

The SOUTH RAPIDES CHRONICLE

Vol. 4, No. 13 and 14 (P. O. Box 1628, Alexandria, La. 71301)

(The Little Paper, Featuring "True Stories" of the Past)

Friday, June 15, 1973

The WOODWORTH STORY, 1890-1926

Rapides Lumber Company, Ltd.

By Sharon Mansour



Sharon Mansour

Foreword

No history of Rapides Parish could be complete without a chapter on the Rapides Lumber Company, Limited. Indeed, the first thirty six years of the history of the town of Woodworth is embroidered with the story of that large enterprise.

I am indebted to Mr. Rufus Smith, local historian, who furnished me with a wealth of information, photographs, old documents and periodicals, and even his own handwritten notes. As he unfolded the story he spoke with infectious enthusiasm and with the authority that revealed his prodigious research and meticulous attention to detail. It is to him that I dedicate, with gratitude, appreciation and deep respect, this paper.

In the late nineteenth century a burgeoning America began to consume lumber in such vast quantities that lumber mills sprang up in virtually every virgin forest region in the country. One such region was Central Louisiana. Uncounted millions of board feet of longleaf yellow pine grew on hundreds of thousands of acres of land in Rapides, Grant, Vernon, LaSalle, Winn and Natchitoches Parishes.

To Central Louisiana came



OFFICE VAULT

One of the few reminders of the "good old days" still standing in Woodworth, La. This was the Vault used in connection with the Office. With a "Federal Loan," the Town Officials could convert this into a nice jail. I'd like to see this done. Then I'd like to see Rufus M. Smith locked up inside with the Editor and a Tape Recorder just outside. In this way I could find him the very "second" I need some information.

the barons, visionaries and opportunists. They came from Texas, New York, Mississippi and California. Dozens of lumber companies created thousands of jobs and brought to Central Louisiana prosperity, increased population and a building boom in schools, churches and homes. Stories could be written about any of these lumber companies - to name a few - The Central Lumber Company, Urania Lumber Company, Louisiana Central Lumber Company, Woods Lumber Company, The Lone Pine Lumber Company, Sulphur Timber & Lumber Company, Dodson Lumber Company, Hart & Adams Lumber Company, Big Creek Lumber Company, Lee Lumber Company, J. A. Bentley Lumber Company, Harrington Creek Lumber Company, Crowell-Spencer Lumber Company, W. M. Cady Lumber Company and Louisiana Sawmill Company.

One such company was the Rapides Lumber Company, Limited, incorporated on November 25, 1890. Its first

officers were Calvin S. Woodworth, President; Ed Rand, Vice-President; and C. E. Roberts, Secretary-Treasurer. The company began operations with the purchase of eighteen thousand acres of timberland (priced at \$4.25 an acre) and its first mill at Woodworth.

Although the town of Woodworth was named for him, little is known of Calvin S. Woodworth, other than that he was from Dallas, Texas and that he sold his interest in the company to Long-Bell Lumber Company in 1895.

C. E. Roberts built the company's first mill and managed it for three years. In 1896 he, too, sold his interest to Long-Bell Lumber Company.

Ed Rand was the last of the original stockholders to sell his interest to Long-Bell Lumber Company. He was born in Mississippi and lived in Texas before coming to Woodworth. In addition to becoming a founder, secretary, treasurer and general manager of Rapides Lumber Company, Limited, his varied activities included building



TRAIN WRECK

All was not profit, as evidenced to by the above photograph, showing a train wreck which involved a "narrow gauge" locomotive and a train load of logs headed to the mill in Woodworth, La. Although we don't have the exact date of this wreck, it is our understanding that a span of the trestle burned out during the day and after the train rolled over it early that morning enroute to the logging area for a train load of logs. Naturally, the Engineer was unable to stop and the locomotive and possible a car or two of logs plunged through the burned out trestle. Fortunately, no one was injured, according to Rufus M. Smith.

the Texas, Arkansas & Louisiana Railroad; organizing a bank at Atlanta, Texas; and owning stock in the Rapides Bank at Alexandria and in the San Juan sugar operations near Vera Cruz, Mexico. He served as Postmaster at the Woodworth Post Office from July 8, 1899 until February 10, 1905.

During the first few years of the company's existence the population of the town of Woodworth grew to one thousand, almost all of whom worked for, or depended upon the company.

The capacity of the first mill was 75,000 board feet daily. By 1904 its daily capacity was 110,000 feet and 125,000 feet by 1906. By 1904 the company owned forty-six thousand acres of longleaf yellow pine lands in Rapides Parish and had cut over only about one-third of this land. The company boasted that the land produced not less than an average of 10,000 board feet of pine lumber to the acre.

Over the years the company facilities expanded. In

1906 an inventory of the company property included a large two and one-half story sawmill building, a structural steel boiler and engine house, power plant, fuel house, lath mill, planing mill building, two lumber sheds, a machine shop, a log pond, a waterworks plant, an electric light plant, sixty-five dwelling houses, two hotels, one office, one barn, one store building, including ice house, ware room and feed house, 26,934 acres of virgin pine timber and 19,012 acres of denuded lands. Additionally, the company owned a movable logging camp consisting of thirty-five tenement cars, one blacksmith shop and one double corral.

A 1904 lumbermen's trade journal described Ed Rand as "the human dynamo who infuses power and purpose into all the operations of Rapides Lumber Company, Limited". There was a beehive of activity in and around the sawmills. The Woodworth & Louisiana Central Railway Company, of whom Ed Rand

(Continued on page 2)

LOG TRAIN — USUALLY 16 or 18 CAR TRAIN

Back in the "Good Old Days," when a saw mill reached this point in their operation they were well on their way. This "narrow-gauge" locomotive and

some 18 car load of logs were enroute to the Rapides Lumber Company Plant at Woodworth, La.



Woodworth...

(Continued from page 1)

was Treasurer, hauled the logs from the company's logs to the mills at Woodworth. The principal activity of this railroad was the carrying of timber and lumber of Rapides Lumber Company, Limited. It had sixteen miles of main line and three miles of spur tracks. It operated fifty-two cars, employed thirty-nine men and used five locomotives. At the company mills the most modern machinery and equipment were used for processing the lumber. In addition to having its own electric light plant, the company had a private telephone system, water system and fire department.

As the Rapides Lumber Company grew, so did the town of Woodworth. By 1904 there were 103 houses, and an adequate number of churches and schools in the town. The trade journal opined that Woodworth was "an extremely healthy locality, for its sanitation is of the best."

In 1914 the company dropped the archaic "Limited" from its name and became Rapides Lumber Company, Inc. On August 1, 1922 the giant Long-Bell Lumber Company acquired all of the property of Rapides Lumber Company, Inc. Long-Bell was soon to assimilate thirteen other companies. On December 31, 1922, Rapides Lumber Company, Inc. was dissolved.

By July of 1926 all of the timber had been cut from the forty-six thousand acres, and Long-Bell Lumber Company closed the operations at Woodworth. A poignant note is contained in an October 23, 1955 report of the Forest

Supervisor of Kisatchie National Forest:

"The Rapides Lumber Company owned approximately fifty thousand acres of timberlands from which they operated their one hundred and twenty five thousand board feet daily capacity mill from 1892 to 1925. The population of Woodworth is estimated to have been one thousand during the life of the mill and is now estimated to be around one hundred."

(COMMENTS BY THE EDITOR, SOUTH RAPIDES CHRONICLE). We are most grateful to the lovely and beautiful Miss Sharon Mansour for allowing THE CHRONICLE to feature her story of Woodworth, La., and THE RAPIDES LUMBER COMPANY, LIMITED. This "paper" was prepared by Miss Mansour while a student at LSUA.

We would like to thank Mr. Carl S. Carstens of Alexandria, La., for the "loan" of the many photographs appearing in this issue. And naturally, we are grateful to Rufus M. Smith, a native of the Woodworth area, for his help and "recorded" information furnished for this issue.

Not unlike most areas where the "big saw mills" first located "way back when," there were natives or homesteaders living in the area known today as Woodworth, La., long before THE RAPIDES LUMBER COMPANY, LIMITED, was organized in 1890. Among these were the R. O. Butler family, the Morris family and a colored family by the name of COCKAFAR. (There was at least one tribe of Indians living in the area.)

Before the community was

named "WOODWORTH," after one of the founders of the Rapides Lumber Company, Limited, it was known as Morris, La., and a Mr. Morris was the first Postmaster.

After the Saw Mill cut out in 1926, many of the families remained in the area, and upon completion of Highway 165 (Alexandria to Lake Charles) during the early thirties, Woodworth started growing. Many beautiful and expensive homes have been constructed in that area, and several business establishments are now in operation along both sides of the highway.

THANK YOU!

I would like to take this opportunity to thank all my wonderful friends in and around Glenmora for their prayers, cards, flowers and gifts during my recent illness and stay in the hospital. Thank you most sincerely, Mrs. WALTER GOREE

Although we are not sure of the present population, we do feel it is safe to say that in time - there will be as many if not more people living in

EDITORIAL

By The Editor

To those who know me, and really - very few do, I would like to remind the "few I discuss politics with" that from the very first mention of the "Watergate" caper - I told you that the only thing involved was money! Well, I don't know what the daily newspaper headlines were throughout the fifty states on this beautiful Sunday morning (May 20th, 1973) but our "local" daily front page read as follows: WATERGATE SUSPECTS GOT UNREPORTED ELECTION FUNDS." The sub headline read as follows: "GAO REVEALS ROLE OF NIXON'S LAWYER." (GAO is the initials for "The GENERAL ACCOUNTING OFFICE," United States Government, Washington, D.C.)

After Governor George Wallace was removed from the list of candidates for President by a bullet, and after George McGovern was nominated by the Democrats, there was not one single reason to spend - not even a counterfeit 50 cent piece, to re-elect Richard M. Nixon - yet there is little doubt now that the "free-wheelers" literally poured the money into the "kitty to re-elect the President."

I can only assume that this will appear in either a late June or July issue, and as of this date, I have no idea how the "WATERGATE CAPER" will appear by then. However, I am sure of one thing and that is this: AS "WATERGATE" UNFOLDS, VIA TV, RADIO AND IN THE NEWSPAPERS, YOU WILL HAVE READ MORE AND MORE ABOUT "UNACCOUNTED FOR CAMPAIGN FUNDS." As of this date, the newspapers are mentioning the sum of \$500,000.00. In the same news article, I note the sum of \$250,000.00. The first sum I recall being mentioned was something like \$240,000.00,

Woodworth, La., as there were during the "hey day" of the big saw mill.

FOR \$4.00

You can subscribe for remaining issues of Vol. 4 The South Rapides Chronicle, Box 1628, Alexandria, La. 71301.

And since our "little paper" specializes in "Old but True Stories" of the "Good Old Days," we would like to take this opportunity of urging the Town Officials of Woodworth, Forest Hill, McNary, Glenmora and as far south as Oakdale, to start NOW - beating the drums for a four lane

highway - Alexandria south to I-20 at Iowa, La. It is needed NOW - and by the time you get it - if you start NOW - the chances are that four lanes will not be adequate. I further suggest that you conduct your very own survey. I think you will be surprised at the number of vehicles now using U.S. 165, Alexandria to Kinder and viceversa. I can assure you that the traffic is much heavier than it is on La. 28, Alexandria west to the Coliseum, except during the Parish Fair and the Basketball Tournaments - and "they" made that particular part of La. 28 a four-lane highway.

Gone But Not Forgotten

The Rapides Lumber Company, Limited - later to become a member of the Long Bell Lumber Company family of saw mills, was only one of a multitude of saw mills in operation before and after 1920. Some of them are as follows: The CENTRAL LUMBER COMPANY, Clarks, La. This mill cut approximately 150 thousand board feet of lumber daily, and was in operation from about 1905 to 1940.

The URANIA LUMBER COMPANY, Urania, La. "Uncle" Henry Hardtner, co-owner and founder of the mill, has been honored with the title: "FATHER of SOUTHERN FORESTRY." It is believed that this mill is still in operation. There was a change in ownership a few years ago. It is believed that the mill was capable of cutting 80 to 100 thousand board feet of lumber daily.

The LOUISIANA CENTRAL LUMBER COMPANY, Standard, La. It is believed that this mill started its operation in about 1903. They cut out in 1934. Mr. G. H. King and Associates bought the mill property, and the Editor of THE CHRONICLE was assigned to liquidate or "wreck and sell" the large saw mill. During their operation, this mill cut approximately 100,000 board feet of lumber daily.

The SMITH and ADAMS LUMBER COMPANY, Castor, La. This mill was in operation from 1899 to 1905, and had a capacity of 75 to 80 thousand board feet cut per day. The ZENORIA LUMBER COMPANY, Zenoria, La. This mill cut approximately 50 thousand board feet per day and was in operation from about 1914 to 1930. The WHITE SULPHUR LUMBER COMPANY, White Sulphur, La., was in operation from approximately 1907 to 1917. Their capacity was approximately 40 to 45 thousand board feet daily.

The LEE and BEAL LUMBER COMPANY, Georgetown, La. This mill operated from 1902 to 1907. Their daily average cut was 60 thousand board feet of lumber. (Comment by The Editor of THE CHRONICLE: I shall never forget Georgetown, La. Before my Mother and Father were married, my Father hit Georgetown as a "Map Salesman." He made one call, and was so thoroughly "cussed out" he threw away and otherwise destroyed his samples and went to work at the Saw Mill there in Georgetown.)

The P. F. ROGERS LUMBER COMPANY, Linean, La. This mill operated from 1894 to 1906, and cut approximately 60 thousand board feet of lumber daily. The BALL LUMBER COMPANY, Howcott, La. This mill was in operation from 1913 to 1916, and cut approximately 35 thousand board feet per day. In operation for about three years, The FISH CREEK LUMBER COMPANY, Fish Creek, La., cut approximately 50 thousand board feet of lumber daily. The SAND SPUR LUMBER COMPANY, Sand Spur, La., was in operation from 1905 to 1913, and cut about 50 thousand board feet of lumber daily.

The McMAIN and BRANNON LUMBER COMPANY, Antoine, La., was active from 1896 to 1905, cutting about 35 thousand board feet of lumber daily. The GOOD PINE LUMBER COMPANY, Good Pine, La., operated from 1907 to 1935, and cut 100 thousand board feet of lumber daily. The mill burned in 1935 and was not re-built. Their remaining timber was sold to The TALL TIMBER COMPANY, also of Good Pine, La. This plant was in operation from 1914 to 1938 and also cut about 100 thousand board feet of lumber daily.

(Continued on page 6)

and not too many days ago I read another article that mentioned \$1,000,000.00.

It is never too late to "rub out and start all over," and therefore I suggest to those who run our government - government at all levels - local, County (Parish), State and National, that they accept the advice offered by my dearly beloved late Father, Joseph Pool Higdon. As far back as I can remember he blamed the "Founding Fathers" for their failure to limit all elective offices to ONE TERM and ONLY one term - period!

The Congress and Senate of the United States saw fit to limit the President to two terms. What is wrong with limiting Congressmen and Senators and Governors and State, County (Parish), City and Town Officials to ONE TERM. The people who run our Government - Government at all levels - are the employees. NAME ME ONE ELECTED POSITION FROM "DOG CATCHER" TO "PRESIDENT," WHOSE OFFICE WILL FOLD UP IF THE ELECTED HEAD TAKES A SUDDEN TRIP INTO THE GREAT BE-

(Continued on page 4)



UNLOADING LOGS INTO LOG POND

Once the train arrived in Woodworth the logs were dumped into a pond of water. From this point, they were floated to a conveyor chain which lifted the logs up into the mill proper.



INTERIOR SAW MILL

Photo of interior of the saw mill, Woodworth, La. At this time the mill appears to be either a single band or single circular saw mill. It was obviously enlarged at a later date. According to Rufus M. Smith, the plant at Woodworth burned to the ground at least three times before it cut out.

WOODWORTH, LA.

Long, Long Ago

As you drive through the Town of Woodworth, La., today we feel sure that no "modern day" person would associate that which is seen with the fact that back in the year of 1919 the Town had one of the best Bands in the Cen-La area.

Members of the group of "quality music makers" were Ira Gross, C. Foley (a machinist), E. D. Walling (supply house clerk), Ben F. Chilcutt (order clerk), J. C. Love, A. W. Platts (Timber Dock Foreman), Albert Roberts (Planing Mill Engineer), A. J. Moore (Chief Engineer), S. H. Johnston (railroad agent), Miss W. H. Dyer (public school teacher) and Professor E. L. Stalert - probably the Band Director.

People You May Remember

J. H. Kennesson, Clarence Vandercook, Curtis Hines, Mrs. S. H. Johnson who managed the Hotel, but in June or July of 1920, she resigned and returned to her home in Oakdale. She was replaced by Mrs. Bernard Williams, who moved in from Kurthwood, La. D. A. Whatley was in charge of the Lath Mill. He was succeeded as Saw Mill Foreman by C. E. Taylor.

Mrs. Reta Collins was the telephone operator and Miss Mattie Smith worked in the Company store. P. S. Doherty was an Invoice Clerk and Ben F. Chilcutt, Order Clerk, was promoted to the Lumber Sales Force. He was assigned to work a part of the Arkansas territory. A. D. Hooper was the Skidder Foreman. He was responsible for establishing many Saw Mill records for getting out more logs via The SKIDDER system than any other Skidder Foreman. His crew consisted of the following: Joe Mable, rider; George Stewart, rider; D. B. Burroughs, drum puller; C. Wineburg, flagman; John Boreland, drum puller; Alex Griffin, tong setter; Jim Wineburg, decker; James Penn, fireman; Nollie Wright, woodman; Joe Bohanan, woodman; Charles Hopkins, watchman; Z. T. Jones, tong setter; Wilbur Smith, flagger and Velmer Gilbert, horse changer. At the time this particular crew was skidding logs, the Woods Foreman was C. Hines and his assistant was H. Walker.

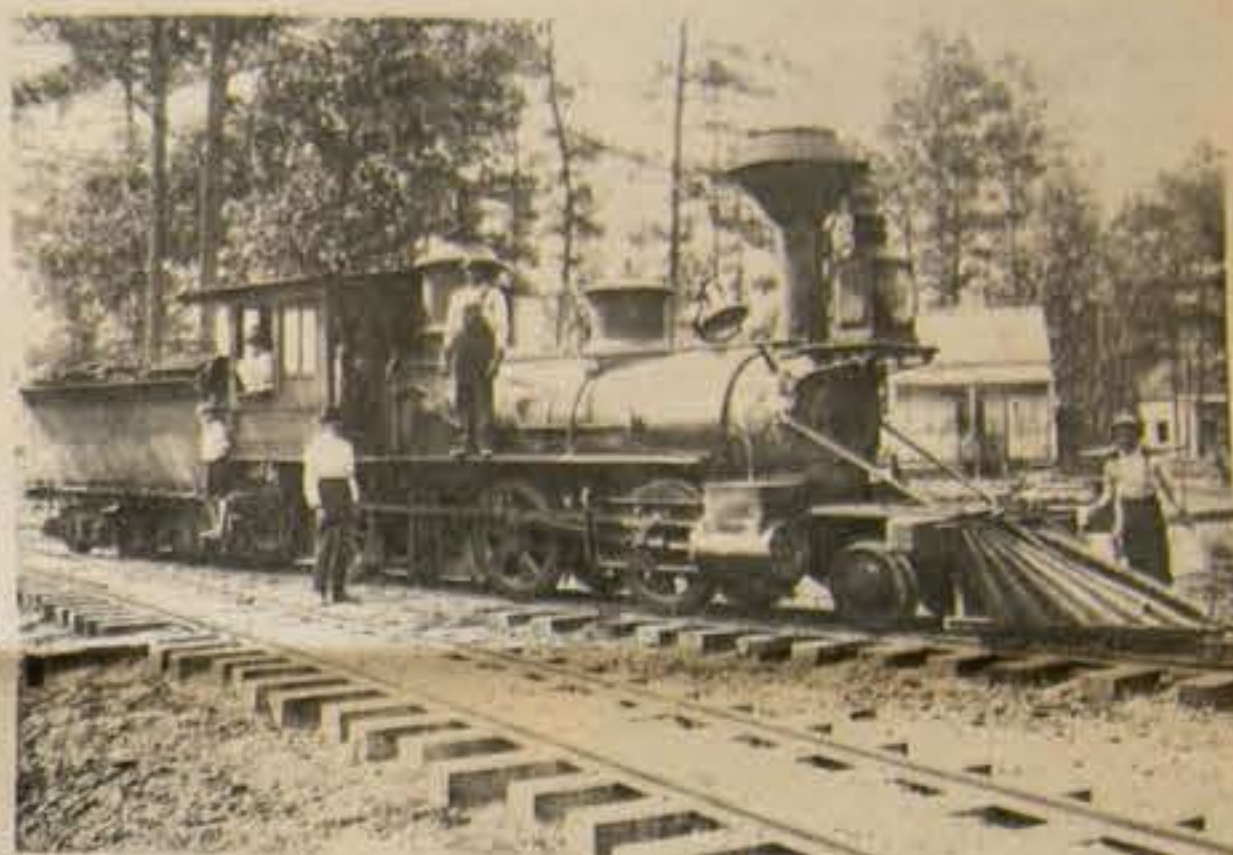
Baseball, 1920

It was known as the "Saw-Dust League," and just about every Saw Mill Town of any size (measured by the number of board feet cut daily) sponsored a baseball team that participated in the "league," and the big saw mill at Woodworth was no exception.



SAW MILL

Photo of exterior of saw mill - The Rapides Lumber Company - Woodworth, La.



ONE OF THE LOCOMOTIVES

Above photo is of a part of the "narrow gauge" track and one of the locomotives used at Woodworth, La. (Note the water boy at the extreme right.)



SHAY LOCOMOTIVE NUMBER 3

Above photo is of Shay Locomotive Number 3, used in the logging operation by the Rapides Lumber Company at Woodworth, La.

The team of 1920 consisted of Albert Roberts (engineer of the planing mill), E. D. Walling (supply house clerk), John Davidson (feeder, planing mill), A. L. Yawn (locomotive engineer), E. B. Willbanks (commissary employee), Baron Hill (feeder, planing mill), L. E. Bower (electrician), M. W. Davidson (feeder, planing mill) and Jack Mantle. (It seems that Jack Mantle was a member of a group of "visiting dignitaries," the Big Saw Mill type dignitaries, and was on hand for a game or two. So, it could be! No, not Mickey Mantle - but this "Jack Mantle" may have been an "ancestor" of the former Yankee great - Mickey Mantle - a native of the great state of Oklahoma.)

During June of 1920, the Woodworth Team won two and lost one. They beat Welchton, 11 to 5. Batteries for Welchton were Keyes and Smith; for Woodworth, (Continued on page 4)



EMPLOYEES AND CHILDREN

A group of employees and some of their children who lived in the Woodworth area and worked for the Rapids Lumber Company. In background is front entrance to the commissary.



EMPLOYEES AND SONS

Another group of employees who lived in the Woodworth, La., area and worked for the Rapids Lumber Company, and a few of their children. In general, and to the best of my knowledge, there was no such thing as an "easy" job connected with saw milling back in the "good old days." Every job was work.



PLANING MILL. BOILER ROOM

Exterior view of planing mill and steam power plant. This is where the kiln dried, and probably some air-fried lumber, was finished and otherwise made ready to be shipped out and nailed up.



VIRGIN TIMBER TEMP. RWY.

A part of the virgin pine forest down Woodworth area - as it appeared in the beginning of the Rapids Lumber Company. Gentleman to left is Mr. Ed Rand and gentleman to right is Mr. H. T. Rand. The narrow gauge track was temporary. When timber in this area was cut, track was picked up and moved to another stand of timber. (Photo left)

CUTTING TIMBER

Another photo of virgin pine timber forest in Woodworth area. When men like these showed up with their "tools of the trade" (cross-cut saw, axe, etc.) it was "Goodnight Irene" to the virgin pine timber of long, long ago. (Photo right)



Editorial...

(Continued from page 2)

YOUNG - A ONE WAY TRIP, IF YOU PLEASE!

There just "ain't" no such elective office - NOT IN THE UNITED STATES! And of course, when I use the term "ONE TERM ONLY" I mean just that. ONCE A PERSON IS ELECTED BY THE PEOPLE TO SERVE A TERM IN AN ELECTIVE OFFICE, AND IF AND WHEN HE LIVES OUT THAT TERM OF OFFICE, BE IT "DOG CATCHER" OR "PRESIDENT," I MEAN FOR HIM TO BE THROUGH RUNNING FOR ELECTIVE OFFICE - ANY OTHER ELECTIVE OFFICE, FOR EVER - FOR THE REMAINDER OF HIS LIFE!

DRASTIC YOU SAY! Well, something "drastic" has got to be done, and I recommend this as a first step. We have got to stop "stealing" in our Government or the whole thing is going to end up - broke, bankrupt - if we are not already bankrupt. Oh yes, there are exceptions to the rule. We do indeed have honest people in elective offices - but keep your eye on "WATERGATE."

And really, there is nothing new about "WATERGATE." The same thing has been going on in our government - at all levels - for as far back as I can remember. Trouble is, most of us have a very short memory - AND THIS IS THE FIRST THING THE AVERAGE POLITICIAN LEARNS ABOUT PEOPLE.

Baseball, 1920...

(Continued from page 3)

Johnston, Davidson and Hill. During the same month, Woodworth beat the Rapids Drug Team of Alexandria 8 to 5. The Urania Saw Mill team shut-out Woodworth, 4 to 0. Batteries for Urania were Elliott and Hendryx. For Woodworth, Davidson and Hill.

(Your Editor of The CHRONICLE remembers that particular Urania Team VERY well. Both Dick Elliott and Hendryx were from Olla, La. They were among several "borrowed" players who frequently played with Urania. Dick Elliott was a "spit-ball" pitcher.)



WOOD'S CREW

The logging crew who cut down the trees, trimmed them up and otherwise made them ready to be placed along side the track for loading onto cars to be transported to the mill at Woodworth.



LOGS READY FOR LOADING ON CARS

There is nothing defective about this beautiful virgin pine log. Note "tools of the trade" used back in the "Good Old Day." They were all manually operated. There was no such thing as electric or gas powered saws.



OX TEAMS USED AS LOGGING CONTRACTORS

Ox teams were also utilized in the logging operations back in the "Good Old Days." Usually work done by these men and teams of oxen were called "Logging Contractors."



A DEFECTIVE LOG

Note end of this virgin pine log. It is defective, better known back then as "red heart." At least, that is what they called the lumber cut from this type log. Chances are that if we were just beginning to cut this virgin timber today (1973) a lot of it would be equally as defective as this tree was at the time it was cut, either in late 19 hundreds or early twenties.



LOGS TO BE LOADED

Logs cut and waiting to be loaded on log cars shown in background. Each tree was cut down with a two man cross-cut saw, limbs trimmed with an axe, and if necessary and desired, long trees were cut in different lengths - all manually.



MULE TEAMS WITH SLIP TONGUE CARTS

Mule teams with slip tongue carts were used to drag cut logs from deep in the forest up to track side where they could be loaded on rail road log cars and pulled via locomotive to the mill.

(This series of eight photos continued on page 6.)

Where Are They Today?

During the "boom" years, Woodworth had a population of over 1,000. Just a mere fifty-four (54) years ago - the following were among the youth of the big saw mill town: The Angiachiado family - Tony, Mary, Jessie and Angie. Clotilia Bennett. The Butler family - Albert, Anita, Lutler, Frank, Kate, Grace, Euel,

Robert, Hattie, Horace, Clarence, Charlie, Pearl and Carl. Edwin and Howard Blevins, the Brown family - Fournery, Boylston, Coy, Lewis, Gladys, Maggie May and Hamburg. The Bohannon family - Johnnie, Cramer and Clifford. Grady May and Gladys Bayter. The Cassell family - Carnel, Sussie, Sallie, Haw and Johnnie. The Castle family - Maud, James and Charlie. Jack and Archie Chilcutt. The Corning family - Hazel Ruth, Capitola
(Continued on page 7)



KEY PERSONNEL

Key personnel of the Rapides Lumber Company, Woodworth, La. Note middle row, third person from left. This is Mr. Ed Rand, one of the three original owners-organizers of the company. He was the last of the original three to sell out to Long Bell. He must have been a fabulous gentleman.



INTERIOR OF STORE

Interior view of the commissary. Note overhead ceiling fan; the old style trunk up front; note the beautiful lady to the left and the dress style (ankle length) worn at that time. In general, these saw mill stores carried a full line of just about everything on the market then.



INSIDE PLANING MILL
Inside view of the planing mill and some of the machines used to turn out beautiful, knot free, slick and smooth virgin pine lumber. Some of the "Trade Names" used to identify the finished product were "drop-siding," "ship-lap," "Tongue and Groove" flooring, etc. (Photo left)

NO. 4 LOCOMOTIVE
"Pine-knot" burning old No. 4 Locomotive being checked, oiled, etc., prior to taking off. This appears to be one of several "narrow-gauge" locomotives and Shay's owned and operated by the Rapides Lumber Company, later to be known as Long Bell. (Photo Right)



LOADING LOGS WITH HORSES

Above photo shows one method of loading logs onto the log cars. The steam loader replaced this method - and the skidder, also steam powered, replaced the mule teams in dragging logs from deep in the forest to a position along side the track where the loader could load them on the cars.



EXTERIOR OF COMMISSARY

Back in the "Good Old Days" of the "Big Saw Mill Boom," almost every company had their very own commissary and the Rapides Lumber Company was no exception. Above is an exterior view of the commissary at Woodworth, La.



ED RAND HOME

The above photo is of the Ed Rand Home in Woodworth, La. We believe we are safe in saying that this home is still standing and is located on the west side of U.S. Highway No. 165 near the flashing light at the crossroads in the heart of Woodworth.

Not Forgotten...

(Continued from page 2)

The GRANT TIMBER and MFG. COMPANY, Selma, La. They operated a Hardwood Mill with a capacity of 40 thousand board feet daily, and two Pine Mills, each cutting about 100 thousand board feet per day. Their last mill cut out in about 1936. The COMAINE and BOYD LUMBER COMPANY, Atlanta, La., was in operation from 1905 to 1925, cutting about 100 thousand board feet of lumber per day. The TREMONT LUMBER COMPANY, Rochelle, La. In operation from 1902 to 1938, cutting about 125 thousand board feet of lumber daily.

The WYATT LUMBER COMPANY, Wyatt, La. Cutting approximately 60 thousand board feet per day, this saw mill was in operation from 1902 to 1912. The TREMONT LUMBER COMPANY, Pyburn, La., was in operation from 1901 to 1906 and cut approximately 150 thousand board feet of lumber per day. The PINE TREE LUMBER COMPANY, Pine Tree, La., cut approximately 100 thousand board feet per day and was in operation from 1901 to 1906. The HALL and LEGON LUMBER COMPANY, Tannehill, La., cut approximately 50 thousand board feet daily, and was in operation from 1902 to 1912. The WOODS LUMBER COMPANY, Winn-

(Continued on page 8)



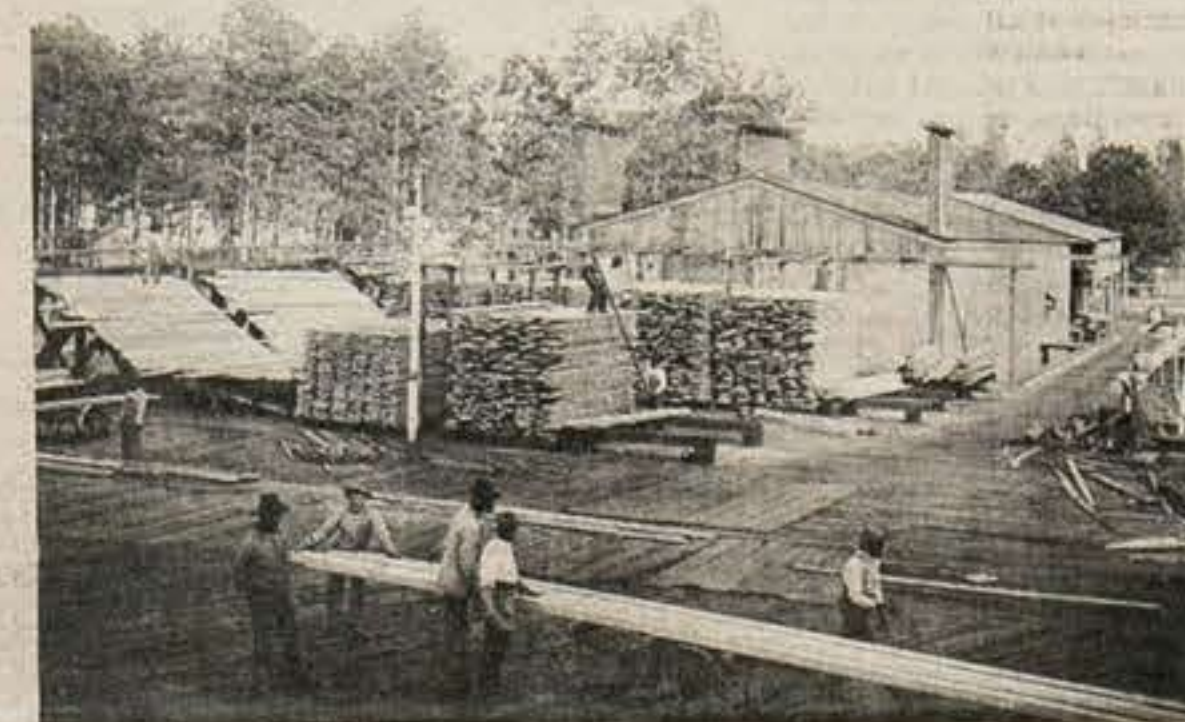
SHAY LOCOMOTIVE IN ACTION

The above Shay Locomotive, slow but powerful, appears to be pulling loaded log cars to the main line where a faster locomotive would pick up the loaded cars and head for the mill at Woodworth.



MORE LUMBER

Once the green log was cut to pieces, this is the way the pieces appeared. Lumber was stacked to be air dried for a period of time. (Note roof over the stacks of lumber to the left to protect the lumber from rain.) This appears to be rough lumber, 1 inch thick and different widths, ranging from 4 inches to 12 inches.



DRY KILNS

After lumber was allowed to air dry for a certain period of time it was then stacked and rolled into the dry kiln where more of the moisture content was removed by steam heating. This was a good place to work in winter and entirely too hot in summer. Note the beautiful long boards in foreground.



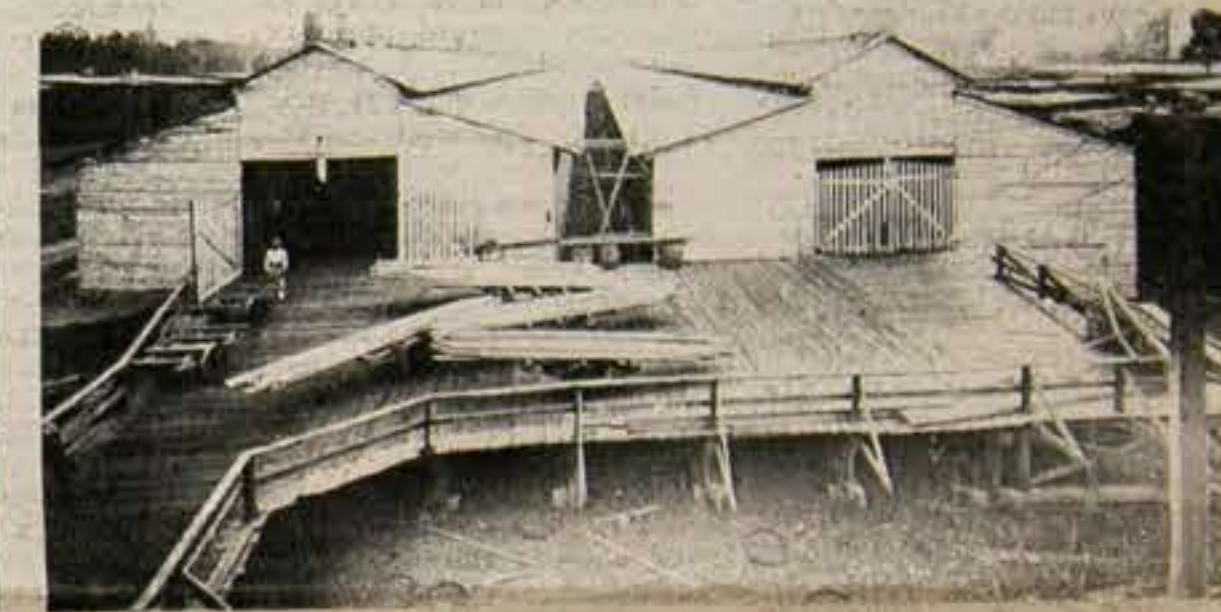
INSIDE ROUGH LUMBER SHED

Interior view of one of the lumber sheds of the Rapides Lumber Company, Woodworth, La. Lumber sheds of this type were used to store dried rough lumber, waiting to be sent to the planing mill, and slick lumber - lumber already processed through the planing mill - was stored in sheds too.



LUMBER STACKS

More stacks of lumber. Note neatly plowed ground in foreground. Chances are that one or more of the employees found time to plant and raise a garden and to grow something to eat, in addition to their regular job of 10 hours a day, 6 days a week.



LUMBER SHEDS

Every saw mill had a "Rough Lumber" shed. Note barrels on top of the shed and along the front. These were kept filled with water and each barrel contained a bucket. This was one of their "fire protective" ideas back in the "Good Old Days." At least it pleased the insurance inspector.



LOADING TRACTS

The loading dock. The cars are standard gauge, and from this point, lumber and timbers were loaded, either in box cars or on flat cars and made ready for shipment to customers throughout the country via the "Woodworth and Louisiana Central Railroad."

(This series of seven photos continued on page 8.)

Where Are They Today?...

(Continued from page 5)

and Preston. Sally Dorsey, Theron Eugene Daffin and Dalton Faircloth. The Frasier family - Thelma, George, Robert and Hazel. Fred and Howard Fowler. George M. Graham, Jr. The Gross family - Bertha, Ava, Carl and Richard. Nettie Hodge and George Hodge. Henry Holeman. Jessie Lee and Della May Hearne. Katherine and Evelyn Kennison. Charlie and W. F. Martin.

Margaret and Rolean (Male) or (Wale). Marjorie and Vivian Malone. Holland and Annie Middleton. Jesse Mitchell and Sherman (Male) or (Wale). Edward Miller and Beulah Moore. The Monroe family - Cecil, James, Drummond, Ray and Orrin. The Mobley family - Claude, Ellen, Blanche and Sam. The McCuiston family - Myrtle, Stewart, Arnold and Jack. The McGee family - Andrew, Nellie and Everett. Ada and Mildred McMain. The McCormick family - Blanche, Holly and Katie Belle. More members of the Malone family - Leaf,

Lessie, Nettie, Eunice, and Bobby. John Neal and Willie Parker. The Peart family - Mabel, Frank, Hazel, Bessie and Inez. Christine and Marie Pierce. Edwin and Jesse Parker. Sophia Ralston, Vera and Thelma Raspberry. The Roberts family - Edwin, Wilby, Rosa May, Melba and Mabel. The Rouse family - Carol, Robert and Petrie. The Sowards family - Bennie, Eugene and Grace. The Sprouse family - Johnny, Pearly and Emma. The Smiley family - Lillie, Fannie, W. R. and M. B. Smiley, Huel Spence. Clarence and Clyde Tilley. The Thompson family - Dee, Noelle and Hazel. The Terry family - Lizzie, Grace and Clyde. Leona and Easman Tony. The Wise family - Edna, John Henry, Nellie Evalina and Magdalene. Esther, Etha and Jewell, all members of the Worsham family. Audrey and Dewey Williams. The Whatley family - Hugh, Lucile and Mary, and Elizabeth Winger.

(The above is a 1919 census of School age children (6 to 18 years of age) living in the Woodworth area as of June 1, 1919. Information courtesy Rufus M. Smith.)

Gone, But Not Forgotten...

(Continued from page 6)

field, La., a 25 thousand board feet daily mill operated from 1904 to 1907. They did not own timber lands. To the contrary, they bought all their timber from private land owners. (This was the case with several mills back in the "Good old Days.") And where is Moore, La.? From 1904 to 1907 the MURRAY NORTHERN LUMBER COMPANY operated there, cutting approximately 30 thousand board feet daily. And how about Sardon, La.? Where was it located? It was the home of The WRIGHT LUMBER COMPANY from 1905 to 1907, cutting approximately 20 thousand board feet of lumber daily.

The WHITFORD LUMBER COMPANY, Whitford, La., operated a mill from 1904 to 1910. The saw mill town was located on the L.R. and N. Rail Road, near Atlanta, La. Many of their employees later moved to Glenmora with the La. Saw Mill Company. They cut 100 thousand board feet of lumber daily. The IATT LUMBER COMPANY operated at Verda, La. (birth place of your Editor) from 1903 to 1909. They cut approximately 40 thousand feet of lumber daily. And up the L.R. and N. about a mile north of Verda, La., a Company operated from 1904 to 1908 - cutting about 30 thousand board feet daily. The information I have shows this to have been The BELL LUMBER COMPANY. I think this is incorrect. I feel sure it was called the Bradford-Kees Lumber Company. In any event, the Higdon family lived there for a short period after I was born in 1906. It is possible that Bradford-Kees may have bought out The BELL LUMBER COMPANY. (Too many things happened to the Editor of this paper when my parents lived there - things I remember well - and I doubt if I had a "good" memory at age 1½ to 2½ years.) Anyway, the plant was located at Lofton, La.

The LONE PINE LUMBER COMPANY, Colfax, La., operated a 100 thousand board feet capacity mill from 1903 to 1910. Up at Campti, La., The FROST-JOHNSON LUMBER COMPANY cut 75 thousand board feet per day from 1905 to 1915. The SOUTH ARKANSAS LUMBER COMPANY, Jonesboro, La., operated from 1900 to 1911, cutting approximately 150 thousand board feet of lumber daily. (This was a combination band and circular saw mill.) At Hodge, La., The HODGE-HUNT LUMBER COMPANY operated a mill, cutting 75 thousand board feet of lumber daily. The GUEST and LAGRONE LUMBER COMPANY operated at Quitman, La., from 1904 to 1910 - cutting approximately 35 thousand board feet of lumber daily. From 1905 to 1908 The SULPHUR TIMBER and LUMBER COMPANY operated a mill at Winnfield, La., cutting 60 thousand board feet of lumber daily.

The O. C. BUTLER LUMBER COMPANY operated a mill at Gaw, La., from 1916 to 1930, cutting about 10 thousand board feet daily with a circular saw type operation. At Menefee, La., The EDENBORN LUMBER COMPANY had a 20 thousand board feet capacity mill at Womack, La. Over at Chatham, La., The ANTOINE LUMBER COMPANY cut about 30 thousand board feet of lumber daily from 1908 to 1910. At Gulf Crossing, La., The BRUINE and BUTLER LUMBER COMPANY cut about 5 thousand board feet of lumber daily from 1920 to 1922.

At Eros, La., The TREMONT LUMBER COMPANY cut 125 thousand board feet daily from 1901 to 1916. Another mill operated at Eros, La., several years later. It was The MACON LUMBER COMPANY with a capacity of 20 thousand board feet daily. They operated from 1925 to 1927. And from 1930 to 1932 The COOK BROTHERS LUMBER COMPANY operated at Chatham, La., cutting about 20 thousand board feet daily. From 1905 to 1908, The FRAZIER LUMBER COMPANY, operating at Cartright, La., cut about 20 thousand board feet daily. This same Company operated a mill at Eros, La., from 1932 to 1934. It too was a 20 thousand board feet daily mill. The same Company operated a mill at Choudrant, La., from 1904 to 1909, cutting only 15 thousand board feet daily.

From 1900 to 1906, The TREMONT LUMBER COMPANY operated a mill at Tremont, La., cutting 60 thousand board feet daily. At Clay, La., The WILLHITE LUMBER COMPANY cut about 15 thousand board feet daily from 1930 to 1935. From 1908 to 1910, The J. M. LAGRONE LUMBER COMPANY operated at Ruston, La., cutting 40 thousand board feet of lumber daily. A much larger mill, The DUBACH LUMBER COMPANY, operated at Dubach, La., from 1897 to 1922, cutting approximately 100 thousand board feet daily. Middle Fork, La., was the home base for The ROBINSON LUMBER COMPANY from 1915 to 1917, cutting 15 thousand board feet daily. The EUNICE LUMBER COMPANY, Bernice, La., operated a 50 thousand board feet capacity circular saw mill from 1919 to 1922.

Randolph, La., was the home of The SILVERTHENE LUMBER COMPANY from 1900 to 1908. They cut 75 thousand board feet daily with a circular saw type mill. The O. W. FARMER LUMBER COMPANY was in operation from 1927 to 1934 at Jonesboro, La., cutting 15 thousand board feet per day. At Wyatt, La., The HARDY COX LUMBER COMPANY cut 15 thousand board feet per day from 1918 to 1920. A 15 thousand board feet daily mill, The CALVIN LUMBER COMPANY, operated at Calvin, La., from 1902 to 1904. The DODSON LUMBER COMPANY, cutting about 12 thousand board feet daily, operated at Dodson, La., from 1917 to 1919. A 40 thousand board feet daily capacity mill, The ALBERTA LUMBER COMPANY, operated at Alberta, La., from 1903 to 1915. The HORN and PETTY LUMBER COMPANY, Robertsville, La., operated from 1887 to 1896, cutting 30 thousand board feet daily.

The LOUISIANA LONG LEAF LUMBER COMPANY, in operation at Victoria, La., from 1882 to 1922, cut 60 thousand board feet daily with a band mill. Operating at Campti, La., The BLACK LAKE LUMBER COMPANY cut 75 thousand board feet daily with a band and gang-saw type mill. (Duration of their operation is not mentioned in our source of information.) From 1906 to 1913, The HART and ADAMS LUMBER COMPANY cut 35 thousand board feet daily. They were located at Bentley, La. The JOHN HARPER LUMBER COMPANY operated at Stay, La., from 1900 to 1905, cutting 20 thousand board feet daily. At Pollock, La., The BIG CREEK LUMBER COMPANY and IRON MOUNTAIN LUMBER COMPANY operated a 100 thousand board feet capacity mill (daily) from 1892 to 1919. At a town called White Spur, La., The LEE and BEAL LUMBER COMPANY operated a mill from 1895 to 1915. This was a small mill with an

estimated daily cut of 15 to 20 thousand board feet daily.

Simms, La., was the home base of The CLARK BROTHERS LUMBER COMPANY from 1903 to 1909. They cut 60 thousand board feet of lumber daily. The MANISTEE LUMBER COMPANY of Manistee, La., operated from 1895 to 1914, cutting a daily average of 30 thousand board feet. At Tioga, La., The LEE LUMBER COMPANY cut 100 thousand board feet of lumber daily from 1900 to 1925, and at Ball, La., The J. F. BALL and BROTHER LUMBER COMPANY operated a 60 thousand board feet per day mill from 1898 to 1910. Operating out of Pineville, La., The ALEXANDRIA LUMBER COMPANY operated a 100 thousand board feet per day mill from 1906 to 1914. With headquarters at Alexandria, La., The J. A. BENTLEY LUMBER COMPANY cut 80 thousand board feet daily from 1900 to 1918. Also, operating out of Alexandria, La., from 1900 to 1913, was The LONG PINE LUMBER CO., cutting 80 thousand board feet daily. The RAPIDES LUMBER COMPANY, later known as LONG BELL, operated at Woodworth, La., from 1892 to 1926, cutting an average of 125 thousand board feet of lumber daily.

From 1895 to 1901, The HARRINGTON CREEK LUMBER COMPANY operated a 25 thousand board feet daily mill at Forest Hill, La. The CROWELL and SPENCER LUMBER COMPANY, Long Leaf, La., operated from 1892 to 1950, cutting an average of 125 thousand board feet daily. (As far as we have been able to determine, this mill still stands, and the Crowell family still own - to some degree - an undetermined amount of "virgin" pine timber.) McNary, La., was the home of The W. M. CADY LUMBER COMPANY from 1911 to 1923. With two mills, their daily cut was 250 thousand board feet. Operating just east of Glenmora, La., the LA. SAW MILL COMPANY cut approximately 150 thousand board feet daily from 1912 to 1929. Also located in Glenmora, La., was the WARD LUMBER COMPANY, later becoming The HILLYER-EDWARDS-FULLER LUMBER COMPANY. This was strictly a hardwood mill, operating a nine foot band mill and re-saw, and if memory serves me correctly - Jim Parks - the Sawyer - cut 109 thousand board feet in one eight hour day - but then Jim Parks was probably among the top Sawyers of his day. Their daily average was about 70 thousand. The owners moved to St. Francisville, La., where today it operates under the name of The KING INDUSTRIES. Back in about 1900, Dr. Phillips owned and operated a mill in Glenmora. We don't have,

available, their daily average board feet cut. Prior to moving the mill to Glenmora, The PHILLIPS LUMBER COMPANY operated at Blanche, La., cutting approximately 25 thousand board feet daily. And at a town known as Pawnee, La., The BEERING-CONRAD LUMBER COMPANY operated a 60 thousand board feet capacity mill from 1893 to 1906. (The preceding information under "GONE BUT NOT FORGOTTEN" was taken from the files, courtesy of Mr. Rufus M. Smith, the "MISTER" Rapides Parish Historian.)

It will be immediately noted by many of our readers that the above is merely a partial list of the Saw Mills that once operated in the State of Louisiana. It does not cover the largest mill of all - the one located at Bogalusa, La., the second largest mill in the country - during thier time of operation - The GULF LUMBER COMPANY, Fullerton, La., the multitude of saw mills located between Shreveport and Lake Charles, La., and the mills located from Oakdale south to Lake Charles, La. In addition, there were several mills located in the eastern and southeastern part of Louisiana which are not listed.

Saw mills were very much like a circus. There were big mills, the medium size mill and the small mills. (I note that many of the above mills are in the "small mill" classification.) A one circular saw mill would be classified as a "small mill." A single band mill, with or without a re-saw or a gang-saw, was classified as a "medium size" mill. Any mill with two band mills, with or without a gang-saw and-or re-saw, was classified as a "big mill." The "official classification" was determined by the "board feet of lumber" cut in one day. Of course the mill at Bogalusa, La., was the "Ringling and Barnum" of the saw mill business. This operation was truly the "greatest circus" on earth. (I was with the W. I. Swain Show in 1929. We opened the season that year in Bogalusa. I had the opportunity to take a "walk-through" visit of that mill. Although I was "born and reared" in and around saw mill towns, none compared with the truly "big one" - the grand-daddy of them all. I had the same experience in December of 1925 or January 1926, while putting on two plays at the school in Fullerton, La. Kippy Fowler, now a resident of Alexandria, La., and a "stock holder" (paid subscriber) in The CHRONICLE, took part in both of those plays, and it was Kippy who took me through that mill. It too was a monster - the largest I had seen to that date - but I found that Bogalusa was a third larger - or more - than the mill at Fullerton, La.

The Saw Mill Story and other
information reference rail road
operations of the past will continue
in our next issue.



WOODWORTH & LA. CENT. RWY. TO LAMORIE
"Old Number 197" of the Woodworth and Louisiana Central Railroad, used to pull loaded cars from Woodworth to Lamourie, La., where the cars were picked up by the Texas and Pacific and possibly other railroads. Upon their return to Woodworth from Lamourie, they pulled empty cars to be loaded.