

# gopher penalty

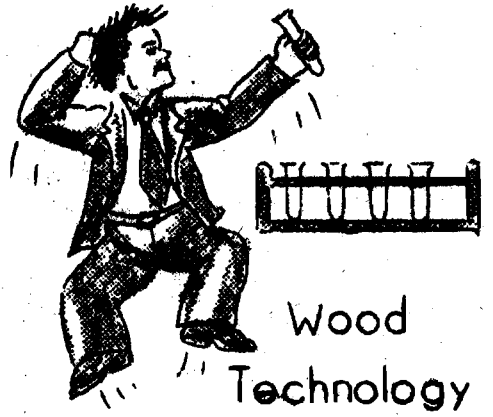


Nineteen Hundred Forty-Five





Lumber  
Merchandising



Wood  
Technology

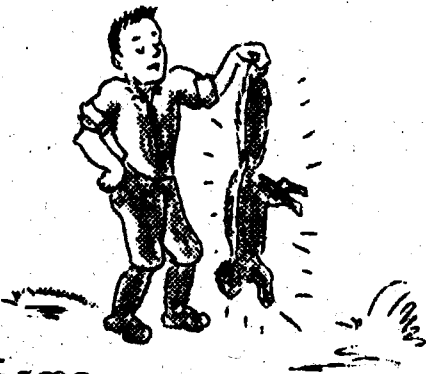
# THE GOPHER PEAVEY

## 1945

ANNUAL PUBLICATION  
OF  
The Forestry Club  
University of Minnesota



General  
Forestry



Game  
Management



Range  
Management

## FOREWORD

Once again the boys in Green Hall have put forth their annual effort. Here is the product. Our predecessors have each felt their year was unusually difficult. We are no exception. Our biggest handicap was the skeleton size student body. However, the inevitable increase in the Forestry division, which has already begun, is assurance that there will always be a Peavey.

We've done our best to keep alive the Peavey tradition and to unite our far flung alumni. We hope you enjoy the 1945 Gopher Peavey.

## DEDICATION

The forests have always been of prime economic importance to Minnesota. The imperative demands of war have greatly increased the drain upon this valuable resource. Few people recognize how urgent is the necessity to restore and maintain our forests in productive condition. The Forestry Interim Commission of the Minnesota Legislature was among the few who did appreciate it.

Therefore to this committee: Sen. H. A. Bridgeman, Sen. M. J. Galvin, Sen. O. A. Sletvold, Sen. H. L. Wohlstrand, Sen. Val Imm, Rep. C. D. Wegner, Rep. A. J. Powers, Rep. A. B. Mueller, Rep. E. R. Illstrup and Rep. L. R. Dickinson, we dedicate the 1945 Peavey in grateful appreciation of their splendid work and their unselfish devotion to the cause of forest conservation.

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## 1945 GOPHER PEAVEY STAFF

Vic Clausen ..... Editor

Les Hendry ] ..... Co-business Managers  
Bill Brede ]

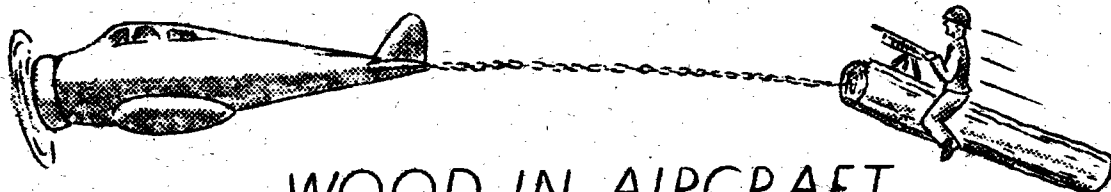
Orville Lind ] ..... Co-alumni Editors  
Bernard Granum ]

Jim Stone ..... Treasurer

Harry Carskaden ..... Business Manager

Professor R. M. Brown ..... Faculty Advisor

The 1945 GOPHER PEAVEY staff wishes to express their thanks to all who, by their contributions, advice and hard work, have made this issue possible. Especially, we wish to thank Mrs. Dorothy Jorstad.



## WOOD IN AIRCRAFT

F. H. KAUFERT

When compared to the 15,000,000,000 board feet and more of lumber used for shipping containers, the tremendous tonnage of pulp made into V-board boxes, and the large quantity of lumber and structural timbers used in ships and in the construction of war plants in any of the years from 1942 to 1944, the volume of wood used in aircraft was small. From the standpoint of importance and contribution towards victory, however, the quantity of wood used in our aircraft rates high.

Few people realize that during 1942 and the early part of 1943 we produced a greater number of wood aircraft than metal aircraft and that the volume of lumber and plywood that went into these planes was greater than for all of the previous years of aircraft production combined. Most of this construction in 1941, 1942 and part of 1943 was in the form of training planes, without which the training of the personnel necessary for the operation of our combat aircraft could not have been achieved. Although the exact figures on production have not been made available, it is estimated that well over 60,000 wood trainers were produced for our air forces and for our allies. Add to this the number of gliders built in 1942, 1943 and 1944, probably well over 15,000, and the importance of wood in the building of our air forces becomes truly significant.

The number of wood training craft that had been produced was impressed on me during trips to many of our southern and southwestern training fields in 1942 and 1943. During this period the air over these fields was filled with trainers. The young men who are now flying our fighters and bombers in all parts of the world were taking them up and bringing them down, sometimes none too gently and with a healthy bounce or two thrown in, just to determine whether the landing gear and wing fittings were still in good shape. The tremendous number of these trainers produced was impressed on me again in the fall of 1944. By that time much of the training program had been completed but the trainers were still there, lined up in long rows, with canvas hoods over the cockpits, and tied to the concrete storage spaces to prevent them from being battered by the ever-present winds.

They had done their job and done it well and were now awaiting disposal to civilians. Recent notices of the intended sale of thousands of these trainers is evidence that many of them still are considered by the Civilian Aeronautics Board to be in good enough condition for use by civilians. Not that I would care to buy one. Structurally they are in good shape and they must meet rather drastic tests before they are offered

for sale, but most of them are powered by motors of 175 to 250 horsepower. Buying gas for them will not be the same as for the family Ford or Chevy. Most of them probably will be purchased by companies or by individuals to whom gasoline bills are not the items they are in the average civilian's budget.

What were some of these training planes and how were they constructed? There was first of all the large series of low-powered light trainers, such as the Piper Cub, Taylorcraft, Aeronca, Stinson, and others that now make up the famous L series. They performed well for training purposes and large numbers of them are now used in liaison work. In addition, they are used at the fighting fronts in directing artillery fire, for reconnaissance, and even for supply purposes in emergencies. Most of them are built with metal tube fuselages, with sitka spruce ribs and spars, with yellow birch, mahogany, or sweetgum plywood over the leading edges, and are fabric covered. This combination of materials produces a light maneuverable plane that requires a minimum of take-off and landing space. The sale to civilians of the excess planes of this type will certainly be accomplished with a minimum of loss because they are low-powered and their operation will be economical as compared to the larger number of higher-powered primary trainers.

The famous PT (primary trainer) series of trainers probably was made in greater numbers than the lighter L series. The reliable old PT-17, or Kaydet, a favorite with both the Army and Navy, resembles the fighting planes of World War I in so far as construction is concerned. It is the biplane so commonly used at many of the Navy training centers and it may be adopted to a greater extent by the Army. Its low landing and take-off speed, maneuverability in the air, handling characteristics, and general all-around safety make it valuable for primary training purposes. The PT-17, except for the fact that it is a biplane, is constructed much like the lighter trainers. Second to the PT-17 in numbers, but possibly superior in many characteristics, are the Fairchild PT-19 and PT-23. Although slow when compared to combat aircraft, the PT-19 and PT-23 which differ only with respect to type of motor, were sound primary trainers and a high percentage of our Army Air Force's pilots received at least a part of their training in them. Except for the fuselage, the PT-19 and 23 were of all-wood construction, with box spars and plywood covered wings. Some difficulty was encountered with these trainers during the early part of the program but these were gradually ironed out and they performed satisfactorily during the period when they were needed most.

A smaller number of Timm, Ryan and several other primary trainers, also were produced and they were usually of all-wood construction, but they did not compare in either numbers or all-around performance with the PT-19, 17 and 23.

In the field of advanced trainers, wood aircraft were almost as important as in the field of primary trainers. The two-motored AT-10 and AT-17 were all-wood aircraft that served well for advanced training purposes. The former, a product of Beech Aircraft, in particular was a tough plane that gave excellent performance. The AT-17 had several weaknesses, which were gradually corrected, and many of these planes as well as AT-10's are now in use for transport and liaison purposes. The North American AT-6 and Consolidated-Vultee BT-13 and BT-15 were designed to be built



with metal, but the need for combat aircraft at the time the largest number of these advanced trainers was being produced caused a switch to wood and a high percentage of those used in training were of part-wood construction.

Although the total number of gliders produced, mainly CG-4A's, is probably but one-third to one-half the number of trainers, the gliders are so much larger that considerably more lumber and plywood have been used in their construction than for the trainers. Also, in contrast to the production of trainers, gliders still are being produced in large numbers, presumably for the final push against Japan. The performance of the CG-4A gliders in the invasion of France, Burma and Germany has been revealed by only fragmentary accounts. These indicate that they are doing the job for which they were intended and that they have played an important role wherever they have been used.

The writer must admit that he was a glider skeptic during the early days of the program, but after watching training maneuvers and glider pilot training for several days my skepticism changed to enthusiasm. The awkward looking and rather ugly CG-4A was remarkably tough and its durability was demonstrated at many training centers. In actual combat, they are considered one-trip aircraft, but in training some of them have made truly remarkable records. At one training center a tough old CG-4A was reported to have had a thousand hours in the air. Since the average training flight is usually a matter of less than twenty minutes, this glider had made several thousand take-offs and landings, many of them with inexperienced pilots at the controls. Training accidents and crashes were not uncommon but rarely were these due to structural failures in wood parts. The much publicized demonstration flight crash in St. Louis, that caused the death of all aboard, was caused by a metal fitting failure. The ability of the CG-4A to take punishment without injury to occupants during landings on rough terrain is a credit to the designers and the large number of plants that engaged in its construction.

In addition to the trainers and gliders, we have produced a small number of other wood aircraft. The Fairchild AT-21, a gunner trainer, was produced in some quantity. The C-46 was an attempt to build an all-wood cargo plane but, for several reasons, it was not successfully produced in large numbers. Whether the all-wood K-1, the largest aircraft in the world, will be completed is still questionable. With a wing spread of over 300 feet this plane appears to be too large and too heavy to ever get into the air, but again, I remember that my skepticism in the case of the CG-4A later changed to enthusiasm.

Everyone interested in wood as a structural material, and that includes every forester, probably has wondered why we have not produced wood combat aircraft like the successful and much-publicized British Mosquito and Russian IL-2 Stormovik. The explanation for this is not simple and it involves such problems as availability of raw materials, war emergency needs, manufacturing facilities, and engineering and designing interests and skills.

The development of the Mosquito and its construction from wood was dictated by the necessity of an emergency and accomplished by the application of engineering data accumulated over a period of years by a concern that had never lost interest in wood. Within a month of the outbreak of

the war, in 1939, DeHavilland engineers set to work and twenty-two months later the Mosquito was in mass production. This remarkable record was possible because the British, and DeHavilland in particular, had maintained their interest in wood as a structural material for aircraft during the years of peace. The choice of wood also was influenced by the shortage of metals and the availability of 10,000 or more skilled woodworkers in the British Isles and an additional group in Canada. The supply of metal and metal workers on the other hand was hardly sufficient to take care of the needs for such metal combat planes as the famous Spitfire. These were the circumstances that gave rise to the Mosquito and, as we shall see later, they were quite distinct from those prevailing in the United States before and at the outbreak of World War II.

The conditions that gave rise to the choice of wood as a structural material for the wings, rear fuselage, and empennage sections of the Russian IL-2 Stormovik, also called the Flying Tank because of its armament and tank-busting use, are no better understood than many of the developments in Russia before and during the present conflict. Whether shortages of metals and of metal workers were factors in the selection of wood is not certain. However, the construction of the IL-2 suggests that the use of wood for some parts and metals for others was influenced less by a shortage of metals and skilled metal workers than by the desire and ability of the designers to take advantage of the valuable properties of wood and metal and combine them into a structure that gives maximum performance. If this is the case, and it is strongly indicated, then it must be said that the Russians are ahead of us in respect to aircraft design and that they practice what our aircraft engineers plan for the future.

Our failure to develop wood combat aircraft equal to the Mosquito has been a disappointment to those interested in wood but it in no way detracts from the importance of wood aircraft in our over-all program or from the contribution that wood as a structural material has made towards the development of an air force that is second to none.

Under the circumstances that existed before and during the early stages of the present war, it was quite natural that emphasis in the construction of combat aircraft should be on metal rather than wood. During World War I and the twenties we had the "know how" so necessary to construction with wood, and many of the wood planes built during the late twenties are still lugging freight in the far north and in South America. But, as the size of commercial aircraft increased, there was a rapid change to metals. This was stimulated in the thirties by the reduced cost of aluminum and improvement in aluminum and magnesium alloys. Consequently, we lost much of the engineering skill necessary for designing and construction with wood. Add to this the fact that during the three years that we aided several of our present allies by furnishing combat aircraft, all of them forerunners of our present combat planes, and all of them engineered in metal, and it can be readily understood why our developments were along different lines than the British. Also, we were able to produce the needed metals at such a rate and in such quantities that the supplies of these structural materials looked more certain than did our supplies of wood. We had the machine tools, and our aircraft industry already was geared to essential mass production methods in metal. To have changed to another structural material or even to have substituted

extensively with wood in a few of our combat planes would have slowed production and could have had serious consequences.

What is the future of wood aircraft and of wood as a structural material for aircraft production? No one can answer this question with any degree of certainty that he will be correct. In view of the progress and rapidity of present developments in aircraft design and materials, even guesses are hazardous.

Wood will no doubt be used in the construction of many of our smaller aircraft. It has given excellent performance in all of those built to date and most of the small plane producers are familiar with its use. In the small plane, wood probably will be used to a greater extent in combination with metals and plastics.

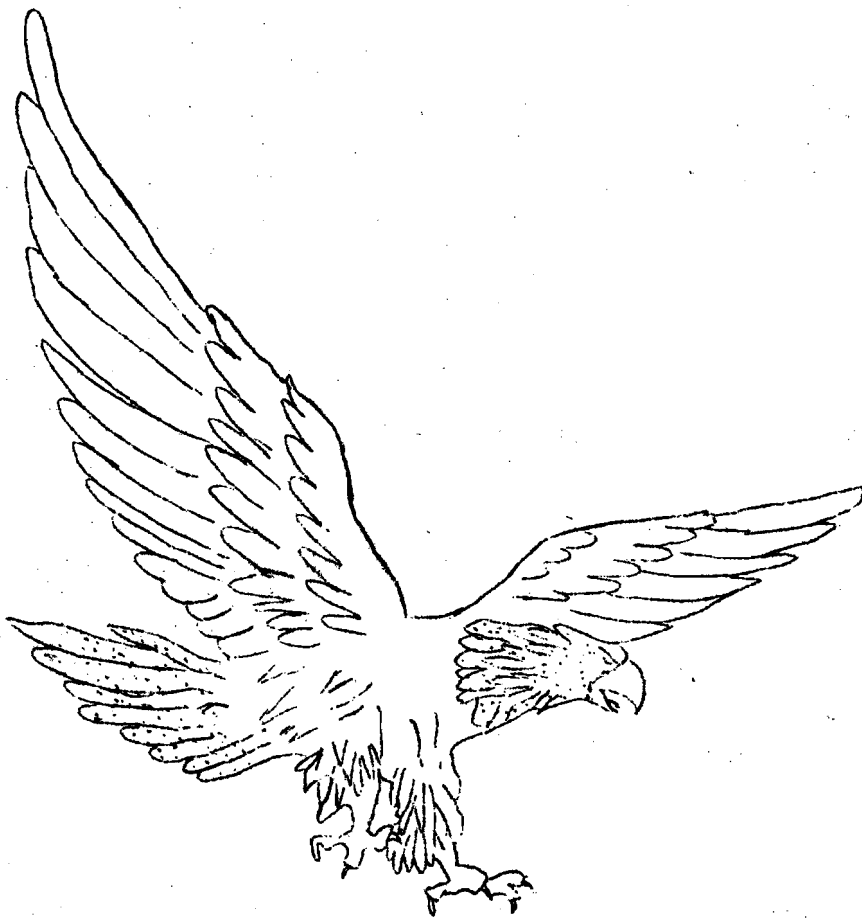
In the larger aircraft some wood undoubtedly will be used but it probably will be in combination with other structural materials. The development of successful "sandwich constructions" of metal and wood, aluminum faces glued to balsa or cellulose acetate cores, has great possibilities. The advantage of "sandwich construction" was first demonstrated in the Mosquito, where birch plywood faces were glued to balsa cores to provide a rigid structure of excellent performance. As sandwiches go, however, this was a rather crude beginning and our aircraft designers and engineers are improving on it by changes in both the faces and filling. The principle of "sandwich construction" is to provide surfaces that are rigid and free from vibration in flight and which carry most of the stresses, the final aim being a truly monocoque construction in which the skins carry the load and interior structural members are reduced to a minimum. At present at least, wood in some form appears to be the logical filling for these sandwiches.

High strength paper laminates are being produced in increasing quantity and they will compete with plywood and metals for a spot in the aircraft production program. Better glues for bonding metal to wood are coming into the picture and they should enable the combination of materials not possible heretofore. Also, many of the recent developments in wood-working glues, modified and new wood products, plastics, etc., may have some effect on the future use of wood in aircraft.

An important use of wood in aircraft construction that often is overlooked is the production of mockups, check and assembly jigs, patterns, and numerous other wood items necessary in the manufacture of metal aircraft. Wood is an ideal material for these uses and substitution by other materials does not appear likely. Most of the large metal aircraft production plants have better and larger supplies of lumber and plywood and better woodworking machinery than producers of wood aircraft. No information is available on the quantity of wood used for this purpose, but, judging from the amount being used and volume in storage at several plants visited, it must amount to a considerable item.

The development of successful veneer propellers, propellers that are resistant to splitting, are lighter than those made of metals, and are giving excellent service, should help to keep wood in the propeller field, a rather uncertain field in view of the developments in jet propulsion.

In conclusion, the accomplishments of wood aircraft during the present conflict have been such that we can be proud of the contributions that wood has made towards the building of our air forces and its place in our aircraft of the future will be assured if we can provide products with the necessary properties and at a low enough cost to compete with other construction materials.



# FACULTY

Dr. Schmitz

Dean of the College of Agriculture, Forestry and Home Economics  
Chief of Division of Forestry

His administrative duties as Dean of our College prevent Doc from teaching courses in Forestry, but he still has time to give the foresters his good advice, as their friend and Chief. Doc is continuing his work on railroad ties and is perfecting the all preservative-no wood tie.

Dr. F. Kaufert

Although most of the fellows had not met Dr. Kaufert until this quarter, he is rapidly becoming a well liked professor. After being with the Forest Products Laboratory at Madison, Wis. for the past 3 years, he has a good deal of information on the latest developments in the fields of wood products and preservation, as any of the fellows in Wood Products or Wood Preservation will testify. We all welcome you back, Dr. Kaufert.

Professor Allison

"Pop" as he is known among the students, is busy with his Forest Protection and Forest Economics courses and working up data on the Cloquet Station and Lake Vadnais Plantation. He also made several speaking trips throughout the state this winter.

Professor Cheyney

Mr. Cheyney is now advisor to all General Forestry students. His good stories still come from behind the cloud of smoke emitting from his ever present pipe. As things are picking up around Green Hall this year, Mr. Cheyney taught Seeding and Planting and General Forestry, plus his Rhetoric I girls. Yes, fellows, it's true, Mr. Cheyney taught a class of girls last fall.

Dr. Rees

Although Dr. Rees is no longer trying to din knowledge into the engineers, he is teaching Dendrology and Wood Structure. The fellows in the field Dendrology sections are finding it hard to keep up with him on the hills. We also hear that he will teach Botany at Itasca this summer.

Dr. T. Shantz-Hansen

Shantz in director of the Cloquet Forest Experiment Station at Cloquet, Minn. A more congenial, pleasant fellow will be hard to find--this is the unanimous thought of the foresters who spent the spring quarter of their senior year at his station. To you foresters who have yet to meet him, there comes a rare treat. To those who have met him, there remains a long, lasting friendship.

Professor Brown

Even though we may have been "snowed under" with his logarithms, charts, pacing and chaining, our hats are off to Mr. Brown. He is a man of understanding, and we dare say that there is hardly a forester who hasn't gone to Prof. Brown to have his problems ironed out. You might call him a "Mr. Anthony" of Forestry.

# SENIORS

BERNARD M. GRANUM  
Game Management

Forestry Club  
Foresters' Day Committee '42  
Army Air Corps '43  
Veterans' Club '44-'45  
General Chairman Winter Holiday '45  
Alumni Editor '45 Gopher Peavey  
'41 Itasca Corp.  
'44 Cloquet Corp.  
Summer Work:  
Ochoco Nat. Forest, Oregon

NORMAN A. SORGE  
General Forestry

Forestry Club  
Co-editor '44 Gopher Peavey  
'45 Winter Holiday Committee  
'42 Itasca Corp.  
'44 Cloquet Corp.  
Summer Work:  
Superior Nat. Forest '42  
Coeur d'Alene Nat. Forest, Idaho '43  
Potlatch Forest Inc., Idaho '44

ROBERT R. BEEBE  
General Forestry

Forestry Club, President '42-'43  
Co-editor '44 Gopher Peavey  
Treasurer Senior Cabinet - Class '45  
Alpha Zeta  
Silver Spur, Secretary - Treasurer  
Ag Union Board '43, '44, '45 - Vice Pres.  
'44-'45  
'42 Itasca Corp.  
'44 Cloquet Corp.  
Summer Work:  
Superior Nat. Forest '42  
Coeur d'Alene Nat. Forest, Idaho '43-'44

HARRY W. CARSKADEN  
General Forestry

Forestry Club  
Circulation Manager and Alumni  
Editor '44 Gopher Peavey  
Circulation Manager '45 Gopher Peavey  
Ag Union Board '44-'45  
Advisory Board - Winter Holiday '45  
'42 Itasca Corp.  
'44 Cloquet Corp.  
Summer Work:  
Superior Nat. Forest '42  
Coeur d'Alene Nat. Forest '43

GLENN L. EVANS  
General Forestry

Forestry Club, Tres. '44-'45  
Tres. '44 Gopher Peavey  
Ag Intermediary Board '44-'45  
'42 Itasca Corp.  
'44 Cloquet Corp.  
Summer Work:  
Clearwater Nat. Forest, Idaho '43  
Wm. Bonifas Lumber Co., Mich. '44

SENIORS



*Bernard M. Granum*



*Norman A. Sorge*



*Robert R. Beebe*



*Harry W. Carskaden*



*Glenn L. Evans*

## UPPER CLASSMEN



*Top Row: (left to right) Arthur Lindholm, Lynn Sandberg, Archie Haugland, Richard Bernzen, Victor Clausen.*

*Front Row: (left to right) Oscar Stabo, Glenn Evans, Harry Carskaden, Robert Beebe, Bernard Granum, William Brede.*

*Camera Shy: Howard Lemire, Richard Peters.*

## UNDER CLASSMEN



*Top Row: (left to right) Robert Lee, Jack Erikison, Clifford Ahlgren, Clare Johnson, Leslie Hendry, Robert Busse, John Beck.*

*Front Row: (left to right) Jack Tucker, Clophos Bulleigh, Masaki Hiratsuka, Orville Lind, James Stone, Walter Johnson, Willard Leaf (Adult Special).*

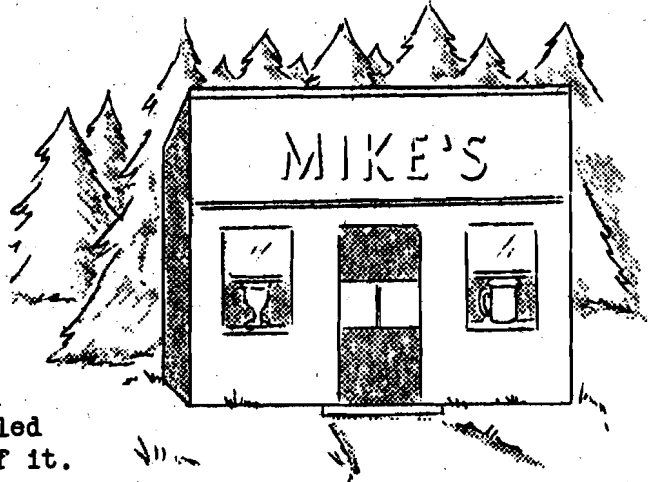
*Not Shown: John Berends, Harold Freligh, Micheal Richdorf, James Carey, William Martin, Gerald Pospichal, Joseph Reilly, Arnold Johnson.*



# CLOQUET CORPORATION - - - 1944

BY BERNARD M. GRANUM

Ah, man! If professional forestry is like the quarter spent at Cloquet, give me more of it. Our class of six fellows, D. A. Bollinger, Bernie Granum, Bob Beebe, Glenn Evans, Harry Carskaden and Norman Sorge, was quite a novelty. Small a class as we were, I believe the professors still used the assignment sheets designed for a class of 60. Even if we did work like six horses, the whole gang pulled together and we enjoyed every bit of it.



Of course, the appearance of Allison, Cheyney, MacMiller, and Swanson took much of the joy from life. These four were constantly competing with the sun for longer days, but only succeeded in raising the electric bill. In spite of these four hardships and eating our own cooking, we did manage to go to town in "Mary Lou", Bollinger's jallopy.

"Mary Lou" was our chief mode of conveyance. It was named Mary Lou because it closely resembled the girl Mary Lou, from the match factory. Although the noise from the car told the professors the six of us were going to town, it also warned Cloquet the hunt was on. Immediately the quail took cover, but a saturated population of young chicks made flushing an adequate number of females rather easy.

Six cooks all doing their bit made the meals interesting but certainly hard on our digestive systems. In behalf of the Cloquet Corporation, our thanks for subsistence must go to Aunt Jemima, Van Camps, Wheaties, and Mrs. Shantz-Hansen.

Bollinger, Sorge, and Carskaden soon discovered Mike could draw a large glass of vitamin juice with just the proper amount of suds. Needless to say, our evening logging was done at Mike's from the first day on.

In spite of the rising cost of paper, Allison's management reports averaged  $\frac{1}{2}$  pound each. This weight and the fact that they were several days late is very significant that some school work was done.

A fitting climax to a very enjoyable quarter at Cloquet was provided by "Sparky" Thompson of North Star Timber. "Sparky" invited us to see private forestry practices on commercial logging areas. We promptly accepted and visited many of their holdings near Two Harbors, Minn.

After this enjoyable visit, the gang rapidly broke up with Bollinger going to Liberia and the rest of us to various summer jobs.

# '44 BONFIRE

BY BOB BEEBE

With enrollment increasing this year and the forestry spirit of old also growing, the annual fall bonfire held for the purpose of renewing old acquaintances and forming new ones among faculty and students alike was a success. The attendance was almost 100% (about 40 all told), including faculty and students, the weather was perfect, the singing was---well--- it wasn't like the weather, but we all enjoyed ourselves.

After the singing Prof. Cheyney opened the evening's activities with a brief and humorous resumé of the history of Foresters' activities. Then 'Doc' Schmitz gave us a few ideas on how to carry on these activities. He said it can be done by working together as a group and participating in campus events.

The next hour or so was filled with stories of summer jobs and experiences various fellows had.

We all laughed heartily over Joe Reilly's troubles with the broken down jalopy he bought to drive out west---"By gosh, it even had an engine!---and those tires, they were smoother than a forester dressed up for Saturday night and twice as flat!"

Glenn Evans told of his experiences with private forestry in upper Michigan. He liked the woods, the welcome ("They even paid my train fare"), the water (Lake Michigan), and the women.

Vic Clausen and Bill Brede worked in Colorado marking timber and occasionally scaling a few logs. Jim Stone, Les Hendry, Orv Lind, and Mert Ingham were working on the St. Joe National Forest in Idaho---"We did a little of everything there was to be done on the district." Norm Sorge worked for Weyerhaeuser in Idaho and managed to pass the summer by skidding and bucking big timber and going to town on weekends. Bob Beebe spent the summer fighting fires and handling Mexicans on the Coeur d'Alene National Forest in Idaho. A few of the fellows stayed in the cities all summer and went to school (and I thought fighting fires was a tough job!)

Momentarily the talk of summer experiences slackened and someone yelled, "Come and get it!", a call all Foresters know and one which brings quick action. This time was no exception. Everyone was soon eating hot dogs and rolls and drinking coffee while they finished reminiscing about summer work.

Soon the food was gone, the talk was finished, the fire was out and everyone was heading for home. The upper classmen and faculty with thoughts of past bonfires and the freshmen with thoughts of the bonfires ahead.

# WINTER HOLIDAY

## (ALIAS FORESTER'S DAY - 1944)

BY BOB BEEBE

Because of the shortage of manpower on the Ag Campus, the Ags., Foresters and Home Ecs decided to combine the effort usually spent on Ag Royal Day toward an all-University event called the Winter Holiday. It was held on January 27. Bernie Granum, Forestry senior, was appointed chairman of the day.

Of course the first matter to be attended to was the selection of candidates for queen of the day. Because the Winter Holiday was an all-University event, each sorority on both campuses selected its most beautiful girl as a candidate (No wonder Bernie had so many publicity shots taken!---"Purely business," he said). The six most beautiful of these girls were selected to be the final contestants from which the queen would be chosen at the Winter Holiday Dance.

When the news got around that these beauties were going to be queen candidates, beards began to sprout on the faces of Ags. and Foresters, for the lucky man with the most rugged crop of foliage on his jaw (as judged by the six queen candidates before the field events) was entitled to kiss the queen.

The day for the Winter Holiday activities was just about perfect--clear, cold and plenty of snow. The crowd had lots of pep and enthusiasm and the food obtained at the bean feed, which was the opening event of the day, undoubtedly helped to maintain the pep throughout the field events.

The time between the bean feed and the field events was spent looking at the Forestry, Ag. and Home Economic exhibits in the Forestry, Agronomy and Home Economic buildings respectively. The huge 12 foot colored snow statue of Paul Bunyan in front of the Forestry building was photographed by everyone carrying a camera, and was said to be one of the best statues ever built for Foresters' Day.

As the field events began, the crowd gathered to watch the contestants. The men's bucking contest, women's bucking contest, chopping contest, toboggan pulling races (men pulling women and vice versa), tug o' war between the Foresters and Ags., snowshoe races for men and women, rolling pin throwing contest for women (any man marrying a Home Ec better watch out--they are pretty good at things besides cooking) and the pie eating contests for both men and women (with blueberry pie, no less) were enjoyed by both contestants and spectators. The events were well handled by Lynn Sandberg.

The "Winter Whirl" in the evening was thoroughly enjoyed by everyone. Plaid shirts were numerous and some beards were still adorning the faces of the rugged individuals. During intermission the winners of the field events were awarded their prizes and the queen was chosen from among the six candidates by the people having Winter Holiday ribbons. The applause was instantaneous when it was announced that Lyla Mary Worden of Gamma

Omicron Beta, an Ag Campus Sorority, had been chosen queen. Then came the big moment for the lucky beard growing contest winner, Art Lindholm. He strode onto the platform and got his reward for his weeks of work--and what a reward! He obtained full measure--the crowd in the gym was absolutely silent for at least a half a minute while Art collected his debt. Never let it be said Foresters can't kiss. Now we have definite proof they can.

Every student on campus owes Bernie a vote of thanks for his fine job of directing the activities of the Winter Holiday. This day was part of our efforts to maintain the traditions of the campus until the war is over and the men return to carry on as before.

## FORESTERS BANQUET 1945

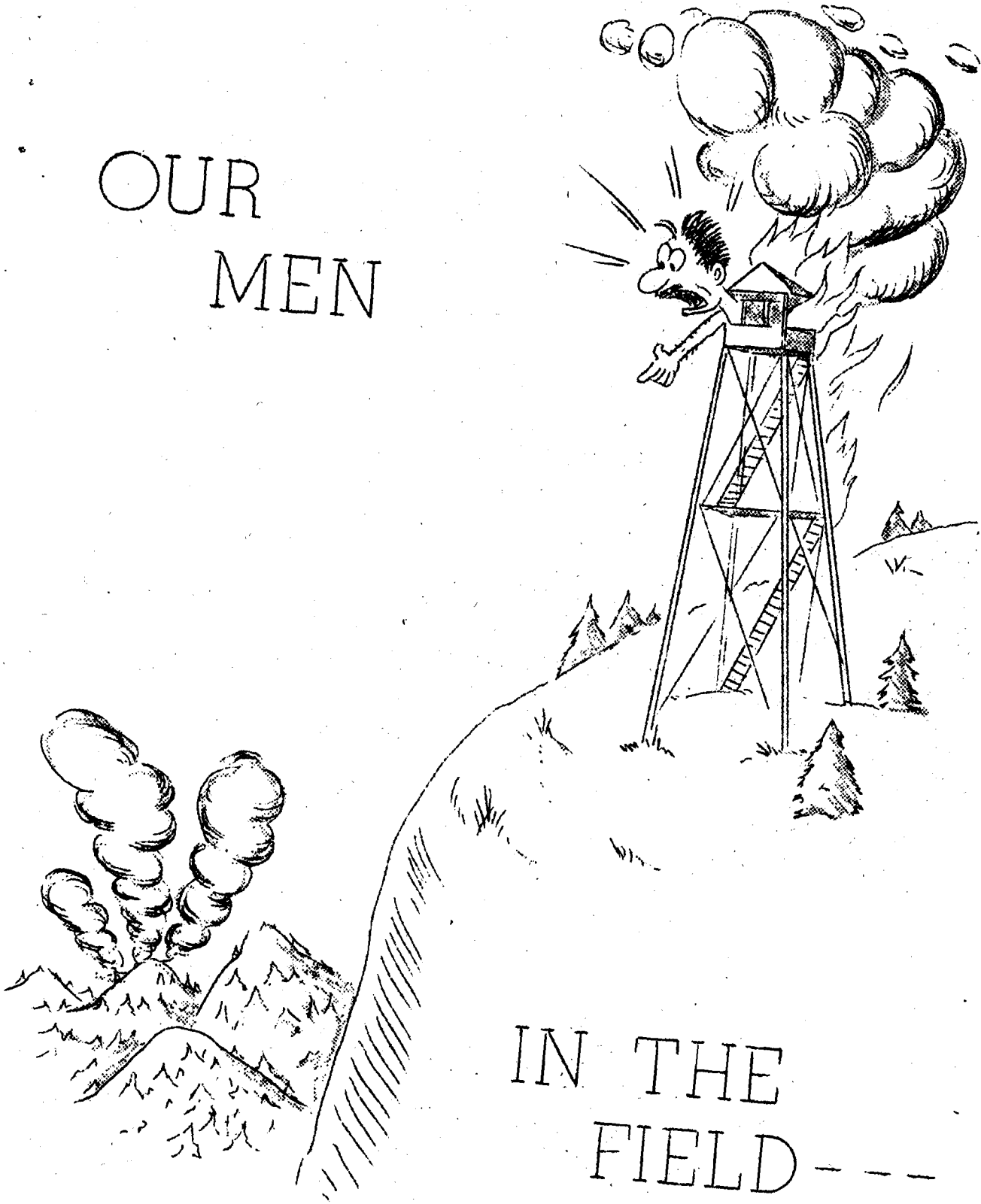
The tradition of the Foresters' Banquet was revived again this year. After a turkey dinner in the Andrews Hotel, the congenial group of some eighty-odd grads, faculty members, undergrads, and friends leaned back in their chairs to listen to the familiar strains of Rhapsody in Blue and other soothing tunes.

Installation of the newly elected Forestry Club officers followed the music. Lynn Sandberg is our new president; Bernie Granum, vice president; Masaki Hiratsuka, secretary; Les Hendry, treasurer.

An inkling of what the undergrads should expect (and avoid) at Cloquet was presented by Bernie Granum. Dr. Kaufert, master of ceremonies, then introduced Professor Cheyney who gave the undergrads an inspiring talk. (Bill Brede says: "That little speech gave my dad some very bad ideas.")

Mr. Chester Wilson, Minnesota State Commissioner of Conservation, concluded the evening with a speech that made each of us sit up and think.

OUR  
MEN



IN THE  
FIELD ---

# THE COUNTRY OF ST. JOE

BY ORVILLE LIND

Have you heard the wind's shrill whistling  
Through some lonely fire-blackened snag  
Or playing an eerie mysterious requiem  
About a high and desolate crag?  
Let me go back to the mountains of Idaho  
To the wild and glorious country of St. Joe.

Have you stood upon a rocky peak in the morning  
And met the splendor of a newly risen sun  
That knights you with a gleaming sword of light,  
For you are its subject alone and one?  
So I turn my eyes to the mountains of Idaho  
To the wild and glorious country of St. Joe.

Have you seen the mule deer in a moonlite glade  
The stalwart buck, the graceful doe, the tender fawn  
All play about in noiseless glee or silently feed  
And then quietly vanish at nature's heralding of dawn?  
Peacefully shall I go back to the mountains of Idaho  
To the wild and glorious country of St. Joe.

Have you stood with head thrown back, eyes upraised  
To the top of some venerable monarch of ancient forests  
Marveling how the august pillar of Goliath  
Has withstood the centuries' Spartan tests?  
Triumphant will I be in the mountains of Idaho  
In the wild and glorious country of St. Joe.

Could you but see these miracles themselves  
Loud would your scornful laughter be  
At him who tried to tell of these scenes.  
Take pity on one who cannot write but can only see,  
For my soul and I love the mountains of Idaho  
And the wild and glorious country of St. Joe.

But if you have seen and heard these wondrous things  
Then in fearful awe can you with me stand  
As we silently give our humble praise  
To God, the Maker of nature grand.  
And with me go to the mountains of Idaho  
To the wild and glorious country of St. Joe.

# NATURE'S SLAVES

BY BILL BREDE

The letter said to report to the district ranger station at Walden, Colorado and that the job was timber sale work on the Routt National Forest. It so happened that another expert on forestry, Johnny Beck, had the same offer and unknowingly to either, we were decked out as partners for the summer.

Our quarters consisted of the forest officers' quarters when we were working out of the little logging community of Gould, and a house trailer when we were working away from our headquarters. The one drawback to living away from our headquarters was the problem of keeping our weight up to normal. To Johnny this was a chance to try out some of his secret recipes--few of which proved palatable. Occasionally I could persuade him to prepare a "delicious" breakfast for his bosom buddy.

Our work consisted of scaling, tree marking, a little work on sample plots, and the opportunity to fight some warm fires on those cold mountain nights. Our work was all done in lodgepole, Engleman spruce and alpine fir timber with just a spattering of Douglas fir. Some of this timber was very hard to mark due to a great amount of dead-fall and young growth and as a result I would see John putting an alleged breast-high blaze at least twelve to fifteen feet up on the trunk of the tree. I wouldn't have minded this if I didn't have to put the crayon number on the blaze and take an accurate breast-high measurement with the diameter tape.

We were offered the chance to purchase some cheap insurance when we started the job and it was when we were crawling around like monkeys that we repented not taking the insurance company up on a sure deal. We figured that without insurance we would be a total loss to our parents. (FINANCIALLY)

When living in our trailer house we had everything within easy reach of our double bunks. There was only one drawback to that type of sleeping arrangement. I was on the bottom bunk. Now this isn't really so bad, but when the guy upstairs smokes cheap cigarettes and flicks the ashes and butts over the gunwales--things are getting pretty bad. However, the cigarettes were a treat when he decided to knock the ashes out of his pipe. Due to crowded conditions in the trailer, we opened the door and fired everything on top of the roof. When the forest supervisor would call, there would be a mad scramble to retrieve the dish-pan, towels, dirty socks, and empty tin cans that were shading the roof. Being that my bunk was a little more accessible, the stuff would get fired into my unmade bed and the cover pulled over the whole smear.

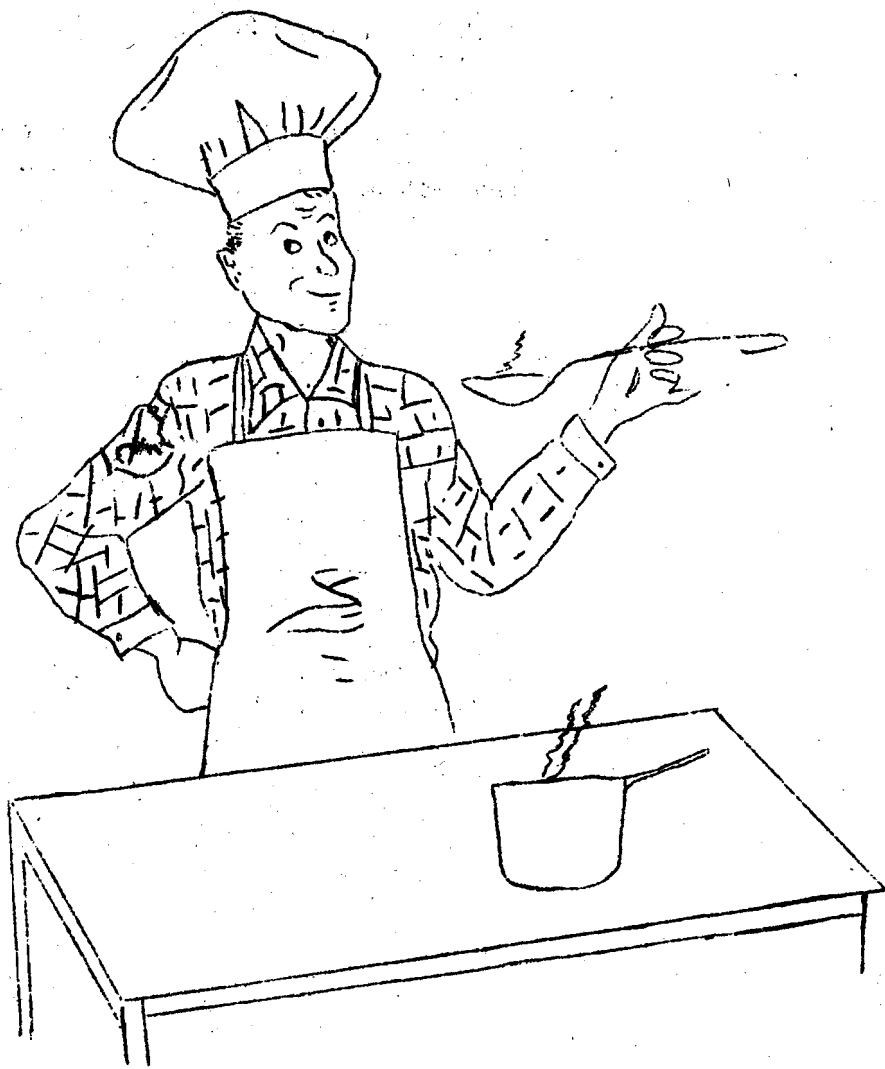
It was really an ordeal to get up in the morning with the temperature well below freezing and because of John's delayed action alarm clock we were forced to work mightily late at night to account for an 8 hour day.

Of course, a camp isn't complete without a coffee pot and I assure you John had a formula that could easily blast that well known stump. He

would let the grounds accumulate day after day in the pot, and after about a week, he would smack his lips and tell me the brew was at its peak. Soon the grounds were up to the top and no more water could be added. This would break the lad's heart as he was forced to dump out some of the grounds. Now for almost a week he couldn't have any good coffee. If some of you really want the exact recipe, I am sure John would be glad to send it to you upon request.

It didn't take long and the days were just as cold as the nights. We were forced to start for home. I don't believe we could have stayed much longer anyway because the soles of our boots were parting company with the tops and all we could do was to keep wiring them together.

## THE BOYS ARE TAKING CAMP COOKERY!!

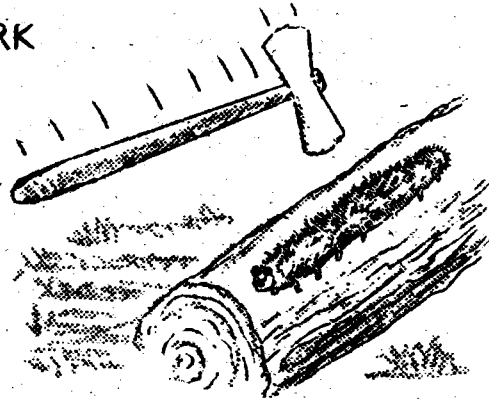




# NORTH OF THE BORDER

BY ERIC K. CLARK

After school finished last June, I headed north of the border into the bush in Canada. After spending several nights in the best hotels (in their lobbies) in several towns, I finally arrived at Algonquin Park Headquarters on the twice a week train. The Park is about 250 miles north of Toronto, Ontario and about 60 miles from the nearest town as the crow flies--but nobody goes by crow these days!



I worked on an entomology crew that was experimenting with the control of the spruce budworm. The spruce budworm eats the terminal leader and the tender leaves of black spruce. If this infestation continues to multiply at its present rate, a large portion of the accessible pulpwood in Eastern Canada and also in the N.E. United States will be destroyed.

The crew that I worked with consisted of a fellow from the University of New Brunswick, one from the University of Toronto, and myself. Our job was to scout for sample plots, map, cruise and mark them. We were followed by the entomology crew which calculated the percent of infestation. The ten acre sample plots were then sprayed from the air with DDT, the miracle insecticide. The first planes used to spray were autogyros. When they were found to be too slow, an Anson 5 bomber was used. After the plane finished spraying, the plot was again checked and we calculated what percent of the worms was destroyed.

After the worm had matured in the middle of August, we started looking around for sample plots for next spring and cruising and marking them. We marked the outer boundaries of the plots with blazes and marked the four corners with big white bags tied to the top of the tree nearest the corner. These bags, which were visible from the air, indicated to the pilots which areas were to be sprayed.

It wasn't all work even though it was 60 miles out in the bush. There were large numbers of tourists around and an outfitting store which catered to them. On the same lake, there were four girls' summer camps. There were plenty of canoe and fishing parties with extra food. The "dudes" supplied us with most of our laughs. An insufficiency of guides left the dudes on their own most of the time. One day we met a fellow who figured he was travelling pretty light until he saw us come along with our ski packs and light canoes. He had picked a trip with several one mile portages. A real mile was longer than he had contemplated when preparing for the trip. Among other things he had a canoe, an "Elto Pal", a five gallon can of gas, a large tent, folding camp cots and chairs and a gasoline stove.

I intend to return to Algonquin Park next summer to see the effect of last summer's bug spraying.

# UPPER MICHIGAN

BY GLENN L. EVANS

In the last few years much interest has been taken in forest management for sustained yield by private lumber and pulp producing companies. I didn't realize the extent to which some companies had gone until last summer when I was employed as a cruiser for the Wm. Bonifas Lumber Company in the upper peninsula of Michigan. This company is a subsidiary of the Kimberly Clark Corporation of Neenah, Wisconsin. They are primarily interested in pulpwood as they are manufacturers of a large variety of paper products. After an uneventful but rough trip over the Duluth South Shore and Atlantic R. R., I arrived at my destination, Marquette, Michigan, where I was to report on the job. I had never met Bill Brown for whom I was to work, but when I sighted a big tall fellow with a grin on his face on the platform, I decided he was my man. After a short introduction to Wes Latham, a World War II veteran who was on the way to becoming a forester at Michigan State U., and who proved to be a fine partner for the summer, we set out for the job. A day was spent in school, so to speak, - a sort of refresher course in pacing, mapping and cruising.

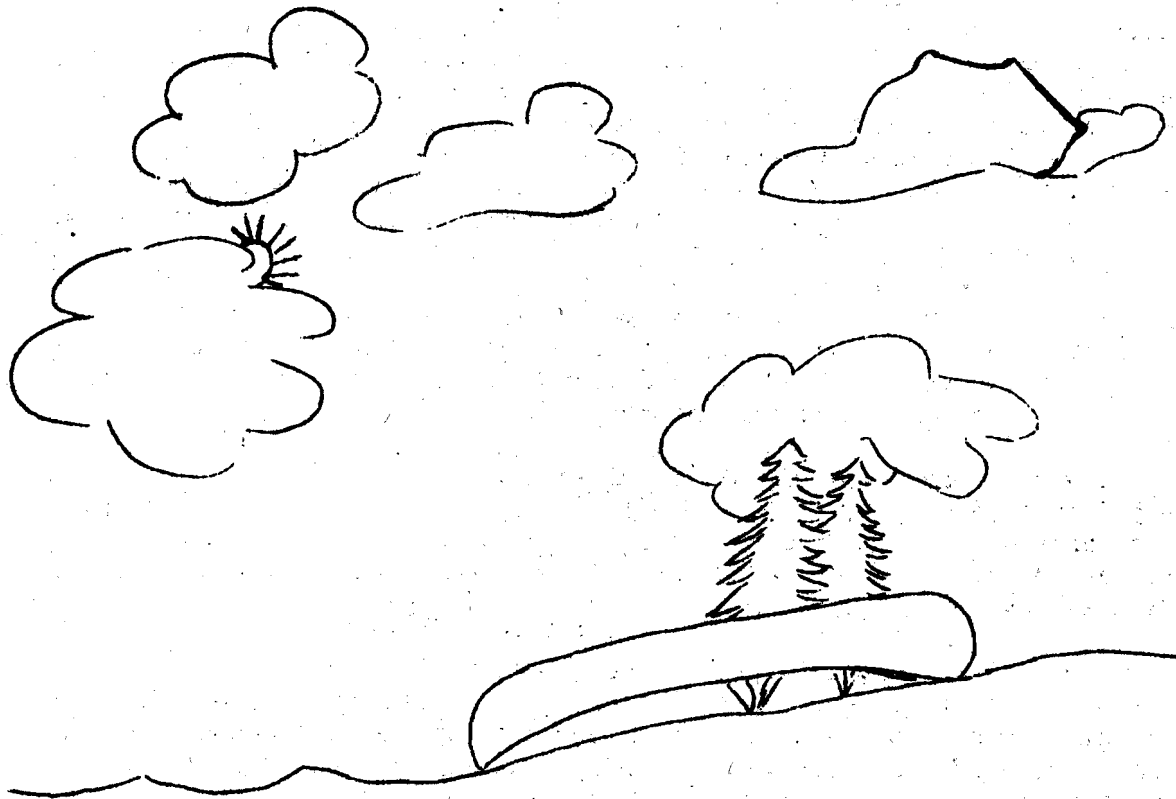
I won't forget that first day of actual work very soon. We went on a 15 mile "exerciser". This probably doesn't sound like much of a walk to an army man, but the fact that I was out of shape and much of the country was recently cutover hardwood land combined to make me a worn out individual that evening.

The cruising and mapping standards used by the company were standard Forest Service practices. We ran 16-1/5 acre circular plots to the acre for cruising and followed the Forest Service mapping symbols and diameter limits for different size classes. Type mapping in that country must be done very carefully, as the types change rapidly and visibility for any distance is usually poor. We made use of aerial photographs to some extent in determining what sort of an area we were going into and the best way to reach it. No reliance could be put on determining actual types from these photographs as the variation in exposure and development was too great. Probably with the improvements in aerial photography brought about by the war more use can be made of them. In addition to regular cruising data we noted information as to condition and age of some stands.

Because difficulty was encountered in obtaining a car for Wes and me, we worked the first two months of the summer with Bill Brown. It proved to be a valuable two months for us, as we learned a great deal from working with as good a woodsman as he. The last month we were given a car and put out on our own. Although we never cruised the old timer's rate of eight forties a day, we did cover quite a bit of ground. We managed to see most of the eastern part of the upper peninsula from Crystal Falls to the Sault Ste. Marie.

The primary concern of the company in attempting to acquire the land was to put it under management to insure a future supply of timber. The tax laws of Michigan and Wisconsin have been so set up that companies are able to carry out purchase programs.

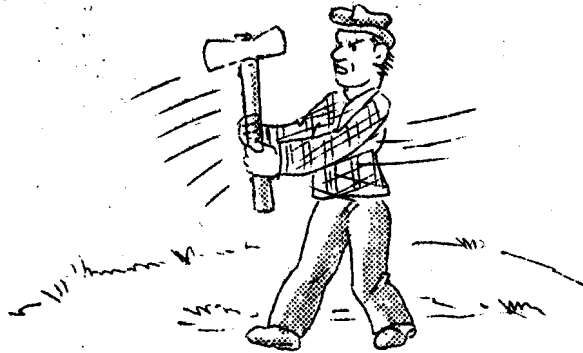
After spending the summer at this work, I realized that private companies are and will be a big factor in the improvement, protection, and perpetuation of our forests. I also learned that there is and will continue to be a big demand for technically trained foresters in private industry. I felt when I had finished my summer work that I had learned a great deal, and that the company and personnel connected with it were very fine to work for and with. I am looking forward to returning next summer.



IN MEMORY OF THE RAINY  
1944 CANOE TRIP

# THE ROUNDTOP BOYS

BY  
LES HENDRY  
ORVILLE LIND



After frantic preparations for about 2 weeks before school was out, Ortz Lind and I left the Milwaukee depot in Minneapolis. We picked up Jim Stone, another Gopher, at Miles City, Montana. Late the next day, we arrived at St. Maries, Idaho, where we were to meet Mert Ingham, the fourth Gopher, and be assigned to our ranger station.

Mert arrived the next day and we departed on a well over-loaded milk train for Avery, Idaho. We arrived in Avery at 4 o'clock in the morning and met Lloyd Donally, our boss for the summer.

Roundtop Ranger station was not much to look at, but we soon learned it could be the most welcome sight in the world.

Our first few days in camp were spent in getting oriented and doing a little trail and telephone work. After 3 days at the station, we were dispatched to a real forest fire under the capable supervision of our alternate ranger, Erastus A. Smith, better known as Rastus.

Lloyd said the smoke was down the river a piece and we only needed to carry an axe, saw or pulaski. Well, that piece was a whole nine miles down the most incomparable goat trail that has ever been made in the Rockies. After dashing along rocky precipices and carelessly balancing ourselves on slender poles that spanned mighty, rushing, whitewater streams, we crawled into camp, to sleep away the rest of our young lives. Oh dear no! Rastus said "Come, boys, that fire has been burning two weeks in this rain (oh, yes, rain!) and no one can tell when it may get away." So we grabbed a shovel, pulaski and saw and stumbled blindly through the brush straight up the mountain after him.

After a slight accident with a pulaski--he cut a five inch gash in his forehead--Mert was sent back to camp on one of the packer's horses. The rest of us spent a comfortable night (ha, ha!) in Jim's well-constructed fire camp. The next day we started our weary tramp back to Roundtop. As we flew low behind Rastus, our squadron leader, we managed to remove some windfalls from the trail. We finally reached Roundtop, a sorry looking lot; but we soon reoperated enough to attend fire school for three days. We became acquainted with the fundamentals of fire detection and suppression.

Our next step was to be dispatched to different parts of the district on trail repair work. From this we were assigned to our permanent look-outs--Jim on Snow Peak, Ortz on Buzzard Roost, Mert on North Butte and Jock on Stubtoe.

On July 19 we had the biggest storm of the summer, a storm which started fires that kept us hopping for 2 or 3 weeks. During this time we all had our chance to show what we had learned at fire school. We were a little rough around the edges, but our numerous fire experiences smoothed us out.

The rest of the summer was much the same; we worked under the able tutelage of the old protection men, who gave us invaluable lessons in fire fighting. They gave us the practical experience that ably supplements theories we have learned or were supposed to have learned at the U. of M.

Finally came the one day in September when the rain and snow began to fall and the ranger said, "Pull the lookouts". It meant leaving the God forsaken place! But, it also meant leaving a place where innumerable happy and exciting memories had been crowded into 3 months; it meant leaving the mountains, the forest; leaving our cabin or tower that seemed to belong to us; it meant leaving a host of good fellows; leaving Jim's girl over in the Bitterroots, and Mert's cherry stone pie.

## ALUMNI NOTES

Frank I. Rockwell, '06, Extension Forester of South Dakota since 1936, is located at South Dakota State College, Brookings. He has been working with the State officials for the past year to set up a State forestry program for South Dakota, and was gratified to see a law passed establishing a general conservation department for the State under the direction of a non-partisan commission of eight members.

Rockwell teamed up with Extension horticulturalist, Edward O. Olson, for a series of educational meetings during February and March in cooperation with county and home extension agents throughout South Dakota. Their talks on farmstead windbreaks, home and general landscape beautification, fruit and vegetable gardens illustrated by colored lantern slide views were given to boost the 1945 Victory Garden Program, and were very well attended. Commercial clubs in the towns of Freeman and Gregory among others are initiating the project of beautifying the towns and their highway approaches with trees and shrubs.

Captain Thomas H. Ohl, '39, is serving with the Combat Engineers in England. He is married and has a young son, Peter Thomas, who was born April 28, 1944.

Wayne Sword, '34, is Assistant Supervisor of the Manistee National Forest; with headquarters in Muskegon, Michigan. He reports that Art Roe, '32, is also on the same forest and Art is in charge of fire, timber management and wildlife.

Lt. (jg) C. R. Binger, '40, has been busy in the Pacific area. Met Bob Kolbe, '37, on Guam and Yale Weinstein, '37 in Pearl Harbor.

Parker Anderson, '21, Extension Forester of Minnesota, was in Ecuador, South America, 1943-44, exploring the Amazon River Valley for cinchona trees for the Office of Economic Warfare. Parker having taken part actively in World Wars I and II has bought a new home in the Northwest for his family.

G. W. Pugsley, '35, is working for the U.S.F.S. as a Project Forester on the Timber Production War Project and is located at Iowa City, Iowa.

George W. Freeman, '14, is a skipper in the Merchant Marines. His mother says that George has been in the Atlantic, Mediterranean Sea, Indian Ocean and the South Pacific.

Major Walter W. Talbert, '40, is squadron commander in the Army Air Forces at the Central Instrument Instructors Flying School, at Bryan, Texas. Walt was married at San Angelo, Texas two years ago and is now the proud father of a baby girl.

G. H. (Gilly) Wiggin, '13, is still at the Robinson Agricultural Experiment Substation in Quicksand, Kentucky. Gilly wants to know if we could have a picture section of the old grads. We think it is a good idea and we want to hear from the rest of you on this subject during the year.

Ross J. Donehower, '40, Doc is a first lieutenant in the Air Corps at Bryan Field, Texas. He has heard from Ralph (Satch) Nelson, '40, who is in England recovering from battle wounds. Doc says that after being in Texas for two years he can't find the stuff Texans rave about. Hummmmm?

Hiram Hallock, '42, is still the District Supervisor for Crossett Lumber Company. They are cutting chemical and pulp wood using Italian and German war prisoners to relieve the acute labor shortage down there. Hiram says that it is so wet in the woods that they need the new resin compound which the army applies to the soil to make it water-proof. Why don't you use some of Uncle Paul's web-footed and saw-billed hootnannies?

Mike Latimer, '41, has been over in India for seven months and believes the chief product of India is people. Mike is a lieutenant (jg) in the USNR. He has met foresters of the Bengal government and reports that they have a very good forestry organization. Mike sends greetings to all the fellows at Itasca in 1937 and especially to those in cabin "7".

John Carlson, '40, is a sergeant in the Amphibious Forces. He was in on the invasion of Leyte and is now somewhere in the Philippines.

Robert F. Wagle, '40, is a lieutenant (jg) in the Ordnance Department at the Seattle Naval Air Station. Bob is the Officer-in-Charge of the Aircraft Turret Maintenance School and the Aerial Gunnery School. Bob has heard from Ensign Henry Hanson, '35, who is stationed at the Naval Air Gunners School at Jacksonville, Florida.

Orville Withee, '40, has been stationed for sometime at Whidbey Island Naval Air Station, but is now somewhere in the Pacific. Orv is a lieutenant and a "P" Boat flyer. He received the Air Medal for his work in the early part of the Aleutians campaign. Bob Wagle and Orv got together at the Station before Orv left and had a few good old Forester bull sessions and hangovers(?).

Loren McDonald, '39, was on the first convoy to leave for the Pacific. He received his commission in May, 1944 and is with the Quartermaster Corps. Ojibway has spent much of his time in New Guinea and Australia in a front line commando unit. He is now in a QM Heavy Truck Company in New Guinea.

Paul Goodmonson, '43, is a Navy ensign and is out in La Jolla, California. He is married and has a daughter, Margaret Ann.

Howard Smith, '32, is on the Coconino National Forest in Arizona. Last fall he assisted in taking tree measurements on some of Dr. Pearson's plots at Fort Valley.

Lieutenant Douglas Welch, '40, is Assistant Post Engineer at Dugway Proving Ground, Utah. He says that there are many beautiful spots in Utah but Dugway is not one of them. Pappy's letter reassuring the undergraduates of the worthiness of Forestry was just what we needed going into final exam week. Thanks a lot, Doug.

Corporal Leonard Orvold, '40, is in the 87th Infantry Division of the Third Army somewhere in Germany.

J. N. Van Alstine, '28, is the timber management staff assistant on the Jefferson National Forest in Virginia.

Carl G. Kruger, '27, is Forest Supervisor on the Pisgah National Forest and is stationed at Ashville, North Carolina. He says that there is a big contrast in the work as compared to the work around Shoshone, Wyoming where Carl worked before. Carl says that there are a few ex-Gophers down there namely, Ralph Nelson, '34 and Bill Fischer, '29.

Jim Michels, '41, is on Modoc National Forest. He started out as scaler and now is in timber sales and timber management. His title is Forester. Jim is married and has a future forester, Paul Robert, age two months.

Jack Larson, '38, is also working on the Modoc National Forest. Jack has been working as an engineer for the land department of the Southern Pacific Railroad.

Charles E. Hutchinson, '39, has moved from San Diego to Berkely, California. Hutch is utility man for the Bank of America. He says that if the Peavey is not published this year to buy the student body a short beer. Oh dear, no beer. Anyway he met Captain Bob De Leuw, '38 and Lieutenant (Sg) Orville Withee in San Francisco and San Diego respectively.

Captain C. W. Corson, '27, has visited many of the French forests and while in England visited the forest nurseries.

Bill Zauche, '41, is back in Oakland with the CAA after spending two years in Alaska with them.

Norbert Zamor, '41, is in the Mariannas as an armament officer. He has had the pleasure of supervising the loading of tokens for Japan.

L. W. Orr, '27, is still at Beltsville Research Center as assistant leader of Division of Forest Insect Investigation. Les spent May and June last year working on the Spruce budworm in Colorado. He reports good control with the use of DDT on the high valued park areas. Les says he was glad to get out in the field and wished he could do so more often.

John Kuenzel, '26, is a civilian employee in the Navy Department Research and Standards Branch Bureau of Ships at Washington, D. C.

Howard B. Osmundson, '41, has been moved from Plentywood to Jordon, Montana. He is head man on the largest and newest of the Soil Conservation Districts in the state, and has about 3 million acres on which to apply the noble arts. Howie is looking forward to some hunting and fishing on what he calls the last of the old West and the end of the wide open spaces.

J. B. Berry, '10, is no longer with the Waverly Fruit Growers as advisor, and is setting up as a citrus advisor on his own account. He has bought a small place in Buchanan Valley, which lies between Gettysburg and Chambersburg, Pennsylvania. J. B. says anytime any of the fellows are in the neighborhood they should drop in for a chat.

F. M. Thomson, '37, is still running the North Star Timber Company job. Their quota for this year is 30,000 cords of spruce and balsam.



Jan Faulkner, '43, is working for the Division of State Parks of the State of Oklahoma and although it's not exactly what she likes, she gets an occasional taste of forestry. Jan is a private pilot and also a Nurse's Aide.

Keith White, '39, has just left for the Navy. Good sailing, forester.

Ernest Sheffield, '24, is still decorating and landscaping around the Twin Cities. He donated a large amount of greenery to decorate Green Hall for Winter Holiday.

Walter M. Moore, '09, is at Wright Field, Dayton, Ohio as an Administrative Officer in the Statistical Control Section, Management Control Division, Air Technical Service Command, Wright Field (Area A), Dayton, Ohio. He is still a Major in the Air Reserve, but no longer on active duty.

Chalmer W. Gustafson, '41, is a Lieutenant and a pilot instructor in Mississippi. He has the DFC with cluster, Air Medal and cluster, Pacific campaign with two stars, the American Defense and one Purple Heart. Gus says he wishes he could plant trees again.

Russell E. Wheeler, '35, is at Camp Maxey, Texas. He has returned from the South Pacific after being there 28 months. Russ spent five months on the Fiji Islands and 23 months on the New Hebrides and Bougainville.

Joe App, '42, is in the Navy and has had a course in airplane fire-fighting and rescue work. He says that the military services are coordinating their training to develop the best possible fire protection organization.

Edgar Stacey, '40, is Work Unit Conservationist with the Soil Conservation Service. He says that there is a small amount of farm forestry, farm planning and application and a heck of a lot of administration.

Kermit Miller, '38, has been on three different forests, the Kaniksu, Bitterroot and Kootenai. He is the District Ranger on the Fisher River District, Kootenai National Forest. At present he is on four month's detail to the Supervisor's office on grazing plans and postwar planning. The Miller family now numbers four, Kermit's wife, Kermit, Sally, age 3, and Linda, age one.

Arvid Tesaker, '30, is with the SCS in Michigan. He is busy in directing the farmers and other landowners in planting trees.

Robert Nord, '38, is Base Air Cargo Officer and his mission is to speed the C-54's to Europe each day.

A. E. Wackerman, '21, is still professor of Forest Utilization at Duke University. He is also consultant to O.P.A. on pulpwood prices and regional director of the Periodical Publishers National Committee for Appalachian and Southeast Regions.

Warren Chase, '26, has been guiding the biology or wild-life work of the upper Mississippi Valley Region of the Soil Conservation Service.

Rudy Kajander, '42, is still up in Cloquet working for a living.

Ralph W. Lorenz, '30, is associate chief down at the University of Illinois, College of Agriculture. He sends home dope on the other fellows around in Illinois. George E. Gustafson, '39, is at Great Lakes; Joe Loomis, '38, is Acting State Forester; Paul Seastrom, '34, is with the United Electric Coal Company of Illinois; Guy Hawkins, '37, is manager of Randolph County Forestry Co-op and now has three sons; Randy Strate, is project forester for the Timber Production War Project; Augie Block, '41, was in Italy and Don Pierce, '44, is rapidly becoming a research forester down there.

William L. Royer, '30, is on a ranger district in Lolo National Forest. Bill just became father of his second daughter and fourth child. This is the latest report of either new Foresters or Home Ecs. Congratulations, Bill.

Harold Rathburn, '28, is with the National Pole and Treating Company. He hears from Whitey Norgorden, '28, who is at Seward, Alaska.

Jim Taplin, '38, is with a B-26 group in France.

Richard Marden, has been over in the Normandy invasion aboard an LCI. He is now on duty in the Pacific assigned to an LST.

John McGuire, '39, is a major in the 1st Cavalry Division on the Philippines. He has had a good time logging and milling tropical hardwoods on the Admiralty Islands, otherwise it has been straight combat engineering.

Fred Mueller, '37, is a lieutenant in the headquarters of the 7th Fighter Wing on Oahu.

Richard Smith, '37, is a lieutenant (jg) USNR and is on duty in the Bureau of Ships, Navy Department, Washington, D. C. Eldon Behr, '40, and John Keunzel, '26, are there with him. Dick also got married last October.

Harvey Djerf, '43, is a corporal and has been over in England and France. Djerf is now over in Belgium and says that Brussels is "Little Paree".

John A. Rundgren, '33, is still with the U.S.F.S. but has been transferred from the White River to the Pike in Colorado. His long partnership with Ben Whitehill, '28 was broken up with this transfer.

Donald E. Price, '33, is a major down in Panama and says that nothing has happened around there.

A. A. Anderson, '22, and Arthur L. Whiton, '21, are with the War Department in the Office of The Chief of Ordnance. They are responsible for delivering all Ordnance material to the Using Arms in entirely serviceable condition.

H. L. Mitchell, '30, is consultant in soils and plant nutrition at Lake City, Florida.

John E. Schneeweis, '38, is a captain in a Photo Group Reconnaissance somewhere in the Philippine Islands.

John S. Mead, '38, is in the weather section of the Air Force over in England. Jack is now engaged to an English girl and will be married sometime in August. Congratulations, Jack!

Donald E. Pierce, '44, is down at the University of Illinois in the Department of Forestry assisting Ralph W. Lorenz. Don expects to be back for his fifth year next fall. Oh yes, it is rumored Don has other interests here too.

D. A. Bollinger, '44, is a manager for one of the Firestone rubber plantations over in Liberia.

Eugene McCarty, '44, another one of our '44 graduates, we haven't heard from. We have heard that he may be in the Paratroops.

Bob Buckholz, '44, finished four months training in the Merchant Marine Training School and is now at sea.

Notes on the fellows at the Forest Products Laboratory, Madison, Wisconsin. Sedgewick Rogers just received his doctors degree at Pennsylvania State College and is working on alcohol production. Lincoln Mueller, '35, is in charge of Personnel work in the development of wood preservatives. Fred Wangaard, '33, is working with glues and glueing. It is rumored Fred will move to Oregon State College, Department of Forestry sometime this summer. Russell Rosendahl, '36, is working on laminated ship keel projects for the Navy. Ed Pennich is working on design and strength of shipping containers for ordnance material.

Dale Chapman, '29, Lt. (sg) USNR, Superintendent of Ships, is in charge of building wooden ships at the Canulet Ship Building Company, Slidell, Louisiana.

Norman Borlaug, '37, is with the Rockefeller Foundation doing extension work in agriculture and forestry in Mexico.

Dwight Benseid, '37, has been made associate professor of forestry at Utah State College, Logan, Utah. Dwight has been there since September, 1944.

Roland C. Lorenz, '30, is in Peru working on rubber and quinine projects for the USDA.

Ralph Lindgren, '26, has been with the rubber research group in Mexico. He is now back with A. D. Chapman Company.

Ernest Kolbe, '27, resigned from the United States Forest Service to become Forester of the Western Pine Association last summer.

Harlen Johnson, '33, is in the Heber District of the Setgreaves National Forest, Arizona.

Dave Kribs, '24, is still interested in tropical woods. He has a son, Dave Jr., who graduated from Annapolis in June, 1944 and is on an aircraft carrier somewhere in the Pacific.

Otis McCreery, '23, has graduated from Dean of Men at Pullman, Washington to personnel manager for the Aluminum Company of America in Los Angeles.

Raymond Wood, '38, is a master sergeant, pay and supply officer, of a B-29 squadron in the Marianas.

Raymond Jenson, '37, was last heard of when he was with his engineering company over in Guadalcanal.

Bruno Berklund, '42, is a sergeant over in England and has had a chance to look over the scotch pine plantations that are planted where he is stationed.

Allen Hanna is a lieutenant in the 9th Air Force and is a co-pilot of a C-47. Says that the weather is tough and most of the flying has been done by instruments.

Orville Hanna, '43, is at Randolph Field at the Central Instructors School. He is a lieutenant and also a proud papa.

Jim Taplin, '38, is a flying instructor over in France. In January, Jim says that they had some real Minnesota winter weather that reminded him of Cloquet days.

Richard Dingle, '41, is an ensign, USNR and is on an LCT somewhere in the Pacific.

Dave French, '43, is a lieutenant in the United States Army and is stationed on Oahu, Hawaii.

Gordy Maxson, '43, is down on St. Simon's Island attending Navy School to become Night Fighter Director. Gordy is a lieutenant in the Marine Corps.

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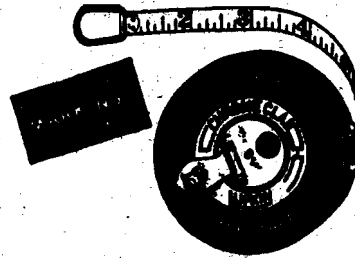
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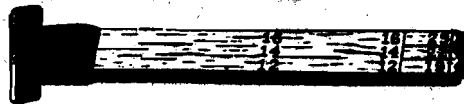


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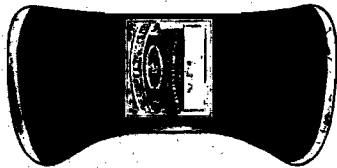
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