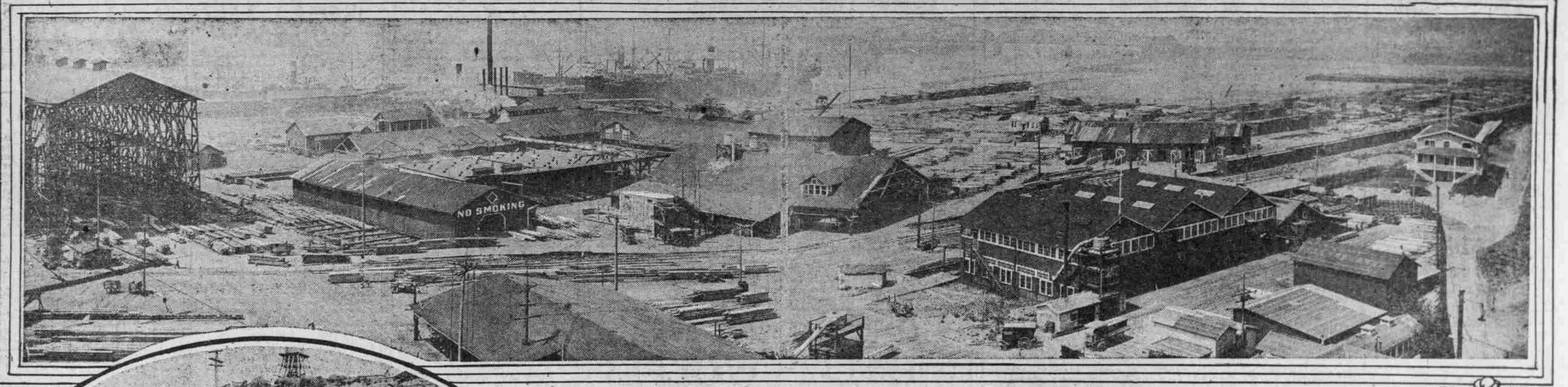
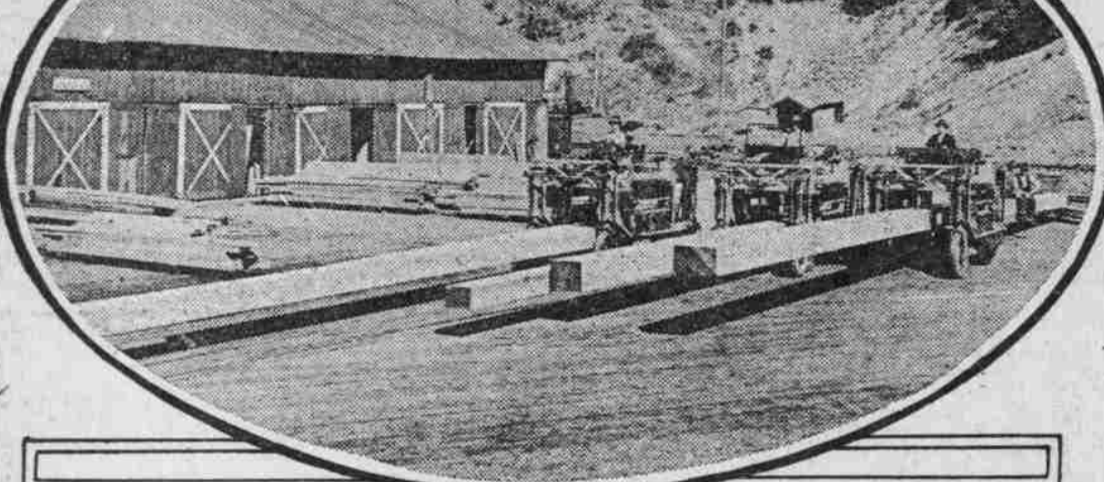


THE PENINSULA LUMBER COMPANY PLANS MORE EXPANSION

Concern Which Operated Small Mill on Lower Harbor 10 Years Ago Now Ranks Among Big Industries of Oregon, and Intends to Double Present Capacity in Near Future, Says President and Organizer.



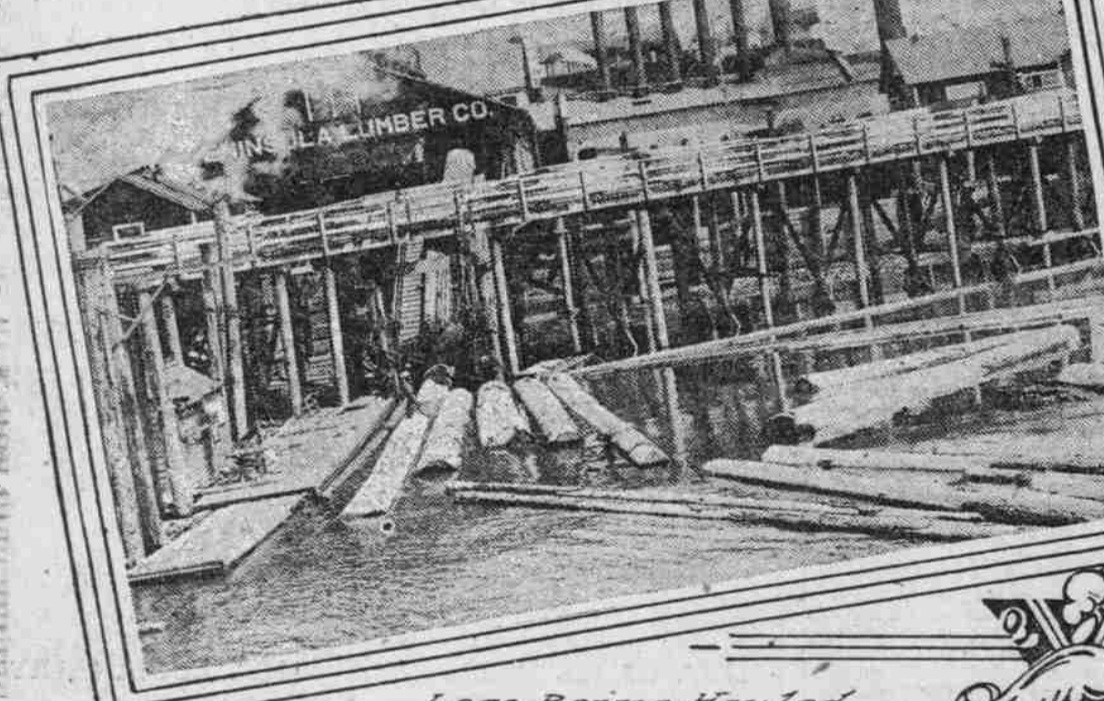
Panoramic View of Peninsula Lumber Company Plant.



Modern Method of Handling Big Timbers.



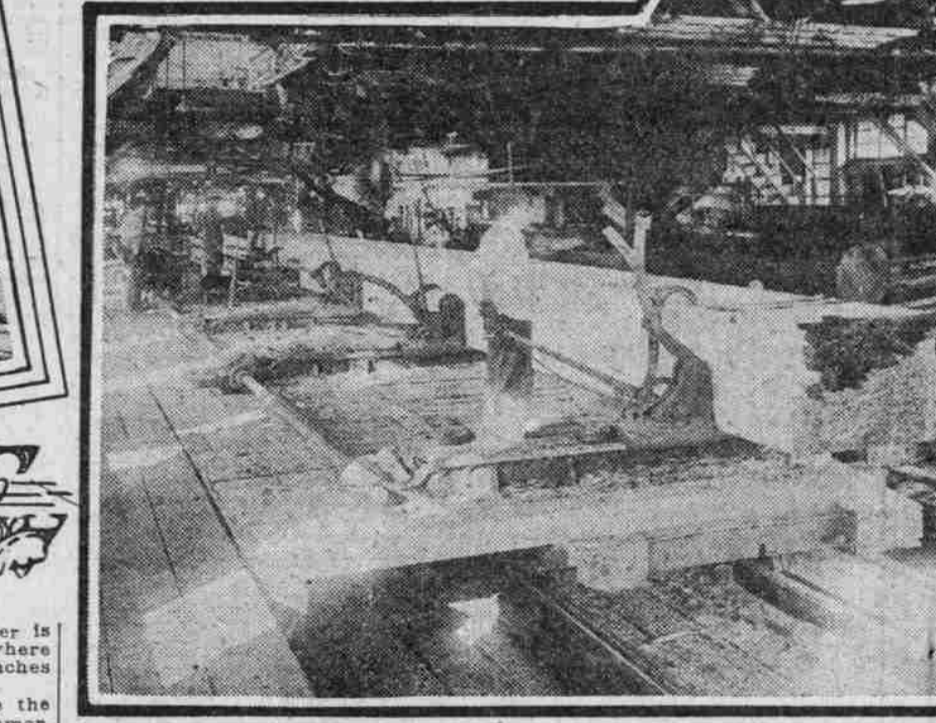
Logs Stored in Booms and Awaiting Manufacture.



Logs Being Hauled into Mill for Sawing.



Logs Being Dumped into Columbia River to be Made into Rafts for Peninsula Lumber Company.



A Big Timber Being Reduced by the Head Rig.

BY HARRY B. CRITCHLOW.
TEN YEARS ago mention of the Peninsula Lumber company did not mean much to the average citizen of Portland. He knew that the concern owned and operated a small mill on the east side of the city's lower harbor, but did not classify the institution as one of real importance to the financial welfare of the community.

Today the situation is quite different. The Peninsula Lumber company, through its almost new and modern plant, is manufacturing 250,000 feet of lumber daily, is exporting to both domestic and foreign trade, and is keeping constantly at work hundreds of employes. Within two years it will mean twice as much to the city as it does today, for plans have already been drawn for the erection of a new and modern mill just below the one now in operation.

and the two resaws, which were retained under the control of steam. A large percentage of the mills of Oregon operate their plants on logs taken from their own camps. Not so with the Peninsula Lumber company. All logs used by this concern are purchased from independent logging concerns operating on the Columbia river.

Part of the cants that leave the edger are taken to the trimmer, which consists of 42 saws two feet apart. These saws are regulated by compressed air and can be raised and lowered by the operator.

The dry kilns are six in number and are capable of curing about four carloads of lumber each day. The lumber which passes to the yards is packed and placed under covers, where it remains for a curing period of approximately 90 days.

The refuse material from which no lumber or wood can be made is mixed with sawdust and loaded on barges for use in the boilers of the Port of Portland dredges.

"Probably no state has ever been so well fitted by nature to deliver the product of her forests to domestic off-shore trade as is Oregon. Her railways and their connections reach every nook and corner of the United States, while not less than 30 feet of water at all seasons of the year in the Willamette and Columbia rivers offers unparalleled advantages for the exporting of lumber."

The war period caused the organization of the Peninsula Shipbuilding company. This concern was not a part of the Peninsula Lumber company, but the two plants were side by side and lumber turned out from the mill went into the ships under the same management. In addition to this, it is bringing into Portland thousands of dollars each month for manufactured lumber products that have been sold in the markets of the world.

Double Output Wanted.
This plant, according to E. C. Knapp, president of the Peninsula Lumber company, will manufacture 250,000 feet of lumber each eight-hour shift, and will double the present output of the company. If lumber conditions continue to improve in the future as they have during the past few months, the two mills, running double shifts, will be placing on the market approximately 1,000,000 feet daily.

Suitable Logs Lacking.
"We would not have the logs available for the production of the needs of our customers. The next season we might be logging timbers that would produce high-grade lumber and the demands of the market would be for common lumber. Now, since we have been buying logs in the open market, we can take what we choose. If we want high-grade logs for high-grade lumber, we purchase them. If we have orders for 'lap squares' we purchase those logs that will make the best 'squares.'"

Rafts Towed Up River.
The logs are purchased down the Columbia and made into rafts. River steamers bring them to the plant, where they are stored in booms until they are needed by the saws. The log deck upon which the logs are placed after being taken from the water is large enough to accommodate from two to six logs of ordinary size. From the deck the logs are placed on the coasters, which is capable of handling a timber 100 feet in length and 10 feet in diameter.

Refuse Is Sold.
The refuse material from which no lumber or wood can be made is mixed with sawdust and loaded on barges for use in the boilers of the Port of Portland dredges.

The following year funds accumulated from the gifts of the children of the child's Christmas cot, these offerings having been made as Christmas offerings by the children.

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Fiant Is Remodeled.
The first act of the new company was to remodel the plant. It then came in an export dock 100 feet in length and 125 feet in width, which is now regarded as one of the best of its kind in the entire country.

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MANY ENDOWMENTS COVER GOOD SAMARITAN BEDS

Members of Public-spirited Pioneer Portland Families Aid Hospital and Give Needed Assistance.

BY RODNEY L. GLISAN
IT is difficult to estimate the value of the Good Samaritan hospital to the city of Portland. Perhaps the best way to appreciate its worth would be to contemplate what would have happened at any time during the last 30 years the Good Samaritan or St. Vincent's had closed its doors. It would have been a most serious calamity, as the city has depended upon these two hospitals for most of its hospital services.

him in soliciting help for the hospital from friends and relatives. In 1882 a bed was endowed in memory of H. Rodney Morris, son of Bishop Morris, who lost his life in the vain attempt to save others. Another bed was endowed in memory of Mary and Lewis Flanders, children of Captain Flanders. Another bed was endowed in memory of S. Morris Wain of Philadelphia, a relative of Bishop Morris.

accumulated until in 1891 sufficient funds were raised for a bed called the child's Christmas cot, these offerings having been made as Christmas offerings by the children. In 1892 a bed was endowed in memory of Maria E. Blanchard, a resident in the east and a friend of Bishop Morris.

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ROADS COST \$350,000,000

Federal Aid Builds 46,000 Miles of New Highways.

The \$350,000,000 appropriated by congress as federal aid in conjunction with state funds will result in the construction of about 46,000 miles of road, says the bureau of public roads of the United States department of agriculture. This mileage would parallel the railroad from New York to San Francisco nearly 15 times, or, if divided equally among the states, would give nearly 1000 miles to each state.