

THE DOUBLE CIRCULAR SAW MILL.

LISCOMB MILLS, February 28, 1903.

Editor CANADA LUMBERMAN:

Dear Sir:—In your February issue I note in your column on "Views and Interviews" an article discussing the double circular saw mills and raising a few points that I am glad have been brought up in print and I trust that you can spare space in your valuable publication for a reply from me and an explanation as to why the Killam double circular mill does not possess the weak points discussed in the article under mention. Let me quote from your article: "I think Mr. Killam's circular mill would be likely to increase the quantity of waste and produce more thick and thin lumber than in the ordinary single cutting saws. I know that some trouble in this direction has been experienced by the double cutting band, and while it may be possible to turn out the lumber equally as good as by the single saw, this I believe can only be done by giving extra care and attention to the saws and having men to operate them who are expert sawyers of the first order."

I think the above quotation covers all the important points raised in the article, and in answering I shall start as the Yankee does and ask a question myself. Why will the double circular mills make more thick and thin lumber and more waste than the single circular mills? There are no reasons why they would, and many reasons why they will not do the things spoken of, and actual tests in the manufacture of lumber using the double circular have shown that they do not possess the faults we are discussing.

I am well aware that double cutting band saws do make a lot of trouble and any saw cutting both ways of the grain of the log (one cut from butt to top and the next cut from top to butt) will make thick and thin lumber for this reason: sawing from top to butt, cutting against the growth-grain of the log, will always incline the saw from the log, while the other cut from butt to top will have the opposite effect. I might make the point now that no saw fitter, no matter how expert, can so fit saw teeth as to overcome this law of grain of wood, and so it follows that any saw cutting both ways of the grain of log will make a lot of thick and thin lumber.

It is assumed by the writer that no manufacture of lumber will employ a sawyer who cannot make good lumber with a circular saw, and as there are no mechanical difficulties to overcome in operating two saws cutting on one side of a log at the same time there is no reason why the sawyer competent to operate an ordinary circular mill cannot as easily operate the double circular mill. As an illustration of this I will state that the sawyer who made the first tests with the double circular was a young man who had sawed with a single circular but a few months and he had no trouble in sawing a big average and handling the double circular without a hitch, making extra good lumber. The sawyer has the same view of the log as in sawing with a single circular and the same opportunity to use his judgment as to how to cut same.

I might observe here that in the final cuts on the last half of the log the double circular taking two deals and leaving the slab finds the log more rigid and will cut more even lumber than the single circular mill when cutting the last deal and leaving the slab, as in the latter case the remains of the log is in a very springy condition.

The writer uses a first saw of from 50 to 60 inches and a second saw of from 60 to 72 inches. In extra heavy cuts both saws are set in line; the smaller saw cuts through the greater part of the log and the larger saw finishes the cut. This arrangement permits full feed being carried in cutting large logs and insures the cut being complete. Attention can here be called to the fact that no time is lost in cutting through unfinished cuts with an axe and the lumber is better and cleaner cut with no loss of time or lumber.

Keeping the above facts in mind, let me call your attention to the reasons why the double cutting circular mill will cut less thick and thin lumber, and make less waste than a single circular mill.

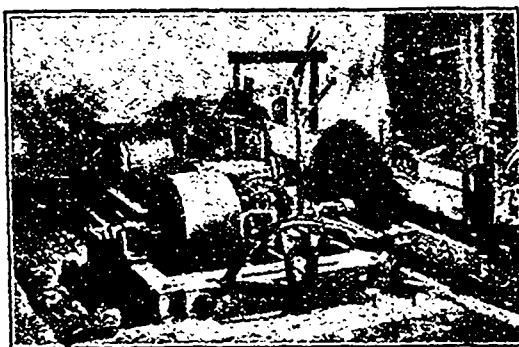
The distance between the original and the additional saws is a fixed distance (no matter if you are sawing boards, plank, battens or deals), the additional saw being set and firmly held at the required distance from the original saw, and as the saws are cutting on both

sides of the piece of lumber under cut at the same time, it follows that saws being properly fitted, a perfect cut of the piece of lumber sawn between the two saws occurs. The second piece is produced outside the additional saw, which is assisted in resisting any spring pressure or other deflecting influence by the original saw and the piece of lumber being sawn between the two saws, thus producing an evenly sawn piece on the outside saw.

The whole operation of this double circular mill is such that advantage is taken in cutting the log of all of its rigidity, and as all cuts are made one way of the grain of the log and the tendency of the log to spring overcome to a much greater extent than with single circulars, hence it follows that lumber is sawn more evenly and more smoothly than by any other method.

The subject of making more waste will need but a brief reference. Emphatically the double circular does not make as much waste as the single circular, and more than that it does away with the necessity for a re-saw and saves the expense of men to operate the same.

In closing let me say that the Killam double circular mills will cut 75 per cent. more lumber than a single circular mill, cut the same more evenly for the above given reasons, make less waste and save the expense



THE KILLAM DOUBLE CUTTING CIRCULAR.

of a re-saw, require no more skilled men to handle than any well equipped circular mill, can be installed at a small cost and operated at small expense compared with any other double cutting mill, and requires a floor space of only six feet square.

Respectfully yours,

M. L. KILLAM.

RAILWAY CAR SERVICE.

ORILLIA, March 20th, 1903.

Editor CANADA LUMBERMAN:

DEAR SIRS,—You are no doubt aware that at the present time there is a great amount of dissatisfaction among shippers generally, and among lumbermen particularly, with the way the Car Service Association is making its charges.

We all recognize the justice there is on the part of the railway companies in making some charge for undue detention of cars under load or waiting load, but they should not make charges and try to enforce payment of that charge in the arbitrary manner which they usually adopt.

There are several things which should be very carefully considered by the railway people before they try to collect car rentals, one of the principal ones being storms, both rain and snow, and in dealing with allowances to be made on that score the agent should be given quite a lot of discretionary power, or, in the absence of that the claim should be passed upon by the manager of the Car Service Association before payment is made, and thus overcome the necessity of asking the return of money which should not have been paid, and which the Association as a rule is slow to give up. If the agent were given the necessary power it appears that better results would be effected, for the reason that storms may be quite severe in a certain locality and yet be quite local.

There is yet another cause why there should be more reason used in levying demurrage charges, and which is almost entirely overlooked, and that cause arises out of the shortage of the car supply. A receiver of lumber, we will assume, has handling capacity for say five cars per day, naturally he places his order so that about that many cars would reach him in every twenty-four

hours, but owing to scarcity of cars he receives only (on an average, say two cars per day, for perhaps three, four or more weeks. This would result in quite a few of that man's orders being held at the mill or mills unfilled. All at once cars become plentiful, all shippers are supplied and all ship at the same time. The inevitable result is that instead of that receiver of lumber getting five cars per day, he is apt to get many more than he can handle through no fault of his whatever, but because of the fact that he had his orders placed and was in all probability being urged by the shipper to take delivery of the goods, the reason for which being that on account of the scarcity of cars the shipper was short of bottoms in his yard and was accordingly forced to make shipment in order to make room for new lumber. Now, I have said that the Railway people, or the Car Service Association, overlook these conditions. Well, not only do they overlook them but they often refuse to consider them even when they are pointed out and proof furnished as to their existence.

By the columns of the American Lumberman of 6th of December, I see that a contract has been entered into by and between the manager of the Michigan Car Service Association and the customers of the roads in that state by which they get two days or forty-eight hours in which to load and unload all commodities excepting coal, coke, lumber, logs at Grand Rapids, tanbark, bones, glue stock, and hide trimmings, all of which will be allowed three days or seventy-two hours, and cargo and lightered lumber is to receive six days, and the average time is to rule, which is to say, that should two cars arrive on the same day and be placed for unloading or loading by noon of that day and one car is loaded or unloaded, as the case might be, before the expiration of that day, the other car might remain untouched for five days without creating any cause for car rental, as the two days' credit due on the first car would take care of the two days overtime on the second car. We do not suppose that the railway people make money out of their cars when they are standing under load, and we know that they cannot use these same cars to supply other customers, and we believe that they would much prefer the use of the car to the \$1.00 per day which is collected as car rental, for which reasons they should receive very careful consideration, but the railway people should at the same time see the matter from the position of the owner of the goods, who may have several cars under load worth anywhere from \$200 to \$500 per car and yet through some cause beyond his control be unable to release them. This same lumber may have been ordered weeks before to take care of certain orders. The Railway Company were short of cars, goods did not arrive, orders were cancelled which might have caused him serious loss and all through no fault of his, and it may trouble him greatly to take care of the lumber, but on top of all this if he happens to be a few days behind on one or two cars, the Association steps in and levies a charge for car rental, and thus increases a trouble which is many times of their own making.

Summing up the whole situation and giving both sides due consideration, I am sure that I voice the feeling of many, if not quite all the shippers in this district, when I say that, if an agreement could be reached between the Car Service Association and the shippers of Ontario on the same general lines which form the agreement between the manager of the Michigan Car Service Association and the patrons of the different roads in that State, it would accomplish a great amount of good and go a long way towards creating a better feeling between the Railway people and many of their customers. I would like very much to have the views of other readers who may be interested in this question. Thanking you for your space, I remain,

Yours truly,

J. H. LAVALLEE.

GOOD OPENING FOR A SAW MILL.

NEW LISKEARD, TEMISCAMING DISTRICT,

NEW ONTARIO, February 11th, 1903.

Editor CANADA LUMBERMAN:

DEAR SIR,—If you know of anyone desiring to change their place of saw mill business, we have a good location here for a man having some capital to start on and a good knowledge of the business. A portable mill of thirty or thirty-five horse power with planer and shingle machine would be most suitable.

The site is six and a half miles from New Liskeard, on the corner of two main government graded roads, and it is now expected that the new railway is likely to come close to it. There is plenty of timber close by, including spruce, pine, cedar, tamarac, whitewood, etc. We have a school there and the government is going to open up a post office on 1st April and a store is to be started. There is a good demand for lumber, beside a large amount of custom work. It is really a good opening for a good man.

Yours respectfully,
E. SACKRIDER.