

THE VOICE OF THE TIMBER INDUSTRY

TIMBER BULLETIN

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Happy Holidays

Pup Trailers Gets 6th Axle
TPA Meets with MnDOT

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Duluth, Minnesota

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Happy Holidays

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Minnesota Timber Producers Association



The Governor's Advisory Task Force on Forest Industry Competitiveness recently met in St. Paul to assess progress made in implementing its recommendations. I had the pleasure of filling in for member C.O. Johnson who was unable to attend.

There are varying degrees of progress on the recommendations of the task force. Headway has been made to increase wood and fiber availability by creation of a Forest Management Investment Fund. Unfortunately, failure to pass a bonding bill hamstrung much of this areas effort, i.e. reforestation and forest legacy monies.

The truck weight law passed at the last second. Purchase of the permits has been slow.

President's Column



However, it was felt by the members that as equipment is replaced, and as counties study the issue, usage will pick up. Grants

and allocations have been made to help promote third party certification of federal, state, county and private forestland.

Efforts to encourage capital investment will include proposed tax law changes, enhanced dialogue among agencies and a more active forest policy discussion with the governor and legislative leaders.

Environmental review processes have been a source of frustration for industry in Minnesota. Efforts to put Minnesota on an even field with competing areas will be strengthened.

The task force also heard updates on the Duluth Port Authority's clay handling facility, the Bio-Force Consortium, forest legacy, and an update from the Interagency Information Co-operative.

This is just a brief view of what the task force has studied. Its work is important and we owe a huge thank you to the implementation team of Brad Moore, Dave Zumeta, Wayne Brandt, Al Ek, Gabe Horner, Mike Kilgore and Jon Nelson. We also need to thank Commissioner Merriam and Governor Pawlenty for their concern and efforts on behalf of our industry.

Thank you.

Dale A. Erickson

Board of Directors Meeting: October 28, 2004

The TPA board of directors held its fall meeting Oct. 28 at the Sawmill Inn in Grand Rapids. Executive Vice President Wayne Brandt reviewed the financial situation with the board and took questions from the group. TPA President Dale Erickson announced the formation of an Audit Committee.

In other committee reports, Chair Wayne Skoe reported on the Transportation Committee's busy year. Much work so far has focused on the implementation of the Raw Forest Products Permit that allows 90,000/98,000 pounds with a sixth axle. Maureen Talarico spoke on behalf of Warren Johnson regarding the Mechanization Committee. The 2005 Expo will be in Grand Rapids on Sept. 16 and 17. There will be several new activities including a pancake breakfast on Saturday, a BBQ and live music Friday night, and Thursday night

there will be a trap shoot for the vendors. Draft horses and new contests will also boost the energy of the show. Watch for updates in each Timber Bulletin and if you plan to go, book your hotel room early! Talarico also updated the board on the Membership Committee and its contest to drum up new members. If you have a person interested in membership, contact the TPA office. Marilyn Fellows reported on the Insurance Committee's progress this year.

Brandt reviewed the 2004 legislative session and priorities from last year that are yet unsolved. He also discussed action on the federal level including the new forest plans and pressures to expand roadless areas.

Finally, Tom McCabe Jr. briefed the board on the completion of the 2004 Minnesota Logger Education Program or MLEP workshops and plans for 2005 events.

My two daughters are competitive swimmers. It's a wonderful sport that combines the opportunity for individual growth and achievement in a healthy team atmosphere. As a family, we're in our ninth year of swimming meets. The home meets are fun because there is usually an opportunity for parents to help out with timing events or other aspects of the event.

Executive Vice President's Column



always come across some interesting items.

The away meets give me an opportunity to bring along my in-box and

read some of the mail that gets set aside during the press of meetings and projects in the office. While doing this reading I



This came from a briefing paper from the American Forest & Paper Association on natural gas prices. This U.S. has the highest natural gas prices in the world. The price in the U.S. is \$6.30 per million BTUs. In Canada it's \$5.85; Germany, \$4.40; Russia, \$0.80; and China, \$4.45. The U.S. produces less natural gas today than it did 30 years ago. Why is this important? Natural gas is most commonly used for heating American homes, which affects consumers. It has also become a preferred fuel for electrical generation as nuclear power fell into disfavor and coal-fired electrical generation has come under increased environmental pressure.



There is a lot of interesting information in the DNR's recent report *Minnesota's Forest Resources*. Total wood harvest from timberlands in Minnesota has remained constant in the past eight years at about 3.7 million cords. This is contrasted with imports of pulpwood and chips, which have ballooned from less than 200,000 cords in 1998 to over 600,000 cords in 2002. This increase in imports occurred while exports dropped

from a high of nearly 300,000 cords in 1999 to around 125,000 cords in 2002. Industry sources indicate that imports have further expanded and are estimated to approach one million cords.



As part of Minnesota's Sustainable Forest Resources Act, the DNR is directed to monitor the implementation of the voluntary site level forest management guidelines developed by the Minnesota Forest Resources Council (MFRC). The DNR, in cooperation with the MFRC, developed a baseline report for sales that were set up before the guidelines were implemented. The report shows that for these pre-guideline sales only 6% of more than 2,000 locations on 89 sites monitored in 2002 had rutting six inches deep or more. Slash was retained at the stump or redistributed on the site 75% of the time. The new riparian zone guidelines were already being met on 52% of the sites. These are all very positive indications that our state of logging and forest management practices was very good even before the guidelines.

On a less positive note, filter strip compliance stood at 73%. Skid trail and road segments with grades of 2% or more had water diversion or erosion control practices 37% of the time. Monitoring data from 2002 also showed that erosion was only evident on 5.8% of road and skid trail approaches to wetlands and streams. This is a bit of mixed bag as some of these guidelines have been around for more than a decade.

Taken as a whole, this report shows where the guidelines were already being used and where we have more work to do as our practices in the woods continuously evolve and improve.



I also read a safety report where a skidder operator had stopped his machine and gotten out without dropping the blade, setting the brake and making sure it was out of gear. Sadly the machine moved and crushed him. While it may not happen very often, one family left without a loved one is one too many.

In our TPA/LUA workers

compensation program we've had great results. These results are because of the attention to safety given by our members and their employees. If we look back 15 years and more, our program regularly had more than 200 claims each year with losses of \$1.5 million or more a frequent occurrence. It's been five years since losses have reached even \$1 million and we generally have a little more than 100 claims each year.

A big thank you goes to each and every one of you for making this statistics a reality for you and your employees. But, we need only look at the years when a serious injury or two ballooned the losses to more than \$5 million to know how important safety is every day. It's not the money but, rather, the human cost that tears us all up about the accidents like the one described above.



As we close out 2004 and look with optimism to 2005, I want to thank the DNR, from the field to St. Paul, for successfully implementing their planned harvest levels. Thank you to the Forest Service for completing your management plans and beginning the process to implement them. Thank you to our legislators and the governor for all of the help during the 2004 session, which gave us important victories. Thank you to the hard working staffs in county land departments who work with our members every day. Thank you to the DOT and State Patrol who we have worked closely with in the past year on difficult issues. Thank you to all of the vendors who exhibit at the North Star Expo and continue to make it a success. Thank you to the Executive Committee, board of directors, committee members and chairs for giving your time and talents to improve the industry. Thank you to our staff - Maureen, Bev and Tim for keeping the ball rolling during a tough year.

And, thank you to all of our TPA members for caring enough to support a great organization.

Happy holidays.

Important Tax Law Changes

President George W. Bush has signed into law H.R. 4520, the "American Jobs Creation Act of 2004," which repeals the extra-territorial income exclusion in current tax law; provides domestic manufacturing and other business tax relief, including energy-related tax credits; allows for itemized deduction of state and local sales taxes; provides for reform of tobacco subsidies; includes international tax reform and simplification provisions; and various revenue-raising provisions.

The measure repeals a current export tax break that has been deemed an unfair trade subsidy by the World Trade Organization, as well as modifying a number of timber-taxes, including Internal Revenue Code Section 631(b) and allowing landowners to expense reforestation costs in an accelerated fashion.

Efforts have been underway for more than 15 years to obtain a change in the federal tax rules regarding the IRS requirements in the sale of timber necessary to ensure capital gains tax treatment on lump-sum sales. This effort has been one of the primary goals of the Forest Landowners Tax Council (FLTC). The law amends IRC Section 631(b) to eliminate the requirement for timber sale contracts to contain a "retained economic interest" provision, which means that non-industrial private forest landowners will no longer be forced to sell under pay-as-cut contracts and will be able to use "lump sum" sale contracts with no concern over the loss of capital gains treatment. FLTC board member Henry Barclay said "Whether they know it or not, this may be the most significant timber-tax legislation for non-industrial private forest landowners in our lifetimes."

This tax reform will allow non-industrial private forest landowners capital gains treatment on income from lump-sum stumpage sales. Other timber-tax provisions added to the bill, primarily by the American Forest & Paper Association, will allow expensing of up to \$10,000 for reforestation costs in the year of occurrence, with

an accelerated amortization rate of 60 months for the remaining costs (a change from the current \$10,000 tax credit); allow voluntary election of IRC Section 631(a) by the timber industry to help with how it calculates capital gains on timber; and establishes a modified safe harbor rule for timber Real Estate Investment Trusts.

This bill grew out of the need for

Congress to respond to a World Trade Organization ruling that a \$5 billion annual subsidy for U.S. exporters was illegal. As a result, 1,600 American exports to Europe are being hit by penalty tariffs that now stand at 12 percent and are rising by one percentage point a month. The bill became the vehicle for the most significant overhaul of corporate tax law in nearly two decades.



Trucks line up to be weighed for the demonstration at the Saginaw scale.



A MSP commercial vehicle inspector walks around the pup-trailer combination.

Pup Trailer Gets 6th Axle

by Maureen Talarico

Thanks to the hard work of TPA members, certain pup truck-trailer combinations may now permit for higher weights. Based on some specs and an idea from TPA member Jerry DeMenge, the Minnesota Department of Transportation's permit director, Gene Halvorsen, has deemed certain pup trailers may get the six-axle permit. TPA members Jerry Demenge and Ron Beckman, along with TPA staff, met with Gene Halvorsen at the permits office in Mendota Heights in early November. The following week, a demonstration was set up at the Saginaw scale. "I've had these trucks like this for 25-30 years,"

said Demenge, "and I've always known they can distribute the weight better."

Minnesota State Patrol Lt. Ron Silcox oversaw the demonstration, which involved three different trucks. One truck, provided by TPA member Mike Warren, was a straight six-axle semi-truck/trailer combination. The second truck, provided by TPA member Jerry DeMenge, was a four-axle straight truck and two-axle pup trailer. A third truck, provided by TPA member Ron Beckman, was a five-axle straight semi-truck/trailer combination that provided additional wood for the

demonstration. Commercial vehicle inspectors weighed each axle on each truck individually, and then sent a weight report to the permits office in Mendota Heights. Within two days came the okay.

According to Halvorsen's ruling, effective immediately, the permits office will accept applications for the higher weight permit for six-axle combinations to include a four-axle straight truck/two-axle pup trailer or a three-axle truck-tractor/three-axle semi-trailer. The permits office will not allow the weight permit on a four-axle truck-tractor/two-axle semi-trailer. Halvorsen says, "We find the



Lt. Ron Silcox checks on an individual axle scale.



Jerry DeMenge discusses weights with Lt. Silcox.

weights on the trailer tandem to be outside the statutory weights.”

TPA wishes to thank Gene Halvorsen and his staff for their time and consideration, the Minnesota State Patrol troopers and inspectors at the Saginaw scale, and TPA members Jerry DeMenge, Ron Beckman, and Mike Warren, and their drivers. In a letter to the TPA, Halvorsen wrote, “Once again, thanks to you and your members for helping us get the weights and measurements needed to decide this issue.” DeMenge says the pup truck trailer combination is fairly common and believes more people

will not get the permit. “I know of two more people that have done it since I’ve done it already, and people will probably put axles on and haul the weight even if they don’t go to the full extent of the weight; they’ll put the axle on and they’ll be comfortable being legal.”

Some points to remember when considering whether the permit is right for your operation:

- County and local road and bridge restrictions
- No interstate highway travel
- Permit is valid from date of issue for one year
- Increase registration for weight

to be hauled

- Minnesota State Patrol will not recognize 10-percent allowance for civil weight violations
- Five-percent tolerance allowed
- Do not have to meet interior bridge weights

If you have questions on permits, you may contact the permits office at www.dot.state.mn.us/motorcarrier/oversize/Applications/index.html



Weighing the different trucks.

Minnesota Timber Producers Association *Meet the Directors*

Ron Beckman, Jr., of McGregor, began his logging career after he graduated from college. After finishing school, he joined his father’s business, Beckman Logging, along with his brother. The company joined the Timber Producers Association in 1973. When Ron’s dad retired, Ron and his son began Ron Beckman Timber Harvesting, focusing on cut to length operations.

Ron is married to Barb. The couple has four children, Ron, Shelly, David and Matt, along with five grandchildren.

Ron enjoys hunting, fishing, and vacationing with his family. He serves on the TPA Transportation Committee. Ron says getting key information



on what is happening in the industry is the best advantage of being a member of TPA. He especially appreciates the lobbying efforts in St. Paul and Washington, D.C., to improve logging rights and resolve trucking issues.

TPA Meets with MnDOT



Representatives from MnDOT and St. Louis County meet with the TPA Transportation Committee.



Left to right: TPA members Jerry DeMenge, Ron Beckman, TPA President Dale Erickson, and Dick Walsh were among the TPA members at the meeting.

by Maureen Talarico

The TPA Transportation Committee held its annual meeting with the Minnesota Department of Transportation on Nov. 16. Districts 1, 2, 3 and 4 of the DOT, along with members of the State Aid and Materials Department of MnDOT, and St. Louis County were represented at the meeting.

The annual meeting began with the various district offices outlining the future construction programs. In District One, a bridge replacement will take place on Highway 2, three miles east of Grand Rapids over the Prairie River. Also next year, a pavement

reclamation project will take place on Highway 65 beginning after the Fourth of July. This 10-mile portion of the highway will be open during construction and will cost roughly \$1.65 million dollars. In District Two, on Highway 64, from County Road 33 to TH 34 in Akeley, a grade and surface project will run about \$4 million dollars and involve a detour.

In District Three, a \$20-million dollar project to widen TH 371 to a four-lane expressway will take place under construction (no detour) and will take place between Highway 10 north of Little Falls to

one-half mile north of Morrison CSAH 48. In District Four, construction will begin on an \$8.5 million dollar interchange at the Highway 10/32 intersection in Clay County, just east of the city of Hawley. All districts noted a lack of funding for new construction and commented that MnDOT districts are in more of a preservation mode. For more information regarding district projects, please consult the MnDOT website at www.dot.state.mn.us

Rick Kjonaas, MnDOT State Aid engineer, spoke to the group about the number of Raw Forest Product permits being sold. Kjonaas updated the group on the situation with county bridge inspections and what timber haulers can do to help the state inspect more bridges so roads are not posted lower. Kjonaas stated that 117 bridges are the most troubling out of 800 bridges across the state to be inspected. These 117 bridges are mainly in St. Louis County. Inspections cost about \$2000 apiece and determine the ultimate load-carrying capacity per bridge.

Dave Van Deusen and Curt Turgeon from the MnDOT Materials office addressed the group regarding frost probe placement. A new probe has been installed in Birchdale in the Northern Zone and will aid engineers in determining frost/thaw data. The tubes cost between \$5,000-\$7,000 dollars.

New DNR Software Installation

The Minnesota DNR is in the process of implementing a new software system to replace its current Timber Sales System program, which is 22 years old. The old system requires manual data input on each of the six stand-alone programs. The new system is made up of two web-enabled, interfaced ORACLE relational database applications: FORIST-Timber Sale Module (TSM) and WIRES.

Contract work on the new system has just begun and will take about 13 months to complete. This will be followed by a six-month warranty period to end on or before June 30, 2006. From Nov. 21, 2005, through Dec. 31, 2005, all records will be converted to the new system, training will take place, and any bugs in the system will be worked out.

In a worst-case scenario, there would be no auction sales planned or offered from Nov. 21, 2005, through Feb. 3, 2006. The old system will still be in place while the transition occurs and the new system is thoroughly tested.

Wayne Skoe Wins Membership Contest

A big congratulations goes out to Wayne Skoe, TPA member and chair of the Transportation Committee, for winning the "Member Get a Member" contest held the past six months. Skoe actually drummed up two new members but could only win one prize, a new shotgun. Todd Figgins won the separate "new member" drawing. TPA would like to thank everyone who participated in the contest. And even if you didn't win, please continue to promote membership to your friends and colleagues. That way, we all win.



Log a Load for Kids Needs Your Help!

Because we did not have a timber harvest in 2004, we are well below our contribution goal for the Children's Miracle Network hospital, Gillette Children's Specialty Healthcare. If you are interested in helping us attain our goal, (and receive a tax deduction) consider

donating a load of logs. Checks can be made out to: Log A Load For Kids. Mail to: Brian Lochner, Georgia Pacific, 1220 W. Railroad Street, Duluth, Minn. 55802. If you'd like a logger donation form (not required) emailed or faxed, contact Becky Holst at 218-624-4790.

2005 North Star Expo

by Maureen Talarico

The 2005 North Star Expo will be held in Grand Rapids at the fairgrounds on Friday and Saturday, Sept. 16 and 17, 2005. Many of you will note that this is a departure from the most recent years, when the Expo was held in August. However, the Mechanization Committee decided too many activities and events were taking place in August and holding the Expo in September would result in much better attendance.

The Mechanization Committee is introducing some fun new events at the 2005 North Star Expo. On Thursday afternoon, after set-up, vendors will be able to take part in the 1st Annual Vendor Shoot Out at the Grand Rapids Championship Gun Club. After the shooting, there will be an informal cookout at the site.

Friday's Expo will begin an hour earlier, at 8 a.m. rather than 9 a.m., in order to suit more loggers' schedules. The event will run until 5 p.m., when a social hour and barbeque will be held. The committee is also attempting to secure some live entertainment for that evening as well.

On Saturday morning, set your alarm clock and bring your appetite for the 1st ever Pancake Breakfast. Saturday's Expo hours will also be different. Events will begin at 8 a.m. and the Expo will close at 1 p.m.

There will also be new contests this year, including the Big Cookie contest. Entries will be judged on the largest diameter wood cookie of a species. We will also bring back the Best Load contest, along with favorites such as the Loader contest and Celebrity Log Loader event.

The Forest History Center in Grand Rapids has graciously offered to lend its draft horse team to the Expo for demonstrations. This will surely bring in more crowds to watch these amazing animals. Rooms are already booking up for this weekend, so plan early and prepare for a lot of fun and entertainment at the 2005 North Star Expo, Sept. 16 and 17 in Grand Rapids.

Early Loggers in Minnesota

by J. C. Ryan

VOL. I



VOL. III



VOL. III
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VOL. II



VOL. IV



First hand recollections by storyteller 'Buzz' Ryer of the loggers, loaders, swampers, wood bulchers and bulchers who used the woods in the heyday of the pioneer lumberjacks—with dozens of historical photographs.

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Timber Trespass Occurrences on the Rise

The number of cases of timber trespass are up this year. While a normal year might involve \$100,000 in timber trespass on state-owned land, the DNR has seen that amount in the last five months alone, according to Doug Ford, Minnesota DNR-Forestry Timber Sales Program supervisor. And it appears this trend is occurring across all ownerships.

Generally, timber trespass is any timber cut, removed or negligently damaged in violation of a permit or contract, as well as any timber cut during suspension or after cancellation of a permit. While some trespasses are intentional, much of it can be avoided and Ford offers the following guidelines regardless of ownership.

Make sure:

- Property lines are accurately located in cooperation with adjacent landowners and double checked if necessary
- On the ground cutting boundaries and reserve areas are clearly designated
- Detailed cutting regulations are spelled out in writing

In DNR trespass cases, about 60 percent involve cutting of private timber crossing onto state lands.

Northland Community Bank Serves Loggers' Interests Well

by Maureen Talarico

In 1903, three shareholders got together with a total capital of \$10,000 and the First State Bank of Northome was born. The bank's main customers were the men and women who made their living in the logging industry. Today, the bank has a new name: Northland Community Bank, but the dedication to Minnesota's loggers remains steadfast.

The bank closed for a brief period during the Great Depression, but after reorganization, was able to open its doors again. The Latterell family operated the bank until 1970, when Murden Fisher, a local businessman and Mabel Latterell's nephew, took over ownership. Shirley Latterell became president in November 1979 until August 1991, when Ben and Mirriam Miller bought the property. Today Ben Miller serves as president and CEO.

Northland Community Bank's first branch came to Big Falls, Minn., in 1981, and then relocated to Littlefork 20 years later. A second branch opened in Blackduck in 1996, a third in Bemidji in 2001. Today, all four locations operate as full-service banks. "We're very pleased to offer four convenient locations to serve our customers," says DiAnn Frenzel, executive vice president of Northland Community Bank. "These branches allow customers to be able to access their banking needs throughout the Northland." The expanded service area was the driving force behind the bank changing its name in 1995 from the First State Bank of Northome to Northland Community Bank.

With the exception of the Depression era, Northland Community Bank has enjoyed decades of success. Assets have grown from \$1 million in the 1960s to \$54 million today. The bank has 21 full-time employees. Frenzel says one of the main reasons people enjoy working at the bank is the camaraderie they have with customers. "People who come to our bank are our friends, our neighbors, and our clients. We can offer them first-class banking services and yet maintain that



friendly, neighborhood atmosphere," says Frenzel.

While the service hasn't changed, the bank's appearance in Northome certainly has. Old photos show how the bank appeared in 1942, compared to the modern facility open today. And as a good community member, the bank donated its old building to the city

of Northome, which currently uses the space as City Hall. In the fall of 2004, Northland Community Bank became members of the Timber Producers Association. While changes in the logging and banking industries are inevitable, the relationship between Northland Community Bank and its logging members remains strong. "We are

very appreciative of all of our logger clients and will be here for them during good times and bad," says Frenzel. "We see our membership in the Timber Producers Association as a good example of Northland Community Bank's dedication to the logging and forest products industry."



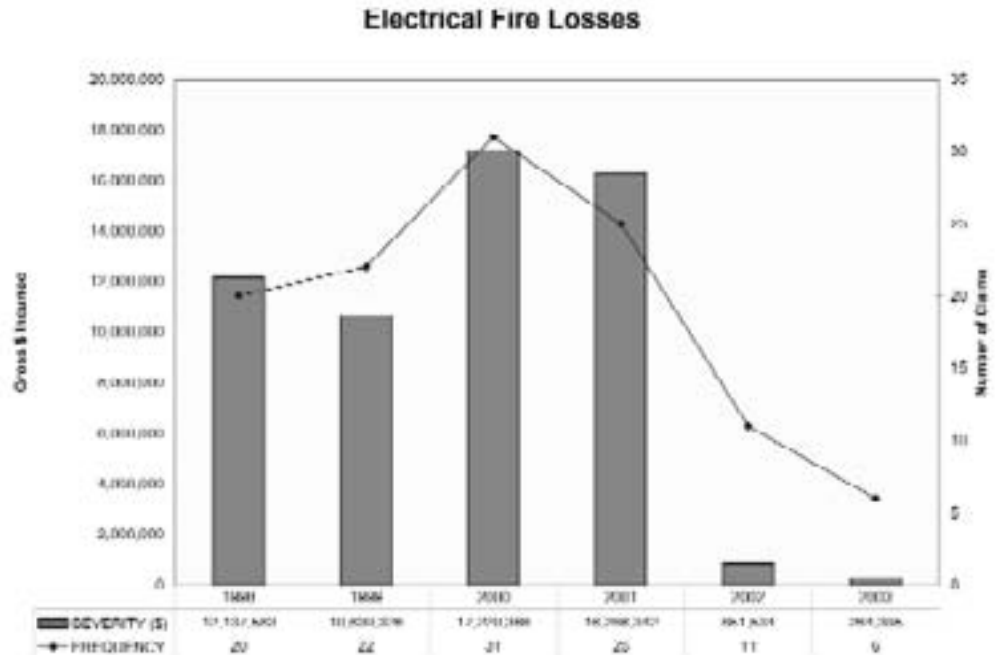
Left to right: DiAnn Frenzel, April Nelson, Debbie Poxleitner, Connie White, Carmen Lindley, Michele Fisher, Barb Kininger, Amanda Dreher and Katrina Kaplan.

Thermographic Scanning: A Proactive Approach to Preventing Losses

Historically, electrical fires have been one of the top causes of loss each year for Lumbermen's Underwriting Alliance subscribers. In March 2001, LUA began the first phase of its Thermographic Scanning Program to aid subscribers in curtailing losses. The scans identify potential hazards stemming from electrical issues.

"The results from this initiative have been phenomenal," reports LUA Loss Prevention Specialist Dave Amundson.

In 2000, prior to the start of the program, LUA subscribers experienced 31 electrical losses totaling over \$17 million compared to only six losses at just over \$260,000 in 2003. This represents a 98.5% reduction in severity and



81% reduction in frequency.

For more information on how Thermographic Scanning can

help you prevent losses, contact your LUA representative at 1-800-537-7631.

LOGGERS OF THE PAST . . .

"The Logging Camp Auditor"

by J. C. Ryan

This story is reprinted from an earlier *Timber Bulletin*—one of the first of "Buzz" Ryan's ever-popular contributions to these pages. The *Bulletin* will continue to reprint selected stories from the memories he recorded for us.—*Editor*



During the early days of Minnesota logging camps, along the St. Croix and in the southern part of the pine region, the camp foreman was timekeeper and ordered all the supplies. Most orders for

supplies were made only once or twice during the logging season, and the foreman brought the supplies to camp at regular intervals.

When a man quit or left camp, the

foreman would write out a slip showing how many days he had worked and the rate of pay less his wagon account. He would take this slip to the company office and get his pay either in cash or check.

Very few men left before the end of the season so very few time slips were made out by the foreman and if the camp broke in the spring and the walking boss on his trips from camp to camp went over the supply list with the foreman and helped with the supply orders.

However, by the 1880s, when the camps were larger, most camps of 50 men or more had clerks who handled the wagon, did whatever book work was done, ordered the supplies, kept the men's time and made out their checks when they left camp.

With the coming of the workman's compensation law and accident reports, the clerk's job became very important and he was kept quite busy on paper work.

For many years the foreman had a free hand in determining the cost of the operation. The only figures the logging companies wanted were the total cost of the logging operation—and the cheaper the total the better the foreman.

Snow conditions, miles of roads, etc. all figured into the total cost per thousand of the entire winter's work. However, by the time of the First World War in 1914 some of the officials of the companies started to figure cost of different phases of the logging operation and most of the larger companies developed a distribution of labor record in which the camp clerk recorded daily what each man was working at so as to determine the costs of each phase of the logging operation.

These costs were on cutting, skidding, hauling, feeding and every type of work performed during the operation of the camp. This greatly added to the work of the camp clerk, as he sometimes had to visit the crews in the woods in order to check on where the men were working. However, as a rule the straw bosses in charge of the crews would report to the clerk each evening on their men.

To cope with the added work of the camp clerk and to explain the working of the labor distribution system, most of the



Skidding with drag north of Two Harbors, unloading near Dawson, both 1910.



computer based audits to visit the camps at regular intervals and audit the books of the camp clerks.

At first, men not signing the papers to the clerks and then auditing the labor distribution sheets as well as all the books of the camp clerks. Most of these auditors had been clerks for a number of years and knew all the duties involved. In fact, the auditors were more or less the supervisors of the clerks and had much to do with the hiring and placing of the clerks in the camps.

For many years the clerks had been under the supervision of the camp foremen and some of the foremen resented the fact that they did not have supervision over the clerks. Some hard feelings developed because of this.

While the distribution of labor sheets did bring about a lot of figures for the experts in the main offices of the companies to play with, I doubt very much if it brought about any more efficiency in the logging operation. However, the regular visits of the auditors did bring about a more uniform check on the clerks with the result that a better type of camp clerk developed.

It was only the larger logging companies which operated a number of camps that had traveling clerk auditors. Some of the auditors I remember included Gus Broman of the International Lumber Co. who worked in the 1916 to 1920 period in the camps east of Northome, and Johnnie Letourneau, who worked the Croixston Lumber Company camps in the Kelliker area.

The combined Werderhanser Companies of Cloquet, who operated up to 25 camps some winters, employed two auditors. Tarmy Luchford from Cloquet and Lewis McDonald of Duluth were two of them. The Virginia and Bony Lake Company, which operated many camps out of Cassin, had at least two auditors. The ones I remember best were two named Johnson and Campagna. Johnson made regular trips to the camps, while Campagna only made trips to the camps about once a year, as his job was more or less the supplying of the camps and informing the clerks on the methods of auditing.

James Hallman of Duluth was one of the men who set up the distribution of labor forms for the Cloquet Companies and made regular trips to the camps to audit these forms.

The regular camp auditors made their rounds to the camps about once a month and they would spend a day or two going over all the forms and book work. During slack times when only a few camps would be running, these auditors would be back clerking in the camps.

The logging camp clerk auditor was not a part of the early logging operations, but of the later days of the logging camps.



From left: Two camp clerks for Cloquet Lumber Co., Rollie Vitell and Otto Othman by bearding car at Broad, 1924; Al Johnson, camp auditor for Virginia and Rainy Lake Company; Bob Grillon, clerk at Camp 114 Northern Lumber Co., 1922.



Above: A group of "backs" near Northome, 1905. Below: A small jobber camp near Deer River, 1910. Note the log construction; building with doors open is blacksmith shop.



Classifieds

To serve our readers better, the Timber Bulletin offers free classified ads of up to 85 words to all members and associate members of the Minnesota Timber Producers Association. All ads must be submitted in writing to the Association office. The MTPA assumes no responsibility for ad contents and accepts free ads on a first-come, first-served basis within space limitations.

USED EQUIPMENT FOR SALE

FOR SALE

CABLE SKIDDERS

1969 C4 TFP.O.R.
 1970 440A JD10,500
 640 JD rebuilt engine
 and transmission.....14,500
GRAPPLE SKIDDERS
 1991 450B TJ, Cummins eng...18,000
 1982 JD540B w/studded
 chains21,000
 640 JD, single arch grapple,
 rebuilt engine and
 transmission.....19,500

2000 648G III, dual func.,
 enclosed cab with A/C,
 new engine and tires.....110,000
 1998 648G II JD, single function,
 enc. cab with A/C.....55,000
 1986 648D JD, dual function...27,000
 1980 C6 TF, with 23.1x26 tires..9,000
CRAWLERS

1995 D3CLGP, new undercarriage,
 very clean33,000
 1975 450C, 6-way blade.....12,500
 1990 650G, 6-way blade.....32,000
 1977 D6D LGP27,000
 1987 D4H LGP, 6-way blade,
 encl. cab27,000

KNUCKLE BOOM LOADERS

1996 170A Serco on S.P.
 Carrier w/60" slasher53,000
 1998 210E Prentice
 w/60" slasher45,000

1987 210C 6 cyl JD
 slasher pkg27,000
 1995 1000B Morbark self-prop.
 carrier, pull thru delimeter,
 60" circular slasher55,000
 Prentice 90 on tandem truck,
 19' bed8,500

1969 Brown semi trailer
 w/centermount loader.....6,500
 1987 XL 175 Husky, on truck..17,500
TRUCKS

1978 GMC 2-ton w/hydr hoist,
 flatbed dump 4,500

DELIMITERS

1981 743 JD14,500
 Siiro delimeter/slasher.....7,000

EXCAVATORS

1990 JD 490D27,000
 1984 JD 690B13,000
 1992 Mitsubishi MXR5512,000

FELLER-BUNCHERS

AND SHEARS

1989 775 Barko, 20" sawhead .35,000
 1993 775B Barko39,000
 1979 Drott 40, shearhead.....17,000
 1978 Drott 40, JD eng.....13,000
 1991 JD 493D w/1996 Kato
 #150 2 Track 20" head,
 3000 hours on head.....40,000
 1993 JD 590D w/18'

Roto saw27,000
 1998 JD 653E w/20" Cameco
 sawhead.....95,000
 1997 T415 Timbco, 8600 hrs.,
 w/2001 AFM #60 3 dr. roller
 processor head, 3000 hrs.
 on head95,000

1993 Risley Black Magic
 w/Risley sawhead65,000
 1976 544B JD17,000
 1976 544 JD 20" shear.....21,000
 1988 910 Cat, 17" shearhead,
 rebuilt trans.....32,000
 1987 411B Hydro-Ax.....20,000
 1986 511B Hydro-Ax, 6 BT
 Cummins27,000

1994 511E Hydro-Ax,
 20" sawhead, new JD eng...P.O.R.

WHEEL LOADERS

1992 410D JD backhoe27,000

544B JD.....15,500
 1979 544B JD18,500
 1981 644C JD25,000
MISCELLANEOUS
 1988 534B. Gradall, 8,000 lb.
 lift.....24,000

1979 Bobcat 731 Skidsteer
 loader6,700
 CAT V80D 8,000# forklift6,500
 54" slasher w/power unit.....6,500
 60" slasher w/power unit.....14,500
 20" Koehring sawhead

to fit 643 JD9,000
 New 60" Hanfab slasher.....P.O.R.
 1994 (2) Featherlite flatbed
 semi trailer; aluminum...ea. 9,500
 New 72" Hanfab slasher.....P.O.R.
 Gafner Iron Mule Prehailer ...12,000

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