BIG LUMBER BUSINESS IS DEVELOPING

Frank L. Buckley is Vice-President of New Concern to Handle Massett Lumber

SCHOONERS COMING

War Baby Being Turned Into a Peace Giant Says Los Angeles Newspaper

Developments in connection with the new giant lumber and shipbuilding concern at Los Angeles which is to manufacture the lumbebr cut at Massett, Queen Charlotte Islands, are proceeding apace according to the Los Angeles Times, which, in an illustrated article in a recent number, tells of the work that is going on in connection with. The Times says:

More than 1000 men are already employed on the consolidated activities in the seventy acres of what was, until the completion of the last of the steel vessels built for the government during and after the war, the property of the Los Angeles Shipbuilding and Drk Dock Company. Work for additional labor is rapidly being organized, and it will not be long, in all likelihood, before the wartime strength of 3000 hands will again be earning their livelihood on this site, under the combined operations of the shipbuilding company and the Los Angeles Lumber Products Company, which were recently merged or consolidated in a $10,000,000 corporation under the latter title, although the activities of each will be conducted separately.

Thirty-Five-Acre Plant

Thirty-five acres at the northerly portion of the site, with slips and water frontage along its entire eastern side adjoining the harbor's west basin, are now the scene of tremendous activities designed to place the lumber mills and yards, the dry kilns, planing and finishing mills, sorting and transfer equipment, shook mills and box factory, all into production by the first of next December. The plans for this work, buildings and equipment are all under executive supervision of Arno Mereen, who has joined the enterprise in the capacity of production manager.

Mr. Mereen is one of the most prominent lumber and milling executives on the Pacific Coast, where in latter years he has had complete charge of the Marshfield or Coos Bay plants of the great C. A. Smith & Co. lumber interests, where he is credited with the introduction of labor-saving and cost-reducing methods and appliances that have become established practice in lumber operations of first magnitude.

Chief among these is what is known as the "unit system" of handling lumber all the way from the mill to destination in standard units or steel-bound bundles four feet wide and four feet high, whereby every detail of handling, recording and accounting is simplified, both at the home or producing mills and at the receiving stands.

The local harbor yards of the Los Angeles Lumber Products Company will be operated on this same unit system, which will no doubt be keenly appreciated by the lumber trade. All the other improvements embraced in a complete system of electrical handling of all the operations of mills, sorters, transfers, stacking, loading and unloading of the units, developed by Mr. Mereen during years of experience and constantly progressive standardization of production and handling costs, will be installed in the local plant from the beginning, making this the most modern and most efficient, as well as most economical of the great lumber plants of this city and port—the largest lumber port on the Pacific Coast.

Labor-Saving Devices

Automatic conveyor systems, hoists and tractors and compressed air lifts will conduct the operations on a continuous plane from start to finish. The square-sawed logs will be brought by the company's own schooners from the Masset Inlet docks at Graham Island. These will be dumped into the slip at the local plant and run by conveyor direct to the sawmill. From this point conveyors will carry the sawed lumber to an immense automatic sorting table 700 feet in length. The sorted lumber then will be automatically bound in the four-foot units and shunted to the transfer tracks, from which they will be taken to the storage stacks by a number of devices.

The immense cement-floored stacking yards will have a capacity of 17,000,000 feet of lumber, all of it so arranged as to be susceptible of transfer to trucks or cars with a minimum of cost as to time and labor. Six railroad tracks traverse the stacking yard, and immense travelling cranes will lift the units and stack them.

Various Factories

Also adjoining the sorting table to the westward is to be a huge planing and finishing mill, a shook storage warehouse and a box factory with facilities for turning out a tremendous volume of shook and nailed-up stock in keeping with the growing demands of the fruit and vegetable industries of the Southland and the constantly increasing packing and other industries whose requirements of shook and boxes have been a growing tax on the productive capacities of the Southland's lumber mills.

A dry kiln, with initial capacity of 75,000 feet for the first unit, but to be at once quadrupled by the addition of three more units and a total capacity of 300,000 feet, is also part of the plant now in process of being built by the company's own forces, under superintendence of Mr. Mereen, and with the facilities of the company's own machine shops and structural plants on the ground, all co-operating for completion by December 1.

The $10,000,000 Los Angeles Lumber Products Company, under the consolidation, becomes the owner of the Los Angeles Shipbuilding and Dry Dock Company and of the Massett Timber Company, Ltd., of British Columbia.

Steamship Company

The latest development in this enterprise is the incorporation of another organization to handle the shipping interests, with special reference to bringing the squared logs from the Massett Harbor mills on Graham Island to the Los Angeles plant and for such other water transportation as may be necessary in handling raw and finished products, such as red cedar shingles and lath, which will be turned out in the north.

The Los Angeles Lumber Products Steamship Company, with a capital of $1,000,000, has been formed and has already secured the schooners by the purchase of three ships on the east coast which are now on their way to this port for reconditioning and service with the new owners. These steel schooners are each of 4100 tons deadweight tonnage and will be changed to oil burners immediately upon their arrivel. The first of the three is due September 1 and the others shortly following will each require about forty days for the necessary changes, after which they will rush up north for logs, as it is desired to have about 10,000,000 feet on hand for the beginning of operations as soon as the sawmills are ready. This new shipping company, like the others in the enterprise, is officered by Fred L. Baker, president; Erle M. Leaf, vice-president and general manager Frank L. Buckley, vice-president. Laurence Macomber is added in the office of Secretary.

Other ships are to be added to this fleet as fast as requirements may justify. The present fleet has been rechristened, the ships to be given the Spanish names of the three kinds of lumber forming the principal output—El Abeta, El Cedaro and El Cieuta.

For the purposes of this gigantic new lumber, mill and box industry the thirty-five acres allotted are being entirely changed. Buildings are being torn down; the site of the sawmill being on the ground formerly occupied by the marine machine shop, which has already disappeared. The great dry dock, however, with its adjoining shop buildings, will remain at the western end of the basin as heretofore.

Ships on Way

Two steel ferry boats for San Francisco are now on the ways in the plant of the shipbuilding company. Two great ocean liners, the City of Los Angeles and the City of Honolulu are in the slips adjoining the ways, where they are being reconditioned, the City of Los Angeles, which is to sail for the islands on her maiden voyage, September 9, being already advanced to her first coat of white paint. The three new lumber schooners are due in the next few weeks—all of which is making the shipyards portion of the plant a scene of industrial activity that is making fat pay rools for a big force.

Besides the building and repairing of ships, however, this part of the plant is being rapidly turned to general utility under the energetic shipyard management of O. B. Kibele, in the manufacture of all sorts of large work for which the machine tools of the plant are specially adapted.

Heavy work at present going through these shops includes a number of ten-foot band wheels for oil-well pumps; also the machinery for oil barges of the Union Oil Company; oil tanks of various sizes are being turned out, and huges steel ducts for the rotary kilns of the California Portland Cement Company at Colton, large enough for a street car to drive through, form a picturesque foreground to the scene of marine activity, with its maze of masts and spars, funnels and hulls, ways and derricks, as all the work is done in the open, in true Southern California and Los Angeles style, taking full advantage of the climatic conditions obtainable at no other industrial point in the United States.

Men Behind Guns

The energetic, consistent and skillful turning of a war baby into a peace giant which has characterized the management of the Los Angeles Shipbuilding and Dry Dock Company, and speed with which commercial production has been found to take the place of the ships demanded by war conditions, are an index to the determination of the men behind this enterprise to continue finding employment for as many thousands or more, as participated in the turning out of the war contracts. This, it is declared by both President Fred L. Baker and Vice-President-General Manager Erle M. Leaf, is the dominant impulse behind these new developments.

Having played a leading part in starting the era of progress in industrial production, which put industry to the fore as the creator of a commercial white spot in Southern California; having given employmet to 12,000 men when the shipbuilding program was at its peak; the fact was recognized that the common good demanded peacetime continuance of this employment and steps were taken to provide it, even though it took the principals into new fields and unusual hazards.

Good for Los Angeles

The momentum given port industries has fortunately spread and been the means of attracting other capital and a variety of industries, so that the San Pedro and Wilmington combined pay rolls today are greater than they were at any time during the rush of war work when the industries were large but few. And with the prospect of early return to a working harbor district of Los Angeles is anticipating a season of prosperity such as it has dreamed of, but had hardly dared to hope for so soon after the war rush had changed to a peace standstill throughout all the industrial world—except Los Angeles.

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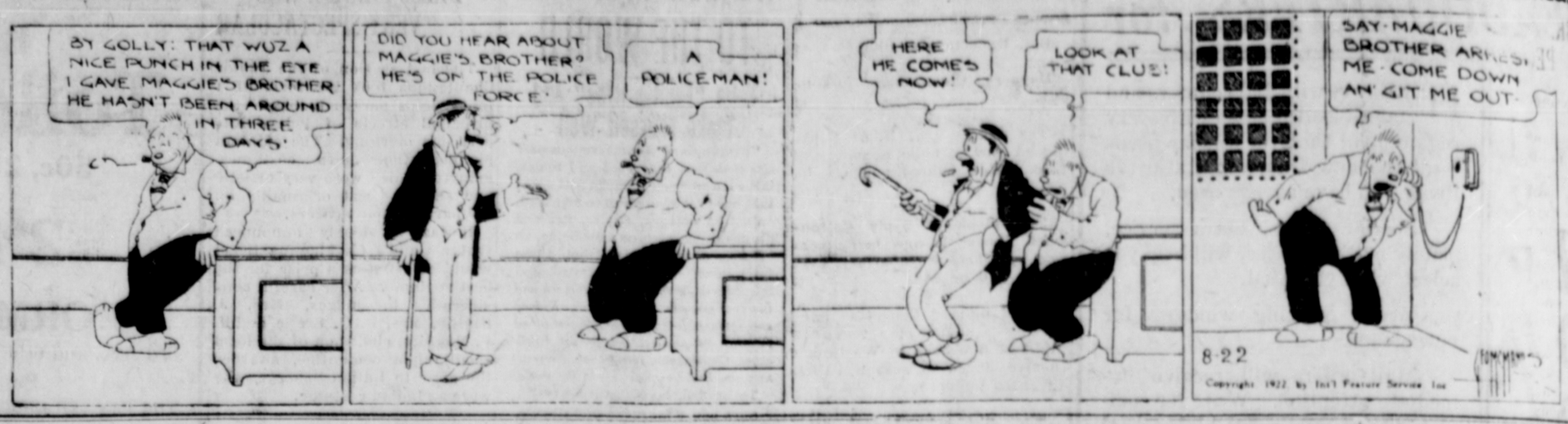
By George McManus



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Saturdays ..... p. m.
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From Vancouver and South.
Sundays ..... p.m.
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Friday ..... p.m.
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FOR—
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WANTED—To trade two lots; Lot 11, block 4, section 8 and lot 12, block 16, section 7 for pleasure launch that will go. Apply Box 50 Daily News Office. tf.

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FOR SALE—Sailing yacht, complete with sails, in good condition; also Evinrude. Apply Pullen, Daily News office. tf

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FOR SALE—Old newspapers, 25c for large bundle. Daily News office. tf

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