

Ford Leads in Conserv- ing of Lumber Supply

Great Auto Company Salvages Ap- proximately \$4,000,000 Annually; Every Scrap Utilized

Detroit, Mich., July 11.—Salvaging of approximately \$4,000,000 worth of lumber annually at its Highland Park plant is the Ford Motor company's contribution to national forestry conservation.

Aside from the wood used in manufacturing automobiles, the company's requirements for packing and shipping run into enormous figures, and to provide lumber for this purpose, every bit of scrap is utilized through the salvage department, even to the smallest possible pieces. The little that cannot be salvaged is used for fuel.

The department, formed principally as a means of reducing waste, is conducted purely as a conservation agency. While it was not the intention of the company to make it profit-producing, yet by putting it on an efficient basis, it has progressed to the point where it is now self-sustaining.

An average of 800 men are employed, working twenty-four hours a day in three eight-hour shifts, and the work includes the operation of the lumber yard, saw mills and the handling of all new and old lumber for shipping.

While every day the Highland Park plant uses more than 200,000 feet of new lumber in making shipments, the salvage department daily recycles nearly 200,000 feet of old lumber and converts it into boxes, crates, cleats, braces and other pieces.

Every factory unit in the Ford organization constantly strives for 100 per cent lumber salvage. At the River Rouge plant, the Lincoln plant and at all branch plants throughout the country, every bit of lumber possible is used for shipping and what remains is sent by the carload and the truck load to Highland Park, where facilities permit the utilization of smaller pieces than at any other place, and where salvaging is carried to the extreme limit.

Employees engaged in unpacking incoming shipments are instructed to carefully remove all boards with as little damage as possible, thus permitting the salvage department to utilize them to the utmost.

Lumber from more than 1,500 worn out box cars from the D. T. & I. has found its way to the salvage mill to be converted into boxes and crates and other pieces needed for shipping.

Only the other day a Ford foreman visiting some company work at Flat Rock, Mich., found a great pile of old logs which had been used as pilings for a temporary bridge. These were immediately shipped to the salvage department and sawed into usable boards along with the old lumber used in construction work there.

Standardization of shipping packages has done much to bring greater efficiency in the lumber conservation program.

Three years ago the company was using 600 different sized boxes and crates for shipping. Today 95 per cent of the same shipments are being made in boxes of 14 different sizes, some filling as many as 100 different needs, and 45 boxes and crates of different sizes meet all the other shipping requirements.

At present the salvage department is turning out an average of 15,000 boxes and crates a day, and it is not uncommon for a box or crate to have three or four kinds of wood in it.

makeup. Recent introduction of bur- lap bags for making certain ship- ments cut the box requirements down about 2,000 a day.

Salvaging proceeds in a building 90 feet wide by 500 feet long, on the well known Ford continuous produc- tion system. As the old lumber sal- vaged from boxes, barrels, boards and scrap wood of every imaginable kind comes in, it is sorted and placed on a continuous conveyor, which carries it past various sawing stations. Work- men on the line pick out boards of most desirable size for their needs, the aim being to always saw the longest piece from the available boards.

Scraps move on to the end and into great shredders, where they are cut into small pieces, then caught up in a spiral tube and blown over to the furnace rooms to be used as fuel. Completed boxes move on to de- partments requiring them.

Crates, pieces, cleats and braces are sawed to proper sizes and are sent to the several departments, each as- sembling its own crates.

Two departments may be used to illustrate the great daily require- ments for this kind of lumber. The radiator assembly department uti- lizes twenty-two pieces of wood in every shipping crate, and an average of 2,200 of these crates are sent out every day.

In the carload shipment of 100 mo- tors, 750 feet of heavy lumber is re- quired for proper bracing and pack- ing. With more than sixty-four of these cars going out daily, a total of over 50,000 feet of lumber is required every day for the shipment of motors alone.

Lumber conservation, as practiced by the Ford Motor company, has proved a practical business investment, but of far greater significance is the saving in forestry it makes possible, and the example it sets for private and public enterprise throughout the country.

LOCAL NEWS ITEMS

M. E. Woodcock, wife and children, who were returning from an auto trip to Ontario, Oregon, stopped over at Heppner, where they were met by Mrs. Woodcock, Mr. Harris. Expecting to find his old-time friend, O. G. Crawford, at Heppner, Mr. Woodcock drove up here with his family and Mr. and Mrs. Harris on Monday and spent a couple of hours in the city. Thirteen years ago Mr. Woodcock was a member of the O. A. C. band and was here with that organization when it furnished music for a two-days celebra- tion here. He notices a wonderful improvement in Heppner since those

days, as the town has been practically made over since that time. Mr. Wood- cock is superintendent of the schools at Princeton, Calif., a little city not far from San Francisco.

Mrs. W. O. Bayless of this city is new in the movie, proper. While shaking hands with President Hard- ing at Meacham, she stepped out just in time to be in range of the camera man, and now her smile is spread upon the canvas in the movie houses. W. W. Smeal, father-in-law of Mrs. Bayless saw the film at one of the theaters in Portland last week, and was somewhat surprised when he noted Mrs. Bayless stepping up to greet the president, her life-sized portrait being instantly recognized by Mr. Smeal.

Mrs. Mary Case, deputy in the office of County Clerk Anderson, re- ceived word this afternoon of the death of her brother, Ed Donahue, who was an inmate of the National Printers home at Colorado Springs, where he has been for the past year. Mr. Donahue had been a printer and linotype operator for the greater part of his life, and before being com- pelled to go to Colorado Springs be- cause of ill health, he worked on the big dailies of New York City.

Mr. and Mrs. John M. Landy of Rhea creek were visitors in the city Wednesday. The storm of Tuesday evening struck their place between ten and eleven o'clock, and while there was a very heavy fall of rain, no damage was done. The soaking rain of last week did a lot of good to maturing crops along the creek.

Furnished apartments for rent, Reid Apartment House, Heppner, 21, John Parkins, of Ritter, was a vis- itor here the last of the week. He has been spending several months at Walla Walla, receiving medical treat- ment. After a short visit with rela- tives here, Mr. Parkins expects to re- turn to his home at Ritter.

Mr. and Mrs. Hanson Hughes en- joyed a visit from Nick Hoffman, wife and baby and Mr. and Mrs. Henry Peterson of The Dalles on Sunday and Monday. Mr. Hoffman is a brother of Mrs. Hughes and Mr. and Mrs. Peterson are friends who reside in The Dalles. They drove up to Hepp- ner by automobile.

Frank Turner and family returned to Pendleton on Saturday morning

home on Sunday. Mr. Turner went to Pendleton by one route and re- turned the other and found the roads good. bumper crops over in Umatilla county are in prospect for the farm- ers there, where harvest will soon be in full swing.

Mr. and Mrs. Lee Scribner were vis- itors in this city Monday from their home on Rock creek. Mr. Scribner does not come to Heppner as often as in former days and it has been some time since he visited the city. He states that the crop outlook is very fine in his part of Gilliam county.

Ed Bucknum returned home the end of the week from Fossil where he has been at work for some time, plas- tering a big house just completed on a farm out from Fossil about ten miles. He expects to return to Fos- sil again, where he has promise of considerable work in his line.

County Agent Morse has secured the house of L. V. Gentry in this city which he will shortly occupy with his family. Mrs. Morse was here from Vancouver, Wash., for a couple of days the first of the week, assist- ing her husband in locating a home.

Judge W. T. Campbell, Mrs. Camp- bell and son Arthur and Stanley Min- or departed on Tuesday for East Lake, south of Bend, where they ex- pect to spend a few days outing, and where the men folks expect to be able to land some of the big fish.

Mr. and Mrs. A. L. Ayers and Mrs. Ann Spencer departed on Monday for Portland. They expect to go on from there to Willhoit Springs to re- main for some time—Mr. and Mrs. Ayers for the summer, and Mrs. Spen- cer for a couple of weeks or so.

Miss Mary Notson, daughter of Mr. and Mrs. S. E. Notson, who has been teaching a school in the Willamette valley during the past year, return- ed home on Saturday to spend her va- cation season with her parents in this city.

Mrs. J. H. Cox and Mrs. W. Y. Ball accompanied Frowitt Cox and family on a trip to their old home at Wabburg, Wash., on Tuesday, ex- pecting to be absent for a few days.

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JACK HOLT

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