

WITHSTANDS TEST OF TIME — Simple hand tools and rough pine boards make this Colonial Hutch easy to build at home. Versatile and attractive, it has been a popular addition to any home from colonial times through the present.

Colonial Day Wood Items Still Are Popular Today

The Colonial Hutch illustrated provides ample proof the do-it-yourself movement was as popular during colonial times as it is today. With simple hand tools and rough pine boards, settlers created and built furniture to serve many different needs. A visit to Williamsburg, Va., provides ample proof of the enduring appeal, versatility and attractiveness of these pieces. Since they are as popular now as in Colonial times, the design and usefulness has withstood the test of time.

Measuring 34" x 60", the top permits using as a table in the kitchen or family room, living or playroom. The large space beneath the seat provides ideal storage for fireplace logs, while doubling as a fireside bench. When installed in an entrance

hall or porch, the cabinet provides a perfect catch-all for overshoes, sporting equipment, games and toys. No matter where it's used, it serves long and well.

The pattern offered below tells exactly how to build the table in step-by-step procedure everyone can understand. All materials required are stock size available in lumberyards everywhere.

Send 75 cents in coin, check or money order for Pattern No. 94, Colonial Hutch Table, to Herald and News, P.O. Box 215, Briarcliff Manor, New York. Send 50 cents additional for new catalog illustrating 300 other built-it-yourself projects and home improvement books. Add 25 cents per pattern if you want Special Handling.

Sustained Yield Plan Guards Area Forests

By NORMAN GOULD

Forest products produced in the Klamath Basin are many and varied, but all of these products come from the natural resource—timber. In the terminology of the forester or the lumberman, standing trees or timber are called stumpage. Trees or stumpage, as well as lumber, are measured in units of thousands of board feet. A typical ponderosa pine tree 36' in diameter and about 120 feet tall would contain approximately 2,000 board feet of lumber when sawed at the mill. An average truckload of logs traveling the highways in the Basin might contain 6,000 board feet of logs. The major species of trees used by Klamath Basin mills are Ponderosa pine, Douglas fir, and Shasta red fir.

The Winema National Forest and some other large timberland owners manage their timber under a sustained yield program. Simply put, this means that the forest manager selects an amount of ripe timber for cutting each year, equal to the amount of timber which grows on his land each year.

The determination of how much timber may be cut from an area in one year is an interesting process. First, a timber inventory is made. By a sampling process, the forester determines how many thousands of board feet he has on his land and the age and condition of this timber. The sampling procedure also tells the forester what growth he may expect in his stand of timber. The forester must consider the economics of removing and sawmilling various types and grades of logs into lumber. Logs too small in size, or with an abundance of rot, are presently not economic to haul to the sawmill and cut into boards. As operating costs drop, or when wood technology improves, more of present day uneconomic logs may be hauled and sawed in the mills. After the forester analyzes all of the data taken from an inventory, he arrives at an allowable annual cut measured in board feet.

The national forest lands in the Klamath Basin, made up of the Winema and a part of the Fremont National Forest and called the Klamath Basin Work-

ing Circle, presently have an allowable annual cut of 163,000,000 board feet. A re-inventory of these lands was recently completed and calculations are being made at this time in order to develop a new allowable cut. When this determination of allowable cut is made, it will remain in effect for the next ten years and, at the end of this period, a new inventory and a new calculation will be made.

The forester's job of marking individual trees for cutting in order to market the allowable cut has an objective of improving the growth of the young stand of timber. A healthy young stand of pole-sized trees may grow as much as 300 board feet per acre per year. In contrast, an over-ripe, diseased stand of trees may have no net growth because various tree diseases and insects kill enough timber to exceed the growth each year.

Nation Continues To Boast Healthy Tree Crop

NEW YORK (UPI)—It may come as a surprise to some city dwellers, who can't see the leaves for the buildings, but this nation continues to grow a healthy crop of trees.

And at the same time, according to an overseas source, the supply of timber in Europe is shrinking—and thereby creating an export market for the United States, a market in which some firms now are actively engaged.

The American Forest Product Industries, Inc., a trade group, recently reported on the results of a nationwide public opinion survey made for the industry by Opinion Research Corp. It showed that 56 per cent of the persons sampled did not realize that the forests of the nation are growing wood faster than it is being used or lost to blight, insects or fire.

The report on the survey said the forest products industry has a "major challenge" in convincing people that the nation's forest resources are not being depleted; that managed

forests keep right on yielding timber crops, just as well-managed cornfields keep right on growing corn.

Whatever Europe's developing needs may be, there still is a big market at home for the products of the woodlands. The annual per capita consumption of paper alone is 457 pounds a year, up 64 pounds in the last 10 years.

Laboratory tests at the University of Wichita have shown that the Red Cedar shingle can withstand a 136 mile-per-hour wind without being dislodged. Hurricane force winds, such as experienced by homeowners in many parts of the country each year, often reach gusts of 120 miles-per-hour.

To meet the demand for this and other wood products, the industry is rated the fourth largest industrial complex in the nation.

It employs more than 1.5 million workers with an annual payroll of nearly \$6 billion, the AFPI says. It turns out goods worth \$23 billion from 32,000 sawmills, 360 paper mills, 800

paper-paperboard mills and 300 plywood and veneer mills.

Around the use of the forests, and the streams and lakes which wooded lands protect, have grown millions of dollars worth of other enterprises, boating, outdoor recreational opportunities.

In the survey, the AFPI found that about half of the persons questioned believed the industry can meet continued demand for wood, although the population is expected to have increased by 40 million persons by 1975. About 37 per cent of those questioned thought that there would be a wood shortage by that time.

Geneva dispatches said the United Nations Economic Commission for Europe reported last week that Europe already faces a dwindling supply, and said that experts from 26 European nations decided there must be a "crash" program of expansion in forest output.

It found that in 1950, Europe was just about self-sufficient in timber, but by 1960, the continent was importing \$800 billion more timber than it was exporting. This deficit could be between \$1.6 billion and \$2.4 billion by 1975, it found, with the need growing for more supplies from the United States, Canada and the Soviet Union.

HERALD AND NEWS, Klamath Falls, Oregon Sunday, October 20, 1963 PAGE-7C



HANDSOME RANDOM DESIGN is achieved on this red cedar shingle roof by varying the exposure of individual shingles. Sturdy, with three-ply thickness throughout, a red cedar shingle roof offers design flexibility, ages gracefully and affords maximum homeowner protection.



We Are Proud...

... to share in the great Forest industry of the Klamath Basin, Southern Oregon and Northern California. More than 3,000 workers are employed in woods and mill operations in this immediate area. Payrolls and prosperity go hand-in-hand and the future economy of the Klamath Basin with some 3 million acres of timber land, is assured.

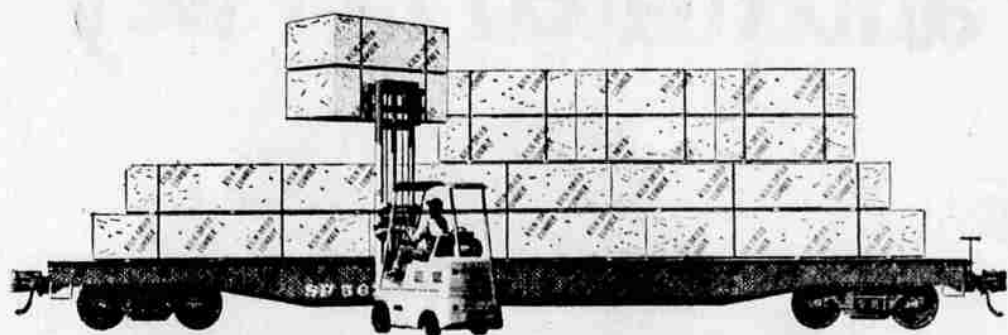
We here at Crater Lake Machinery are proud to supply equipment for forestry operations and see that this equipment gives the maximum of efficient, economical service.



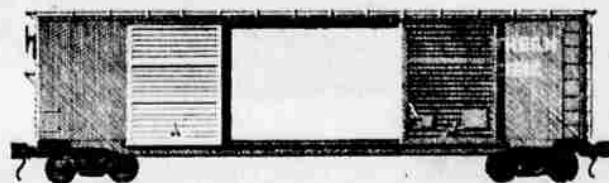
YOUR CATERPILLAR DEALER

1410 SOUTH SIXTH
KLAMATH FALLS
TU 2-2544

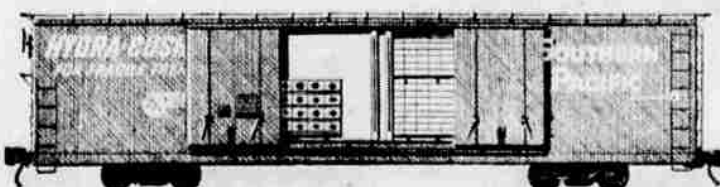
S.P.'s big lift for forest products in 1963



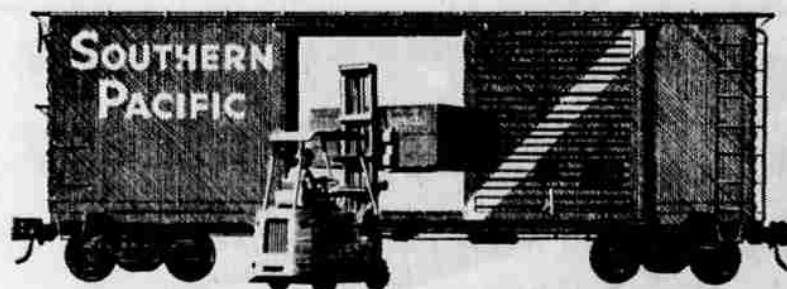
\$11,500,000 for 1,150 new flat cars, being built in Oregon primarily for movement of finished lumber and other forest products. Builder of these 53-foot-long cars is Gunderson Bros. Engineering Corp., Portland. Initial 400-car order has been delivered. Remaining 750 cars will be placed in service during the next several months.



Another 500 double-door box cars, added to S.P.'s wide-door fleet in 1962, and now assigned for hauling plywood and packaged lumber. Like the newly converted wide-door box cars, these 50-foot-long, "yellow door" cars say, "load me with forest products."



1,330 new "king-sized" Hydra-Cushion box cars, being delivered to S.P. this year, are well suited for carrying paper, canned goods, and other products needing extra protection. These new 60-foot cars can carry twenty percent more freight than 50-foot box cars.

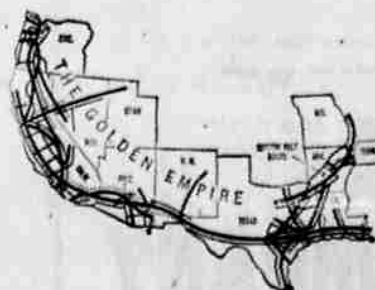


Conversion of 1,250 standard box cars to wide-door design for shipments of plywood. The new 10-foot doors on these 40-foot-long cars permit fast mechanical loading and unloading. Diagonal door stripe codes cars for this special use.



New "floating-load" tie-down technique can speed loading and reduce shipping costs for other forest products besides finished lumber. Here, twenty huge rolls of paperboard ride secure and protected on one of S.P.'s new 53-foot, Oregon-built flat cars.

These latest additions to the Southern Pacific freight fleet are part of S.P.'s expanded, multi-million dollar program to provide Northwest industries with the special equipment needed to move forest products to market. Moreover, the stepped-up order for flat cars represents a significant contribution to the Pacific Northwest economy, both in dollar volume and in use of materials and manpower. Overall, these new S.P. equipment purchases boost Southern Pacific's expenditures above \$187 million for more than 19,000 new freight cars in the past six years.



Southern Pacific

Serving the Golden Empire with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES