

Forest History Foundation, Inc.
St. Paul, Minnesota

ORAL HISTORY INTERVIEW

with

Elsie W. Miller
Samoa, California
March, 1953

by John W. Larson

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Interview with
ELSIE W. MILLER
Samoa, California - March, 1953
by John Larson, Forest History Foundation, Inc.

The history of Samoa is the history of the Hammond Lumber Company, or the history of the company is the history of Samoa - whichever way you want to put it. In our January 1953 issue of the REDWOOD LOG - our company paper - there is a little article about the history of Samoa which I was asked to write.

I have here a very interesting little booklet. It was issued by the Samoa Land and Improvement Company, which had a capital of \$1,000,000 and which owned 270 acres of land on this peninsula, with nearly one mile of waterfront. This site was on the west side of Humboldt Bay, directly opposite the city of Eureka, a distance of one mile by ferry.

The people who owned this property hoped to make Samoa the Oakland of Eureka. Here's a list of the directors, some of whose names were given to the streets of this proposed town; that's how we have Murphy, Gibson, Allard, Cutten and Rideout streets. These were Eureka people and they thought that the peninsula had wonderful opportunities for development. This is a map of the town as it was laid out, and on the back are listed all of the blocks and prices of these lots.

The booklet was published in 1892. It goes on to say that here was the natural shipping point for products which are enormous in extent and variety from the entire northern portion of Humboldt County. It also says that by reference to the United States Coast and Geodetic Survey of Humboldt Bay, issue of 1891, an average depth of thirty-six feet of water opposite the town site of Samoa will make Samoa the deepest and best water frontage on the Bay. The booklet goes on to tell of the various advantages to be found in Eureka, and how all living in Samoa would have close and easy access to these advantages. They tell about the United States land offices, the weather bureau, the free delivery of mail, the efficient commerce organizations, the large free library, two daily and four weekly papers, five banks, two fine opera houses, ten churches, a large school department, gas works, laundries and tanneries.

Of course, the picture has changed a good deal. The Hammond mill was not here then. The booklet speaks of the wonderful climate over here. It says the extreme range of temperature is less than any weather situation in America, excepting only Jacksonville, Florida. The proximity of the sea so modifies the heat of summer and the cold of winter that, except by the amount of precipitation, it is difficult to dis-

tinguish the seasons. Then, the soil being very productive, it says, large quantities and varieties of garden produce are constantly moving to market. I think that was probably a little exaggerated. Of course, the ocean beach is warm, but that's on the coast; it is hard and wide and a continuous straight drive of over twelve miles to Arcata, but the surf is very treacherous. They didn't mention that there's a very strong undertow here.

Then they speak of the shipyards. About two and a half miles south of here at Fairhaven, there was at that time a shipyard operated by the Bendixon shipyard company, and there were some mills on the islands in the Bay, also at that time. Mr. Vance, one of the early mill owners of the county, built a railroad from his property at Essex to the present site of Samoa. In the booklet it mentions that arrangements have already been perfected with the Humboldt Railway-Marine Company to secure the establishment of their marine ways at Samoa. The booklet mentions the extension of the Vance railroad to Samoa, pointing out that it would make possible easy shipping from this large territory to the north, which was filled with immense resources. It says it taps the redwood forests between Klamath and Mad Rivers - a district which probably exceeds in timber wealth any other in the world. I don't think that is an exaggeration. It brings to the wharf of Samoa the immense farm and dairy products of the Arcata Bottom land, while by its trackage through the Mad River Valley to the mills it controls the lumber, jute, wood, wool and cattle freights of that section. That railroad eventually became the Oregon and Eureka Railroad, and it was connected with Eureka by the old stern-wheeler "Antelope", which met all their regular passenger trains. I don't know whether they had a daily or whether it was just so many times a week.

It was interesting - the prospects they had for the progress of Humboldt County, the prosperity which was dependent on the commerce of Humboldt Bay. This progress had been impeded by the shallow entrance to Humboldt Bay, and Congress was going to dredge the bar, to make it a safe harbor.

The booklet speaks of the climate of Samoa as always being warmer than that of Eureka, which I think it is. It speaks of many business men having purchased lots in Samoa for the building of their homes (few materialized), and that before long many of the best families now living in Eureka will cross the bay to their homes. "This company, realizing the accumulating values of land in a growing city and the claims justly made that the more lots sold the more there are in values remaining by reason of the improvement and development which must necessarily follow, now offers the desirable lots for sale on easy terms." Yes, they worked up that very nicely.

They go on to say that the company has reserved six blocks that they now are improving, and laying out grounds and a large hotel will

soon be constructed and an additional salt water bathing site will be stationed there, too. Well, I believe they did have salt-water baths, but as far as the hotel - I don't think it ever materialized. It says that all the money that was derived from the sale of the lots was to go into the building and the improvement of the land.

There were some others there - the mayor of Eureka, Fifi Surry, the cashier of the Bank of Eureka, J. K. Dowdin, vice president of the Savings Bank of Humboldt County and Frank McDowell, state senator - all endorsing this plan for the new town and giving their testimonials. Well, that's how the town started.

Well, the town had originated, actually, before these people took it up. The very beginning of the town was Brown's Dairy in 1874. On July 29, 1874 this James H. Brown, who had been born back in Illinois, came west and settled here. He filed a declaration of homestead on the present site of Samoa. Then this Improvement Company purchased the land from him and he went out of the dairy business and went hither and yon. That was in 1874. This improvement affair came along in 1892 and in that same year, no in 1893, John Vance purchased the present mill site here from the Samoa Land and Improvement Company in order to have better shipping facilities, and at that time extended the railroad from his holdings at Essex to here. In 1900 A. B. Hammond purchased the Vance interests and operated as the Vance Redwood Lumber Company until January 1, 1912. The name was then changed to Hammond Lumber Company.

Soon the Company began purchasing a part of the old homes and lots that had been the outcome of this real estate adventure in the beginning. By 1924 the original town of Samoa was entirely company property, all the residents being employees and the property was entirely company operated. We had a mercantile department store, groceries and merchandise of all kinds - working clothes for them, even yardage, and really quite a complete mercantile department, with large shoe department and everything. Also, meat market that was operated by the company, and there was a bakery back there where Mauris, my husband, has his shop.

The big brick oven is still out there. They'd build a fire in this enormous adobe oven, you know, and the baker had these long-handled rakes that he'd rake out the coals, then he'd put his bread in. John Moore was the baker. I knew him very well because my mother lived here at the time and she had a couple of roomers, and John was one of them. He was a veteran, I think, of the Spanish-American war and he'd been a baker in the army. Boy, when you smelled the cookies and doughnuts, everyone would sneak out the back door of the office! John always had a hand-out of something for us!

There's always been a kind of family atmosphere in the company and the town. I always declare there's never another place in the world

like it, because in time of disaster, everybody rushes to everybody's aid. If there's illness, or any trouble of any kind, the company always comes forth, and so do all the rest of us. The company built us a lovely clubhouse here for the youth, the PTA and Woman's Club. It has been used extensively in times gone by for showers for prospective brides and mothers. The town people turn out by the dozens and pretty nearly outfit the house with furniture, dishes and all sorts of things.

In the early days we had no road in here, you know. The road didn't come in until about 1920. That's between here and Arcata. Yes, up to that time it was a very closely knit unit over here, and then the strike came along - that was in '46, the beginning of '46. Then, of course, a lot of the old-timers moved away, the population became somewhat shifting. New people came in and they didn't stay too long, and eventually some of the older ones came back. You know how it goes.

Between 1912 and 1924 was when the three lodging houses and the cook house were built, and this building here was erected, which houses the office, the general merchandise store, meat market, post office and the ice plant. You see, we had our own ice plant that took care of the cold storage for the meat market and the mercantile department. And we operated the ranch at Essex. W. A. Graham was the manager there. We got, I think, practically all of the meat from there for the town and our camps. And then there were always the by-products - the hides that we used to send to the tannery. Our general merchandise came up from San Francisco by boat; it had to come by boat for that was the only way it could get here. It was 1914, I think, when the railroad came in, but up to that point there was nothing but boats.

Many's the time that the boats would lie either in or out of the harbor on account of the weather, and many's the time I've worked on Sunday or late at night in order to make the boat sailing the next day, not knowing when the next one might go, with the mail, you know, during the bad weather.

And the post office - the original post office - was in a large two-story house where the Furtados live now. Schroeder was the man who owned it. It was originally down where the factory is now - Schroeder's and a big lodging house. When the factory was built they moved that lodging house and cut it into sections and made all these little houses on the west side of Vance Avenue. I think five or six along there. There were four little rooms, and then they built on little lean-tos at the back. This was done when they extended the lumber yard. At that same time Schroeder's house was moved out of the yard's location to where it is now. I don't know whether Mr. Schroeder was the first postmaster or not, but at least he was one of the early ones.

Mr. Schroeder and his wife had taken two girls by the name of Hogan - I don't know whether they were any relation, or how they happened to have them. They took them and raised them and Ann Hogan was the post-mistress for years, even after the post office was moved to the store. At that time - shades of everything that the government would do now! - the post office and the store office were in the same cubicle. Of course, now you couldn't get inside the post office unless you have bonds a mile long, but then, why nobody thought anything about it. It was right in the middle of the store. Where the barber shop and the meat market are now, was the original mercantile, and this part where the store now is wasn't built on for a good many years afterward.

In 1931 the Little River Redwood Company purchased the shipping yards at Fairhaven. Bendixen was the original shipyard; then Jimmy Rolph, one-time mayor of San Francisco, owned them after that. In 1931 Hammond merged with the Little River Redwood Company and the name eventually became Hammond Redwood. I guess they called themselves the Hammond and Little River Redwood Company first, then became the Hammond Redwood Company, and then in 1942 changed back to Hammond Lumber Company, which it has remained all this time. Two years after the merger, the Humboldt Redwood Company, with a mill at the old Bayside site in Eureka was acquired. Now that's our Plant 2 over there. That old Bayside mill had been there for years. In fact, Mr. Miller's mother and father cooked there at the old Bayside mill when Mauris was a little boy. In 1905 the company built a factory site in Los Angeles which still is in operation there for finishing lumber. They shipped the raw lumber down there - just the plain, unfinished lumber.

During World War I we had a shipyard at Samoa and made the - what did they call them - did they call them Liberty ships for the first war? Well, I think they made six or seven, I'm not sure which. They were camouflaged and everything there. We weren't supposed to take pictures of them after they were camouflaged, but somehow we "accidentally" did. The office had much longer hours than it does now, and in order to have a stenographer in the office all of the time, some of the girls came early and some of came late. It was my lot to come late, so we used to come over on the "Antelope". We used to ride way up on top, and even back where we weren't supposed to ride, so we have lots of pictures taken from up there.

The Samoa plant has developed far beyond the original one-band mill of John Vance, there now being four bands and one gang saw, manufacturing department, planing mill, the factory now idle, kilns, large warehouses, machine shop, car shop, round house, and many acres of lumber storage, and that's being increased by the new section down here in the south - if it doesn't blow away! There's a power plant with four boilers, developing 90,000 horse power, four steam turbines furnishing

electric power for all operations and the electricity for the town. An interesting item is that electricity for the town, up to about I'd say four years ago, was furnished to the tenants without charge. At that time meters were installed - I think it was because the privilege was abused, quite badly at times - and now we pay for it, but even so it's a very modest charge they make in comparison to the other electric charges in the county.

At one time the stack of the power plant here at Samoa was the tallest stack in the state. Whether it still holds that distinction or not I don't know. But it was 308 feet high, with an inside top diameter of 18 feet and a base diameter of 28 feet.

Since that disastrous fire in 1945, truck logging has replaced the trains in the woods. We lost 32 bridges and trestles. Mr. Hyatt was there; he knows all about it.

When the logging operations were transferred from this little town of Crannell, sixteen miles north of the Big Lagoon, the company built a new, private logging road. They sort of harnessed the upper end of the Lagoon and made a storage pond out of it so they could have logs for the mill on hand during the winter months. So they bring these logs on their own huge trucks, which are so large they can't travel on the public highway, down to Crannell. There the logs are loaded on the train and brought in to Samoa. Now we have a diesel engine which replaced the old steam engine. The diesel has been here for about two years. Of course, the company operates their own train. Mr. Ohlendick, who retired just last year, had been the engineer on that train for forty-three years.

There are approximately a thousand employees in the woods and mills, making possible a daily output of 400,000 feet which is shipped by rail and boat to the company's many retail yards; the southern part of California is just peppered with retail yards, beginning with Healdsburg in the north. Mostly the shipments are by truck and rail - very little is shipped by boat any more.

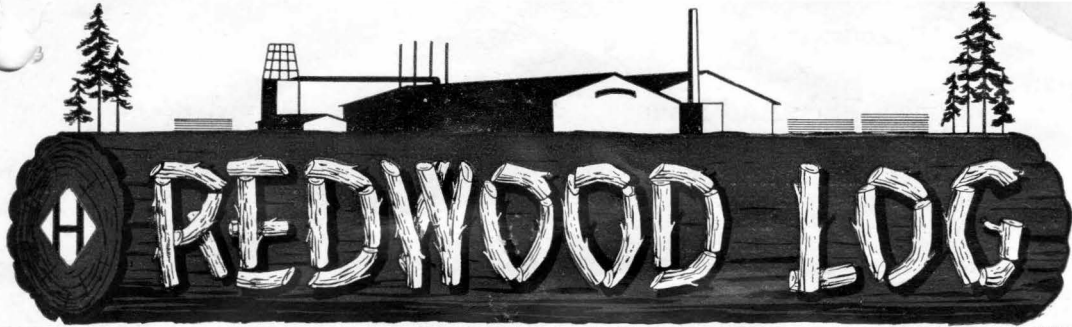
In 1934 A. B. Hammond probably owned more redwood timber than any man, his holdings being estimated at over seven billion board feet of virgin timber. The present selective logging program practice means many years of cutting, and of course with the tree farms, which have been inaugurated since then, the cutting will probably go on and on forever. In 1945 G. B. McLeod became president; he lives in San Francisco. Earl Birmingham, who was vice president of the company, and was resident manager here, is now president of the company, and lives now in San Francisco, where the main offices are located. I think he was here in Samoa for about eleven or twelve years before being transferred to San Francisco.

The company Fire Department is very near to my heart. My husband is the Fire Chief. I don't know much about the history of it, but it is composed of about 80 volunteer members. There are only two paid officials - the chief and his assistant. There was a time when they had four companies, but that has been abolished and they now all answer all of the calls. There was a time when each company answered to its own station, and remained there unless they were called to the fire. Of course, the whole plant is sprinklered. It has a water flow alarm system so that if the pressure in the pipes goes up or down for any reason - a fire or myriads of others - then the "peanut" whistle, as we call it, blows (it blows at all hours of the day and night) and Mr. Miller has to see what the trouble is. Sometimes it's just dirt that holds the valves open. We've been very, very fortunate. There never has been a really what you'd call disastrous fire. The men are very, very loyal; they all realize that it means their jobs, naturally. But they are very loyal and we think we have a very fine volunteer fire department.

Samoa is not an incorporated town. Mr. Miller is deputy sheriff here; he's the police department too, and gets all sorts of mail - even addressed to the mayor!

We have one school. It has three rooms and three teachers with an attendance of about 70. Inasmuch as the school district is the town, attendance doesn't vary a great deal. You see, there are no pupils who come in from outlying settlements.

Now, as to the name of Samoa. People always like to know how it got its name. One time my Mother was asked to write a paper for a woman's club meeting, and she decided to write about the town of Samoa. Her research developed the information that at the time the men from Eureka had their dream of making a town at this site, several chiefs of the Samoan Islands were involved in a revolution with the United States, Great Britain and several other foreign countries much interested in the outcome, since the victors would determine which country would control the Samoan shipping harbors. Since this news item was given front page prominence, the promoters of the town changed the name from the original Brownsville to Samoa. This origin of the name was also confirmed by Bill Speegle, who was a columnist on a Eureka paper, and devoted one of his articles to the story of how our town acquired its name. The name was permanently adopted about the time that the Vance mill in Eureka burned and the new mill - our present one having developed from it - was built here. We often get whole sacks of mail here that are meant for the Samoan Islands.



Jan., 1953 Issued By Employees Of Redwood Division HAMMOND LUMBER COMPANY—SAMOA, CALIF. Vol. 6—No. 1



Scene looking toward the yard, sawmill and bay from the present highway through Samoa. Note the single wagon track in the sand in the foreground. This picture was taken about forty years ago.

Samoa - - Then And Now

By Mrs. H. M. (Elsie) Miller

Oddly enough, Samoa's history began in Quincy, Illinois, where January 8, 1830 James Brown was born. Brown came west, landing in Humboldt County in 1851. He returned in 1874, after further travel, homesteading several lots, now the principal part of Samoa. Here he operated a dairy, known as Brownsville.

In 1892 some prominent Eureka men formed the Samoa Land and Improvement Company, purchasing Brown's property and laying out the townsite of Samoa, having dreams of making Samoa the Oakland of Eureka. At this time, several Samoan Island chiefs were engaged in warfare, bringing the name, Samoa, to the front pages, so these Eureka promoters chose the then popular "Samoa" for their new town. Included were men named Murphy, Gibson, Allard, Cutten and Rideout, so the map of Samoa, recorded on April 12, 1893, reaching from the bay to the ocean, bore these as street names. In a 23

page booklet the advantages of Samoa are extolled, elaborating on shipping facilities, the wonderful climate, productive soil and the extensive beach for recreation. The prosperous Bendixen Shipyards (Fairhaven) and Vance Mill to be erected were given as employment opportunities, and "the extension of the . . . railroad . . . to Samoa" which would make, "tributary to the town a territory abounding in immense resources" was emphasized. Six blocks were reserved for the erection of a hotel with attractive grounds, including salt water baths. Dan Murphy, president, did build a swimming tank, but beyond that few of the dreams materialized and in 1893 a deed was recorded transferring to Vance our present mill site.

On the few lots sold, individuals were building homes. The men were mill employees and found living here preferable to rowing to Eureka, such trips being necessary only to buy provisions.

Samoa--Then And Now (Cont.)

Vance extended his railroad from Essex to Samoa, and eventually the Oregon and Eureka Railroad came into being, terminating near Trinidad. The original stern wheeler, "Antelope", brought passengers and freight from Eureka. Many will recall the crowds that rode gaily on flat cars to the annual Farmers' Picnic at McKinleyville!

In 1900, A. B. Hammond, whose career began at age 17 in the Maine woods and extended through mercantile, banking, railroad and lumber activities in Montana, Washington and Oregon, purchased the Vance interests, operating as the Vance Redwood Lumber Company until January 1, 1912, and then as the Hammond Lumber Company. Since the history of the Company is also the history of Samoa, it is recalled that in 1931 Hammond merged with the Little River Redwood Company, and became Hammond and Little River Redwood Company,—later the Hammond Redwood Company, and in 1942 again the Hammond Lumber Company.

Soon after 1912, the Company began acquiring the private ownerships and by 1924 the entire town was Company owned and operated.

In 1917-18 a shipyard in the present south yard turned out seven liberty ships for the U. S. government.

In 1921 the Arcata road was started and Samoa saw its first traffic, the only vehicle here before being the late John Pedro's milk cart, with wide iron rimmed wheels to keep from sinking in the sand. In 1923 the garages and Woman's Club House was built. A tennis court was where the service station now stands.

Originally the Samoa Block had an imposing entrance, with white pillars, and inside a huge fireplace to lend warmth during the winter; the Samoa Mercantile occupied the present Barber and Butcher shops, and store warehouse, with meat market at the rear and behind that the bakery where John Moore held sway and passed out warm cookies and doughnuts - - their tempting aroma having drifted to the office! In front was the lawn with palm trees.

The first post office was in the Schroeder house—where Furtados now live—Ann Hogan, the late Mrs. George Fulton, was postmistress for years—even after the office was moved to the Samoa store. As business expanded, part of the original town was absorbed for Company operations. To make room for the factory, the Schroeder house was moved to Bayview Avenue and a lodging house was cut up and made into eight

residences—still on the east side of Vance Avenue.

There were no carriers, lift-trucks or cranes in those days — lumber was handled manually and moved by horse-drawn trucks. An old photograph shows eighteen horses with drivers. The original barn was situated where the present dry kilns are.

Samoa Hall over the store was the social center. Dances and card parties given by the Fire Department were eagerly anticipated. Beach parties featured huge bonfires of drift wood, and were very popular—often groups trailed down the board walk with food and water for coffee.

Time brings changes—sand and grass streets and board walks are replaced with pavement and "black top"; engine No. 11 is scrapped and a diesel brings in logs, our wharves no longer host tramp steamers with foreign crews—our lumber rolls over rails to wide flung marts. New faces come and old faces go. Wistfully recalled are the Stegemans, Fleishmans, Abrahamsons, Turners, Speiers, Dreisses, Grahams, Merkeys, Peeds—just a few who helped build Samoa.

Ours is a small town, but it's a good town. Many leave to seek fortunes in greener pastures, only to return and again take up residence and employment here—what finer tribute could be made to our community and our Company?

Marriages

Willard R. Ranney, edgerman at the Samoa sawmill and Marilyn Hiebert of Arcata were married in Arcata on December 19.

* * *

Roy M. Fain, climber at Big Lagoon and Frances Audrey Couch exchanged marriage vows in Eureka on December 26.

* * *

Edward E. Santsche, Samoa sawmill and Mary Jean Harrell of Eureka were married in Eureka on December 12.

Anniversary

This is issue number one of our sixth year of printing the Redwood Log. A sincere thanks to all those who came through with articles and stories that have made it possible to keep it going.

The editors have tried to make the Log as interesting as possible to all employees. Any comments or suggestions would be appreciated.

If at any time you have a picture or know of an interesting happening among your fellow employees or their families, don't fail to send it in to the office.



Scene showing some of the old-time sailing ships tied up at the Hammond dock for loading. This was before either highway or railroad connected the Humboldt Bay area with the outside world by land. Some ships were docked in slips built in the dock so they could load from both sides.

Stork List

Mr. and Mrs. Donald F. Chism, Elk River faller, a son, Christopher Ray, November 5.

* * *

Mr. and Mrs. Kenneth Cole, Locomotive engineer and a member of the Quarter Century Club, a son, Dale Alan, November 30. This makes young Dale the uncle of a niece and nephew older than himself. We have been informed that Ken, being a granddad, won a pint of Old Granddad from Cal Gipson. Cheer up Cal, their is still a chance for you.

* * *

Mr. and Mrs. Robert L. Lowrey, Plant 2 pond, a son, Robert Leslie Jr., December 24.

Samoa Volunteer Firemen Respond

In response to an urgent call by the Northern California Community Blood Bank, the Samoa Firemen have worked out a program whereby a group of them will go over each month and give blood to the bank as a reserve for the community of Samoa and at the same time aid the bank supply.

The first group went to the bank on December 19th. They included Dick Chiantelli, Earl McBride, Jake McLemore, Jerry McLemore, Joe Patterson, Sid Mackins, Joe Smigle, Earl Ettinger, Don Taylor, Eldon Pinney, Frank Costa, Bruce McIntosh and Doyne Tintzman.

Obituary

The sudden passing of Nick Kostuchenko on December 23 came as a shock to the Company and to his many friends and relatives. Nick joined the Hammond Office force at the age of 16 on April 29, 1926 and was a member of the Company's Quarter Century Club.

He was born in Russia, November 24, 1909 and came to this country as a baby. He was a member of the Arcata fire department and served as scout-master for an Arcata Boy Scout troop.

Survivors are his wife Carrie of Arcata, his father Demetri Kostuchenko of Eureka; a brother, John, of San Francisco; and three sisters, Mrs. Naida Zia-koff, Mrs. Ann Stetter and Mrs. Sue Feder all of San Francisco. Our deepest sympathy goes out to them in their loss.

The Company has purchased two new Chevrolet Suburbans for conversion to ambulances to replace the old pieces of equipment which have just about put in all their useful time. One is to be stationed at Samoa, the other at Big Lagoon.

If anyone wishes to obtain information from an expert on how to build and operate a floating duck blind, he should ask Don Taylor. His varied experiences during the last season covers all phases of what not to do and how not to do it. He finds they have a personality all their own. In fact, he would probably sell it plenty cheap.



OLD TIMER—E. R. "ED" MARSH

Ed was born in San Francisco in 1903. Both his mother and father had come to this country from Ireland. Ed is typical in this respect, with a twinkle in his eye, always a smile or a laugh, and a great one for harmless kidding among his friends.

He finished his schooling at Mission High in San Francisco in 1922 and, as many of his pals at school were doing during vacations and after graduation, came north into the lumber country to look for work. He ended up at Samoa.

At this time the factory was quite active and Ed's first job was in the cigar box stock department where he worked up to a grader. From there he transferred to the cut shop and operated planer and resaw.

In 1926 our boy moved over to the sawmill filing room where he learned to file saws under the late Jack Johnson. This was at the time the present resaw department was built. Ed remembers because that was the year he bought a new Ford.

In 1943 Ed was transferred to Plant 2 as head filer and that is where he is today.

During the years Ed worked at Samoa he lived at the bunk house. He was quite active in the volunteer fire department and can tell some weird and wonderful stories of some of the times they enjoyed.

Ed was married in 1949 and they have a new home just north of Arcata where Ed spends all his spare time landscaping and gardening.

We noticed a large calendar in Ed's office with December 8, 1953 marked out. Ed says that although he has only been married three years he has already forgotten one anniversary and thought he had better remember the next one. A real old-timer.

Safety Report

FREQUENCY:

From this angle the two plants were a little worse than the year before while the woods was slightly better. Adding the two together we were just about the same as 1951 in number of injuries.

SEVERITY:

From this angle we were really shining in all departments. 1952 broke all records of this Division for the least amount of lost time chargeable to injuries.

JOHNSON MEMORIAL PLAQUE:

In this respect our Johnson Index, which is used as a measure in competition with other Redwood operators for the plaque, is twenty points lower than the year previous due to the large decrease in lost time.

While we are proud of the fact that our over all record has improved we understand from latest reports that we will be beaten in the competition for 1952, so it looks like we will have to try harder in 1953. In accident prevention our luck is what we make it. Let's make it the best this year.

RECORDS:

The following departments had no injuries for the full year and are certainly to be congratulated.

- Van Duzen Log Transportation
- Big Lagoon Log Transportation
- Crannell Miscellaneous
- Eureka Retail Yard
- Samoa Electricians
- Samoa Shipping
- Plant 2 Log Pond
- Elk River Yarding & Loading
- Big Lagoon Survey
- Arcata Retail Yard
- Samoa Pipefitters
- Samoa Dry Sorter
- Plant 2 Maintenance
- Plant 2 Planing Mill
- Big Lagoon chopping crew under scaler Jack Smith

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