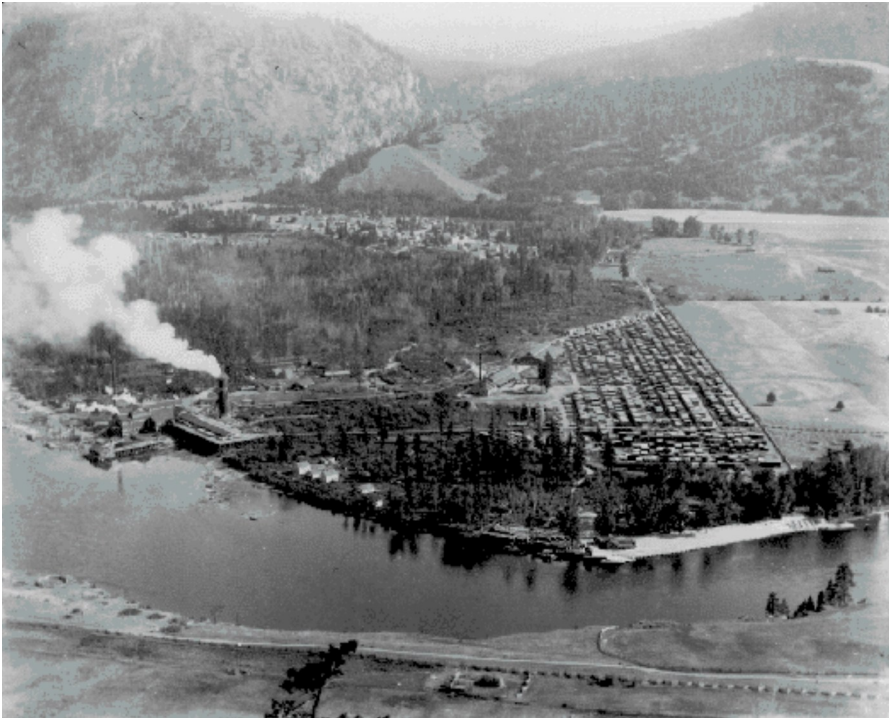


# *INFO FOR THE BUS TOUR*

## **Adams River Lumber Company Buys 25,000 Acres of Fine Land** *(Extract From Chase Tribune April 26th 1912)*



The recent purchase of 25,000 acres of timber land in the vicinity of Chase by the Adams River Lumber Company calls to mind the fact that it is entirely due to the activities of that company that Chase owes its existence and prosperity. Some idea of the extent of the company's operation and magnitude of its investment may be gained by reading the following writing recently published in the Western Lumberman:

At the outlet of the Little Shuswap, in one of the most picturesque and productive valleys to be found in the mountain country and less than a mile from the rising town of Chase, the visitor will find the up-to-date plant and extensive buildings of the Adams River Lumber Company Limited.

Four or five hours may be most profitably spent watching the various processes involved in the manufacture of finished lumber according to the most modern methods, and the interested observer will find it difficult to leave in time to catch the outgoing afternoon train for Kamloops or Revelstoke.

The Adams River Lumber Co. was organized and incorporated in 1907 by J.P. McGoldrick of Spokane, and the Messers Lammers of Stillwater Minn., his associates, who decided to erect a first class mill in order to manufacture the timber on their large holdings along the Adams Lake and River. In an area about forty three square miles, these limits were estimated to contain about 600,000,000 feet, of which was about 75 percent cedar, the balance pine, fir and spruce. The plant started sawing early in 1908, its construction having been supervised by the late J.A Magee, who was general manager until his sudden demise in November of last year-an occurrence that was deeply regretted by the mill men of the province.

The mill site consists of approximately seventy acres; hence it was possible to allot ample space in each building so as to permit of future enlargements if necessary, while conforming to the original design laid down for the finished whole... The mill is a substantial and roomy three story structure, the upper portion having side lights along its entire length on both sides. The equipment comprises two double cutting band mills, one band resaw, one double diamond edger, and other modern machinery to make the mill one of the most up-to-date in Canada, from a manufacturing point of view, the ten hour capacity being 175,000 feet. This is frequently exceeded, however, as high as 210,000 feet of one and two inch lumber having been manufactured in ten hours. Power is supplied by a 1000h.p Coreliss engine, capable of furnishing about 300h.p more than is needed at present. The boilers are of ample capacity one being held in reserve most of the time. The stack is the tallest on any mill in British Columbia, being 184 feet in height. The planing mill situated about 800 feet from the saw mill, is equipped throughout with Berlin machines, the list comprising three matchers, double surfacer, sizer, inside molder, self-feed rip saw, circular resaw, band resaw, swing cut-offs etc. There is a complete blower system having two double 70 fans which deliver surplus shavings to the mill burner, 700 feet distant. The burner is a steel water jacket built by the Muskegon Boiler Works, Muskegon Mich.

It is 124 feet high and 29 feet inside diameter. The water space is 18 inches and extends to a height of 63 feet. The dry shed for finished lumber is 200 feet in length and most conveniently located for the handling of stock. The quality and kind of stock stored in the racks is identified on neatly painted signs, the quantities being kept track of by a card system. Other buildings comprise a well equipped machine shop and smithy, office, store, store room, boarding and sleeping houses, dwellings for mill employees, stables and ice house. All are painted a dark red with white trimmings, the effect being most pleasing to the eye. There is a spur track 5000 feet in length from the main line of the Canadian Pacific Railway through the mill site to the saw mill, and a side track for loading along the side of the lumber shed and planing mill. The company holds water rights from the British Columbia government to 250 per acre inches of water in Chase Creek, and has constructed and owns an 8 inch water main from a point on that creek about 7000 feet from the sawmill at 260 feet elevation, which gives  $117 \frac{3}{5}$  pounds per square inch pressure {actual test} at mill, and forms the basis of a splendid system for fire protection. This system is circulating at all points on the mill property and lumber on piling ground, with hydrants and hose shelters well distributed. Thousands of feet of hose and reels are available to reach points where extra hose may be needed. The system is also carried into both mills, where numerous stand-pipes with hose attached make it possible to flood every part of the buildings at a moment's notice, night or day. The company is the original owner of Chase town site, and the little community is rapidly increasing in size and importance owing to the generous treatment of all new comers. The hotel is one of the best in British Columbia outside the cities, and travelers make long jumps in order to spend a weekend under its hospitable roof. The mill water system is extended into the town site, four inches laterals being taken from the main pipeline. Every house uses the water, a nice revenue accruing to the mill from this enterprise. The electric lighting system is operated in connection with the planing mill, and has a capacity of over 2000 lights.

Light is furnished for the company's mills, yards, buildings, and the town of Chase, the revenue from sale of light to the citizens being likely to show a surplus over the entire cost in the near future. The climate at Chase is all that could be desired; being on the edge of the dry belt, but very little rain falls during the summer months, and the snowfall is correspondingly light in winter, lumber piled in the open dries very rapidly, thus making the use of dry kilns unnecessary. The result is better lumber, a fact which prairie buyers have not been slow to recognize. The arrangement of the yard is especially pleasing, owing to the system followed. The alleys crossing the main driveway are plainly marked by large projecting signs, and every pile in the respective alleys also bears a small card stating the kind of lumber and particulars of contents. As a result of this system the sales manager at his desk in the office can ascertain the contents of every

pile by looking at his yard chart, and can plan out a mixed car shipment while one is saying "Jack Robinson"

As stated above the firms limits lie along Adams Lake and River. Contrary to the usual custom followed in such cases the company is logging the more distant limits first, and have their camps established between the head of Adams Lake and Tum-Tum Lake, about seventy five miles from the plant. About 30 miles of tote road tap the camps, over which four horses haul 7000 lbs on wagons.





The cut of logs during 1910 was about thirty million feet, and this will be slightly exceeded in 1911. The company has a small portable saw mill located near the upper camps, which is used for sawing such lumber as is required for camp construction and similar purposes, power being supplied by a donkey logging engine. At the head of Adams Lake, a body of water forty miles long, said to be the deepest on the North American continent, is located the depot camps comprising a large dock and warehouse, store, sleeping quarters and boarding house. The men and supplies are sent to this point by boat and distributed from there in the various camps. At this point the company also has booming works with a capacity of several millions feet of logs, and own foreshore around the bay where they are located.

The powerful steamer "H.R Helen" built by the company in 1908 at a cost of \$22,000 makes regular trips from the foot or outlet of the Adams Lake to Depot camp, covering the forty mile run in three and a half hours. The same boat handles all the logs from Depot camp to the foot of the lake, and has delivered a tow of three millions feet in 72 hours. At the foot of Adams Lake the company has a large dock and warehouse, company offices and other buildings reached by tote road of seven miles from Shuswap Lake. Similar buildings and wharf are maintained at the head of the last mentioned lake, and supplies and passengers are handled between that point and the mill, five miles distant, by the steamer "Crombie" built last year at the cost of \$12,000.

## The Men In Charge & Their Careers

J.P. McGoldrick president of the company is one of the most prominent lumber men in north western Washington and a leading citizen of Spokane, where he holds extensive property interests. He is at the head of several big mills, and is president of the Western Pine Manufacturers Association. Just now he is receiving congratulations for having recently acquired the finest home in Spokane—a \$30,000 structure.

B.W. Sawyer, secretary and general manager, gained his first knowledge of the lumber business while working for the O'Neill Bros. on their drives in northern Minnesota during the late "nineties;" since that time he has worked for longer or shorter periods at practically every job in modern saw, single and planing mills, in pursuance of an impelling desire to know the business in all its details. The summer of 1909 Mr. Sawyer spent as secretary in charge of Hoo-Hoo House at the A.Y.P. Exposition, a position which enabled him to form a very wide acquaintance among men of account in the lumber industry of the United States. The following year was spent as secretary of the Seattle Lumber Manufacturers Exchange, which position he resigned to accept his present one.

E.E. Brooks sales manager, was born in New York state, and commenced his lumber experience in Iowa, in a retail yard, in the early eighties. Removing to Seattle in 1889, he represented F.H. Lawton & Company, of San Francisco for about two years. For part of the year 1892-1893 he was sales man for J.W. Godwin and Company, a wholesale commission firm at Seattle, where he worked up to the day he bought a ticket to go east selling shingles for the Ferguson Bros. of Latona, Washington. At the end of two years he accepted a position of salesman with the Seattle Cedar Manufacturing Company of Ballard Washington, whom he represented for about four years in fourteen different states. He then joined the McGoldrick Lumber Company, working as a salesman in the states of Colorado, Wyoming and Nebraska, where he remained about five years, at the end of that period transferring to Chase B.C. as sales manager and assistant manager of the Adams River Lumber Company Limited. He has been in Chase about three years. Mr. Brooks was one of the first four regular traveling salesman from the Pacific Coast; in 1893 it was practically all missionary work, as coast lumber was just being introduced to the retail trade through the Middle West. He used to carry samples of bevel siding, easing, moulding and similar lines, in a grip which he made for the purpose. He sold many cars from samples, which is something very unusual in the lumber line.

Walter F. Lammers, treasurer and superintendent of the company, was with the Bahama Trading Company on the Bahama Islands, a group of the West Indies, as woods superintendent during 1905-1906. the following year Mr. Lammers worked with Cook & O'Brian in their logging operations north of Duluth, looking after the handling of supplies. He has been with Adams River Lumber Company, Limited, since it was organized, in various capacities, and at the present time holds the position of mill superintendent in addition to his duties as treasurer.



Skamana Lake Adams River Lumber Company Sorting Pond

