

## Kinzua Pine Mills Co. Certified As Western Pine Tree Farm

To the Kinzua Pine Mills company it was just another milestone in the course of its overall forestry plans, when on Dec. 15, 1943, the Kinzua Pine Mills Company Western Pine Mills Tree Farm was certified.

To the people of the United States and particularly those interested in conservation of our one replenishable natural resource, it meant the considerable addition of 112,000 acres of privately owned forest lands to the rapidly expanding aggregate of Western Pine Tree Farms—areas dedicated to the growing of trees by scientific forestry practice.

J. F. Coleman, vice-president and general manager of the Kinzua Pine Mills company, expressed his pleasure and pride and that of his associates, on receiving this official recognition of the company's policy and record of forestry practices.

These policies are not new to Kinzua Pine Mills company. The company's forestry policy was started 15 years ago—practically from the beginning of operations.

The ultimate goal has ever been a perpetual yield operation and everything is being done to make that an accomplishment in fact.

Sixteen years ago, in an almost pure Ponderosa Pine Forest located on the western slopes of the Blue mountains in eastern Oregon, Kinzua Pine Mills company started its operations. It was isolated territory. The operation was a pioneering venture. Starting from the little town of Condon, on a branch of the Union Pacific, the timbermen built their railroad in to the chosen millsite and a town was laid out which was named Kinzua. Kinzua Lumber company was the name of the timber holding company, composed of a group of Pennsylvania lumbermen headed by E. D. Wetmore of Warren, Penn., who owned large acreages of western timberlands.

As stated in the beginning, the tree farm represents just another step toward the ultimate goal of perpetual yield. From the beginning Kinzua Pine Mills company has retained title to all of its logged over land and has supplemented it by purchase of additional logged areas as well as further tracts of virgin timber.

Forest protective measures have been effected according to the best known methods and scientific studies have been conducted in order to achieve the most efficient forest management to promote the growing of trees.

All the lands owned by the Kinzua interests are managed with the objective of greatest possible land use. With that in mind every acre is under lease to responsible live-

stock people for grazing purposes. In the meantime, the company has been acquiring additional tracts of timber and future plans not as yet entirely consummated, include exchanges and cooperative purchases from the United States forest service.

The Kinzua Pine Mills plant is no ordinary sawmill operation. It was one of the first western pine concerns to kiln dry 100 percent of its production. An extensive and well equipped re-manufacturing plant carries out refinement of the product at the source, to an extent far beyond that of the average sawmill, thereby giving employment to twice as many people as would be employed in a regular sawmill operation.

By this method log values are increased. Many high grade millwork specialties are produced, utilizing shop grades and pieces too short to be shipped commercially as raw material. The factory consumes 45 percent to 50 percent of the sawmill production. Incidentally, this improves the type of higher grade left for lumber distributed to the retail yards. All lumber is stored under cover in a large crane shed and extreme care is used in loading cars for shipment.

The new tree farm is located in Wheeler, Grant, and Morrow counties in Oregon. Principal species are Ponderosa pine, 90 percent; Douglas fir, five percent and larch five percent. Certification of the tree farm means that the company's forestry practices on all of its lands meet the full requirements of the Oregon Forest Practice committee and have received the approval of that committee. It means that residual stands, as well as untouched virgin timber, are given an exacting measure of fire protection and practices inducing tree growth are maintained. Cutting methods are in accord with the best data available to procure the greatest increment.

But the tree farm is only part of

the Kinzua development and plans. Joe Coleman and his associates recognize that the final chapter on sustained yield operation has not been written. Therefore, he is reticent about statements as to details of just how it will be accomplished. That it will be done there is not the slightest question. Advance re-production and selective cutting, together with effective fire protection made adequate stocking a certainty. But sufficient data is not as yet available to determine, for instance, the volume of annual growth in this region, under different cutting schedules. There are other questions not yet completely answerable. Kinzua Pine Mills company has instituted elaborate methods of securing this much needed information.

Every proved advance in fire protective measures is adopted by Kinzua Pine Mills company as quickly as equipment is obtainable. No important fires in fifteen years is eloquent evidence of the effectiveness of Kinzua fire protective measures.

And so the Kinzua organization throughout, haills with enthusiasm the mark of recognition which the Western Pine Tree Farm certificate embodies; and then its members look forward from there to the attainment of the greater achievement—an operation that assures tree growth as rapid as depletion. It is a worthwhile goal.

Excerpt from the American Lumberman, July 22, 1944.



**ELLA MARIE GLASSCOCK**  
Funeral services were held at 2:30 p. m. Sunday, July 30 from the Methodist church in Prairie City for Mrs. Roy Glasscock, one-time resident of Heppner and member of a pioneer Oregon family. Mrs. Glasscock passed away at the Blue Mountain General hospital in Prairie City Friday morning.

Born Dec. 16, 1867 near Fort Scott, Kan., she was the daughter of Mr. and Mrs. Elnathan Gibbs. Early in life she came to eastern Oregon, making her home in and around Heppner until 1893 when she went to Santa Cruz, Calif. After four years there she returned to Oregon, locating at Prairie City where on June 1897, she became the bride of Roy Glasscock. They made their home in Grant county for 45 years.

Surviving besides her husband are three sons, Edward M. and Harland Roy of Hood River and James Norman of Medford, one daughter, Mrs. Roy Large of Seneca and three granddaughters, children of Norman, and two sisters, Mrs. Eliza Kelso of Junction City and Caroline Reeves in Iowa.

### RETURN FROM COAST

C. R. McAlister and T. J. Humphreys returned Thursday evening from Wheeler. Humphreys spent a month on the coast and McAlis-

ter was down there a week, driving back with his friend. Both men report their sojourn in the salt air as beneficial to their respective healths.

### LEAVES FOR UNION

W. E. I. Hetrell of Seattle who spent two weeks at the home of her sister, Mrs. Marvin Wightman, left Saturday for Union. Mrs. Wightman drove her to Pendleton. They may stop for a few days on their way home from Union.

For  
Good Eats  
Go to the  
**VICTORY**  
CAFE

Ione, Oregon

Roy and Betty Lieullen  
Proprietors

7:15 P.M.  
**LOWELL THOMAS NEWS TIME**  
DON LEE-MUTUAL  
Standard of California

**MIRACLE WALL FINISH**  
For Your Home Decoration!

**Kem-Tone**  
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PASTE FORM  
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One coat of Kem-Tone Wall Finish covers wallpaper, brick, wallboard, painted surfaces. Applies easily. Dries in one hour. Washable!

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You don't need a brush when you use Kem-Tone. Just roll this miracle wall finish right over your walls quickly, easily, smoothly—with the clever, new Kem-Tone Roller-Koater.

**Kem-Tone TRIMS**  
Kem-Tone Trims enhance the beauty of Kem-Tone-finished walls. Gummed, AS LOW AS ready-to-use. Smart designs. 15¢ Washable! A ROLL

**Tum-A-Lum Lumber Co.**

## STAR THEATER



Sunday and Monday, August 6-7

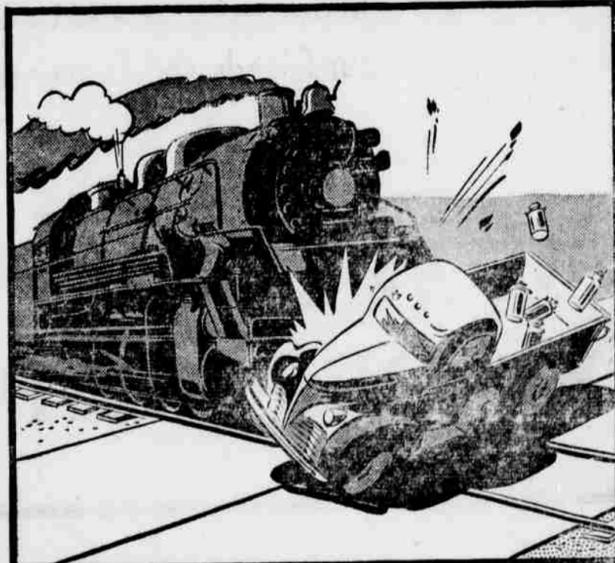
Look! Listen! Live!

For five years the grade crossing involved in the accident shown here had been on the driver's route. He drove over it every day at almost exactly the same hour and minute. He never met a train there before, and that old monster familiarity bred contempt for possible accident hazards.

But we're in a war and far more trains are running than in peacetime. It's "train time" at crossings much more frequently. Just before he lost his life, this driver drove onto the crossing in the path of a freight train. The accident occurred in daylight and the view of the truck driver was unobstructed. The train was delayed two hours.

For safety's sake, figure that it's train time all the time at all grade crossings.

The National Safety Council is conducting a special campaign to stop these accidents, which every day delay 38 trains a total of 22 hours—a damaging blow to the nation's war transportation efforts. Driver-carelessness is the cause of almost all grade crossing accidents,



according to the Council. To help win the war and to save yourself and others needless suffering, the Council asks you to be sure the track is clear before you start to cross.

This Might Be Your House



ARE YOU PREPARED ? ? ? ?

Fire can strike anywhere, any time. That's why it is good business to carry adequate insurance, to protect your home from the ravages of fire. Play safe by insuring your home today. You'll be amazed at the small cost of this vital protection.

**W. G. BELL**

GENERAL INSURANCE  
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