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MAGNIFICENT NEW MILLS OF THE PACIFIC COAST LUMBER COMPANY.

The shareholders of the Pacific Coast Lumber Company include several well-known and successful Ontario lumbermen, Mr. W. J. Shepard, of Waubesa, being president, and Mr. J. G. Scott, of Vancouver, vice-president and general manager. Thus when it was announced, a little more than one year ago, that the company had decided to establish mills at Vancouver, it was taken for granted that an establishment of immense proportions and up-to-date in character would be built. That the anticipations of the public in this respect have been realized is proven beyond a doubt by the splendid illustrations of the completed mills which we are enabled to present in this number.

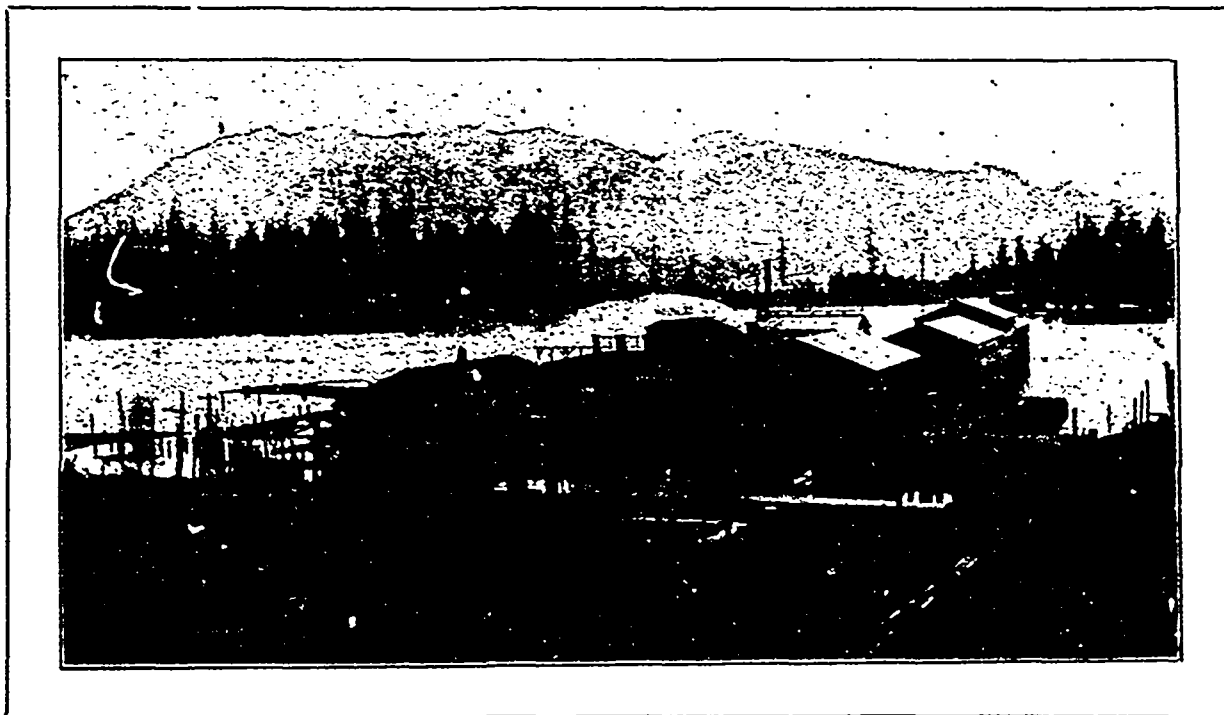
last. Work proceeded without any fuss or feathers, newspaper publicity was neither sought nor encouraged, the management preferring to let finished results speak for themselves. Practical men concede that the whole plant presents as strong a combination of good points, with special consideration to economical manufacture, as any saw mill in the west. There are many larger mills, but none more thoroughly up-to-date.

The saw mill occupies the east side of the company's property and is 60 x 300 feet, two stories in height. The big log haul-up is of the Wm. Hamilton Company pattern, is composed of 1 3/4-inch chain with cast steel brackets fastened at intervals thereon, and is capable of handling the largest logs with the greatest ease.

out to the timber delivery end of the mill.

No back-breaking, man-killing jobs are to be found in the whole mill, levers that a child can manipulate are operated and men's brains and steam power called into action. At the tail end of the edger the edgings and slabs are dropped on the floor of the mill and are carried by more transfer chains over to the slab smasher saws, where they are cut up into four-foot lengths and dropped into a conveyor which passes along on the outside of the mill.

From the edger the lumber is carried on live rollers to a camel back transfer and across the mill to the trimmer saws, where it is cut into the various lengths required. It then passes out on slow running transfer chains over the sorting platform and is sorted into the vari-



PACIFIC COAST LUMBER COMPANY, VANCOUVER, B. C. GENERAL VIEW OF NEW MILLS.

The site is on Coal Harbor, a sheltered little bay at the west end of Vancouver's Harbor, admirably adapted for the purposes of a saw-milling establishment. Excellent facilities are provided for shipment by rail or water. The location immediately adjoins the westerly end of the Canadian Pacific Railway terminus, and a short extension of the main line on to the property of the company affords rail shipment, while the Empress liners and all water traffic pass within a hundred yards of the mill.

Construction work was begun in January, 1902, and what had hitherto been a boggy, tidal flat has since then been converted into a most attractive hive of industry, giving employment to many scores of workmen. The shingle mill was finished first and began operations in June of last year, while the whole plant was completed and in operation the beginning of May

The mill is equipped with two ten-foot band saws, one on either side of the log deck, from which both of the carriages may take logs, although one side of the mill is more properly intended to act as the re-sawing side. Both of the bands and carriages were made by Clark Bros., of Belmont, N. Y. The heavy side is equipped with a Simonson log turner, by means of which the heaviest as well as the smallest logs are loaded on to the carriage or turned as easily and lightly as if they were hop poles. Both carriages are driven by Cunningham twin steam feeds. Transfer chains convey the "cants" from the heavy side of the mill over to the re-saw carriage, and further down the mill additional transfer chains convey the sawn lumber from either side of the mill to the centre, where the powerful Hamilton edger is placed, and live rollers carry the heavier timbers on

ous sizes and grades and passed on to the kiln cars which stand close alongside. When loaded these cars are moved by gravity to the dry kilns, and when the lumber is sufficiently dried, the loaded cars are again moved to in front of the planers in the planing mill. By this system some four or five handlings of lumber are saved as compared with the systems in force in most mills, and the saving in cost effected means almost a living profit.

From the timber delivery end of the mill, heavy timber or other lumber reaching there is placed on cars, and is passed along an elevated tramway running to the lumber yard, where it is either loaded on railway cars for final shipment, piled along the track for shipment later, alongside vessels for foreign shipment, or along wagon road for local trade. So well is this delivery of lumber