

# Says Local Camp Still Has Record

## Severance Disputes Californians' Claim of Log Loading

(By Jas. Severance)  
In the Lumberlogue of September 23 there is an article stating that the Red River Lumber company of Westwood, Calif., exceeded the record made last year at Algoma loading short logs.

To keep the record straight, would like to give the following facts publicly.

The Algoma Lumber company in loading their 40 cars used standard S. P. cars, each car equipped with 4 bunk chains and 2 wrapper chains—in all 240 chains. The cars were loaded straight and even with the bunks in accordance with railroad regulations.

The Red River Lumber company uses its own cars which are equipped with so-called "cheese blocks." The logs are saddled in and in case the bunk logs overreach the width of the cars, it makes no difference, as the logs are transported only on the company lines.

The size and the number of logs loaded by the Red River Lumber company proves that their timber is of bigger dimensions than the timber loaded at Algoma. The Red River Lumber company used six Best cruisers, the Algoma three Holt cats and 4 old fashioned wood wheels. The advantage in handling is with the Red River Lumber company.

The logs loaded by the Algoma Lumber company were handled, little and big, as they laid on the landing, sealed by me as to their commercial volume and verified by the two government scalers on the cars.

As to the reward, the Algoma Lumber crew got double pay and a very substantial dinner, which although it was not turkey, was very acceptable in view of the financial "saucer."

An very glad to learn that Mr. J. Cameron of the Red River Lumber company is credited with making the record, as that gentleman received his first lesson in short logging from the Algoma Lumber company in 1923.

If we dissect the two methods as to loading, using chains and number and size of logs used by both lumber companies, it will show the Oregon record still stands and Paul Bunyan in Westwood still has some distance to go.

Mr. Severance was formerly scaler at Algoma. He sent in a photo to prove his argument regarding chains. —Editor.

# Ewauna Will Get New Shay Early In Year

## 70-Ton Model To Be Delivered About April

Ewauna logging train crew will be entrusted with the care of a new 70-ton Willamette Shay Logging locomotive about April 1, officials of the company announced during the week.

The company now has a 70-ton American rod engine in service.

This will be retained for main line duty. With the coming summer the company expects to open up new territory which will involve very steep grades and it is on these that the new engine will receive its try-out.

# Wedding Bells Cut Loose At Pelican City

## Lumber Paymaster, Long Smitten, Falls

Among the notable happenings of the past week in local lumber circles was the wedding of Herman Grisvold and Miss Pearl Renie. Mr. Grisvold is paymaster at the Pelican Bay Lumber company and Mrs. Renie was also employed at the company offices.

The wedding was a surprise, not because it happened, but because the bride and groom elected to fade quietly away and be married in Dunsmuir, much to the sorrow of many friends who had anticipated celebrating the affair in a fitting and proper manner.

Mr. and Mrs. Grisvold will make their home in Klamath Falls. The fact that this is the same place as their home in the lumber business, their wedding trip has been postponed until a later date.

# Get Outfits for Great Duck Hunt

Johnny Johnston and Rook McCollum were hurried Klamath Falls visitors Monday, obtaining materials for the hunt. Each bought a complete outfit, including the nobby hip flasks so much admired by the elite. Between trains the boys intend to work out on the ducks and geese in the Williamson marsh region.

# NEW TURBINE TO CUT JUICE COST AT LAMM PLANT

Will develop Approximately 625 Horsepower, Using High and Low Pressure

## OFFERS BIG ECONOMY

Installation, Utilizing Exhaust Steam, Removes Need for Other Boiler

An answer to those who so strongly insist that the lumber business is wasteful may be seen in the installation of a mixed pressure steam turbine at the Lamm Lumber company mill at Modoc Point, the turbine being designed to operate in such a manner as to utilize even the exhaust from the shotgun feed and also from other mill machinery.

A similar turbine is now in use at the plant of the Weed Lumber company.

The turbine now being installed in the Lamm plant is described as a 625 K.V.A. Westinghouse mixed pressure. It will develop in the neighborhood of 625 horsepower, according to H. Hill Hunter of the Sawmill Engineering and Construction company, under whose supervision the installation is being made.

Until the sawmill shuts down this year, the turbine will operate on a combination of exhaust and high pressure steam. When the exhaust steam proves insufficient to turn the turbine fans, an automatic valve will cut in the high pressure steam. The turbine will generate sufficient power for the operation of the dry kilns and the planer, which have up to now been run by electricity.

At Pelican Bay a high pressure turbine is now in use, operating the mill.

Because of its ability to use mixed pressure steam the turbine will remove the necessity for purchase of a 350 horsepower boiler, Mr. Hunter said.

It is believed that successful operation of this turbine at the Lamm plant will eventually result in similar installation in many other mills in this territory, where electricity purchased from the California Oregon Power company is now being used exclusively.

# LAKEVIEW MILLS PRODUCTION NOW AT HIGH FIGURE

More than 100,000 Ft. Daily is Delivered to Local Yards, is Report

## BAD WEATHER HURTS

Several Logging Operations Brought to Temporary Halt; Long Cut Seen

Lumber production in the Lakeview district has reached maximum production for the season, averaging around 100,000 feet daily, reports from that section indicate.

Of the above amount, approximately 70,000 feet is being handled by the Underwood Lumber company. The remainder is being shipped by unfinished lumber via the Nevada, California and Eastern narrow gauge.

Output of the Underwood factory for September reached 23 cars, a record for the concern, with only 24 working days in the month. More than 800,000 feet of lumber was handled by the company during the month.

Recent stormy weather in the Lakeview district proved a great hindrance to logging operations, for a time causing the closing of several camps. These have now resumed operations.

A few of the smaller mills are anticipating closing down during the present month, but the majority are planning on operating until snow flies.

Much lumber is now stored in the various mill yards throughout the district, too wet for hauling. Operators are planning on hauling the late season cut to Lakeview after cold weather appears and the roads are frozen solid. At present truck crews are running on a continuous schedule, day and night.

## FIRE HITS MILL

BREWSTER, Wn.—Fire recently gutted the Hyde & Rawley sawmill, 12 miles from here. Quick work with water from a tank saved about 100,000 feet of piled lumber. Origin of the fire is unknown. No insurance was carried.

# Y. M. C. A Man Will Direct Club Action

## Chosen As New Secretary At Pelican Bay

Fred Brooke, formerly in charge of Y. M. C. A. activities at Raymond, Washington, has been selected as the new director of the Pelican Bay club.

Mr. Brooke has left for the Washington town and expects to return to this section in about a week, after he has wound up personal affairs. He will be accompanied here by his family.

Until his return no outline of projected activities for the coming season is obtainable.

It is expected that the club will continue to be a big factor in supervising the recreational activities of employees of the company, with the exception of those working in the camps, who do not come under its influence.

# Braynill Wants Decent Road Up Toward Chiloquin

After a careful resume of conditions in the automobile market and a long talk with "Dad" Pierson of Modoc Point and also with the editor of the Lumberlogue, Walter Henry of the Pelican Bay Community club has purchased a Star car. Now that the purchase has been completed and Harry is firmly hooked both have joined in telling him all about his bargain. He will recover.

# Sawyer-Setter Shortage Near Trade Now Hard One To Learn

Are sawmill setters and sawyers to become as extinct as the dodo? This question, often heard in the past few years, is beginning more and more to perplex mill owners, following almost universal adoption of the electric air dog.

In the good old days youths who aspired to become sawyers or setters began in the orthodox manner, dogging on the carriage.

In time, when they recovered from their seasickness, they began to look about and to observe the actions of the setter and the sawyer.

They learned the setting signals, observed the action of the mechanism and in general figured out what it was all about.

Then, inevitably, as now, came the happy Monday morning when the setter failed to show up. Even the sawyer might be numbered among the missing. Such cases are on record.

In either event, the aspiring dogger got a chance to play with the set works. If he showed reasonable initiative and his tryouts didn't result in wrecking the entire mill, he was finally given the setting job for keeps.

Then, if the millowners or managers happened to be men with fairly liberal ideas, he was permitted to take a few lessons which taught him the secrets of shotgun feed and bigger control.

Finally, some morning the sawyer was numbered among the missing. The setter, with fear and trembling, officiated in his stead. If he paved the day without wrecking the mill or killing the new setter, he in time graduated into the ranks of the lumber aristocracy, becoming a full-fledged sawyer.

The foregoing is approximately the manner in which most of the present-day sawyers and setters learned their stuff.

Now the days of hand doggers are numbered. Air and electricity have taken their place and except in small outlying mills there is small opportunity to learn the art of sawing from the ground up.

From the school of Experience alone are setters and sawyers graduated—and with the school removed millmen of the next generation will face the problem of educating new men—or taking drastic steps to make present-day sawyers and setters last as long as possible.

One factor in the situation which may prevent a shortage is the number of mills in the south which are cutting out their holdings and which are releasing for service in the west sawyers and setters with proven ability.

# This Man Sure Ought to Find Work in Klamath

The Lumberlogue has received a letter, from Represa, California, and herewith prints it without comment. Name on file here if you can give him a job: "Gentlemen: I am a man of good habits. I don't use no kind of liquor or drugs. I am a hard and faithful worker in lumber camps as rigger, hook tender, fireman, etc. Can do anything. I want to get employment of any kind, steady work, mill work, lumber camps, box factories or anything. I do all kinds of construction or railroad work, tunnel work, etc. Will be very glad to work for the Southern Pacific or anybody else. Can do ranch work, pick and shovel work, drive team, cook, herd sheep, do hoisting and derrick work, signal work by flags or whistle, cement and construction work." (Name on request).

DRY KILNS DESTROYED TACOMA, Wash.—Fire recently destroyed all the dry kilns of the Pacific Box Co., causing a loss of approximately \$75,000. A considerable quantity of lumber and several small buildings of the company were burned. For a time the fire threatened to spread to other industries on the tide flats area.

# K. & C. MILL HAS RECORD RUN FOR PRESENT SEASON

Cut this Year to Amount of Approximately Six and One-Half Million Ft.

## TO SHUT DOWN SOON

Mill to Cease Operations About October 10, Prospects at This Time

With a cut of more than 6,000,000 feet, the largest in the history of the concern, the K. & C. mill in the southeastern part of the county will shut down about October 10.

This season the mill cut about five and one-half million feet of pine and about 800,000 feet of fir. The entire output of the mill was sold this season to the Associated Lumber & Box company of Dorris, as in past years.

The mill has averaged about 48,000 feet per shift this season.

Previous to this year, the largest cut ever made by the mill was five and one-half million feet.

Next season a Trout set works will be installed, according to H. Croissant, majority owner in the mill.

The K. & C. Lumber company, though commonly considered a California company because of the fact that its postoffice address is Dorris, is an Oregon concern, situated near the southern boundary of the county. It was founded in 1920 by G. H. Kesterson and H. Croissant. In the fall of 1924 Kesterson sold his interest to Croissant and this year Croissant sold a one-fourth interest to Chester Tompkins.

# Topsy And K. C. Crews To Log This Winter

## Scheme Tried Out in Other Years With Success

Logging operations will be carried on all winter in the camps of the K. & C. and Topsy Lumber companies, in the southern part of the county, in the prospect now.

Due to lack of log ponds this has been a necessary move on the part of these companies for the past few seasons.

According to H. Croissant of the K. & C. Lumber company winter logging, though more costly, can be carried on successfully in the Klamath region.

Logs cut this winter are docked near the log hauls at the mills sufficient to last for the first two months of the season, when they cannot be hauled from the woods. After that the haul is made directly from the woods to the mill, eliminating the expense of decking and re-handling.

# Mill Man Has New Views Of Crater Lake

## Pelican Bay Employee Has Unusual Studies

With every resident of Klamath county of the opinion that there is only one place from which a proper picture of Crater Lake can be taken, it has remained for Lee Davis, employe of the Pelican Bay Lumber company, to demonstrate that possibilities for artful photography at the lake were generally unrealized.

Mr. Davis was for 14 years a photographer in Hobart, Oklahoma. Included in his experience is a service of some years for the U. S. government, during which as official photographer he accompanied expeditions to the Belgian Congo, British East Africa, Java, Borneo, Japan and China.

Desiring a change from the confining life of a photographer, he came to Klamath Falls and took the first outdoor job that offered, which happened to be one with the Pelican Bay Lumber company.

In his spare time since coming here he has occupied himself with taking unusual and beautiful pictures of the Klamath country.

His equipment being of the best, he has obtained some striking pictures of upper Klamath Lake, taken from new viewpoints, with startling sound effects.

The photos he has taken at Crater Lake, in addition to their art, show up strikingly the great distance from the top of the cliffs around the shore to the surface of the lake itself.

# Drying Sheds at Algoma to Be Constructed

New drying sheds, with an approximate capacity of one and one-half million feet, are soon to be constructed at the Algoma Lumber company plant. Plans for the structure are now being designed by Matt Egan, general manager of the company. The sheds will store the output of the planer and dry kilns. The kiln battery, it is expected will be placed in service sometime during the coming week. Installation of the boiler has delayed operation.

# Topsy Mill To Be Moved To Dorris; Eight-Mile Logging Road To Tap Timbered Area

The mill of the Topsy Lumber company, owned by the Kestersons, will be moved to Dorris, California, this fall. The new location is about eight miles from the present site of the mill. The company has about 35,000,000 feet of timber in what is known as the Vanata tract. Inability to get timber near the present location of the mill made a move imperative, was decided early this season. Officers of the company decided to move to a new location near the timber stand but were forced to abandon this plan due to inability to secure a good water supply, vital to successful operation of the mill. At a meeting held in Dorris, citizens of that community pledged themselves to secure a right-of-way for the mill from Dorris to the timber if the mill would be built in the town. This has been done and the mill is now cutting fir timbers to be used in construction of the new plant. An effort to purchase Weyerhaeuser timber near the present mill site was unsuccessful.

# Two Shifts At Ewauna All Winter

## First Time in History of Big Concern, Work Entire Year

That the sawmill of the Ewauna Box company will operate two shifts, all winter, providing weather conditions will permit, was announced yesterday by C. H. Daggett. This will be the first time in the history of the concern that double-shift, all-winter operation has been attempted.

This will mean that the camp will be run until sometime in December, later than ordinarily. There is now about eight million feet of logs in the pond at the mill and it is intended to increase this amount to fourteen million before the camp is shut down. Fourteen million is the extreme capacity of the boom.

Work has begun on installation of a condenser, by means of which exhaust steam will be used to heat water to be utilized in keeping the pond open in extremely cold weather.

# SISKIYOU MILL WILL RUN LATE IS BELIEF NOW

## Mt. Hebron Firm now Shipping from two to Three Cars Per Day

Mill of the Siskiyou Lumber company may run late this season, according to information received here during the week.

The mill is now shipping from two to three cars daily and is cutting from 50,000 to 60,000 feet daily.

About 20 men are employed at the mill and about 40 in the woods. A small creek has been dammed to make a small pond, though its size is rather a handicap.

Because of this fact, logging operations must be kept uniform to parallel the mill cut.

# Pulley, Now Minus Appendix, Hopes For Recovery Soon

Ed Pulley, demon brakeman, is recovering from an altercation at the Klamath Valley hospital during the course of which he was separated from his appendix. Operated on less than a week ago, he is already figuring on the time he can leave and resume his duties as official rear-end brakeman on the Algoma logging train. His term at the hospital has been considerably brightened by an influx of visitors, most of them feminine.