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THE RAINY RIVER LUMBER COMPANY.

The Rainy River Lumber Company, Limited, composed of American capitalists, have recently completed what is doubtless one of the most modern saw and planing mill plants in America. The location is at Rainy River, Ont., a divisional point on the Canadian Northern Railway, 155 miles east of Winnipeg. The construction of the mill was commenced in October, 1903, and finished May 1st last, operations being commenced ten days later.

The main saw mill building, shown on following page, is 220 x 62 feet; the lath and shingle mill 120 x 32 feet; the filing room 46 x 32 feet. The main equipment of the saw mill consists of two large double cutting band mills, one 52-inch gang and two mammoth edgers, each fed by two men.

The saw mill power house is 76 x 54 feet,

saw; 54 inch band resaw; one cut-off saw; one timber planer, capable of handling timber 24 inches square.

The power house for the planing mill is 54 x 46 feet, and is equipped with a 20 x 42 Corliss engine and a battery of two boilers 72 inches by 18 feet, with automatic feeds. The smoke stack is 172 feet high, and the burner 22 feet by 120 feet.

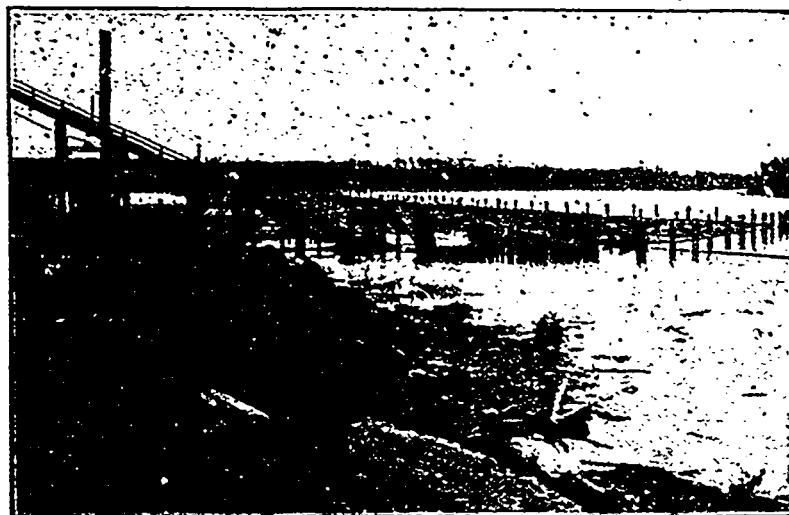
The capacity of the saw mill is 500,000 feet in twenty-four hours, and of the planing mill and shipping department 400,000 feet.

The company have a very complete lighting system, the saw mill being lighted by a 50 k.w. direct connected generator driven by a 12 x 12 Ideal engine, and the planing mill by a 30 k.w. belted generator and a 10 x 12 Ideal engine.

Shipping facilities are provided by two spare tracks leading from the main line of the Cana-

FROM TREE TO CAR.

From the tree to the car loaded with lumber is not a very far cry generally, if measured in miles and compared with the distance the car of lumber travels in getting to the consumer, but there is plenty of room between the tree and the car, says the St. Louis Lumberman, to make or mar the success of the mill man, especially when lumber prices get close enough to make the margin of profit small. When that time comes it is a question of who can cover the distance from tree to car at the smallest cost per thousand feet. Did you ever go over the ground carefully, step by step, as it is covered by mill men in every-day practice, and try to figure out where and how a saving in cost could be effected? If you have you have probably noticed that the average mill man puts most of his saving grace, so far as



VIEWS OF THE RAINY RIVER LUMBER COMPANY'S MILL AND DOCK, RAINY RIVER, ONT.

equipped with one 32 x 48 Corliss engine and a battery of six boilers 72 inches by 18 feet, complete with Dutch ovens and automatic feeders. The smoke stack is 90 inches in diameter and 172 feet high; the refuse burner 32 feet in diameter and 120 feet high. At the rear of the mill there is a timber dock 100 feet long.

The sorting shed is 320 feet long, with accommodation for 162 lumber cars along its sides, and 500 cars are used in the transportation of lumber from the sorting shed to the yard and from the yard to the planing mill. The yard is equipped with a complete trackage system, covering 17.4 track miles. There are two tracks in each piling alley, and one track in the rear of each alley for the purpose of hauling dry lumber to the planing mill.

The planing mill is 140 x 72 feet and is equipped with the following machines: 32 inch double sizer; 30 inch double sizer and surfacer; 5 matchers; 2 moulding machines; one circular rip saw; one circular siding re-

dian Northern Railway, one to the timber loading dock and the other to the dry-shed, loading platform and planing mill. A new drying shed 62 x 270 feet is now nearing completion.

The piling ground is of sufficient area to accommodate a vast quantity of lumber and is most conveniently laid out.

The company own a sufficient quantity of standing timber to keep their mill in operation for twenty years. The officers of the company are: President, Thomas H. Shevlin, Minneapolis; vice-president, W. F. Brooks, Minneapolis; secretary, E. L. Carpenter, Minneapolis; assistant secretary, George S. Eddy, Minneapolis; treasurer, George S. Parker, Rainy River, Ont.; managing director, James A. Mathieu, Rainy River, Ont.

The saw mill and veneer plant of the Lake Superior Company at Sault Ste. Marie, Ont., are again to resume operations. One thousand men are advertised for to get out saw logs and pulp wood.

reducing cost is concerned, on some particular step in the process.

One will make a specialty of good cross-cut saws and good men to use them, and follow it up so thoroughly and persistently that he will reduce the cost of converting a tree into logs to a point far below the average. Another man will give special attention to teams, and the team class of economical mill men is both large and important, some of the most successful mill men having worked out their success almost entirely from being thorough teamsters, pastmasters in the art of keeping up teams and getting the most work out of them. Others take to the railway and mechanical appliances for handling logs, and then there is another, and a large class at that, of mill men who devote by far the larger portion of their economical energy to the manufacturing end, letting nothing pass by that gives promise of reducing the cost of converting logs into lumber. Of course, there are those who combine all of these to an extent, men who look closely