

THE VOICE OF THE TIMBER INDUSTRY

# TIMBER BULLETIN

DULUTH, MINNESOTA

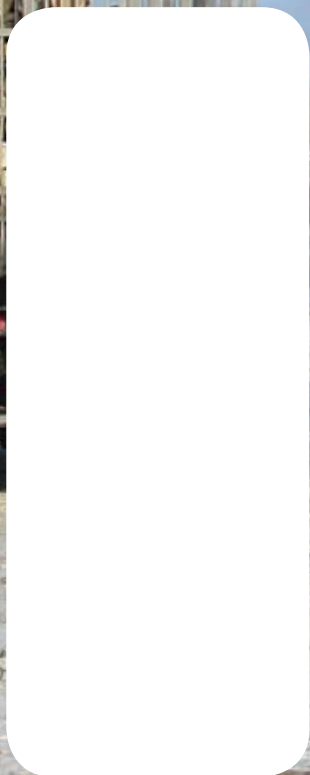
JANUARY/FEBRUARY 2012

VOLUME 67

**Casting a Long Shadow:  
Dobbs Logging**

**DNR Names New Forestry Director**

**Celebrating 75 Years:  
Forming TPA**



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# TIMBER BULLETIN

Volume 66  
May/June 2011  
Duluth, Minnesota

## IN THIS ISSUE

Casting a Long Shadow – Dobbs Logging..... **8**

---

TPA Meets with MnDOT Regarding Corrosive Materials.....**14**

---

Timber Talk.....**16**

---

DNR Names Forrest Boe Director of Forestry Division.....**20**

---

Forming TPA.....**22**

---

On the Markets.....**24**

---

Classifieds.....**26**

---

Advertisers Index.....**26**



**4**



**8**



**14**



**22**

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### ON THE COVER

Joel Morrison of Dobbs Logging slashes and loads aspen for delivery to Boise. For more on Dobbs Logging, please see page 8.

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Minnesota  
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# T-i-m-b-e-r!

I know what that meant in the early logging years, but today it means to me.....

**T** – Tree quality to provide high value products

**I** – Involvement in the activities of your local trade organization.

**M** – Management practices to maintain soil, protect water / wetlands, provide wildlife habitat and promote a healthy forest.

**B** – Balance relationships with private landowners, foresters, employees, and bookkeeper (wife).

**E** – Economic Impact on logging

**President's Column** from housing and other related markets.



**R** – Respect the land for its use as a source of income and recreational activities.

What a winter!? Well I guess it's

winter according to the calendar. There has to be records being set with the mild temperatures. Everything comes with a price, it's been nice not having to plow snow but the winter roads are sure rough. The warm weather means easier start ups and fewer breakdowns, but that also means that it is more difficult to freeze things down. Such is the life of a logger and trucker. I guess if it was easy we probably wouldn't do it. Hope the season ends well and remember to log safe and smart.

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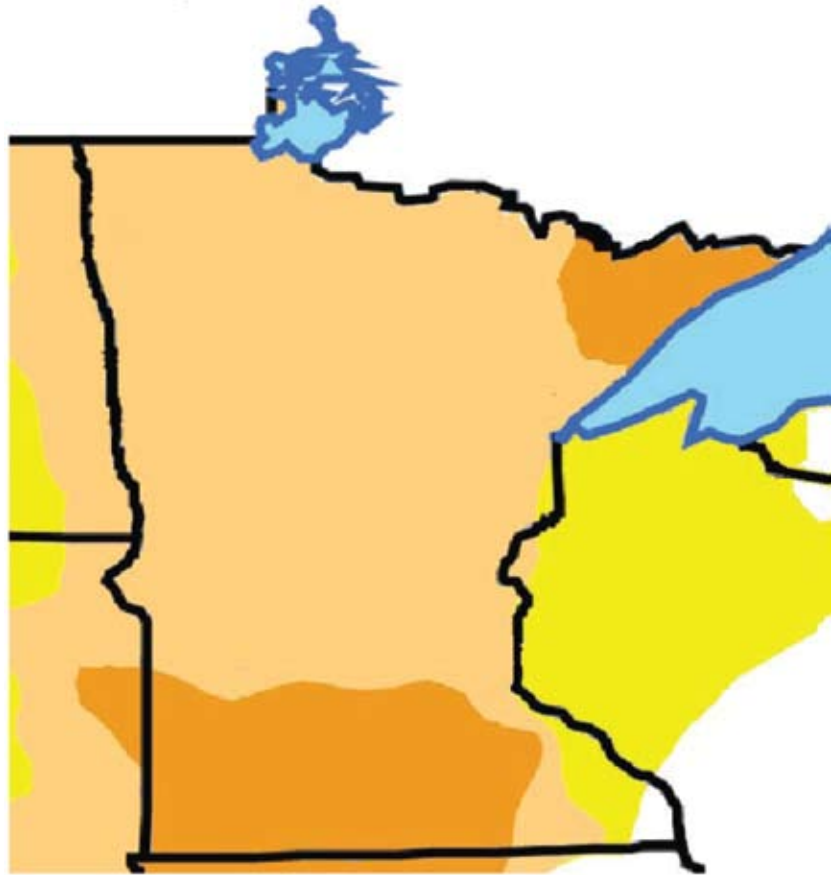
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# Minnesota Sees Drought Conditions

## Minnesota Drought Monitor

As of February 7, 2012



- Abnormally Dry
- Drought - Moderate
- Drought - Severe

Source: USDA, National Drought Mitigation Center

**W**arm winter temperatures, combined with lower than normal snowfall are combining to create drought conditions throughout Minnesota.

As a result, Minnesota DNR and U.S. Forest Service officials are expecting an active spring wildfire season.

The National Drought Mitigation Center's Drought Monitor shows Minnesota's Arrowhead region experiencing "severe" drought conditions, as is much of the southern part of the state. The rest of Minnesota is reporting

"moderate" drought conditions. In addition, most of the state has minimal snow depth.

The July windstorms in the east central portion of the state that resulted in blowdown over roughly 185,000 acres is exacerbating the drought conditions.

Snow depths around the state have been minimal. By mid-February, the southern two-thirds of Minnesota had an inch of snow or less on the ground. The deepest snow depths in the state were in the Superior National Forest at an average depth of one foot.

I was saddened to learn that former TPA President Tom Evensen has passed away. I recall as though it was yesterday sitting down with Tom and then MFI President Howard Hedstrom to finalize my coming to work for our organizations.

Tom was extremely dedicated to improving the lives and businesses of TPA members. He not only served as president but was a long time member of the board of directors and chaired the then Mechanization, now Expo, Committee.

As president, Tom made it very clear that our top priority was to reform workers' compensation for loggers. He led our organization's

## Executive Vice President's Column



development and passage into law of the Targeted Industry Fund program along with then Past President Tom McCabe Sr. Tom made countless trips to the Capital to meet with legislators and testify before

committees. On these trips he always left Effie very early in the morning, after feeding his cattle, and then returned the same night to take care of the cattle again. Sometimes there were more than one of these trips in a given week.

During this process Tom was very direct that we needed to include a strong safety component to the program. That, as much as anything, is why we have the mandatory safety training program as part of the Targeted Industry Fund. Tom knew that an injury prevented was a life that would be bettered.

I am privileged to have known Tom, to have worked with and learned from him and to have been his friend. I am a better person for knowing him.

And, when you think about safety or cash your next work comp rebate check, please think of Tom too.



Lots of concerns were expressed this fall over the size and state of

the deer herd and hunter success. Speculation on the reasons for this have encompassed a number of potential factors. One issue that should be placed on the radar screen is habitat. We all know that deer, along with grouse, like young forest habitat. TPA members create this habitat every day through timber harvest. We all know this.

With the recession and industry downturn, harvest in Minnesota has decreased to an annual rate of about 2.7 million cords. This is lower than we have seen in decades.

I think it's time for some analysis of the impact of reduced harvest and the resulting young forest habitats on wildlife. It would also be good to take a look at how even-aged management prescriptions are being utilized and how they and other prescriptions might be impacting habitat.



It's always easy to criticize public forestry agencies for moving too slowly. As I write this column, logs from last fall's Pagami Creek fire are being turned into lumber at Hedstrom Lumber in Grand Marais. This devastating fire hit the BWCAW and some adjacent areas and was still hot late in the fall. Soon lumber from trees salvaged outside the wilderness will be heading to market. Kudos and our thanks to the staff on the Superior National Forest for moving quickly on this issue. It shows that an agency can respond and move quickly. We appreciate the efforts and accomplishments of all of those involved.



So far this is the winter that hasn't been. I know everyone has

been struggling to get contracts filled and it would be much worse if not for the few cold nights that we've had. But, I'm constantly amazed at the skill and tenacity of our members in all conditions. As you push to fill contracts in whatever may be left of the winter please keep safety in mind. Our TPA/LUA workers' compensation program continues to be strong and beneficial to participating members. The only way it stays that way is attention to safety and prevention of accidents and injuries. Remember that by keeping safety in our minds and the minds of all employees we prevent injuries and keep rates affordable.



DNR Commissioner Tom Landwehr has announced that Forrest Boe is the new director of the Division of Forestry. Forrest has spent most of his career in the former Division of Trails and Waterways with postings in Bemidji and Brainerd and most recently served as deputy director of the Division of Parks and Trails. Some of you may recall that Forrest's father spent his career as a forester with the Division of Forestry.

We look forward to working with Forrest in his new role and congratulate him on his appointment.

And, the humor in Forrest being the head of Forestry has already been noted at the Capital. We'll try to go light on those puns here.

A handwritten signature in black ink, appearing to read "Wayne E. Brant".



Elmer Dobbs

# Casting a Long Shadow

**Elmer Dobbs still spends nearly every day in the woods, now in his 65th year with Dobbs Logging**

by Ray Higgins

It's 2 p.m. just off the Promersberger Road, south of Littlefork. Elmer Dobbs has been at this harvest site in the Koochiching State Forest since just after 7 a.m., so he's put in nearly a full day of building forest roads already.

At age 82, most folks Dobbs' age would have retired a long

time ago; some would have headed south, too. In fact, Elmer has already made one southward move in his life: back in 1952 when he moved from his hometown of Indus along the Canadian border to Littlefork. He doesn't plan on going any farther.

"Some people go to Florida," Dobbs says, "but I'm doing what I want to do and what I like to do." What he likes to do is cut timber.

Now in his 65th year as a logger he spends most of his time running a dozer building roads, although yesterday he hopped into a skidder, helping out where needed. Few in the industry have worked as long, particularly on a daily basis like Dobbs. During that time, he's seen huge changes in the industry. What has remained the same is his love of the woods and his passion for work.



After 47 days on a sale east of Littlefork, Kenneth Obermaier of Dobbs Logging begins work on a 1,000-cord job south of town in a Tigercat 822 feller buncher.

Dobbs got his start in the business back in Indus. His grandfather cut wood for the sawmill he operated, and Elmer's father got into the business, too. Elmer was helping out in the woods by age 12 and when he graduated from Indus High School in 1947, he went to work on his own, using a horse and a bow saw. Dobbs Logging was born.

"I had been helping my grandfather and I was his oldest grandson," Dobbs remembers.

"When I graduated I didn't have a job, so he gave me forty acres that had timber on it. That's how I got started on my own."

But he still needed a place to take the harvested wood.

"I heard the M & O Mill in International Falls was putting out some contracts so I went up to try to get one," Dobbs says. "I walked into that office and they'd told me to see Harold Carey. There was a guy sitting there and he says, 'what in the world can Harold Carey do for you that I can't?' It was Harold Carey's boss, Fred



20-year-old Ethan Dobbs represents the 5th generation of the Dobbs family in the logging business.

Hilden.”

Dobbs got the contract, though he doesn't recall whether it was for 50 or a hundred cords.

“I cut that and then went back and got another one and cut that,” Dobbs says. “That's the way it was. Nobody knew me at that time. By 1953 I was cutting on company permits, so they gradually got to know me.”

They got to know him because the job got done and it got done well. Dobbs worked hard to build credibility in industry circles.

“You have to build up your reputation in any business,” he says, “no matter what it is.”

From those humble beginnings with a horse and bow saw, the business changed with the times. The M & O Mill eventually became Boise, and Dobbs kept delivering wood. As mechanization came, Dobbs Logging modernized. And when his twin boys Glenn and Gordy were old enough, they joined the business, too.

“We were probably 12 to 14 years old when we started coming out here,” Gordy says, “running power saws, cutting 100-inch up on the landings and running cable skidders. We worked after school, during school vacations and in the summer.”

When the boys graduated from Littlefork High School in 1981, they went right to work with their dad full time. Today, Gordy and Glenn, now 48, are full partners in



Glenn and Gordy Dobbs

Dobbs Logging. While Elmer is clearing roads at the job site south of Littlefork, the twins are finishing logging operations on land owned by Forest Capital Partners between Littlefork and Ray. It's a large tract with several species, mostly aspen, but also ash, birch, maple, spruce, and balsam.

“This has been an ideal sale this year because it's mostly high ground,” Gordy says. “It hasn't been a great year for the spruce

swamps so far, so this sale has been a good place to be.”

The Dobbses have one feller buncher, which spent 47 days harvesting the 8000 cords here. Now, three slashers, four loaders (one tree length), two delimiters, and two skidders are finishing the job. The aspen, spruce, birch, and maple will be hauled to Boise, the ash pulpwood and balsam will be taken to NewPage, and the Kellifer Forest Products mill will get the ash





Glenn Dobbs delimits birch pulpwood, using a Propac on a Komatsu carrier. In addition, Dan Carriveau operates another Komatsu with a Propac on the same job.



Kevin Leerssen (foreground) slashes and then loads 100-inch aspen on the landing with a 295 Barko loader and a HanFab slasher, while Joel Morrison (background) operates a 170 Serco loader, also with a HanFab slasher. Morrison and Leerssen also drive truck, as do Doug Siltman and Stephanie Stotler.

bolts. In all, nine trucks are steadily hauling wood from the site, six owned by Dobbs and three contract haulers from James Kennedy Trucking.

In addition to Boise, NewPage, and Kelliher Forest Products, Dobbs Logging also delivers to Blandin, Verso, and Potlatch. Over the years, the company has delivered to nearly every major mill in Minnesota at one time or another.

They couldn't do it without the crew, 13 in all, including Gordy's wife, Lori, who handles the books (Elmer's wife of more than 50 years, Donna, did the bookkeeping before passing away in 2006). Most crew members have long tenures with the Dobbses: slasher operator Kevin Leerssen has 32 years with the company, buncher operator Kenneth Obermaier and skidder driver Wayne Clement each started in their teens and have over 50 years of service.

But some employees are newer, too. Gordy's 20-year-old son Ethan drives truck, representing the 5th generation of the family to go into the logging business.

"There's huge value in having such an experienced crew," Gordy says. "They know what needs to be done and we can trust them to do it right."

"We can let a guy like Ken go out here all day long," Elmer says. "Nobody's talked to him and he's working and knows what to do. He just gets it done. They're all like that."

Elmer's reliability can't be replaced, either. Even at his age, he rarely misses a day of work, and because he's in charge of building roads, is usually the first one to enter a sale.

"I can't say he misses any work," Gordy says. "Honestly. You wouldn't believe it. To have stayed this active in it for 65 years, because he's literally out here seven days a week. It's amazing. And it's because he loves being out here."

"I'm not in perfect shape," Elmer says, "but my health can't be too bad if I'm out here every day. Just walking around here I get some exercise. When I clean the Cat off I get some exercise. Maybe that's what keeps me healthy."

That longevity means Elmer



Wayne Clement drags aspen pulpwood to be delimbed using a John Deere 648H skidder. Clement has been with Dobbs Logging for more than 50 years.

finds himself working in a stand he's already harvested once, that now years later is again ready to be harvested.

"I've cut at least three different places a second time," Elmer says. "It doesn't happen very often. For example, I've been in this country before, down this road, but not in

this exact spot before. But it does happen."

Over the years, he's seen big changes in the industry, from horse logging to mechanization. And the distances wood is hauled is also a big change.

"These days we're hauling wood for 200-300 miles," Elmer says. "We

hailed wood to Verso in Sartell this summer. Sixty-five years ago nobody would have thought of such a thing. It would have all gone on the rail car shipped by rail if you were going to go that far."

These days, Gordy and Glenn handle most of the day-to-day operations, with Glenn directing



Dan Blumer drives a John Deere 748G3 skidder.

the woods crew while running a delimeter, and Gordy in charge of the trucking, as well as the contact with the mills and agencies. But they lean heavily on Elmer's experience and wisdom when needed.

"We do it along with Dad," Gordy says. "He says all the time it's not up to him anymore, but we still rely on his guidance. I mean, he's out here every day. If we have questions or something we're not sure of, we utilize that knowledge. That can't be replaced."

The lessons have been many, and Glenn and Gordy have learned those lessons from their father well, in business, and in life.

"Glenn and I have been working with him for more than 30 years now," Gordy says. "It's his commitment to hard work and the industry, and his love for cutting wood, that built this company and has kept it going. That and watching the bottom line. He and mom were always prudent in their spending and that has helped us be successful. I guess you can call us conservative in a business sense, cautious and very mindful of expenses vs. revenue."

For Elmer it goes beyond that.

His advice to any business person, particularly one just starting out, is to do what he did: find something enjoyable and do it well.

"If you don't enjoy it you might not work too hard at it," he says. "But if you enjoy a job you're going to work hard at it. And if they work hard at it they'll most likely be successful."

# TPA Meets with MnDOT Regarding Corrosive Materials



**T**PA's Transportation Committee met with Duane Hill, MnDOT's assistant district engineer for maintenance operations in northeastern Minnesota to learn about the department's process for deploying de-icing materials on the area's roads and share members' concerns for the corrosive properties of those materials.

Several TPA members report corrosion on the underside of their trucks due to these substances, particularly in anti-lock brake systems, resulting in hundreds, if not thousands, of dollars in repairs each year.

Hill told the committee three basic substances are used to de-ice Minnesota's roads in the wintertime: dry rock salt, salt brine, and magnesium chloride, which does contain a corrosion inhibitor. He said the public demands that the roads be as clear as possible, for a variety of reasons, including safety.

Transportation committee chair Jerry Demenge agrees that safety is a major concern, but pointed out that accidents will happen as truck parts corrode and fall off.

Hill told committee members he understands their concerns. He sees similar corrosion in MnDOT's fleet of vehicles, including the salt trucks and plows used to clear the roads.

"It's pretty frustrating when you see that corrosion on a two- or three-year-old truck," Hill said.

Hill told the committee he has been searching for solutions to the problem, but that non-corrosive solutions, such as potassium acetate, would be cost prohibitive, increasing the cost of materials roughly ninefold.

In addition, using more sand would lower the level of service in the eyes of the public, Hill said, because the result would be icier roads.

The good news this winter has been that with little snow, MnDOT is saving money on the fuel and overtime it takes to clear the region's highways. Hill said this winter the district had spent roughly \$1.7 million on snow and ice through early Dec. 31 as compared to \$7 million for the entire October to April season a year ago.

Hill said the department has a vested interest in seeking cost-

effective road de-icing materials due to its own fleet of vehicles and will continue to keep lines of communication open with TPA on this and other issues.

"I agree that long term MnDOT continues to need to have awareness of the unintended consequences related to the chemicals that we use," Hill said. "The impacts to motor vehicles, infrastructure and environment all have a cost that needs to be balanced with the desire to provide a high level of service and safety for the citizens of Minnesota.

MnDOT has been and will continue to look for alternative chemicals that address all of these concerns."

## Mark Your Calendar

**T**here are some of the events in the coming months you'll want to make sure are on your calendar:

Sept. 6-8

Great Lakes Timber Professionals Association  
2012 Lake States Logging Congress & Equipment Expo  
EAA Grounds, Oshkosh, Wis.  
Visit: [www.timberpa.com](http://www.timberpa.com) or call: 715-282-5828

Sept. 14 & 15

59th North Star Expo at Itasca County Fairgrounds in Grand Rapids, Minn. Parking \$3, admission is free. For more information, call the TPA office at 218-722-5013.

# Land Transaction will Protect Working Forest

*Forest Capital Partners, DNR, The Nature Conservancy expand forest conservation partnership*

**F**orest Capital Partners, The Nature Conservancy and the Minnesota DNR have created a new conservation easement in southeastern Koochiching County. The 6,966-acre easement is in addition to a 51,163-acre transaction completed in 2007 and a 76,249-acre transaction completed in 2010 with the same partners.

The new agreement, covering hardwood and boreal forests and wetlands along the Big Fork and Little Fork rivers, ensures that

sustainable forest management, high quality wildlife habitat and public access to outdoor

## Timber Talk

recreation opportunities will continue in perpetuity. A conservation easement ensures that the land will continue to be managed for timber production, but will also be open to the public for a variety of activities such as hunting, fishing and hiking.

"Our partnership with the state of Minnesota provides a framework for helping meet community needs for jobs and revenues, while protecting public access for hunting, fishing and other recreational activities," said Craig Halla, region manager for Forest Capital Partners in International Falls. "It is a win-win for the environment and for our economy here in northern Minnesota."

Funding for the new \$1.4 million working forest conservation easement was provided by The Nature Conservancy, with the support of the Blandin Foundation. The transaction was also made possible with \$2,500 of Legacy Amendment money provided through the Outdoor Heritage Fund. The transaction continues the DNR's "Forests for the Future" program, launched in 2008.

New guidelines to manage some

193 million acres of national forest lands will focus on protecting watersheds and wildlife and will require a tougher scientific standard in balancing the

competing demands of industry and conservation groups, the administration of President Barack Obama announced Thursday.

Read more: <http://www.>

stltoday.com/news/national/forest-planning-rules-look-to-balance-interests/article\_78836511-0f91-5b82-b51f-3b923a752fc6.html#ixzz1lp78BBg9

## New Federal Forest Planning Rule Announced

**T**he U.S. Department of Agriculture proposed a new Forest Planning Rule in January that would guide management of federal forests.

The planning rule provides the framework for Forest Service land management plans for the 155 forests, 20 grasslands and one prairie in the National Forest System. A final rule, when selected, would update planning procedures that have been in place since 1982, creating a modern planning process that reflects the latest science and knowledge of how to create and implement effective land management plans.

“The most collaborative rulemaking effort in agency history has resulted in a strong

framework to restore and manage our forests and watersheds and help deliver countless benefits to the American people,” said U.S. Agriculture Secretary Tom Vilsack. “Our preferred alternative will safeguard our natural resources and provide a roadmap for getting work done on the ground that will restore our forests while providing job opportunities for local communities.”

The preferred alternative emphasizes collaboration and strengthens the role of public involvement and dialogue throughout the planning process. It also would require the use of the best available scientific information to inform decisions.

Highlights of the preferred alternative include:

- Plans must include components that seek to restore and maintain forests and grasslands.
- Plans would include requirements to maintain or restore watersheds, water resources, water quality – including clean drinking water – and the ecological integrity of riparian areas.
- Plans would be required to provide habitat for plant and

animal diversity and species conservation. These requirements are intended to keep common native species common, contribute to the recovery of threatened and endangered species, conserve proposed and candidate species, and protect species of conservation concern.

- Plans would provide for multiple uses, including outdoor recreation, range, timber, watershed, wildlife and fish.
- Plans would be required to provide opportunities for sustainable recreation, and to take into account opportunities to connect people with nature.
- Opportunities for public involvement and collaboration would be required throughout all stages of the planning process. The preferred alternative would provide opportunities for tribal consultation and coordination with state and local governments and other federal agencies, and includes requirements for outreach to traditionally underrepresented communities.
- Plans require the use of the best available scientific information to inform the planning process and

documentation of how science was used in the plan.

- The planning framework provides a more efficient and adaptive process for land management planning, allowing the Forest Service to respond to changing conditions.

"This approach requires plans to conserve and restore watersheds and habitats while strengthening community collaboration during the development and implementation of individual plans," said U.S. Forest Service Chief Tom Tidwell. "Under our preferred alternative, plan revisions would take less time, cost less money, and provide stronger protections for our lands and water. Finalizing a new rule will move us forward in managing our forests and grasslands, and will create or sustain jobs and income for local communities around the country." Some conservation groups were critical of the proposed rule, saying it would decrease longstanding protections for wildlife on national forests.

"Today's rule is a step up from the Bush administration's rule,

but its protections are still a far cry from Reagan-era regulations that the Forest Service has been trying to weaken for 12 years," said Taylor McKinnon, public lands campaigns director at the Center for Biological Diversity.

"Our publicly owned national forests should be a safe haven for wildlife," said McKinnon. "In the face of unprecedented global climate change and other threats to species, the Forest Service should be trying to strengthen, not weaken, protections for wildlife on our public lands."

### U.S. Department of Transportation Takes Action to Ensure Truck Driver Rest Time and Improve Safety Behind the Wheel

**W**ASHINGTON – U.S. Department of Transportation Secretary Ray LaHood announced its final rule regarding hours-of-service (HOS) safety requirements

for commercial truck drivers.

"Trucking is a difficult job, and a big rig can be deadly when a driver is tired and overworked," said Secretary LaHood. "This final rule will help prevent fatigue-related truck crashes and save lives. Truck drivers deserve a work environment that allows them to perform their jobs safely."

The final rule reduces by 12 hours the maximum number of hours a truck driver can work within a week. Under the old rule, truck drivers could work on average up to 82 hours within a seven-day period. The new HOS final rule limits a driver's work week to 70 hours.

In addition, truck drivers cannot drive after working eight hours without first taking a break of at least 30 minutes. Drivers can take the 30-minute break whenever they need rest during the eight-hour window.

The final rule retains the current 11-hour daily driving limit. FMCSA will continue to conduct data analysis and research to further examine any risks associated with the 11 hours of driving time.

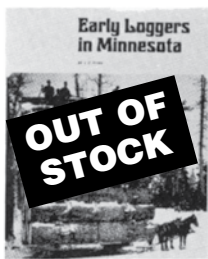
The rule requires truck drivers who maximize their weekly work hours to take at least two nights' rest when their 24-hour body clock demands sleep the most – from 1:00 a.m. to 5:00 a.m. This rest requirement is part of the rule's "34-hour restart" provision that allows drivers to restart the clock on their work week by taking at least 34 consecutive hours off-duty. The final rule allows drivers to use the restart provision only once during a seven-day period.

Companies and drivers that commit egregious violations of the rule could face the maximum penalties for each offense. Trucking companies that allow drivers to exceed the 11-hour driving limit by three or more hours could be fined \$11,000 per offense, and the drivers themselves could face civil penalties of up to \$2,750 for each offense. Commercial truck drivers and companies must comply with the HOS final rule by July 1, 2013. The rule is being sent to the Federal Register today and is currently available on FMCSA's Web site at <http://www.fmcsa.dot.gov/HOSFinalRule>.

## Early Loggers in Minnesota

by J. C. Ryan

VOL. I



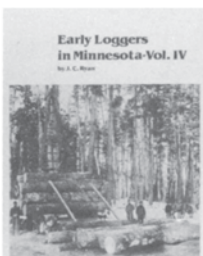
VOL. II



VOL. III



VOL. IV



First-hand recollections by storyteller "Buzz" Ryan of the loggers, loaders, swampers, wood butchers and bull cooks who ruled the woods in the heyday of the pioneer lumberjacks—with dozens of historical photographs.

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# DNR Names Forrest Boe Director of Forestry Division

**F**orrest Boe has been named director of the DNR's Forestry Division, succeeding Dave Epperly.



**Forrest Boe**

For the past 29 years, Boe has worked for the DNR in numerous leadership positions, most recently as the deputy director of the Parks and Trails Division. He spent 20 years of his career in northern Minnesota with the agency's former Trails and Waterways Division.

One of Boe's first jobs during and after college was operating his own

forestry business, which included tree planting and management. The business was inspired by his father, a DNR forester for 39 years.

"I've had an interest in forestry my entire life," Boe said. "I look forward to working with our extremely talented forestry staff."

Boe said one of his main goals will be to balance needs of the forestry industry with the environmental aspects of forestry.

As Forestry Division director, Boe will oversee a \$70 million annual budget and a staff of 350 employees. The division is responsible for protecting people, property and natural resources from wildfire on 45.5 million acres of land in Minnesota. The division manages 4.2 million acres of state forest land for wildlife, timber and recreation.

Boe began his DNR career in 1983 as a development specialist on the Root River Trail. In 1986, he became area supervisor for the Trails and Waterways Division in Brainerd. He became the division's regional manager working out of Bemidji in 2001 and division director in 2006. When that division was merged with the Parks Division, Boe was appointed deputy director of the new Parks and Trails Division.

Boe earned a Bachelor of Science degree in natural resource management from the University of Wisconsin-Stevens Point. He lives in Hastings, Minn.



# Logger of the Year Nominations Being Accepted

**T**he Minnesota Sustainable Forestry Initiative® Program Implementation Committee is now accepting nominations for the 2012 Logger of the Year Award.

The award is designed to recognize outstanding independent logging contractor performance, increase the visibility of competent professional independent logging contractors within the forestry community, encourage independent logging contractors to emulate the outstanding performance of award winners, and improve forester-logger-landowner relations by publicly recognizing outstanding logging performance as an essential element of every planned timber harvest.

Among the areas in which nominees loggers will be evaluated are safety, forest management, timber harvesting practices, and business management, as well as community involvement.

The winning logger will receive a \$500 cash award and “2012 Logger of the Year” plaque. In addition, this year’s honoree will be nominated for FRA’s Regional and National Logger of the Year awards. Minnesota’s 2011 winner, Mike Warren of M&R Chips in Grand Rapids, was also named Regional Logger of the Year. In addition, 2009 Minnesota winner Dave Berthiaume also won the regional award and was named National Outstanding Logger.

Previous Minnesota winners include:

- 2011- M&R Chips
- 2010- Lovdahl & Sons LLC
- 2009- Berthiaume Logging LLC
- 2008- Pittack Logging, Inc.
- 2007- McCabe Forest Products
- 2006- Rieger Logging, Inc.

Nomination forms can be obtained through the MN SFI Implementation Committee

office by calling 218-722-5013. Nominations are due March 12, 2012. The winner will be notified

in April and the award will be presented at the MLEP Logger Conferences.



# TPA Celebrating 75th Anniversary in 2012

**T**he Minnesota Timber Producers was founded in 1937, making 2012 the organization's 75th anniversary year. In commemoration, over the course of the year the *Timber Bulletin* will look back on TPA's history and that of Minnesota's timber industry, based on the 50th Anniversary edition of the *Bulletin*, written by Bill Beck and published in 1987.

The year was 1937 and Minnesota, like the rest of the country, was in the depths of the Great Depression that had started in 1929. As a result, labor unrest was gripping the country, and northern Minnesota's logging camps were not immune. Lumberjacks in these camps had never been considered prime targets by national labor unions searching for workers to unionize, mostly because these workers worked seasonally and for the most part were single men with no fixed address, migrating from camp to camp, some working less than one season in the same location.

Some of the camps paid a monthly wage while others employed piece cutters who were paid in the neighborhood of a dime a log. Earning a dollar a day was considered good.

Nationally, the economy had been taking its toll on U.S. factory workers for years. Steel workers were unionizing, "general strikes" hit major cities like San Francisco, including Minneapolis, in 1934, and auto workers at General Motors in Flint, Mich., were staging a sit-down strike in 1937.

Maybe that's what inspired roughly 2000 men near Gheen and north of Two Harbors during the first week of January 1937. They walked out of the woods and staged a sit-down strike of their own. Among their demands was a wage of \$4 per day (with no more than \$1 deducted for room and board), recognition of union representation, porcelain table settings, shower and bath facilities, single beds, and pay twice a month in U.S. currency.



**First TPA President Milton Manner, 1937-1939.**

Strike headquarters was set up in downtown Duluth where the Radisson Hotel now sits. Minnesota Governor Elmer Benson opened the Duluth Armory to the lumberjacks as an emergency shelter, and set

up soup kitchens for strikers in Duluth, Grand Rapids, Bemidji, and International Falls.

Strikers didn't just sit idly on the sidelines. In mid-January, two truckloads of railroad ties belonging to a Grand Marais mill were dumped on Duluth's London Road.

Individual mill operators began to negotiate with leaders of the strike. In addition, Governor Benson appointed a six-person committee to investigate strike conditions and potentially broker a deal. But the situation made it clear to mill operators they needed an organization to present a united front to the striking workers. Otherwise, the union could target and pressure individual companies. As a result, the Minnesota Timber Producers Association was born.

Initial incorporation papers filed on April 22, 1937, said the 32 member companies in the organization pledged to promote and assist forest conservation, develop a better understanding between the logging industry and



**Highways 45 and 61 leading into Cloquet were blocked during the lumberjack strike in November of 1937.**

the general public, negotiate with labor and its representatives, oppose legislation harmful to the industry, and disseminate information about business and market conditions to its members.

Ultimately, the strike was settled, with the companies agreeing to a \$10 increase in wages to \$40 per month, as well as limiting the work day to 8 hours and officially recognizing the union.

But the settlement didn't sit well with many striking lumberjacks. The problem was that when they initially went on strike, they weren't members of any single union. Several national organizations like the American Federation of Labor, the Carpenters and Joiners, and the Congress of Industrial Organizations attempted to organize the workers under their individual umbrellas. Eventually, the lumberjacks organized under the International Woodworkers of America, forming Timber Workers

Local 29.

In addition, the initial labor agreement signed in April 1937 was set to expire in only six months. Negotiations continued between the two sides, with workers still wanting \$4 for an 8-hour work day, or \$104 for a 26-day work month. TPA would agree to roughly half of that. By the time the agreement expired in October, lumberjacks again began to walk off the job.

Negotiations between the two sides were difficult, but a confluence of events in mid-November brought an agreement. On Friday Nov. 19, 1937, striking Lumberjacks gathered at the intersection of Highways 45 and 61 near Scanlon, picketing trucks headed for the mill in Cloquet. As a result, drivers in a convoy of about 30 pulpwood trucks parked their rigs, blocking the highways.

It happened to be not only the day before Minnesota's deer hunting season, but also the day before the

University of Minnesota's annual football game against Wisconsin in Minneapolis. Football fans from the Duluth area travelling south were stopped by the blockade, as were deer hunters from the Twin Cities area heading north for the start of the firearms season.

Among those hunters heading north to his cabin near Lutsen for hunting was Gov. Benson. On Saturday the 20th, he went to Duluth's Spalding Hotel where negotiations were taking place and helped broker a deal. At the end of 63 hours of continuous negotiations, a settlement was reached, including an increase of wages to \$75 per month, while union negotiators agreed they would get the rank and file in the woods to buy in and ratify the agreement.

The settlement didn't end all disagreements between labor and the companies, but negotiations with Timber Workers Local 29 would never be as contentious as in 1937.

## The Effects of the 1937 Strike

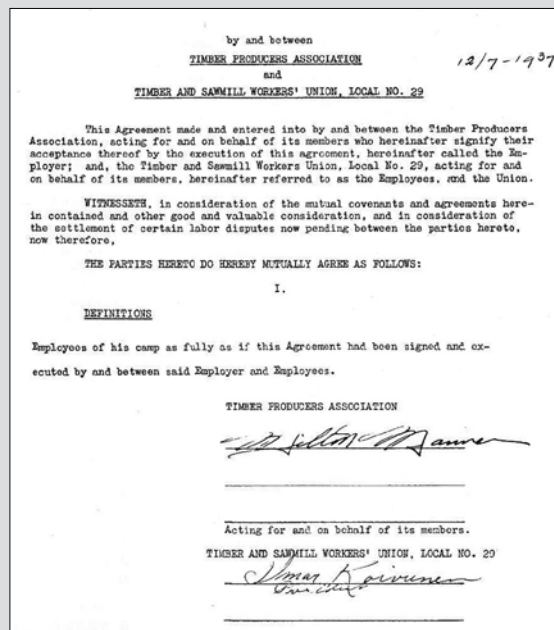
*The following regarding the aftermath of the strikes of 1937 was originally written by Fred Bessette, TPA's first executive secretary, and is re-published from TPA's 50th Anniversary issue of the Timber Bulletin.*

"The suspension of timber operations worked an injury on many people besides the operators themselves,"



wrote Fred Bessette, executive secretary of the Timber Producers Association after the strike was settled. "An estimated four thousand lumberjacks were driven from the camps and lost their wages, and a large percentage of these were thrown on relief or moved into transient camps where they were fed and housed at the expense of the taxpayer. A large number of farmers who had customarily found a ready market for their farm products in the lumber camps found themselves forced to look for a new market for vegetables and surplus supplies of hay and oats. Many of them who customarily found employment in the camps during the winter months lost this source of income. Many country storekeepers were affected by the loss of revenue caused by this shutdown. Gas and oil stations, clothing dealers, automobile and truck equipment dealers, as well as garage and repairmen, found their incomes curtailed. Train crews who were ordinarily needed for the transportation of forest products were not needed and were deprived of work. The city dweller was affected by the shortage of fuelwood production because fuelwood as a byproduct of the logging industry was cheaper than when produced as a straight fuelwood operation. In addition, buyers who had depended upon

Minnesota wood to meet their needs now began to look further afield for sources of supply. In the spring of 1937, buyers in the state began purchasing pulpwood from Manitoba to supply the papermills in the northern part of the state."



This is the signature page from the agreement between TPA and Local 29. Milton Manner, the association's first president, signed for TPA and Ilmar Koivunen signed for the union.

# On the Markets

The *Timber Bulletin* publishes information regarding results of a sampling of recent timber sales and other market indicators, as well as other market-related news items.

## Recent Timber Sales Average Prices, as reported by each agency

Agency      Regular    Intermediate

### Clearwater County

December 6 – Oral Auction

Aspen	\$25.96	NA
Birch	\$ 8.77	NA
Basswood	\$ 2.00	NA
Maple	\$ 8.72	NA
Red Oak	\$13.97	NA

### Beltrami County

December 6 and 8 –  
Oral Auction and Sealed Bids

Aspen		
Pulpwood	\$27.20	NA
Hardwood		
Pulpwood	\$12.02	NA
Birch/Maple	\$15.29	NA
Red & White		
Pine Pulp	\$30.44	NA

A total of 24 tracts were available, 13 on the sealed bid auction and 11 on the oral auction. Results reported by the county combined both auctions.

### DNR – Little Falls Area

December 8 – Oral Auction

Aspen Species		
(WC)	\$19.55	NA
Trembling Aspen		
(WC)	\$17.77	\$19.55

3 of 7 tracts on the Regular Auction were purchased, as were 6 of the 20 tracts on the intermediate auction.

### DNR – Aitkin Area

December 12 – Oral Auction

Pine Species		
(WMP)	\$22.95	\$48.61
Northern Hardwoods		
(WC)	NA	\$18.19
Aspen Species		
(WC)	NA	\$25.60

Of the 12 tracts offered on the two auctions, 7 were purchased.

### Aitkin County

December 12 – Oral Auction

Aspen P/B	\$18.00	NA
Maple P/B	\$ 8.00	NA
Mixed Hardwood		
P/B	\$ 8.92	NA
Tamarack P/B	\$ 6.00	NA

Ash P/B	\$15.63	NA
Mixed Hardwood		
Pulp	\$ 8.00	NA

### DNR – Blackduck, Deer River Areas

December 13 – Oral Auction

Aspen Species		
(WC)	\$18.70	\$32.64
Tamarack		
(WC)	\$ 5.10	\$ 4.92
Jack Pine		
(WMP)	\$40.18	NA

10 of the 16 tracts offered on the regular and intermediate auctions were purchased.

### Carlton County

December 14 – Oral Auction

Aspen	\$36.77	NA
Norway Pine		
Bolts	\$48.56	NA
Birch	\$16.99	NA

### Lake County

December 15 – Sealed Bids

Aspen P&B	\$24.57	NA
Birch P&B	\$18.27	NA
Maple P&B	\$14.70	NA

### DNR – Littlefork Area

December 15 – Oral Auction

Aspen Species		
(WC)	\$23.44	\$27.19
Tamarack		
(WC)	\$ 5.10	\$ 5.28
Black Spruce		
(WC)	NA	\$
Norway Pine		
(WMP)	NA	\$32.10
Mixed Spruce		
(WMP)	\$15.90	\$31.74

All 9 tracts offered on the intermediate auction were purchased. 2 of 8 tracts offered on the regular auction were purchased.

### DNR – Warroad Area

December 20 – Sealed Bid

Trembling Aspen		
(WC)	\$29.19	\$29.20
Aspen Species		
(WC)	\$16.45	\$23.85
Tamarack		
(WC)	\$ 2.00	\$2.47

11 of the 29 tracts offered on the regular and intermediate auctions were purchased.

### DNR – Two Harbors Area

January 4 – Oral Auction

Trembling Aspen		
(WC)	\$12.72	\$18.75
Mixed Spruce		
(WC)	\$ 9.83	\$14.45
Paper Birch	\$ 5.78	\$15.81

5 of the 17 tracts offered on the regular

and intermediate auctions were purchased.

### DNR Sandstone Area Salvage

January 10 – Oral Auction

Aspen Species		
(WMP)	\$ 5.17	NA
Aspen Species		
(WC)	\$ 4.75	NA
Jack Pine		
(WC)	\$ 3.65	NA
Maple Species		
(WMP)	\$ 2.65	NA

This was a salvage auction as a result of the July blowdowns. The sale was regular auction only. 7 of the 12 tracts offered were purchased.

### DNR – Warroad Area

January 18 – Oral Auction

Aspen Species		
(WC)	\$27.03	\$23.45
Trembling		
Aspen (WC)	\$30.34	\$ 7.45

13 of 29 tracts on the regular and intermediate auctions were purchased.

### Koochiching County

January 18 – Oral Auction

Aspen Pulp/		
Bolts	\$30.79	\$26.53
Balsam Pulp/		
Bolts	\$19.20	\$19.13
Spruce Pulp/		
Bolts	\$19.69	\$24.78

All 26 tracts offered were purchased.

### Cass County

January 26 – Oral Auction

Aspen	\$17.96	\$23.87
Birch	\$11.66	\$19.19
Red Oak	\$11.93	\$23.25

Products:

PB= Pulp and Bolts

WMP= Woodsrun mixed Products

WC= Woodsrun cordwood

ST=Sawtimber

WST=Woodsrun Sawtimber

PW=Pulpwood

# 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.

## WANTED

Barrel stave logs – White Oak and Burr Oak butt cuts 12-inch diameter and up – random lengths  
For more information call  
Robert Staggemeier at  
Staggemeyer Stave Co. Inc.  
Caledonia, MN 55921  
Office: 507-724-3395  
Cell: 608-792-7598

## FOR SALE

Firestone 35.5 X 32 16 ply, new tire mounted on a new JD rim, 14 bolt holes .....\$4,500  
C. O. Johnson Logging, Inc.  
218-835-6693 or 218-368-3482

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Please ENTER my subscription to the Minnesota Timber Bulletin (six issues per year). Payment is enclosed for:

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Please type or print clearly.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

COMPANY/ORGANIZATION \_\_\_\_\_

Please send my GIFT SUBSCRIPTION to the Minnesota Timber Bulletin (six issues per year) to be sent to the name below. Payment is enclosed for:

1 year \$20     2 years \$33     3 years \$45

Please type or print clearly.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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Make checks payable to:

TPA Services, Inc., 903 Medical Arts Bldg., 324 W. Superior St., Duluth, MN 55802

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## ADVERTISERS INDEX

AgStar .....	26
Cass Forest Products.....	6
Central Power Distributors.....	10
Corporate 4.....	21
Don Evans Insurance Agency, Inc. ....	17
Fryberger, Buchanan, Smith & Frederick, P.A.....	19
Great Lakes Trailers .....	13
Hedstrom Lumber Co.....	15
Industrial Fluid Technologies, LLC.....	7
Itasca Greenhouse .....	7
Lumbermen's Underwriting Alliance.....	20
Mid-States Equipment.....	9
Northern Engine & Supply.....	19
Northern Timberline Equipment.....	19
Nortrax.....	5, 27
Otis-Magie Insurance Agency .....	13
Petro Choice .....	16
Pomp's Tire .....	5
Rice Blacksmith Saw & Machine.....	25
Rihm Kenworth.....	15
Road Machinery & Supplies.....	28
Schaefer Enterprises.....	24
Stewart-Taylor Printing.....	15
Wausau Sales Corp.....	13