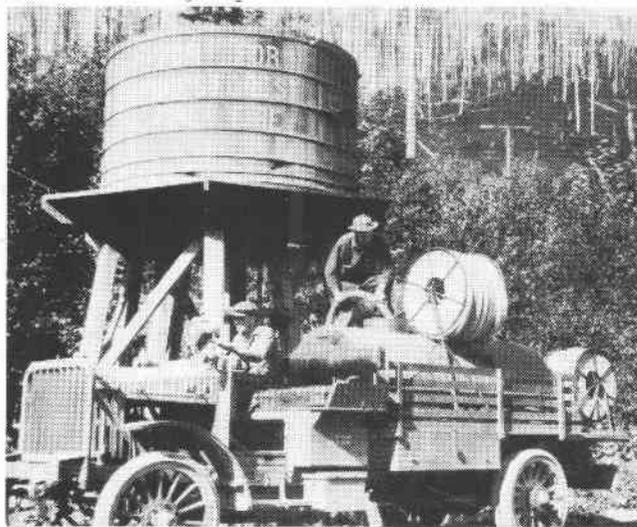
Plotting an azimuth from his departure point, he hiked across rugged country to the fire located by lookout cross shots, or sometimes only by landmark. It was a challenge for him to find a lightning-hit snag that put out only an occasional puff of smoke. When this happened he would use the gridiron method to systematically find the fire, often depending on his nose to sniff out smoke and follow the drift to its source.

When he had corralled ("contained" hadn't been invented then) the fire and felled the snag by hand, he set about putting it out--dead out. His instructions were "don't leave the fire until it's out." Sometimes this could be a couple days of bare-hand feeling of suspected hotspots or of placing his head at ground level to see the tiny gnats which inexplicably swarm over a spot of buried hot coals.

Such was the legacy Leroy Merrick and I brought to the art of smokechasing on the Wallowa-Whitman N.F. one hot August day as we were hauling the "Speed" and "Smokey" horses up Sumpter Valley in a stakebody truck. That same piece of road today is under Phillip's Reservoir.

Suddenly radio silence broke with the excited voice of Huckleberry Mountain Lookout reporting a fire on the west slope of the Elkhorns. As he read off the azimuth, we were mentally calculating where it should be. I pointed out the window towards Bridge Creek. "It ought to be there," I shouted, and sure enough, we could see the smoke.

Leroy spun the wheel, nearly putting the horses down, and sped up Bridge Creek Road, dust a-flying. He radioed we were headed for the fire to make initial attack and called for reinforcements. Reaching our departure point, we unloaded the horses, saddled up, grabbed our tools and struck out at a fast trot for the distant smoke.



FOREST Service truck used on Olympic blowdown, Olympic National Forest, Wash. (Tom Gill, 1924). (From: Fire Mgt. Notes; 1989; Vol. 50, No. 4)

Reaching the fire, we tethered our horses and went to line building/hot spotting. It wasn't long before we were gasping for breath, wondering where in hell that crew was. By the time they arrived, our posteriors were dragging our tracks out, to put it mildly.

It was a relief to mount our horses and leave the fire to the tough, young crew. Riding back to the truck, we reminisced about smokechasing in earlier years and how this was our first chase from horseback. We reckoned there wouldn't be many future fires where horses were used in initial attack.

Air attack and a better ground transportation network are enabling today's firefighter to hit 'em hard, hit 'em fast and keep 'em small. The objective remains the same; only the methods have changed. So here's to that smokechaser of yesteryear; his was a lonely, arduous lot that required a woodsmanship skill not readily found today.



**EVERY TIME A
FOREST FIRE STRIKES
YOU GET BURNED!**

OCTOBER 1938. Perry A. Thompson, for many years supervisor of Willamette National Forest, Eugene, Oregon, has been appointed assistant regional forester at Missoula, Montana. J. R. Bruckart, from Olympic National Forest in Washington, will succeed Thompson.

OCTOBER 1938. An experimental cutting of western white pine on Rogue River national forest in southern Oregon, is underway on the Copeland Tract, located approximately eight miles north of the Union Creek Resort on the Diamond Lake road. Rogue River Sugar Pine Co. was the successful bidder, and the logs will be transported to its mill at Central Point. It paid \$7.75 per thousand stumpage. Future disposition of white pine timber in that area will depend on the outcome of the present sale.



TYPICAL CCC audience in remote camp as it looked and listened to Olie Fuller's movie projection of forestry and conservation subject matter. Show Boat generated its own "juice," if necessary, to power projectors, plus a generous supply of extension cords.



OLIE Fuller, Ore. State Dept. of Forestry, was captain of the Show Boat. He was an entertaining speaker. Projection equipment in 1930s was heavy and cumbersome.



Show Boat dramatized forestry

ONE OF Oregon's most effective spokesmen for forest fire prevention was the late Olie Fuller, captain of the "Show Boat," operated by the Oregon State Department of Forestry sometime in the 1920s and 1930s. The Boat was a large van equipped with silent movie (at first) and lantern slide projectors, a generator for supplying kilowatts when electricity wasn't available, and a generous supply of extension cords, extra projector lamps and related accessories.

Its mission: to navigate the boondocks of rural Oregon, broadcasting Smokey Bear's message, "Be Careful With Fire!" As an ally of Smokey, the nation's voice for "Only You Can Prevent Forest Fires," Mr. Fuller and his gypsy road-ready van were remarkably effective. They cruised the state, making appearances in schools and in cities.

SMALL towns were prime targets of Show Boat. Here grade school children are shown trooping to town's movie theatre to see conservation and forestry movies brought by Show Boat personnel, foreground.



Perhaps the inspiration for the Show Boat can be credited to the late Albert Wiesendanger, who already had established himself as a colorful messenger for the U.S. Forest Service's fire prevention program. He had been stumping the state's schools with his provocative routine of folding camp-cooking kits, roomy pack sacks, hand-out gimmicks and playing a harmonica backwards.

Mr. Wiesendanger was interviewed in the June 1980 issue of "Forest Log," published by the Oregon State Department of Forestry. He had just retired after 71 years of district ranger, forestry education and "Keep Oregon Green" work. Mr. Wiesendanger made these comments:

"These grade school principals got high school principals involved (regarding my talks) and they then would provide students in groups of 12 to 1400. The attention of the students was marvelous. So finally I invited one or two

Keep Emergency
Numbers Handy!



principals from the department's information office to come and see for themselves the reaction to my presentation. They were impressed, so much so that they worked with the State Forestry Department in developing the Show Boat and traveling with a forest fire prevention show, using some of my same proven techniques.

"A van and truck then traveled through Oregon presenting programs at city and rural schools. I worked with them as a team."

Mr. Fuller was an effective and eloquent messenger. His style was homey and friendly. When the CCC program was launched in mid-1933, the Show Boat's cruising area was expanded to include the camps. Most of these usually were in remote locations, with many of

SCOTT MC COMB. Scott McComb was appointed guard on the Silver Lake District April 11 to September 20, 1911. He received a probational appointment to assistant ranger June 1, 1912, at \$1100; from assistant forest ranger to forest ranger August 11, 1916, at \$1100. Mr. McComb built the first lookout house on Hager Mountain. On January 5, 1917, he was promoted to forest ranger at \$1200, and transferred to Paisley.

Ranger McComb died at Paisley October 25, 1917, at the age of 45. He was survived by his wife and three small children - a daughter Virginia, and two sons, Fremont and Denver. He was very capable and a hard worker. It was said that he had done a lifetime's work by age 45. Supervisor Gilbert Brown reported that many times Ranger McComb had ridden horseback all night to meet a permittee at 7:00 a.m. the next day.

Fremont McComb was named for the Fremont National Forest at the suggestion of Walt L. Dutton and Lynn F. Cronemiller. The following is quoted from an article in the Bend Bulletin of September 27, 1956, supplied by Phil F. Brogan and Walt L. Dutton:

"In all the Northwest, so far as is known, there is only one forester who was named after a forest. He is genial Fremont McComb of Eugene, OR, on the Willamette National Forest, as staff officer.

"Fremont McComb was born in August 1913 at Silver Lake, OR, at a ranger station on the edge of the Fremont National Forest. But Forester McComb was not named after Captain John C. Fremont, the explorer. He was named for the forest."

Both Fremont and Denver McComb were forestry graduates of Oregon State University. Fremont entered the Forest Service on the Wenatchee N.F., served on the Siuslaw, Malheur and Willamette forests, and then in the R-O in timber management. Denver worked for a short time on the Fremont N.F., and for several years on the Wenatchee N.F. He then went to work for the Oregon State Board of Forestry.

the enrollees from cities in eastern states where tree country was not a familiar sight. The Show Boat was well received at these isolated camps.

The Regional Office of Region Six, through George Griffith in the Education and Information Office, entered into a cooperative agreement with the Oregon State Department of Forestry to help staff the voyages of the Show Boat. This arrangement provided an excellent training school for newly fledged junior foresters, fresh out of school and unfamiliar with public speaking techniques. One month's tutelage under Master Fuller was rewarding.

Some of the USFS foresters who earned their sea legs on Show Boat cruises included Merle Lowden, Larry Jolley and Albert Arnst. Many others profited from the stimulating assignment.

"**STARKER FORESTS, The Legacy of T. J. Starker,**" is a recently published 96-page illustrated account of Oregon's own Mr. Forester. Authored by Jim Fisher, retired public information officer, Oregon State Department of Forestry, the book recounts chronologically the colorful career of the 92-year-old veteran tree farmer, who passed away in 1983. Those who had the privilege of being a student at the original School of Forestry, Oregon State University, will remember "Prof" or "T.J." as one who demanded performance in his classes in silviculture, dendrology, forest management and even camp cooking. In the 1930s he acquired the first cut-over acres that now are part of the approximately 50,000 acres of vigorous second-growth that comprise Starker Forests. T.J. was also a civic leader in Corvallis, OR, and a frequent and articulate contributor to the editorial pages of the state's newspapers on forestry subject matter. His contributions to professional forestry won him many honors.

POWERFUL CH-54A Skycrane helicopter helps alleviate problems in delivering heavy fire equipment to remote wildfires in rough terrain. (From "Fire Mgt. Notes," USFS, Fall 1976; Vol. 37, No. 4)





IN October 1933 Government Camp Hotel was burned to the ground. Nearby buildings for a while were threatened by fire; furnishings (foreground) were removed. Government Camp has fire-prone history. Hill's Place (left in photo) burned down in 1951. Famed Battle Axe Inn, north side of Hwy. 26, burned down in 1950.

Crew remembers snowless winter

Meteorologists can document the fact that the winter of 1933-1934 was almost snowless in the high Cascades. The snow dearth was especially noticeable at Government Camp, Oregon (elevation 4,000 feet). This small community, huddled on both sides of Highway 26 near the foot of 11,235-foot Mt. Hood, already enjoyed a brisk wintertime ski business if there was snow (construction on Timberline Lodge didn't start until 1936). The town's homey mixture of historic resort attractions was a welcome rest pause, winter or summer, for weary Willamette Valley visitors who had just pushed their flivvers up the twisty, steep grades of treacherous Laurel Hill. The next "P" stop was miles away at Warm

Springs on the east slope of Mt. Hood. Beyond that, real civilization didn't start until Madras in central Oregon.

At that time I was crew leader of a six-man panoramic photo crew that, from mid-1933 to the end of 1935, secured oriented panoramic photos from over 800 lookout stations in Region Six. We would spend a long field season hopping around Oregon and Washington to take the photos under the most favorable weather conditions. (The 1933 Tillamook blowup made us move our operators out of northwestern Oregon and southwestern Washington because of the heavy smoke.) Then in the off-season winter months we prepared "seen-area" visibility maps from the three photos that captured the "seen" topography from each station. The mapping procedure was a slow and careful process that required serious



NOT much remained of Government Camp Hotel except chimneys when fire consumed structure in Oct. 1933.



SNOWLESS winter of 1933-1934 made it necessary for CCC crews to haul in snow and mix it with straw to provide base for annual ski jumps at Multnor Bowl jump run.



concentration in a favorable working environment.

During the winter of 1933-1934 the R-O had "no room at the inn" to accommodate the crew at the old Post Office building at N.W. Broadway and Glisan in Portland. But our R-O bosses offered an attractive alternative to our crew, all of whom were vigorous single bucks who had stayed out of forestry school to earn much-needed funding for further education at a time when jobs were scarce.

The alternative was to spend the winter at newly completed Summit Guard Station just east of Government Camp. The building was an attractive and commodious not-yet-occupied structure boasting a huge living room with a mammoth stone fireplace. Facilities also included a kitchen with a wood-fired range that today would be a collector's treasure, and a large office with space enough to install the six drafting tables required for mapping. Topping the spacious ground floor was a roomy stair-accessible attic or loft, with ample room for cots, clothes and closets.



MEMBERS of panoramic photo crew headquartered at Summit Guard Station winter of 1933-1934. From left: Robert L. Cooper, Lester Moe, crew leader Albert Arnst, Reino Sarlin, Jim D. Rittenhouse, Robert M. Snyder. Harp-like device held by two crew members is profiling device invented by Lage Wernstedt, Div. of Engineering, R-O; on topog maps it projects line of sight from lookout elevation across ridges shown in panoramic photos to determine "seen areas."

SUMMIT Guard Station, USFS, east of Government Camp provided winter headquarters in 1933-1934 for R-O USFS panoramic photo crew. Winter was almost snowless. Light fall shown here didn't last long.



Crew remembers snowless winter

The crew jumped at the offer. We organized shifts for cooking and household chores. Our host, the U.S. Forest Service, already had provided a huge stack of firewood to feed the kitchen range and fireplace. All we had to do was take care of the place and carry on our daily mapping routine. The setting and peaceful surroundings proved to be a productive environment that resulted in an outstanding output of seen area maps.

To relax after a grinding day at the drafting tables, crew members would walk or drive to Government Camp. We patronized such well-known establishments as Hills Place, Government Camp Hotel and Battle Axe Inn. We could always eat dinner there if we wished, or else play the punchboards or pinball machines, consume burgers or slurp coffee, play cards or visit with the friendly local citizens, many of whom were legendary characters. The camaraderie was an effective tonic that helped unwind the crew members. One of our team was a sucker on punchboards; his upstairs bunk area was festooned with a colorful array of kewpie dolls and stuffed animals.

The most memorable event of the season was the destruction by fire of the historic Government Camp Hotel on the morning of October 11, 1933. Our camera-equipped crew captured the accompanying photos. The hotel had just been remodeled. The late H. G. Cooper manned a Forest Service pumper that tried vainly to squelch the fire.

To cope with the absence of snow required to hold the annual ski jumps at Multotorp Bowl hill CCC crews from Zigzag Ranger Station (Huck Hiatt was ranger) were mobilized to bring in snow from more favorable areas. They mixed it with straw to provide a reasonably slick surface.

I'll always remember seeing--in January 1934--visitors to the mountain area eating picnic lunches on the bare slopes flanking both sides of Highway 26 near Government Camp.

--By Albert Arnst

BEAR SLEDS FURNACE CAPER

By Bob Bjornsen

Remember the old wood-burning furnaces? These were in vogue before heating oil models became available, particularly in rural areas. Such was the case in the old Bear Sleds RD office at Wallowa, Wallowa-Whitman Forest.

The furnace was located in the office basement adjacent to a two-cord wood storage area. Living next door in the Ranger's house, I would come over about an hour before opening time to load the temperamental wood-eating monster in an effort to cut the chill when we went to work. This was often an exercise in futility because either a smoldering low-heat fire resulted or a roaring inferno that drove upstairs occupants to open windows in a self-defeating exercise.

Compounding the problem was a lone register near the second-story stairs that was supposed to heat the entire building. It intermittently belched smoke that failed to go up the main flue. If the heat didn't drive one out, the smoke would.

Having long since given up trying to repair the infernal apparatus, and having no success in persuading the SO to give us funds for a new oil burner, we decided to give the Forest Supervisor a full smoke treatment on his next winter visit.

On the appointed day, Supervisor Hal Coons was seated by the open door to my office in proximity to the register. By rearranged signal, District FMO Bill Maxwell stoked the furnace with wet rags and green alder wood to ensure a smokey fire. You guessed it! The old furnace never broke stride as it burned that fuel with a degree of efficient combustion never before achieved and nary a smidgen of smoke to sally forth from the register.

Meanwhile, Bill was frantically stuffing more wet fuel into the firebox ignoring the fact the heat was driving us to work in our shirtsleeves with the windows open. Hal's comment about a "damn good furnace you have there," shot down our last hopes for its replacement.

SAGA OF LOST LOWERS

By Bob Bjornsen

It all started one bitter cold morning at the old Chico Guard Station on Crow Creek, Chesnimnus RD, Wallowa-Whitman Forest. I had brought the Baker District horses, Speed and Smokey, over to winter on the Chico pasture whose south slopes were usually snow-free and rocky enough to keep hooves short.

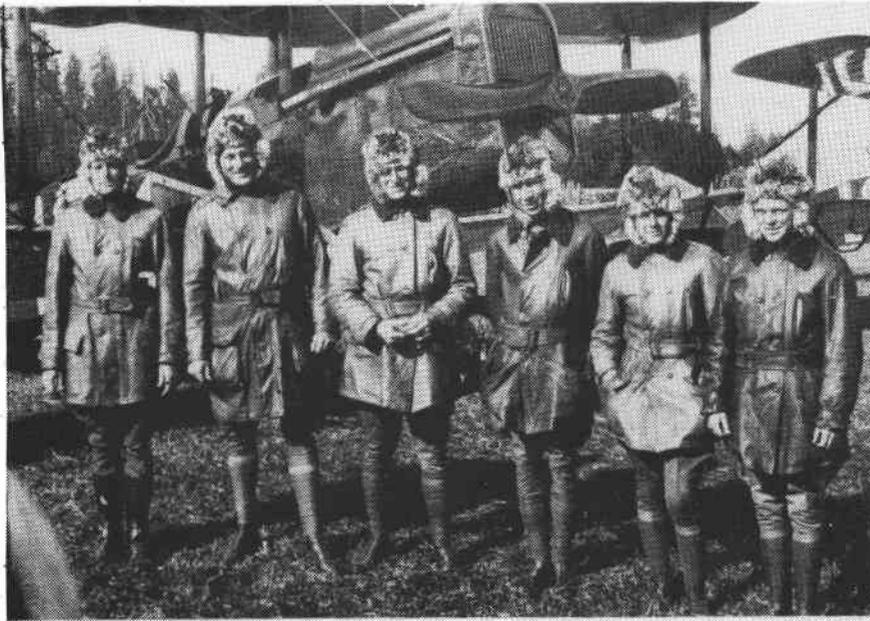
District Ranger Blen Holman and I roused out of our bunks early to be greeted by below-zero temperature and crystal clear air. The ramuda (his and my horses/mules) had humps in their backs and didn't want to be caught, much less saddled, but we got the job done and moved them up the road to pasture.

I was in the lead and dismounted to open the gate. In bending over, my lower "China Clippers," which I had removed because of a sore gum, apparently fell out of my shirt pocket unnoticed.

I didn't miss the plate until returning to Baker. Frantically I searched my truck--no teeth. Next I called Blen to see if he could locate them, and after a trip to Chico and a diligent search, he also failed to find the lost bizers (Danish for teeth).

Now we fast-forward to the spring Ranger meeting, at which, with great fanfare, Blen presented me with an elaborately gift-wrapped box containing my partial plate. It seems an early spring fence maintenance crew had found them at the gate barely sticking out of the spring thaw mud.





PILOTS of Olympic Airplane Patrol at Humptulps, Wash., Olympic N.F. (W.J. Paeth, 1921). (From: Fire Mgt. Notes: 1989; Vol. 50, No. 1)



HOW TO REDUCE PAPERWORK By Frank TerBush, Roseburg, OR

Vondis Miller was Supervisor of the Umpqua N.F. (1954-1965) in Roseburg, Oregon. He personified everything admirable in the Forest Service (personable, thoughtful and intelligent).

My desk was just outside his door (which was seldom closed). He began each day by checking the incoming mail (possible then, improbable now). Vondis disposed of much of it by tossing it into the wastebasket. He was skilled at turning a colorful phrase. I recall once hearing a particularly heavy thump and looked up. Vondis looked over, grinned, and said, "Frank, much of this stuff should never have come across the Plains." Thus did he relieve the burden of WO paperwork on himself and his subordinates. I wonder if his successors are able to follow his good example!

I recently received the September 1990 edition of the PNW Nursery Directory. I edited this compilation during the years I worked in state and private forestry in Portland, Oregon. It was fun watching reforestation grow in the '70s. It is gratifying to see reforestation continue strong in the past decade as well.

"Rehab" was an unwanted stepchild in the early '50s when I began working in the Pacific Northwest. In those days the forester's job was to "get out the cut!" Thank heavens, federal, state and private organizations are doing a better all-around job today than we did years ago.

Thank heavens, too, that the nurseries are growing better planting stock. Foresters are doing a better all-around planting job. In short, we've learned much from our mistakes. It is gratifying to see such truly marked improvement!



A HALF-CENTURY RECOLLECTION By Ethel D. Chatfield

In mid-summer 1941, as the Pacific situation became grave, several R.O. Division clerks signed up for helping in ground observing and reporting aerial activity. Little did we realize then how very important that gesture would be over the next decade!

In mid-summer 1941, as the Pacific situation became grave, several R.O. Division clerks signed up for helping in ground observing and reporting aerial activity. Little did we realize then how very important that gesture would be over the next decade!

After thorough screening, fingerprinting and training, when December 7, 1941 exploded, we were ready. We worked six-hour shifts, usually from 1800 to 2400, on the big grids. Under utmost secrecy, we learned two alphabet codes as well as complex grid reporting procedures. At first, when we were downtown, "mess" was furnished by Army Signal Corps who had a contingent there as it was a Regional Command Post. Gas masks were issued which we had to carry during duty hours resulting in wild rumors among uninformed citizens nearby and fellow streetcar riders when we were enroute. I worked on the grids most occasionally in Message Center, operating the teletype machine, relaying movements of military personnel, necessitating absolute accuracy of serial numbers. (I was on duty the night Fort Stevens was shelled--another tense time!).

In the '40s, I was in the Surveys and Maps Section of Engineering which furnished detailed maps and aerial photographs to authorized military personnel, even a General from Camp Abbott near Bend, Oregon, to aid him in planning desert maneuvers--a lot different from 1991's Desert Shield!

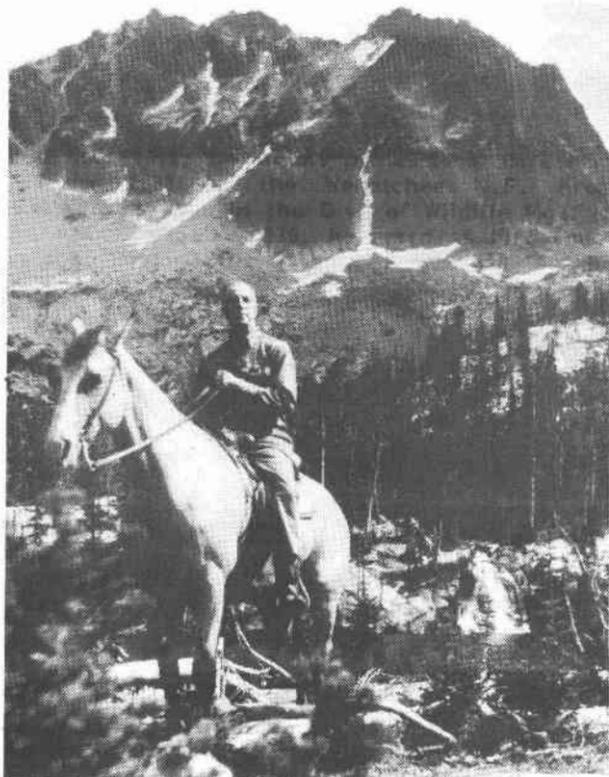
After 1945 we had a respite until the early 1950s



CHIEFS of Information and Education, U.S. Forest Service, and Heads of Women's Activities meet in Washington, D.C. Chief's Office in November 1964.

Front Row, Left to Right: Lillian Horlick, R-1; Mary Louise Riede, R-2; Ruth Bush Jones, R-3; Virginia Benson, R-4; Elizabeth Mason, W. O.; Lilia Crouch, R-5; Nella Hulet, R-6; Katherine Mergen, R-7; Elizabeth Croke, R-8; Emma Kuretich, R-9.

EDWARD P. CLIFF, Chief Forester, U.S.F.S. from 1962-1972, began his professional career in R-6 in 1931 on the Wenatchee N.F. From 1934-1939 he was in the Div. of Wildlife Mgt. in the R-O. In Sep. 1936, he acted as Fire Chief on the Bandon, OR blowup. From 1939-1942 he



Back Row, Left to Right: Ken Keeney, R-1; Joe Hessel, R-2; Morgan Smith, R-3; John Mattoon, R-4; Clare Hendee, Deputy Chief; Clint Davis, W. O.; Grant Morse, R-5; Jack Woods, R-6; Bill Huber, R-8; K. G. Brown, R-9; Jack Culbreath, R-10; Don Coleman, FPL.

served as supervisor of the Siskiyou N.F., and from 1942-1944 as supervisor of the Fremont N.F. He then served in R-4 (assistant R.F.) and R-2 (regional forester) and assistant chief, W-O, beginning in 1952, before becoming Chief.

Cliff was an avid horseman and anticipated his horseback inspection trips in the western regions. The picture shown below was one of his favorites. Ed was equally "at home" with cowboys, loggers, Congressional leaders and international statesmen.

THORNTON T. MUNGER was first director of the U.S.F.S. Experiment Station when it moved from Wind River, WA to Portland, OR in 1924. The small group occupied four rooms in the downtown Lewis Building at 4th and Oak Streets. Munger served as director from 1924-1938, the longest period of all directors. He transferred from the Directorship to the Division of Timber Management Research and retired officially in 1946.



TWO distinguished retired U.S.F.S. foresters visit at annual meeting of Society of American Foresters, held in Portland, Ore. in Sept. 1973. From left: former Chief Ed. P. Cliff with his "signature" pipe and former PNW Experiment Station director Thornton T. Munger.



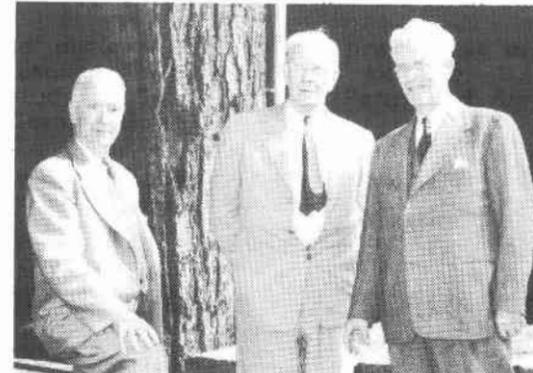
SIX directors of the Pacific N.W. Forest Experiment Station, USFS, were living in Portland, Oregon at the time this rare photograph was taken in 1974. Standing, left to right: Robert F. Tarrant, 1975-1979; Phillip A. Briegleb, 1963-1971; J. Alfred Hall, 1945-1950. Seated, left to right: Robert W. Cowlin, 1950-1963; Thornton T. Munger, 1924-1938; Robert E. Buckman, 1971-1975. Not in photo: Stephen N. Wyckoff, 1938-1945. Following Mr. Tarrant's tenure, the following have served as Station Directors: Robert Ethington, 1979-1987; Charles Philpot, 1987-.

RICHARD E. MC ARDLE, Chief, U.S.F.S. from 1952-1962, began his professional career in 1924 as a Junior Forester on the staff of the newly established Experiment Station in Portland, OR. He transferred out of the station in 1934 to begin a distinguished career in education and research.

Among many highlights in Dr. Mc Ardle's career was presiding as President of the 5th World Forestry Congress during its sessions at the University of Washington in Seattle, WA in Sep. 1960. The dramatic highlight of the Congress occurred on Sep. 3 when trees were planted for 65 participating nations on a campus parkway. Dr. Mc Ardle presented this International Friendship Grove to the University.

In photo ➡, Mc Ardle presides at dedication plaque. From left: Chief Mc Ardle, U. of W. students George Koenig (Peru) and Anna-Marie Grani (Norway).

T.T. MUNGER was not idle in retirement. He especially enjoyed his volunteerism as chairman, Gallery of Trees Committee for Old Forestry Building exhibits. From left: Munger; Archie Whisnant, Pacific Logging Congress; Marshall Dana, editor, "Oregon Journal."



Recollections of Forest Service engineering; 1945-1985

By Dale (Jack) Frost

It was my privilege to serve the Forest Service over a period of 40 years. I can only echo "Major" Kelley and Hank LaFaver: "The Forest Service owes me nothing - I owe it much." After working as a student for the first three months, I knew that the Forest Service would be my career. Time has proven that decision to be a good one. The organization and culture, and most of the problems, have evolved over time, but the personnel, ethics and esprit de corps have remained the very best.

I had many mentors over the course of my career and will honor just a few of them in the course of this short piece. Also, I must pay tribute to the engineers and technicians with whom we worked. Dan Roper, the long-time Assistant Regional Engineer in R-3, is one of those outstanding technical and management engineers. His reputation and competence made the job easier for all of the Regional Engineers with whom he worked.

It is a pleasure to recall the early and exciting days of my youth in R-6 on the Mt. Hood National Forest. I met Bud Unruh (later R-5 Regional Engineer) during the first summer's work; then we were roommates at Oregon State University. We worked together on many road and timber sales during our student years. We had the advantage of working for rangers like Bus Carroll and Roy Bond, as well as engineers Bill Shiley and Wilt Roberts. These folks gave us essential minimal training and instruction, but they expected us to ask questions, utilize our limited technical knowledge and work hard. We learned early about delegation!

On one five-month vacation from college (I ran out of money), I worked with Norm Gould and three others to lay out and prepare over 70 MMBF of timber sales and locate and design the needed access roads. We began in the spring on skis and snowshoes in 3' to 6' of snow, and ended in time to re-enter college for the fall

term. These timber sales were established under much simpler contracts, laws and regulations than now exist. The multi and interdisciplinary input and review was minimal except for the ranger and timber staff. Even so, the work was technically sound and environmentally adequate. Today the same job would be much better done but at many times the cost.

On one of my first jobs as a Junior Engineer after graduation, I was assigned to locate, design and stake a new major access road on an emergency timber sale. This route was accessible to construction at only one point, the end of the existing road that dead-ended in the lower part of a canyon. The only work that had been accomplished for the road was a penciled location on a topographic map. The route was a rugged and steep canyon along a large stream. Upon first arriving at the jobsite on a Monday morning, my helper and I were met by the road contract construction crew, unloading three bulldozers. After some delay, we were able to establish 1000 feet of clearing lines. The clearing work and pioneer road on this section kept the crew busy for the first two days. We found that a 60-foot bridge would have to be constructed about 200 feet beyond the end of the marked clearing. We were able to use the standard R-6 log stringer bridge plan and thus eliminate extensive design time delay.

The next day we made further reconnaissance and found that two more log stringer bridges were required in the first two miles due to terrain and topography. We were able to do the 10 miles of location, design and construction staking and keep ahead of the construction crew, primarily because of the need to construct the three bridges in the narrow canyon with only one point of access. The construction superintendent was convinced that I made them build the bridges to avoid the embarrassment of construction delay! With few engineers and foresters and an expanding timber sale program in those days, we were faced with many emergencies, not unlike encountered in fighting a forest fire.

I was fortunate to become the Forest Engineer for the Wenatchee National Forest in 1957. Ken Blair, a capable and crusty "mustang," was the Forest Supervisor. He attained the position through ability and experience. I was the first professionally trained Forest Engineer and initially had only a few engineering technicians on the staff. As was the case for many forests at the time, the backbone of engineering was the road foreman/superintendent. Magnus Bakke filled that position when I arrived, and without a doubt, was one of the most capable in the service. Under Blair, and with Magnus' help, I survived. One of the first junior engineers we added to the staff was Magnus' son, Kjell. He went on to a significant career in R-6.

It seems to me that in the late 1950s and the 1960s the public became more interested in the



ROSEBURG Lbr. Co. log truck leaves USFS scalling shack on Little River Road, during heyday of logging on Umpqua N.F. (Photo by Frank Flack, July 1956. From "History Lines," W-O, USFS, Fall 1988)



FOREST ENGINEERS' MEETING
Portland, Oregon; April 20-24, 1959

Front row (left to right): Dan Olin, Umpqua; Cleve Ketchum, Fremont; Reuben Kurtti, W-O; Don Hart, R-O; Ed Stout, Willamette; Roger Chamard, Wallowa-Whitman; Paul Enberg, Gifford Pinchot; Elliott Roberts, R-O; Ward Hall, Malheur; Vance Blackwall, R-O; William T. Walters, R-O; Wilton Roberts, Mt. Hood; C. E. "Rem" Remington, R-O.

Middle row (left to right): Ray Grefe, R-O;

Tom Utterback, R-O; Lewis Morcom, R-O; Howard Emrich, R-O; Bill Shiley, Mt. Baker; Roger Nelson, R-O; Dick Swartzlender, Olympic; Jim Mallonee, Snoqualmie; Clem West, R-O; Verne Church, R-O.

Back row (left to right): Hector Langdon, Rogue River; Stan Bennett, Siuslaw; Bob Larse, Okanogan; Jack Frost, Wenatchee; Bob Keeney, Ochoco; Gene Dyson, Gifford Pinchot; Bob Hendricks, Siskiyou; Corwin (Slim) Hein, Deschutes; Bud Waggener, R-O; Paul Dennis, Umatilla.

management of the national forests and we received a greater amount of criticism and informed questioning than ever before. In prior times, the public had more of an unquestioning trust of the professionals in the organization. It was difficult for some professionals and managers to accept public critique.

After my four years on the Wenatchee N.F., the staff and workload had greatly expanded and recruitment of professional engineers in R-6 was evident. We now had one engineer for every four technicians.

In 1961 I was again fortunate to be moved and assigned to another great national forest, the Wallowa-Whitman. After one year there, and with the advent of John Rogers becoming the Forest Supervisor, I decided that this would be the place that I would stay until I retired. I managed to remain there for 11 years.

During this period there was great increase in the workload and an expansion in the number of personnel, and in the number of professional disciplines employed. Recreation use was multiplying, and timber harvest was maximizing. The numbers of engineers and foresters were increasing. The Forest Engineer's position had become a manager/planner rather than a hands-on engineer.

This was a time of increasing attention to the environment by the Forest Service. It was also a most satisfying time for an engineer who enjoyed development and construction. I recall Jeff Sirman's remark that the 1960s and 1970s were the "Glory Years for the Forest Service." I agree!

I believe that the Multiple Use Sustained Yield of 1960 had a positive affect on the organization. It was, of course, written by our people, and whether they intended or not, it seemed to increase the organization's environmental awareness as well as formalize multiple use. One of the results in R-6 during the mid-1960s was the establishment of the Multiple Use Survey Report (MUSR), a forerunner of later mandated environmental project surveys and reports. The MUSR was a positive tool for engineers, requiring interdisciplinary involvement in development/construction.

One of the most productive R-6 studies with which I was involved was the 1971 timber Purchaser Road Construction Audit. Ward Gano was the Regional Engineer and Construction Audit. Ward Gano was the Regional Engineer, and under his leadership, this first indepth review of the largest region's timber purchaser road effort was initiated. It was an interdisciplinary effort and engineers were not just looking at themselves. There were many improvements made as a result of this effort, and it was a forerunner of later and better reviews. Ward Gano was an outstanding Regional Engineer; his competence and leadership are legend!

The engineers and technicians who served on the Wallowa-Whitman N.F. during the '60s and early '70s were also a credit to the Forest Service. Arlyn Beck is remembered as a trail and maintenance expert; Jim Adams left his mark as an engineering soils technician, and



MT. RAINIER in Washington at 14,410', is the highest mountain in the state and also in the United States (Alaska excepted). Other U.S. peaks officially are higher, but all are high points on ridges, whereas Mt. Rainier is pure, solid mountain all the way. It is within Rainier National Park, which is surrounded by the Mt. Baker-Snoqualmie National Forest. Mt. Rainier has three peaks: Point Success, Columbia Crest and Liberty Cap. The middle crater is the highest; it is a quarter-mile wide and steams. The Park itself covers 337 square miles.

Rastus Fleetwood as Road Superintendent. Some of the engineers who also left their imprint were Nick McDonough, Sid Nerdahl and Dale Peterson.

The 1968 National Trails Act has some special significance to me because, shortly thereafter, the responsibility for trails was transferred to the Division of Recreation. Engineering had, in my opinion, done a great job with trails and trail management. My friends in Management and Recreation have tried to explain the rationale for the change, but I still do not agree. The National Forest Trail System that now exists is a tribute to the leadership and efforts of engineers and engineering over the years.

I left the Wallowa-Whitman N.F. for a short stay in the W-O in 1972. Mike Howlett was a great teacher, as were Rich Weller and Mr. Strickland. Most of us had a reluctance to move to the Washington office, but then, as now, it is invaluable experience for management in engineering.

The 1969 Environmental Policy Act was significant but it was not as traumatic for the Forest Service as for some other agencies who had not been as environmentally conscious. The affect on engineering was more time spent in planning, consultation and analysis.

24 In 1973 I had the privilege to serve with Regional Engineer Cliff Miller in R-4. Cliff's

tremendous background, technical engineering competence and ethics made him a good mentor.

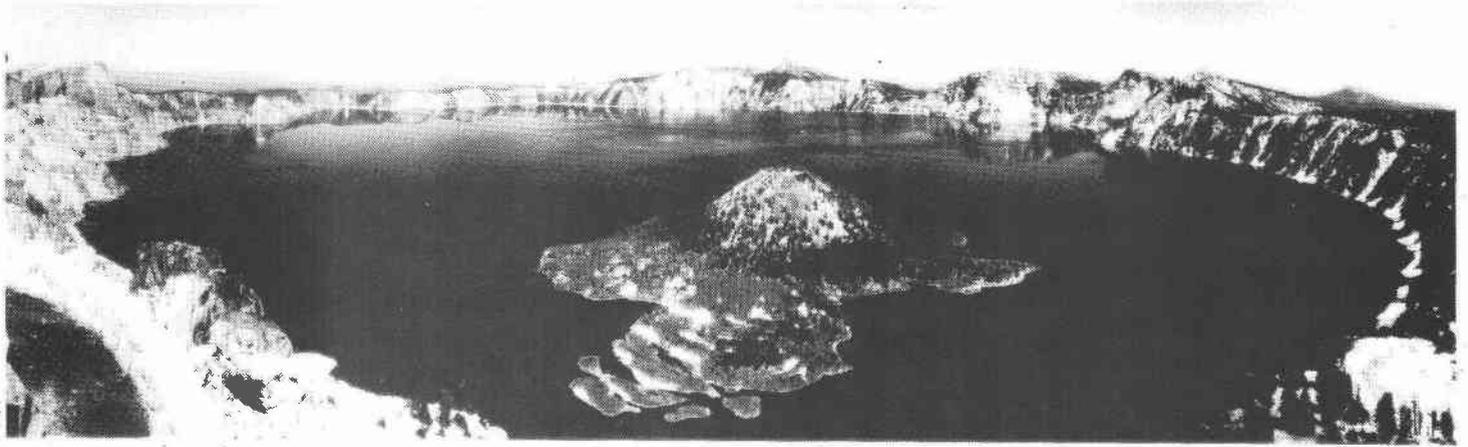
The 1974 Forest and Rangeland Renewable Resources Planning Act (RPA) had a substantial impact on the Forest Service in the 1980s, and this impact is continuing. The long-range planning requirements seemed to cause a greater time impact on the operation of the Service than any other event that I experienced during my career. "The jury is still out" on its effectiveness. The value of engineering's prior efforts in transportation planning and analysis was evident when RPA was initiated in R-3.

In 1977 I came to R-3 to work for Regional Forester Gene Hassell, Deputy Regional Forester Cargill, and later, Deputy Regional Forester Jim Overbay. I seemed to be blessed with superior folks with whom to work during my career! The Region's engineering was in excellent shape under the prior leadership of Walt Furen.

Engineers and technicians involved in construction in R-3 during the '70s and '80s were well trained through the Servicewide F.S. Construction Certification Program. There is no question that this training and certification increased the competence of construction engineers and inspectors.

The Information Age, aided by demands of RPA and a good decision by Forest Service Management, established a servicewide computer system and office automation in the early 1980s. FLIPS, as it was originally called, was a welcomed tool for most, but a traumatic change for some. Engineers were generally well prepared for office automation because of their training and Forest Service engineering use of computers for design since the 1950s.

R-6 Regional Engineer Dave Trask was appointed to the National Systems Management Review Team headed by Regional Forester G. Hassell in 1983-84. The purpose was to advise



the Chief about managing the implementation of the new computer system. I was privileged to participate in a work group of this Review addressing employee readiness. The Forest Service, and most certainly the engineers, entered the information age in good shape. The national engineering Road Design System (RDS) had gone through evolution since its inception in the late '50s, and it too was undergoing major changes in the '80s.

I believe some of the significant modernizations were the incorporation of aerial photography/digitizing (DTIS) and interfacing with road design. Also the Local Interactive Digitizing and Editing System (LIDES) that allowed field offices to have small stand-alone computers with peripherals to do low standard road design and logging system analysis was quite significant.

In R-3, Engineering was assigned the responsibility for radio and other means of communication. There was a need to improve conventional radio, reduce the cost of telephone service between field offices, and to reduce the cost of sending computer data to the remote Supervisor and District offices. The concept of this first Regional Forest Service microwave system was conceived, and it was constructed. The long-range cost savings and benefit to R-3 are a tribute to Cal Van Orman, Chuck Palletti and Jerry Bowser.

MAY 1938. Damage to valuable timber stands in eastern Oregon and eastern Washington by the western pine beetle is definitely on the decline, according to a report issued by F. P. Keen of the United States Bureau of Entomology and Plant Quarantine, which has just completed an extensive survey.

From a peak loss of 1,700,000,000 board feet of ponderosa pine in 1932, the loss from western pine beetles dropped to a low of 350,000,000 board feet in 1936, according to the report. The estimated loss in 1937 is placed at more than 400,000,000 board feet.

MAY 1938. Total income from all the National Forests in the United States for the period of July 1, 1937 to April 1, 1938 was \$3,080,096. This was an increase of \$71,000 over that of the same period a year ago.

CRATER LAKE in 1933, as seen from Watchman Peak (elevation 8,025') on west rim of six-mile diameter Crater Lake, OR (elevation 6,176'). Wizard Island, foreground, is accessible by tour boat. High point on horizon is Mt. Scott (elevation 8,926'), lookout station on east rim of lake; it is accessible by 2½-mile trail hike. The entire lake, centerpiece of Crater Lake National Park, is circled by a 33-mile rim drive that provides exciting views of the Cascade Range.

During the efforts to reduce energy consumption during the late '70s and the '80s, we designed passive solar heating features where it was cost-effective in Region Three's new buildings. Most of these proved successful and will also yield long-term benefits.

Development funds for the transportation system, for buildings and improvements, and other construction peaked in the 1980s, and the number of personnel in engineering was reduced. A similar trend occurred service-wide. Since retiring, I have observed the continued superior performance of the Forest Service and of Engineering in spite of more funding constraints in the late 1980s.

The engineering folks, and others with whom we worked in R-3 and elsewhere, will long be in our memory.



FORMER USFS Chief John McGulre (right) receives personal copy of his oral history interview (by Pete Steen, Forest History Society) from USFS Chief Dale Robertson in Washington, D.C. Office, in September 1988. (From "History Lines," W-O, USFS, Fall 1988)



Notes from "The Ochocoian"

(Newsletter published by Ochoco N.F.)

FEBRUARY 1928

MILL CREEK DISTRICT

J. O. F. Anderson, District Ranger

On February 5, Supervisor Harpham and Ranger Jim drove up Mill Creek and looked over a timber sale above Cabin Ranger Station. The roads below the Stanton ranch are much better than formerly since some gravel was put on last winter. Jim returned to Mill Creek the next day and dug some ditches, opened up culverts, etc., in order that the road may have better drainage.

During the past few weeks several sales have been made for dead wood in the McKay Creek country.

At this time all axes, shovels, picks, etc. in the Prineville, Oregon warehouse are in first-class condition and ready for field work. We venture to say that this line of equipment is in better shape than it has ever been before.

At the present time the "Scotchman," the "Irishman," and the "Swede" are busy constructing a mess wagon on the chassis of an old auto. When completed it is planned to use this rig on road maintenance work, brush burning, or similar work. It will be rigged so that it may be moved by tractor, auto or horse power.

LOOKOUT-PISGAH DISTRICT

Lee Blevins, District Ranger

I spent a few days the last part of January and first part of February helping construct fire tool boxes at Prineville. Since returning home I have been busily engaged constructing doors for book shelves in archway, attending to timber sales, keeping one eye open for game law violators, etc. Since Mr. Pike met his Waterloo some ten days ago, everything has been pretty quiet in the game law violation line on the upper Ochoco.

A few evenings ago I was working in the house, and about 4:00 p.m. I looked over toward the highway and noticed an old tin lizzie parked the wrong way to the weather with its top caved in and possibly a few broken ribs. I made an investigation and would judge from the signs that it had turned over at least once. I looked around a little further and noticed some ten or a dozen empty bottles between the seats which had contained something a little stronger than water.

Early next morning I noticed three men working over there trying to extract old "lizzie" from the snow drifts. I went over and found that

they were Messrs. Webb and Gage, and another man, a stranger to me. Mr. Gage appeared to be feeling pretty good, so loosened up and gave me the details of his wreck. He stated that while he was coming down the road, a large car drove up behind and honked the horn to pass. He turned out, ran over a large snow drift and turned over. The occupants of the other car stopped to give first-aid. Being state prohibition officers and finding Mr. Gage well "lit up," the rest of the story is easily told. They placed him under arrest, took him to Prineville, and fined him the small sum of \$150--which all goes to show that wine and gas will not mix.

PASSES THE BUCK

When Rt. Rev. Peter Trimble Rowe, Episcopal Bishop of Alaska, goes mushing over the snowy wastes, he often gets extremely tired, cold and hungry, and wants very much to swear; but he never forgets that he is a bishop. However, he has a way out. He waylays the first man he meets and asks him how the trail is. The man invariably replies that the trail is the blankety blankest son-of-something a trail that he ever saw. The bishop smiles, sighs, asks him to repeat it, then says "amen" and goes on.

(Missoula Sentinel) American Forests and Forest Life

ANTONE DISTRICT

Ralph Elder, District Ranger

Begins to look like an early field season in these parts. About one foot of snow on summit between here and Prineville, and about two inches more on the higher summit to the east. No snow on the lower sections of the forest and Deep Creek country reported bare. Stock is doing well in this vicinity and there is plenty of hay. Recent cold nights are not helping the lower range. The days warm up about noon and freeze at night, which is drying out the ground without starting the feed.

Work is progressing nicely on the Mitchell-Dayville road east of Mitchell. The big gas shovel is working two eight-hour shifts per day and there are twenty head of good horses working the lighter sections of the road.

Cattle seem to be back to normal--that is, what are left of them. We will probably have the usual number of stockmen wanting to change from sheep to cattle in the near future.

There seems to be a lot of good men who want to work for the Forest Service, judging by the applications for jobs now on file. Gordon McNely plans to quit the improvement job for a summer on Spanish Peak, and George McArthur plans on coming back to Cold Springs for next season.

Most of the last two weeks have been spent by the District Ranger in the Prineville warehouse, spoiling three or four sets of perfectly good harness, painting them red and calling them fire harness. Eight single sets are now ready to be sent out in the field, and if we had the plows, we would have perfectly good one-horse fire outfits--if we had the horses.

BEAVER-MAURY DISTRICT

R. R. Butler, District Manager

Back again to "Prunetown" after a two-weeks jaunt up in the Maury and Beaver Creek country. It is still winterish in the upper country, but the warm days are gradually melting the snow away. The roads are getting almost impassable in upper Beaver Creek, but the road from Prineville to the Crooked River bridge at Stewart's Grade is in fine shape; from there to Paulina it is rough but passable. The Paulina Stage Co. is still using trucks on that end of the route - something they have never done before.

We made an eight-day trip from Paulina around Maury Mountain meeting the stockmen and counting cattle. Found quite a large country on the south side and a lot of very nice people. The cattlemen are feeling fine--don't seem to have any special grudge at the Forest Service or anywhere else. Most all of the permittees are wintering from 150 to 400 head of cattle, and most all have plenty of hay. A few are kicking because they sold some of their cattle last year, as cattle are now bringing a fancy price.

There are about eighteen inches of snow on the summit between Maury Station and Tom Parker's ranch, and a foot of snow at Maury Station.

Bert Tolladay, who has been working for the Service for the last five seasons, has rented some land on the Ochoco Highway from Mrs. Koch and will build a service station there this spring.

The fireman for the Beaver District will make his headquarters at Mud Springs next fire season, and the ranger will stay at Rager Station.

The last of the outlaw horses is gone from the Wind Creek country. It took four buckaroos four days to get him, and now he is probably worth ten simoleons, but every horse taken off the range means room for more cattle and sheep.

Some places in the west, cattle-stealing is still in progress. Not of the old method where the cowboys go out with long ropes and good horses, but now with motor cars and skinning knives. They use pack horses to pack the meat to where it can be reached by a car, then load it into the car and take it to some distant market where the town butcher is in cahoots



MT. JEFFERSON, Ore., elevation 10,497', with Marion Lake in foreground. Access to Marion Lake is by trail only (USFS photo).

with the rustlers. Now, with the high price of cattle, there will probably be more of it done.

How long has it been since any of the force have seen a linchpin wagon? Go up Crooked River to the old Roy Gray place above Camp Creek and you will see one. Another old relic is the old stockade schoolhouse up in the head of Camp Creek. It is claimed to be the oldest schoolhouse in Crook County. I did not get to see it, but expect to see it and take some pictures sometime this spring.

SNOW MOUNTAIN DISTRICT

E. W. Donnelly, Forest Ranger

Since W. J. Hodgson, "Curly" Hodgson, and the Williams Land and Livestock Co. have proved that it is practical to run sheep on the dry range in the Dry Mountain section by hauling water for them, we have applications for twice as many sheep as there is room for. This spring the Williams Co. propose to open up the remainder of the unused range on the south side of Big Ridge by building four additional miles of road to be used in hauling water for sheep. This new strip can be used early in the season, perhaps June 1 to June 30. Water will be hauled a distance of 2½ miles. A small fee will be charged for use of this unit during the coming season.

I am getting applications for wood sales from people in the vicinity of Burns. Thanks to Ranger Timms of the Malheur through whose assistance I am able to handle these sales. They are for dead timber.

Work in the Forest Service warehouse is progressing nicely. Ranger "Big Lee" came down from Ochoco Ranger Station, and with Cy helping him, he made 60 fire tool equipment

boxes, as per equipment manual. Ranger Jim is painting lumber for signboards and will soon be making the annual quota of road and trail signs. One by one, the jobs that are listed on the bulletin board in the shop are being checked off.

On February 15 we received 1,290-lbs. of new worm-drive rear-end for the Federal truck. This will be put in when we receive the new tires which are to go with this new outfit.

SUPERVISOR'S NOTES

V. V. Harpham, Forest Supervisor

The deputy game warden was recently successful in securing the conviction of a man who had been replenishing his larder with venison from the Ochoco National Forest. The reaction of the violator's wife is expressed in the following literary gem:



Mr. Gordon, from the District Office in Portland, has just given this office the once-over and discovered all of our carefully hidden weaknesses. We believe we've made some improvements since the audit two years ago, but there are still many sins of omission and commission which we eventually hope to get rid of. So far as property is concerned, it was much easier to take inventory since the list of non-expendable stuff has been so materially reduced. There evidently was a property "Moses" somewhere among the higher-ups.

February 15 was the final date for accepting grazing applications. In totaling up those on hand, we find that we have applications for 101,884 sheep, 11,053 cattle and 263 horses. This shows a decided swing to sheep. Cattlemen have apparently sold down so low that there are insufficient numbers to take up all of the range; hence it looks like another case of granting temporary sheep permits on at least some portions of the cattle ranges for the

HUNTER'S WARNING

*Come all you sinner friends and listen while I tell
The fate of a brave hunter, a chap you all know well;
For venison he hungered, his appetite did crave
The high jump on the hillside or within the forest glade.*

*It was on a Friday morning, the sun shone in the sky,
When ten nice high jumps on the hillside he did spy;
He quickly seized his rifle and then some shots rang out,
The stool-pigeon he heard them and began to frisk about;
He stepped into the lizzie and for town he did fly
And told of this vile fellow who dared the law defy.*

*The warden in his fierce anger to the Ochoco did come
And perched upon the hillside 'til the setting of the sun,
And as night shades fell around him he thought of goblins bold,
His teeth began to chatter, he thought he must be cold.
He quickly then retreated in a dreadful fright
And hurried back to town for to spend the night.
And in his dreams he hungered for venison so fine,
The gods they must be angry but I will try again.*

*So waking from this vision he sprang right out of bed;
"I will now send for my chieftain," the brave man feebly said.
The chieftain soon arriving, they sped back to the scene,
And then some tracks discovered where once a man had been;
And these men of wisdom they argued loud and long
Over the vile fellow who dared to do a wrong.
So on a Sunday morning these men with weapons bright
They called on this sinner and took him for a ride.*

*Now, sportsmen, all be careful for by your tracks you're known,
For the wisdom of these wardens must keep you close at home.
Now hunters all take warning by this poor sportman's fate
And make friends with the warden before it is too late;
He may not invite you to a China Pheasant feast,
But soon at the bar of justice you, too, may seek release.*



Mrs. Aaron Pike

season 1928. We prophecy that by 1929 there will be at least nearly enough cattle to fill out the estimated carrying capacity. It will be a fine thing to hold the numbers to the minimum again for the coming season so that we will be getting prepared for an intensive division of range and intensive management which will surely follow within another year or so if stock prices continue good.



CCC enrollee falls snag on firebreak at Wind River on Gifford Pinchot N.F., Wash. (G.A. Bright, 1933. From "Fire Mgt. Notes," USFS, 1989; Vol. 50, No. 3)

APRIL 1939. Lyle F. Watts, new regional forester for Region 6, arrived in Portland on April 14 from Milwaukee, Wisconsin. In commenting on his future work here, he drew a comparison between forest conditions in the Lake States, where the work is largely one of rehabilitation, and the Pacific Coast, where the area still contains the greater part of its forest wealth and the problem is one of continued production.

SEPTEMBER 1940. Moving of the Eugene office of the Siuslaw National Forest to Corvallis will be undertaken during the latter part of June. Remodeling of the new office space is underway and when completed will consist of nine up-to-date offices, thus providing facilities for about fifteen members of the forest personnel. Eugene has been the headquarters of the Siuslaw since its creation several decades ago.

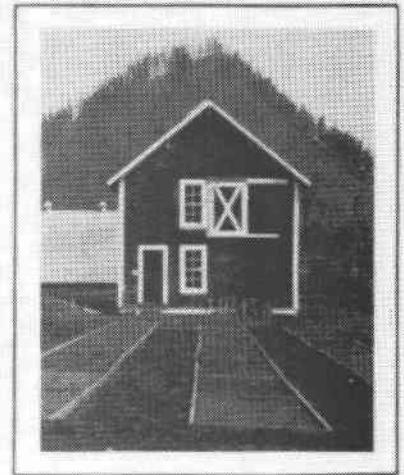
REPRINTED from "Early Forestry Research," published January 1976 by U.S. Forest Service, Pacific Northwest Experiment Station, Portland, Ore.

We had . . . a bicycle tire valve soldered to the gas tank under the seat so we could forcefeed the gas when we had to go up steep hills—the only other way was to drive backwards up the hills.

—Richard E. McArdle, recalling the Station's first truck



Getting Underway in Portland, Oregon



The Douglas-fir tree dominated the early forestry research efforts in the Pacific Northwest. The Station's first director, Thornton Munger, tags trees in the Cascade National Forest (middle row, left). Experiments were conducted to test the effect of fertilization on Douglas-fir seedlings at Wind River about 1918 (middle row, right), and in 1922 (top row, middle).



JACK Smith is up a tall tree fixing Ragsdale Butte telephone line. 1935.



STARTING OUT By Jack Smith

I watched and listened as Forest Service people fought practice fires at fire guard training sessions in the late 1920s. This was near the Tiller Ranger Station on the South Umpqua District, Umpqua National Forest. My presence was welcome because my dad and brother worked for the Forest Service and I was always called on to play a few tunes on my fiddle after supper. Also, the training came in handy when the Forest Service or Douglas County Fire Patrol needed a fire fighter or fire chaser. My brother, Jake, and I had trapped and hunted over a lot of the area, both inside and outside the Forest boundary. Since we knew the country and how to fight fire, we were pretty effective fire chasers.

I was on many small fires (100 acres or less) prior to 1931, but my first full-time job with the Forest Service started that year. I was employed at day labor as a member of the South Umpqua road crew, and like anyone on a new job, I had a lot to learn. I reported to Carl Fisher, the road foreman, at Coffee Pot Creek Camp some 18 miles above Tiller--just me, my packsack, and my bedroll. Furnished was a cook and mess tent and the foreman's tent; some 20-plus workers were assigned four to a tent. Our crew included a powder man, a Cat driver, a truck driver part of the time, and a blacksmith. Most of the men were from the downriver community and I knew many of them. We had an outdoor privy and the wash-up facilities were across the brand new single-lane dirt road next to the river. We had wash basins, water was dipped out of the river, and each had his own soap and towel. The river furnished bath water and all one needed to do to wash off the sweat and dust was to pull off the duds and plunge in the always cold water.

On my first day on the job the crew loaded onto the stake-side truck and moved up river. After going some distance, the truck stopped and Carl Fisher, the foreman, called my name to grab a pick and shovel and get off the truck. He pointed out a metal culvert--perhaps one of the first ones installed on the South Umpqua Road--and showed me where to put it in a small wash. His instructions were, "Bed it in well and build a rock headwall, and I'll look at it this evening when we pick you up to return to camp." That evening he said, "It looks okay; let's go to camp."

About all the road work I did was hard work. We did timber falling, brush piling and burning. We punched holes under stumps with a soil bar so they could be primed and blasted. We drilled rock with drill steel and an 8-lb. sledge hammer. Churn drilling was done when deep holes (beyond about six feet) were needed. Churn drills were of various lengths, probably 12-20 feet in length, and blacksmith-sharpened on each end to drill rock. They were operated by lifting them high and then dropping or throwing them down hard, turning them about one-quarter turn between thrusts. The long lengths were usually operated by two-man teams with the men alternately lifting and plunging the drill.

We also did telephone line maintenance and construction; I learned how to use climbing spurs and hang telephone line. The job descriptions said "other work was assigned," and I worked at many things. The South Umpqua Road was extended to somewhere near Camp Comfort which, as I recall, was some 27 miles upriver from Tiller. We used a little crawler tractor--I think a 30 or 35 Cletrac which, if I remember correctly, worked behind most of the crew and improved the road so it could be used by cars and trucks. After midsummer, we got a compressor which was on a wheel tractor, a McCormick-Deering. I remember how cold my hands got while operating the jackhammer on a cold morning; the radiator boiled and leaked and a trip to the creek was necessary every now and then for water to fill it.

Then came the Forks of the River (Acker Divide) fire, probably in late September, and I never got back to the road camp. Most of the crew, including the foreman Carl Fisher, went to the fire. This was my first big fire; I wrote about it in a previous issue of "Timber Lines."

MAY 1938. Ochoco National Forest began an experiment: supervision of 54,000 acres of land owned by Ochoco Timber Company was to be marked for 20 percent reserve, using the Keen tree classification system. Marking was done by a private firm, after training by Forest Service personnel.

SEPTEMBER 1940. The Southern Oregon Sugar Pine Co. of Central Point was successful bidder on a tract of Forest Service timber amounting to 25,000,000 board feet. Price paid was \$7.10. The timber lies in the vicinity of Woodruff Meadows on Crater Lake highway and consists of 21,000,000 feet of sugar pine and the balance western white pine.

Early FS cabin saved

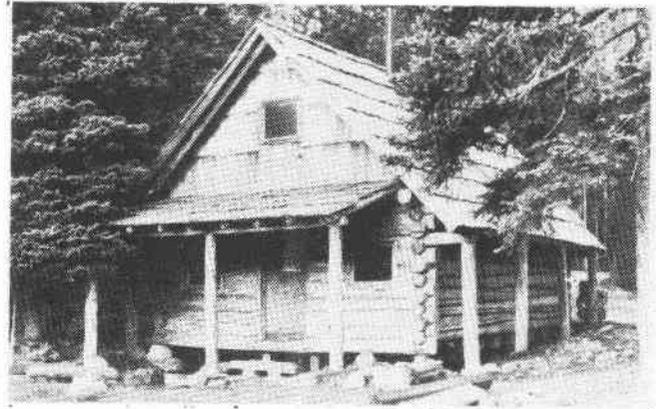
A quiet meadow in the southern portion of the Clackamas RD. Mt. Hood NF, was transformed into a bustling construction site for a few weeks last summer as District employees worked on stabilizing a Forest Service cabin built in 1910.

"The sill logs were in such poor condition that we were afraid the cabin would collapse if we didn't do something soon," said Steven Phillips, the District's Archeologist.

"Ollalie Meadow Cabin is the oldest extant building as well as the only pre-depression era Ranger Station on our District. We definitely wanted to preserve it."

Plans were drawn up after the site was determined eligible to the National Register of Historic Places, and in August, a crew of six began the task of replacing the badly decayed joists, log sills, and support posts. Much of the earth beneath the cabin was removed to provide an air space for the new creosoted

RANGER station built in 1910 on Clackamas ranger district on Mt. Hood N.F. got new hold on life when district employees stabilized the cabin with new parts. (From "Green Sheet," published by USFS. R-6, R-O: Feb. 3, 1984).



post and concrete pier foundation. The 4 x 8" joists were cut to match the dimensions of the original ones; and log sills were peeled, cut and jacked into place. Even the creosoted 4 x 4" porch supports (added in the 1960's) were replaced with lodgepole posts to return the cabin to its original appearance.

"The project was dirty, cold and physically demanding, but we managed to get through it without mishap or mutiny," said Phillips. "It was a very gratifying experience. We all left with a greater appreciation for the cabin and for the sturdy folks who built it."

REPRINTED from "Green Sheet," published by U.S. Forest Service, R-O, R-6, February 3, 1984.



The First 'Use Book'

This first "Use Book," compiled by Pinchot, Frederick E. Olmsted, E. T. Allen, and others of his small office staff, covered all current uses of the reserves and the procedures to be followed. The Use Book was based upon the GLO Forest Reserve Manual issued in 1902, with much revision. At that time, timber harvesting was a major use, but was secondary to grazing, in monetary returns, for many years. Another important section concerned fire protection. The 4-inch by 6.5-inch manual was prepared principally for forest officers but was also available to the public, and included a brief history and summary of purposes of the reserves. A few years later a special, less technical and less detailed edition was prepared for the public. This first manual used simple, direct conciliatory but firm language. It included 85 pages of regulations, 35 pages of appendix encompassing relevant laws, court decisions, and the Moody opinion, plus a short introduction and an index.

Preparing the Use Book obviously occupied considerable time of the Washington staff during the hectic weeks of the spring of 1905. Many foresters were also occupied preparing working plans requested by owners of many large and small private forest tracts. Much time was also devoted to accommodate the personnel from GLO.

During this time the official bronze badge of the Forest Service was designed, ordered, and made ready for issuance to all field personnel on July 1. It was a shield of extra-large size, reduced by half to its present proportions 10 years later. A uniform was also discussed, although it took a year to reach a final decision on that; the first one was worn early in 1907.

Pinchot Starts Grazing Fee



Pinchot was determined to make livestock men using the reserves pay a nominal fee for the benefits they were receiving. A fee clause had been in two previous transfer bills which got stalled in Congress. He was sure Congress would not approve a fee so he decided to do it by regulation under the authority of the 1897 Act. First he sought through Secretary Wilson, the legal opinion of Roosevelt's Attorney General, W. H. Moody. But to make certain of a favorable opinion he also spoke personally to Moody, and to Roosevelt, who then urged a somewhat reluctant Moody to approve the idea.

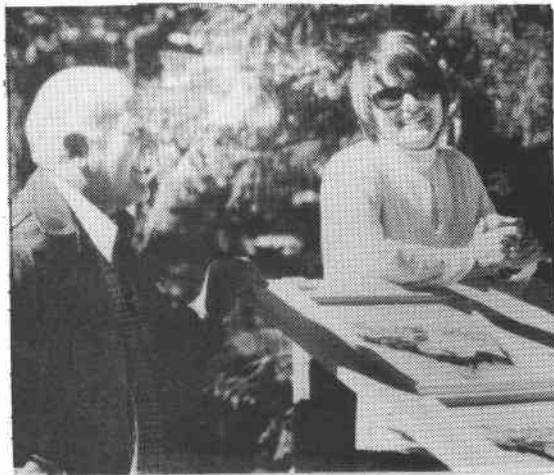
Moody issued his favorable opinion on May 31, 1905. This was just in time for a paragraph to be included in the grazing section of the first manual of regulations and instructions issued by the Department on July 1, The Use of the National Forest Reserves, notifying livestock men that a fee would be imposed on and after January 1, 1906, for all classes of stock using the reserves. This notice caused a violent reaction from western Congressmen and stockmen which took five years to subside.

(From "History Lines," W-O, USFS; Summer 1981)

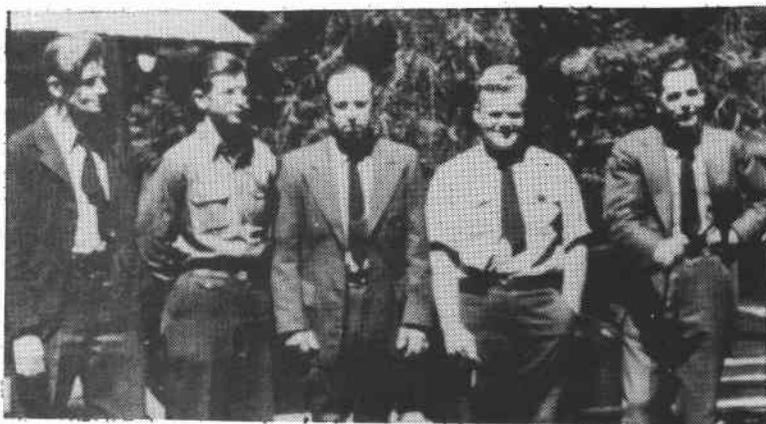


remember... **ONLY YOU CAN
PREVENT FOREST FIRES!**

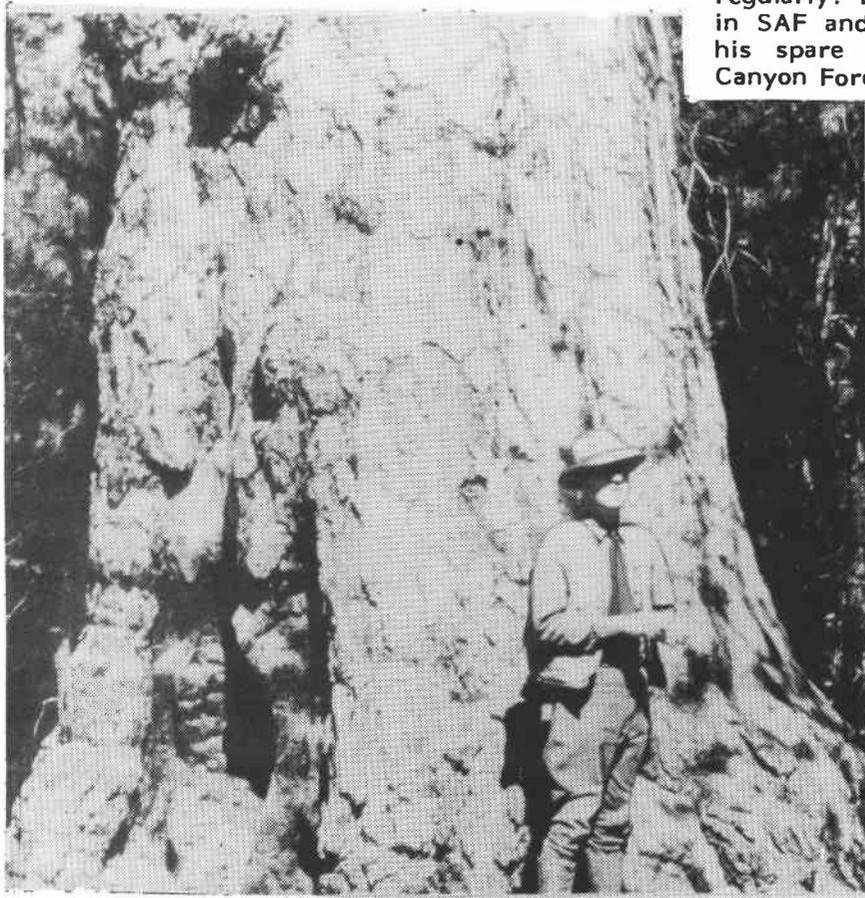
OCTOBER 1945. West Coast Lumbermen's Association announced move of main office from Seattle, Washington to Portland, Oregon during 1946. Harold V. Simpson is to replace Colonel W. B. Greeley as manager. Greeley has held the top job since his appointment in 1928, following his tenure as Chief Forester, U.S. Forest Service, Washington, DC.



LARRY K. Mays with landscape architect on Mt. Hood N.F., 1973.



STAFF meeting, Deschutes N.F., 1942, at Skyliner's Ski Lodge. Left to right: Hank Tonseth, Harold Nyberg, Ralph Crawford, Homer Ott, Gail Baker.



WORLD'S largest ponderosa pine tree; D. B. H. at 8'6"; height 162'; in 1941. Harry M. Wolfe stands by tree.

PICTORIAL scenes on pages 32,39 were captured on the Deschutes N.F. by the roving camera lens of JOE E. LAMMI, who served on the forest in 1943 as district ranger on the Bend, OR district. Joe had received a junior forester appointment in April 1935 for the CCC and the proposed ERA programs on the Fremont N.F. Joe was assigned to various projects, including road location, drafting, range surveys, recreation plans, etc. With Melvin Burke and Clarence Baker, he was sent to the Bandon, OR fire on the Siskiyou N.F. in September 1936.

Joe left the Fremont N.F. in December 1936 to attend Oregon State University, where he completed his work for a Master's degree in Science. In April 1937 he transferred to the Columbia (Gifford Pinchot) N.F. for CCC work. In the 1950s he became a member of the United Nations staff in Geneva, Switzerland, as a member of the Food and Agricultural Organization, editing marketing and commodity reports. Joe also put in a hitch as a professor on the staff of the forestry school at Raleigh, North Carolina.

At Bend on the Deschutes N.F., Joe was in the midst of the Camp Abbott maneuver area and mixed with colonels and generals. He was so impressed that in the fall he joined the Army - to see the world. But instead, he was assigned to Camp Abbott for training! All Private Joe G.I. did was change uniforms.

Joe and Eleanor are world travelers and 30-Year Club loyalists. They attend monthly meetings regularly. Both are also enthusiastic volunteers in SAF and forestry-related activities. Joe, in his spare time, operates a tree farm, Alder Canyon Forests, near Longview, WA.

Scenic Gorge highway labeled 'historic'

The scenic Columbia River highway has recently been added to the National Register of Historic Places. The historic area includes 55 miles of intermittent segments of highway on the Oregon side of the Columbia River Gorge.

The 530-acre historic area that includes the highway extends from the Sandy River east to Chenoweth Creek in Wasco County.

The highway, built between 1913 and 1922, clings to sheer cliffs in many places, held by rock retaining walls. Decorative rock fencing and overlooks are visible to the traveler. The highway has long been considered an engineering marvel.

Calendar of Conservation History

The WO History Section compiled this calendar of anniversary dates for our readers' knowledge and application.

January

- 1 National Environmental Policy Act is signed by President Nixon—one of the most important pieces of environmental legislation, it requires impact statements from Federal agencies when they engage in activities that might damage the environment. (1970)
- 7 President William H. Taft fires Gifford Pinchot. (1910)

February

- 1 Forest Reserves are transferred from the Department of the Interior to the Department of Agriculture, which led to the creation of the Forest Service. (1905)

March

- 1 Appropriation Act authorizes the Division of Forestry to "advise" private landowners on forestry practices. This marks the beginning of State and Private Forestry in the Federal Government. (1899)
- 2 The Division of Forestry in USDA is upgraded to the Bureau of Forestry 3 years after Gifford Pinchot assumed leadership. (1901)
- 3 In Section 24 of the General Land Law Revision Act, the President was authorized to set aside Forest Reserves. This marks the beginning of the National Forests. (1891)
- 4 Forest Reserves are renamed National Forests, and Congress forbids their further enlargement in six western States except with its approval. (1907)
- 11 Weeks Law is signed, authorizing purchases of lands in watersheds of navigable streams, matching funds for State forestry agencies, and for other purposes. This is a very important law in the history of State and Private Forestry. (1911)
- 20 Congress authorizes the Secretary of Agriculture to exchange land in National Forests for private land of equal value within National Forest boundaries. This was an important law in facilitating the management of the National Forests. (1922)

April

- 5 President Franklin D. Roosevelt establishes by Executive Order (based on congressional legislation passed March 31) the Office of Emergency Conservation Work, which operated the Civilian Conservation Corps. (1933)
- 21 Birthday of John Muir, founder of the Sierra Club and one of the most influential conservationists in American history. (1838)



May

- 13 First conference of governors is held in the White House. It was organized by Frederick Newell, W.J. McGee, and Gifford Pinchot to discuss natural resource policy and conservation. Some historians have called it the single greatest stimulus to conservation in American history. (1908)
- 15 The Department of Agriculture is created by Congress. (1862)
- 20 The Branch of Public Relations is established in the Forest Service, later becoming the Division of Information and Education, a predecessor to the Public Affairs Office. Earlier, these people had been called editors. (1920)
- 22 McSweeney-McNary Act authorizes a forestry research program in the Forest Service, including a forest survey and the establishment of 11 experiment stations. This marks the beginning of the modern Forest Service research program. (1928)

June

- 1 The Branch of Research is established in the Forest Service by Chief Henry Graves. The exact date is not known. (1915)
- 3 The Gila Wilderness becomes the first large area in the United States to be set aside for wilderness purposes. Aldo Leopold pushed for its creation, and Regional Forester Frank Pooler approved it. (1924)
- 4 An amendment to the Sundry Civil Appropriations Act specifies the purposes for which the Forest Reserves can be established and provides for their administration and protection. This is the so-called "Organic Act," which set the course of the National Forests until the passage of the Multiple Use Act of 1960. (1897)
- 4 The official opening of the Forest Products Laboratory in Madison, Wisconsin. (1910)
- 7 The Clarke-McNary Act expands or modifies many Weeks Law cooperative programs and allows the Federal Government to purchase forest land for National Forests that are not located on the headwaters of navigable streams. This is an important act because it expanded the State and Private Forestry program and led to large increases in the eastern National Forests. (1924)
- 8 The Antiquities Act is passed, providing for the establishment of National Monuments. It also marks the beginning of historic preservation in the Federal Government because it called for the protection of historic and prehistoric sites on public land. (1906)
- 12 The Multiple Use-Sustained Yield Act directs the Forest Service to give equal consideration to recreation, range, timber, water, and wildlife and fish. This is the most important Forest Service management act since the "Organic Act" of 1897. (1960)

(From "History Lines," W-O, USFS; Spring 1988)

- 30 The Division of Forestry receives statutory permanence within the Department of Agriculture. (1886)

July

- 1 Gifford Pinchot succeeds Fernow as chief of the Division of Forestry. (1898)
- 1 The Bureau of Forestry is renamed the Forest Service. (1905)
- 1 The USE BOOK regulations first took effect. (1905)
- 22 Birthday of Franklin B. Hough, the first forestry agent in the United States. (1822)

August

- 11 Birthday of Gifford Pinchot. (1865)
- 15 Congress appropriated \$2,000 to employ the first Federal forestry agent, Franklin B. Hough. (1876)
- 17 The Forest Rangeland and Renewable Resource Planning Act is passed. This very comprehensive act mandated the Forest Service periodically to plan the use of forestry resources in the United States. (1974)
- 22 The American Association for the Advancement of Science resolves in favor of creating a Federal forestry commission. Franklin B. Hough is appointed the chairman of a committee to implement a resolution. (1873)
- 25 The National Park Service is created by Congress. (1916)

September

- 3 The Wilderness Act is passed, creating the National Wilderness Preservation System. (1964)

October

- 2 The Wild and Scenic Rivers Act, which preserves many rivers in their free-flowing state, is passed. Along with the Wilderness Act, this is one of the most important pieces of preservation legislation affecting the Forest Service. (1968)
- 22 The National Forest Management Act is signed into law. It was an amendment to the RPA legislation and grew out of the clear-cutting controversy. It provides for comprehensive management of the National Forests through planning and public involvement. (1976)
- 27 Birthday of Theodore Roosevelt. (1858)

November

- 19 The Society of American Foresters is formed by Gifford Pinchot. (1900)

December

- 1 The regional organization of the Forest Service is put into effect. This marks the beginning of Pinchot's plan for flexible, decentralized management. (1908)

A BRUISING FIGHT AT FITZGERALD
By Don Snyder

I went to work under Frank Ritter during his last year as district ranger at Tiller, Oregon on the Umpqua National Forest. The next year he left for Washington State to build roads.

I went to work, with George Barrows as boss, building way trails with a youngster hardly 17 years old after another man had quit. Nothing much happened as we worked around Beaver Lake and near the Old Nichols Ranch, and at Fitzgerald. I worked on Lone Woman Creek Burn, then at Donnegan Prairie where we worked a couple of weeks; Glen Voorhies came to stay a few days with us as he was mopping up old burns. Glen was a nice fellow, but he was short on food; all we had was lard, rice, a few beans and a little flour. George was away for several days and Glen was upset with having no food, so he got his telephone and hung it on the line wire and called district ranger Frank Ritter. When Andy Harvey, the packer, came by, we had lots of food, thanks to Glen.

Willard Cook was at Fitzgerald Fire Station. According to what I was told by Slick Barrow at Dummont Fire Station, Willard had been snoozing on his cot in the shelter there when he woke up about 10:00 p.m. He heard a cracking noise as if a tree might be breaking up, so he called Barrows at Dummont and told him about what was going on. They agreed that he (Willard) should leave the receiver off the hook so if anything happened, Barrows could hear the noise; Willard went out to try to locate the problem. A large tree nearby with diseased roots finally fell right across the shelter and across the bed, and smacked the telephone. Barrows heard the noise of the tree hitting, then silence, so he got permission to go see. He found a badly scared Willard Cook, who promptly quit and never came back.

That is why I was asked to take over the station by Glen Voorhies. A while later Glen moved me and my belongings to a flat about where the old shelter had been. I found a nice large tent, a cook stove, built a fence around it and, of course, had a telephone on a tree. I got started improving things a little, such as building a hitch pole for horses. We (Barrows and I) cut a few dead snags - one with yellow-jackets under the bark.

One evening at almost dark, with the moon just coming up, I got a report from Tiller Ranger Station to get ready to go to a fire nearby, reported by Walter Lervill from Grasshopper Lookout. After waiting some 15 to 20 minutes, Gladys Ritter called to tell me that they finally decided that it was the moon coming up on the horizon through the snags on the crest of the mountain. Mrs. Ritter joked that it was the moon alright, and probably had a lot of 'shine with it. These were prohibition times;

COMMENTS FROM JACK SMITH

Don Snyder worked only the one summer. He then went with Tex Richard and learned to be an airplane mechanic and pilot. He owned half interest in a two-place open-cockpit Waco airplane, and I took many flights with him, taking off from his dad's alfalfa field. During the mid-1930s he went to work for the Southern Pacific Railroad on their block signal system and worked for them until retirement. He is probably in his mid-80s and was hale and hearty when I last saw him.

Glen Voorhies was a forestry student, and later a wood products forestry professor at Oregon State University, College of Forestry.

Frank Ritter was District Ranger, later worked on the Olympic N.F., and for a long time on the Columbia (Gifford Pinchot) National Forest, from whence he retired.

Several members of the Barrows family worked for the Forest Service. Their home place was near Drew.

Ben Nichols owned a cattle ranch on the Acker Divide and home ranch at Riddle, Oregon. He was a member of the Oregon House of Representatives for several terms, and was a real "windbag."

John Rondeau was a member of a large family with home ranch above Tiller, Oregon.

Andy Harvey was the district packer.

Barrows and Harvey were some 25 years of age, both very athletic and well-conditioned by hard work. I knew about the fight at the time, and according to Don, it was really a contest - and I believe it. Of course, the girl married someone else!

moonshine was considered an essential commodity by some of the local people on the South Umpqua.

As I remember, sometime during the first part of August, I had moved to Fitzgerald Fire Station. During the following weeks I had many visits from Johnny Rondeau and Ben Nichols as they dropped by while scouting their cattle. I usually had a pot of beans on and would make coffee, of which both would partake. Ben did most of the talking; Johnny, being less talkative, had not much to say. However, I enjoyed every bit of it because I was lonesome and needed someone to talk with.

Nothing more eventful occurred until we had a dry, dangerous spell; all miners and others were asked to stay out of the forest. One elderly couple wanted to camp nearby one night, but moved on the next day.

Andy Harvey came by with his pack train on his way for an overnight stay at Dummont. He was going to eat supper which I had cooked.

Along came George Barrows to use the telephone to call in to report that he had gotten most everyone out of the forest. After talking with him, I asked if he wanted to join us for supper. Before I got an answer, Andy came over to talk to George about their feud over a young lady at Milo in whom both had been interested. One word led to another, so they squared away; I was the only spectator at a good standup fight inside the yard fence. Andy ended up with puffed lips and a bloody nose; George with a bloody nose and one eye swollen shut. Then they argued for a while and went at it again, stumbling over my stove and the rocks on which I had built it up. I got them on their feet and made them fight standing up; I told them that was the proper way for boys to fight. One of them wanted to whip me, but I told them they should get going on their way as it was getting late.

I covered George's eye with a piece of bacon rind and got him on his horse headed for home. Then I helped Andy get cleaned up and on his way to Dummont. Then I called Slick Barrows to come and meet Andy because both his hands were skinned up and he had a broken or dislocated thumb.

Not much else interesting occurred until I arrived at Tiller Ranger Station after a heavy rain. While waiting for my dad to pick me up, Frank Ritter came around and started to question me about the fight at my station. Not wanting to get anyone into trouble, I didn't say much about the fight. Frank finally said, "Now, look here, Don; I won't cause any trouble. I just want to know how it went." He said, "Don, you got to see a scrap that no one else got to see," so I gave him a good description of the fight.

THE CASE OF THE BRASSY BEAR By Emil Sabol

In 1964 when I was District Ranger at Union Creek on the Rogue River National Forest, the station compound was being visited nocturnally by a hungry black bear. He rummaged through the residential garbage cans and left a mess, as you can imagine. This happened on several nights; it appeared that the problem was not going to be resolved without some sort of action by the residents.

Thinking that it was an errant bruin from the garbage dumps at Crater Lake National Park, we decided to seek the aid of our Park Service friends. Buck Evans, who was then Chief Ranger, agreed to lend us their trailer-mounted live trap. This consisted of a section of six-foot culvert mounted on wheels, with a trap door spring loaded to a bait can which hung at the rear of the culvert. The culvert was closed on that end. We loaded the bait can with bacon chunks and drippings, and other goodies which were considered sumptuous bear fare.



OLD-TIMERS like to remember queenly Mount St. Helens in southwestern Washington on the Gifford Pinchot National Forest as it looked before the massive volcanic blast of May 18, 1980. Once beautiful Spirit Lake is in the foreground. The giant eruption decapitated the 9,677' peak, removing some 1,300' off the top and scooping out a chunk on the northern side. The cubic mile of material removed by the blowout was scattered over 160 square miles, with trees toppled like matchsticks and rivers running as wet mud.

We parked that rig in various locations on the station for several nights, but the bear wouldn't bite. Meanwhile, he continued to sample the garbage cans of the station personnel. We despaired of ever catching that guy alive, and were considering turning loose some of the mighty hunters among the station's workforce.

Well, this bear solved the problem for us in the wee hours of the next day. He decided to do a little marauding around the cabins behind Beckie's Cafe, a special use which was situated (and still is) adjacent to Union Creek Ranger Station. It so happened that Mrs. Gene Arias, the wife of our Blister Rust Control foreman, worked part-time at Beckie's and was staying in one of the cabins along with another waitress. The bear strolled across the porch of the cabin and began to sniff and snort near the door. It was about 3:00 a.m.

What the bear didn't know was that Mrs. Arias was an accomplished hunter and kept a .300 Savage handy in the cabin. Her girlfriend had a .32 Winchester, and together they dispatched the bear right there on the cabin porch. In the morning when I came to Beckie's Cafe for coffee, the ladies showed me their trophy which had already been "skun out" and dressed.

While we were a little embarrassed by our failure with the trap, we were pleased that the problem had been solved by one of our own. I don't remember that anyone had written an Environmental Analysis for the project.

THE SAGA OF BARNEY OLDFIELD

By Don Garvik

In the early months of 1946 most of the veterans returning to the Deschutes National Forest in Oregon were gathered at the Allingham Guard Station on the Sisters Ranger District. Ken Clark, Dick Harlan, Ray Koski, Lynn McCall and Mike Rastovitch are names that come to mind. Most were working on the extension of the Lower Metolius road. Ken Clark and I, along with an older fellow named Paul Streibel, were working with Bill Ogletree building a bridge over Jack Creek.

One day a fellow named Barnes, whose first name escapes me, wandered into the supervisor's office in Bend claiming to be an equipment operator. Dick Bottcher hired him (at a higher pay grade than any of the rest of us) and sent him to Allingham. He arrived with his army good-conduct ribbon on the bib of his overalls, and immediately began boasting of his prowess with equipment. Needless to say, he was not the most popular man in camp. Ken Bartram, the camp superintendent, who had quite a sense of humor, nicknamed him Barney Oldfield.

Barney was assigned to the road project to operate a new D-7 Cat dozer which he promptly got stuck in a boulder patch with the blade sticking straight in the air. Dick Harlan and Lynn McCall managed to rescue him.

When we were ready to pour concrete for the Jack Creek bridge abutments, Bill asked Ken Bartram for an additional man. Ken said, "Barney, can you operate a Mexican dragline?" Barney said he never had, but allowed as how he could operate anything the Forest Service had to operate, so Ken told him to go with us to the bridge job in the morning.

When we got to the bridge site, Bill handed Barney a scoop shovel to supply gravel to the concrete mixer. Barney was so irate that he would have quit right then and there but for the fact he didn't know the way back to camp, and besides it would have been quite a hike. He did put in the shift but quit when we returned to camp and we never heard of him again. As I recall these many years later, I don't believe anyone was greatly disappointed.

HORSE LOGGING WITH SOME EXCITEMENT!

By Ralph A. "Sparky" Reeves

Then, there was the time in 1937 when we were stationed at Big Camas Ranger Station in charge of a 50-man CCC side camp out of Diamond Lake on the Umpqua National Forest.

Margaret and I lived in a tent house one-quarter mile from the Ranger Station along with our new son, Rich. The ranger was Harold Bowerman, with assistant Kelly Churchill and office helper, Winnie Churchill. The 50-man crew and one powder foreman, Van Cleveland, in charge of stump blasting, were building road from Big Camas Ranger Station toward the Steamboat Ranger Station on the Umpqua River.

The brushing crews had cut out the brush on the right-of-way, the fallers cut the trees, and the buckers cut the logs to length so that they could be logged by a Forest Service team of matched black horses driven by teamster Guy Fender.

One day after the CCC crew had finished their day and returned to camp, Guy had a few more logs to move so that the dozer could push out some shot stumps so that another section of truck trail or pioneer road could be built.

While pulling a log, one horse slipped and fell onto a 1-inch stob that one of the brush cutters had cut off at about 6-inches above the ground at an angle of about 60-degrees. The stob punctured the horse's stomach, and when the horse regained its feet, about 18-inches of intestine was protruding from the wound.

Guy ripped off his undershirt, wet it from a canteen hanging on the hame of one horse, removed a line from the harness, pushed the intestine back in, wrapped the line around the horse and pad--truss fashion--and radioed the Ranger Station from the stock truck.

The phone lines were a-buzz with the news, and the supervisor's office in Roseburg, with Vern Harpham as Forest Supervisor, was advised by a local vet to destroy the horse. The doctor at the CCC camp at Diamond Lake got word of the situation and said, "Let me try!" The Doc received permission from the supervisor's office. J. R. Montgomery drove him from Diamond Lake to Big Camas where he picked up water, ropes, and about ten CCC boys and myself, and drove the two miles out to the job.

The doctor brought along a bottle of tranquilizers from the camp infirmary, asked Guy if he could get a handful into the horse's mouth, which he did. In about five minutes we pushed the horse over into a bed of fir boughs, wound-side up, removed the undershirt that was used for the pad, removed the lines, and Doc cut away the hair as best he could.

After tying the horse's rear feet to a stump,



and with the CCC boys holding the horse's head and front feet, the doctor washed the wound and stitched it up. We made a girdle of canvas and copper blasting wire. We got the horse up and into the stock truck and to the Ranger Station just as dark set in.

Prognosis: No feed for 12 hours; if after that the horse got around for two days, he would be O.K.

The horse and his mate were subsequently transferred to the Tiller Ranger Station for the winter. I lost track of the team there, also Guy Fender who knew the proper first-aid for his charge. Yes, we did horse log in the Forest Service in those days back in '37 and '38, and it was sometimes exciting!

FREMONT WINS SPEAKING CONTEST

Merle S. Lowden of the Fremont N.F. was acclaimed winner of the three-minute, after-dinner speaking contest held at the advanced management training camp at Wind River, WA the latter part of 1944. Every member of the trainee group participated, with five or six speeches after dinner each evening. Runner-up winner was chosen from each evening's group, and these winners competed at the close of the school for championship title.

Both runners-up and finalist were selected by popular vote of the trainee group, since audience approval is the final test of the success of a speech. Contenders in the finals were Larry Mays and Lowden of the Fremont N.F.; Henry Hulett, Ochoco N.F.; former Fremont Phil Brandner, Mount Baker N.F.; and Larry Jolley, Chelan N.F. Lowden was presented with a book on public speaking with a suitable inscribed bookplate commemorating the event. Every participant in the contest gave a good account of himself, with a thoughtfully prepared and well delivered speech. ("Six-Twenty-Six," January, 1945)

MT. HOOD, Oregon's highest peak (11,235'), as seen from Tom Dick Pt. on Mt. Hood National Forest in 1933. Point One on the photo is the former torturous Laurel Hill grade on Highway 26. Point Two indicates the Government Camp colony on Highway 26 before the current bypass was in effect. The Camp was a bustling winter sports headquarters for the Mt. Hood area before construction of Timberline Lodge in 1937. Burned area in foreground now is restocked with a new forest.

MT. ST. HELENS GEOLOGY

Mt. St. Helens (elev. 9,677 ft.) was discovered on May 19, 1792, by Captain George Vancouver. On October 20 of that year he named it St. Helens in honor of His Majesty's British Ambassador to the Court of Madrid. Because of the mountain's symmetrical shape, it is sometimes called "The Fujiyama of the West".

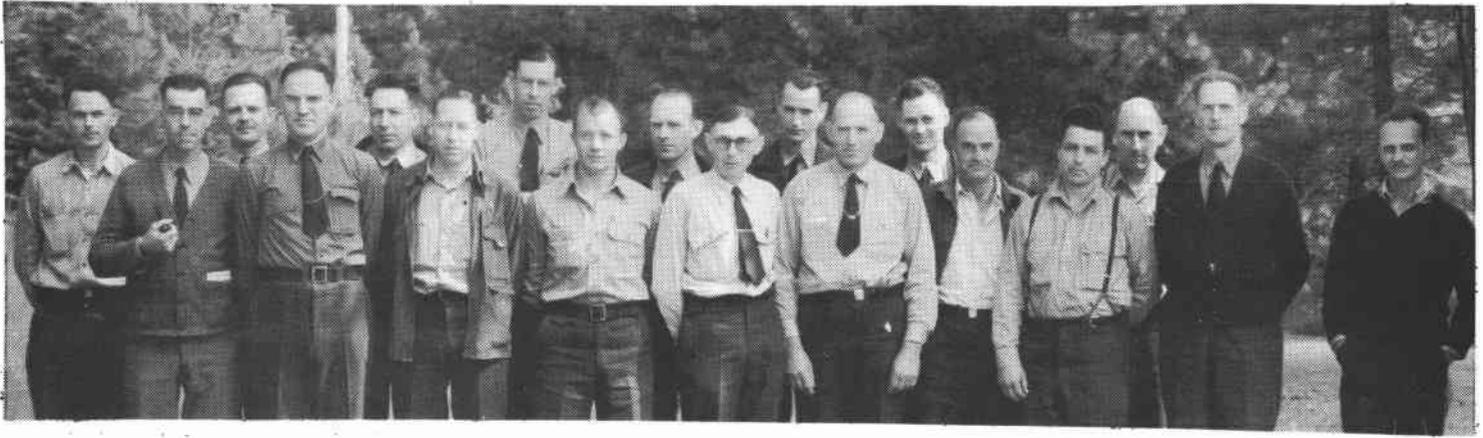
The Klickitat Indian name for Mt. St. Helens is *Tah-one-lat-clah*, which means "Fire Mountain". The name is probably a result of volcanic activity.

Spirit Lake (elev. 3,199 ft.) on the north side of Mt. St. Helens is a result of volcanic action. The lake developed over a period of centuries as successive eruptions occurred and blocked the headwaters of the Toutle River. The latest deepening probably occurred around 1500 A.D. when volcanic mudflow and glacial outwash dammed the lake's outlet and raised the water level at least 60 feet.

Spirit Lake gained its present size in the early 1920's when Coe's Dam, a man-made timbered structure, was built at the outlet. This structure raised the water level another two feet. The lake now covers 1,262 acres and is about 184 feet at its deepest point.

The last observed eruption of Mt. St. Helens occurred November 22, 1842. Prior to that time, perhaps about 400 years ago, the mountain passed through a period of violent volcanic activity during which forested areas surrounding the mountain were showered with pumice to a depth of several feet. With the decay of the buried trees, the "tree wells" of today were created.

REPRINTED from "Mt. Saint Helens—Spirit Lake" recreation guide, published by Gifford N.F., Vancouver, Wash., 1980.



GIFFORD Pinchot N.F. staff in 1945, when forest was still Columbia N.F. Photo taken at Trout Lake Ranger Station, Washington.

Left to right: Tommy Burkle, headquarters fireman; Les Griffith, ranger, Spirit Lake; Robert Reinhardt, assistant ranger, Mt. Adams; Tom Brown, timber management staff, supervisor's office; George Calverely, technician, Mt. Adams; Heath Hall, ranger, Lewis River; Howard Johnson, ranger, Wind

River; Don Fechtner, assistant ranger, Wind River; Dave Gibney, assistant ranger, Mt. Adams; K. C. Langfield, ranger, Mt. Adams; Bill McQuiston, technician, Mt. Adams; Jess Christian, construction, Mt. Adams; Lyle Cummings, forester, Mt. Adams; Bob Lambert, foreman, CCC camp, and technician, Wind River; Wade McNee, technician, Wind River; Robert Stockand, technician, Wind River and Canyon Creek; K. P. Cecil, forest supervisor; George Norman, technician, Wind River.

COILING WIRE IN THE WAREHOUSE

By R. O. Walker

I started to work for the old Columbia N.F. in 1928. The first job I had was on the Weyerhaeuser old railroad line to Camp 11. There were two of us clearing out ties and cutting short cuts. Dee Teal was the Cat skinner.

We stayed at the old Yacolt Motel. Our transportation was an old Reo 3/4-ton truck. We had to pull out the vine maple clumps with an old army two-ton Holt tractor. Dee Teal backed into a clump. I said, "Dee, if we hook onto the clump this way, I think it would come out easier." Dee said, "Young man, if I want any advice, I will ask for it."

I hooked onto it as he advised. Dee started out with the Holt wide open. At the end of the chain there was a hole; the tractor hit the hole. Dee got bucked off and scrambled on all fours into the tall ferns.

When he got up, he asked, "Did you know that hole was there?" "Yes," I said. He asked, "Why didn't you tell me?" I replied, "You told me that when you wanted any advice, you would ask for it." After that, we got along fine.

The office personnel, as I remember it, were:

K. P. Cecil, forest supervisor; Ryle Teed, purchasing; Marcie Sleepy, secretary; Al Bottcher, roads and trails; Jess Mavin, timber; George Bright, nursery.

The District Rangers: Al Wang, St. Helens; Harve Welty, Mt. Adams; Jim Huffman, Hemlock; Dahl Kirkpatrick, Randle.

warehouse. H. G. Whitney was in charge of fire supplies. The buildings were old army supply tin-roof buildings with about 20-foot offices running through them. All of our supplies were from World War I surplus. We got trucks, emergency wire, telephones and tractors. You name it, we received it.

All of the emergency wire came in half-mile coils. The Bureau of Public Roads built up a machine to untwist it and roll onto spools for easy handling. My job was to operate the machine. If you got the tension right, you were O.K.; but if you did not, you were in trouble.

Right across the alley, the boys were grinding tools and washing mess kits. One of the boys would see me sitting down doing nothing, so he wanted the easy job. Whitney said, "Why don't you change?" I said, "You're the boss."

So he put the other lad on the wire machine. I showed him all that I knew. He ran the machine for about two days. Whitney then said, "You better take over." But I said, "Let him suffer another day; it was an 'easy' job."

After I transferred to the R-O, I used to do jobs for the old Columbia N.F., hauling Cats, etc. One job I remember...I hauled a '30 Cat and drum from the Mt. Hood N.F. to Hemlock Ranger Station on the Columbia N.F. We had an army five-ton Pierce-Arrow truck with hard rubber wheels. Just before we got to Stevenson, Washington, the highway department was building a crossway between the new roads about 100 feet long. We got half way across, and there we sat. It was 5:00 p.m. and the road crew was quitting. We had loaded the Cat with the drum facing forward. Right across the road was the railroad right-of-way with a tree on the other

side. I said to the Cat skinner, "You warm up the Cat and give me the mainline and I will hook it onto the tree, and as soon as I get back, we will see if we can get out." We did it! I sometimes think - what if a train had happened along!

Howard Campbell came to work for Whitney in '29, the year of the Yacolt fire. I came in from a run about 2:00 a.m. and smelled smoke. I went into the office; at the back was a room with a steel cot. Howard had gone to sleep and had put a towel around the light bulb, and it had just started to burn.

HISTORY OF MT. ST. HELENS

Early accounts of Mt. St. Helens and Spirit Lake are found in Indian legends. Colorful lore relate mountain, people, and spirits to the volcanic activity. One legend tells of two Indian braves who were lost on the lake when a strong gust of wind upset their canoe. When their bodies were not recovered it was believed that spirits rose from the depth and claimed them.

The Indian's superstitions led him to live in constant fear of certain areas. Spirit Lake was such a place. Legends tell of demons called Seatco who were believed to live in and around the lake. The Seatco were the spirits of departed chiefs who were displeased that the Indians had permitted the white man to encroach upon their lands. In reprisal, the Seatco forbade the Indians to hunt, fish, or gather berries around Spirit Lake or Mt. St. Helens. Fearful warnings and dire tales of maidens and warriors being seized and dragged to the depths of the lake discouraged the Indians. The lake was named for the spirits that were believed to dwell there.

During the later 1800's widespread interest developed in mineral deposits north of the mountain. Several mines were established. Thousands of dollars were invested, but none of the mines became operational and very little ore left the area. The only recorded production is credited to the Norway and Sweden Mines. Three cars of low-grade copper ore were shipped for testing purposes in 1929.

The Lange Mine was the most prominent. A small community known as Lange became the terminus for a telephone line from Castle Rock in 1906. The

In the fall of '32 we moved over to our new building next to the Bureau of Public Roads. It was quite a change from dirt floor to concrete. At the beginning of the CCC program, all of the equipment for the CCC camps came in through the warehouse and was delivered to the different ranger districts by the warehouse crews.

In 1933, it was another bad fire year - the Tillamook Burn, and then Bandon in 1936. In the fall of '34 we moved from Vancouver, Washington to 2760 N.W. Yeon Avenue into a new building in Portland, Oregon.

Lange Mining operations caused the area's most disastrous forest fire. The blaze started from smudges the miners used to keep flies off the pack stock. The fire burned the south slope of Mt. Margaret.

In 1913 the Forest Service moved the Ranger Station from Toutle to Spirit Lake, and built a fire lookout on the summit of Mt. St. Helens.

The Lava Caves are among the most interesting geological features in the State of Washington. The lava flow in which they are located covers approximately 7,000 acres and extends from Mt. St. Helens to the Lewis River, a distance of about eight miles.

Fiery lava cascaded down the raw slopes of newly formed Mt. St. Helens. Then, consuming the forest in its path, it flowed slowly toward the Lewis River Valley. The surface of the lava hardened and the advance apparently stopped, but beneath the cooled crust the still molten material flowed on, leaving, in some places, tubes in its wake. As new flows occurred they also ran through the open tubes adding layers to the walls.

Five large lava tubes or caves have been discovered with a combined length of over five miles. The largest and longest among these is Ape Cave.

Easily accessible by stairs, the cave is open for exploration. Any spelunkers planning to explore the caves should come prepared with warm clothing, heavy shoes, headlights, lanterns and protective head-gear.

REPRINTED from "Mt. Saint Helens—Spirit Lake" recreation guide, published by Gifford N.F., Vancouver, Wash., 1980.

BROKEN Top Mt. as seen from Upper Soda Creek, Deschutes N.F. It's one of the several craggy peaks that dominate the Cascade Range in Oregon.



A suggestion:

Club should honor Merle Lowden

Long-time 30-Year Club member Jack Smith recalls some of his early-day experiences in Region Six national forests. Several of his reminiscences include mention of activities in which former "Timber Lines" editor Merle S. Lowden was involved. Mr. Smith's suggestion that Mr. Lowden deserves special recognition by the 30-Year Club has merit. Merle has also given much time and inspiration to members of the Oregon Society of American Foresters; in appreciation, the National Society has honored him with well-deserved recognition. We invite Club officers to give Mr. Smith's suggestion further consideration.

--The Editor

The "History of the Fremont National Forest" in TIMBER LINES stimulated many recollections!

Glen Jorgensen and I were both part of the Fremont National Forest crew in 1943 when the forest had the highest timber cut of any national forest in Region 6. I moved to Bly, OR on Nov. 1, 1943, and to Lakeview in 1946. I worked when Ed Cliff, Larry Mays and Merle Lowden were forest supervisors. Larry gave me my first job as Ranger. I remember Merle's winning the speech contest. Larry Mays' talk contained something about "bull-headed" or "bald-headed." At the time Larry was quite bald and also quite determined. When Merle gave his talk, his observation was, "what's the difference?"

Pearl Ingram's Dodge "screen side" had chains to cope with the Fremont mud. Several of these vehicles were present in our community on the South Umpqua in the early 1920s.

In 1935 I was headquarters foreman at Tiller Ranger Station on the Umpqua N.F.; Avery Berry was Ranger. On July 10 and July 21 we had major lightning storms and Avery and the protective assistant were both gone - in the back country and off the phone for both storms. Vern Harpham, supervisor, sent Merle Lowden, a young junior forester, out to Tiller to monitor the action, and he really did. He had a portable typewriter and kept a resume of everything that occurred, especially my dispatching actions.



AMONG outstanding service accomplishments of Merle S. Lowden is his leadership and funding drive for the Oregon Society of American Foresters Foundation, founded in 1985. Lowden received a Master Steward plaque at the 1989 annual meeting of SAF at Coos Bay, Ore., as did L.L. "Stub" Stewart of Bohemia, Inc. It was Merle's last year of service on the Foundation's Board of Trustees, shown here. Front row: left to right, Al Pettey, Merle S. Lowden, Kent Connaughton. Back row: Gary Blanchard, George Brown, Bob Metzger. Foundation funds are used to improve forestry education opportunities for Oregon students and for other qualified projects.

I was 21 years old, but had had lots of fire experience, and with a manpower pool of several CCC camps, it was easy to take care of the dangerous fires and wait on those that weren't going anywhere. As usual in those times, we had telephone outages and rig breakdowns. But I knew the country, the CCC foremen and the local people. Thus I was able to impress Merle with the smoothness with which things worked out.

During some of our visiting, Merle commented that I should go to forestry school. He asked how much money I had, etc. It turned out that he took me to Corvallis that fall, introduced me to the professors at the School of Forestry, and made sure that I got off to a good start. Later I learned that Merle had also pushed Rex Wakefield and got him to attend the forestry school as well. Perhaps he influenced others. Our family has known the Lowdens for more than 55 years.

It would be most appropriate that the 30-Year Club give Merle some special recognition for his years of dedicated and unselfish service and leadership, including his fine editorship of TIMBER LINES.

By Jack Smith





The Planning Area Pacific Northwest Region

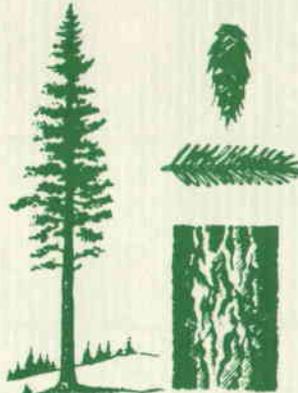


- 19 National Forests
- 1 National Grassland
- 2 National Recreation Areas
- 32 Research Natural Areas
- 26 National Recreation Trails
- 1 National Scenic Trail
- 2,827,457 Acres Wilderness
- 24,727,000 National Forest Acres



Important tree species on national forests in Region Six (Oregon and Washington)

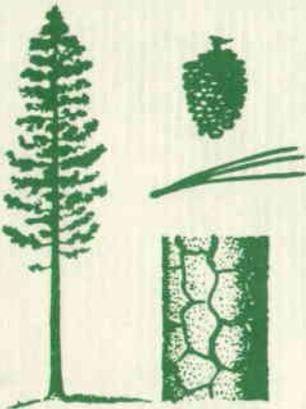
CREDIT: Oregon Department of Forestry
Hugh E. Hayes



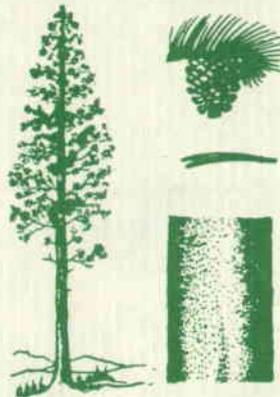
DOUGLAS FIR



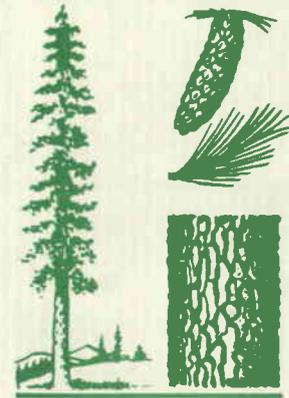
WESTERN HEMLOCK



PONDEROSA PINE



LOGEPOLE PINE



WHITE PINE



WHITE FIR



SITKA SPRUCE



WESTERN RED CEDAR