

added a large 24"x36" sizer...

"...The capacity of Mill No. 1 is 75,000 feet a day, giving a combined capacity for both mills of 135,000 (feet daily). Mill No. 1 has been thoroughly repaired and is doing first class work. A large amount of export timber is manufactured, and that class of trade is on the increase.

The Stables and Fullerton logging tram was chartered as the Gulf and Sabine River Railroad, existed in two parts. The Fullerton section ran to the east side of Leesville. The Stables tram southwest of Leesville for about ten miles until it connected with the Neame, Carson and South tram road. B. Marshall was woods foreman at Stables, having formerly occupied the same position with Nona Mills Company at Leesville, and A. Jordan was team boss. W. R. Fields was saw boss, B. B. Griffin and Fred Koble were locomotive engineers. The Stables tram consisted of five miles 60- pound, standard gauge main line rails, and five miles of spurs. The tram rolling stock and livestock included one ten-drive wheel, 70-ton Baldwin locomotive, two Shay engines on the spurs, 70 log cars, one McGiffert log loader and skidder, and several mules and yokes of oxen.

In 1907, the Stables plant included 215 "neat cottages" and one "excellent boarding house" for its employees, all buildings having been purchased from the former owners. In that year, many families resided at Stables temporarily, while the husbands were engaged in constructing the Fullerton sawmill. The company officers in Saint Louis included S. H. Fullerton, president; O. H. Ingram and M. Davis, vice presidents; Frank Goepel, treasurer; Paul Rust, secretary; and Mark L. Fleischel, president and general manager. Mark Fleischel maintained residences in both Fullerton and St. Louis.

The general manager for Louisiana operations was W. A. Martin, who resided in Stables temporarily while Fullerton was being built. Assistant manager was J. H. Johnson, whose principal assignment was plant superintendent of both Stables sawmills. Other key personnel at Stables in 1907 included W. L. Vernon, bookkeeper; J. G. Minter, assistant bookkeeper and purchasing agent; A. D. McClellan, timekeeper; W. P. Hogan, stenographer and invoice clerk; Dr. M. Monk, mill physician; T. S. Dunn, sawmill foreman; M. S. Stewart, planer foreman; T. S. Thelan, yard foreman; T. S. Cline, B. Farr, checkers; L. E. Barton, shipping clerk; Charles Dunnard, filer; E. E. Gaines, Ed. Broussard, sawyer and Cecil Wintle, Smith Powers, mill engineers.

The Stables commissary was a three-story, 40'x125-feet in size, and it carried an \$18,000 stock of groceries and merchandise. H. W. Graham was the commissary manager, assisted by J. C. Fisher, Tom Richie, and Joe Reavs, commissary clerks. The Stables mill office was a building 30'x50- feet in size, and contained five rooms.

The steam engines at the power houses also rotated one dynamo, which supplied electricity to incandescent and three arc lamps located in the mill and residential areas. The waterworks consisted of two Worthington pumps, one 20,000-gallon water tank and standpipe, elevated 100 feet, supply 6-inch mains throughout the mill and town areas.

The maximum population at Stables was about 700 persons in 1908. There were also churches and schools for both races, but no details about them were given. Lumber shipments for the month of July 1907, amounted to 125 box cars, while the yard stock amounted to 7,000,000 feet of lumber being dressed, dried, or in process of shipment. ¹

The life span of the Stables sawmill was relatively short by Western Louisiana sawmill standards. The Stables facility was destroyed twice by fire in 1913 and again in 1916. The second time, the mill was not rebuilt due to its depleted stumpage reserve, and the remaining timber was either sold to other nearby mills or was trammed to Fullerton. In 1917, the Llano colonists from California took over the old Stables townsite and renamed the location New Llano. The Llano colony contracted to buy 20,000 acres of cutover land from Gulf Lumber Company, and the "ups and downs" of that colony can be read in the following pages.