

HASZARD'S GAZETTE, AUGUST 17.

THE BEST TIME FOR CUTTING TIMBER, &c.

Experience has proved that trees for timber, if cut at one season of the year, are far more durable than cut at another. Various reasons have been suggested why this is so, and is not yet perhaps fully determined; still as the time pointed out for the best durability is during the autumn, it is generally supposed that this property is modified by the amount of sap in the trunk and the maturity of the wood itself. In the spring, or at any earlier period of it, the trunk of most trees is pressed with the ascending sap. The leaves as yet are still folded in the bud, and the surfaces for evaporation are only sufficient to carry off very slowly the watery part of the sap. Even after the leaves have expanded, or until mid summer, the tree abounds in juices. When however, the dry and sultry summer has arrived, and the new wood and buds have been matured and formed, the watery part of the sap is mostly exhaled, and probably, too, the circulation is less active as the leaves become ripe.

It is stated by Mr. Emerson, author of the valuable report on the trees and shrubs of Massachusetts, that the soft maple cut in September, is three times more lasting than ash or walnut cut in the winter; and from numerous enquiries which he has made in some quarters, and from information obtained from reliable sources, it seems he has established the fact that autumn is the time for cutting timber. When it is determined to cut timber: it is of considerable importance to strip off the bark in the spring; that the body of the tree may dry during summer. When, however, it is an object to reproduce a forest from the remaining stumps, then winter, or the very first of spring, is much more favourable to the growth of sprouts.

There are, then, two seasons for cutting wood; if it is expected to last, it must be cut at the last of summer, or during the early part of autumn; if it is wished to clothe the surface with a new growth of trees, the cutting must be made late in winter.

It is, however, possible to modify these arrangements; if, for example, the wood is designed for timber, it is deprived of its bark in the spring, it may be allowed to stand and season till winter arrives, which is a period when farmers have less to do than in summer or autumn.

In seasoning, wood remains an amount of water which may be regarded as its constitutional supply. This constitutional water is very important; for upon its presence some of the most valuable properties of the wood depend. I refer to elasticity and strength. If wood for example, is dried in a water bath at 212 deg., till it comes to lose weight, its elasticity and strength is very much diminished. Hickory, when dried in this way, becomes as brittle as pine. In ordinary seasoning, or in steaming, I believe the strength of wood is not diminished. This observation may not be of much practical importance, as this last plan of seasoning is but rarely followed. The amount of water varies, as will be observed, in different species of trees, as well as in herbaceous plants.

In another point of view the amount of water is important to be known, for the difference between taking green and dry wood to market, as well as consuming, is very great; and so, also, as ample experience proves, there is a material difference in burning green or dry wood. The quantity of water varies from 20 to 50 per cent and probably the average amount will not differ from 35 to 40 per cent. This water is not only of no use to the fire-wood, but it is prejudicial, as it must be dissipated by heat, in which act, heat or caloric becomes latent or lost, especially if the wood is consumed upon a hearth or in a stove.

In addition to the effect of water diminishing the combustibility of wood, the alkalies have also considerable influence of this kind. Elm, which is potash wood, burns with much less freedom than hickory, which contains much lime.

It is, however, possible that the size of the pores are large and numerous, from which the watery sap continually oozes.

Mr. Painter writes:—During an experience of more than forty years as a plain practical farmer, I have taken much interest in ascertaining the best season for fellling timber, each as all kinds of oak, chestnut, red hickory, and walnut, cut from the middle of July to the last of August, will last more than twice as long as when cut in winter, or common harking time in spring.

For instance:—cut a sapling, say five or six inches in diameter, for a lever, in the month of August, and another of similar quality and size in winter or spring. I know, if the first is stripped of its bark (which at that time runs well), it will raise a lever twice the weight that can be raised by the latter.

Another great advantage to be derived from fellling timber in the last running of the sap (the time above specified,) is, that it is neither subject to dry rot or injury by worms; white oak, cut at this season, if kept off the ground, will season through two feet in diameter, and remain perfectly sound many years; whereas, if cut in winter or spring, it will be perfectly sap rotten in less than two years.

For ship-building and other purposes where great expense is incurred in construction, the immense advantage of preparing timber at the proper season must be evident to all.

I have no doubt, a ship built of timber cut between the middle of July and the last of August, would last nearly twice as long as one built of timber cut at the usual time, and would bear infinitely more hard usage, as the timber seasons more perfectly, and is far harder.

A few years since, one of the large government ships, built in Philadelphia, of the very best materials, but several years in construction when ordered to be finished and launched, was found upon inspection to be entirely worthless in many of her timbers (though kept under cover) from dry-rot.

In all my building for many years past, with large timbers of white and other oak, this has never occurred, nor are they subject to be worn eaten.

Even fire-wood cut at the proper season, is worth from 20 to 50 per cent more than when cut in the spring or winter.

If the above facts are considered of any value, please make use of them, and if those learned in such matters can assign any plausible reason for them, the theory may be of value to others as well as thy friend.

AN ACCOMMODATING EDITOR.—There being a scarcity of harvest hands in Frederick county, Md., the editor of the *Catoctin Whig* is disposed to aid in making up the deficiency, and therefore announces that he will accept his paper next week, in order to allow all hands in his employ to go out harvesting. In the meantime, the editor adds, that his exchange papers will be at the command of any of his subscribers who may be disposed to call and take away the same.—*Boston Chronicle.*

From the San Francisco Transcript, June 14.

THE JAPANESE STRANGER.

A few days ago we made allusion to the case of a person from a strange wreck, fallen in with by the Emma Parker from Tahiti to this port. It seems that the stranger turns out to be a Japanese. On the arrival of the Emma Parker, collector Sanderson, when informed by Lieutenant Pease, that the stranger was a Japanese, directed that the man be placed in the care of the officers of the Argus. Fortunately the cook of the cutter happens to be a Japanese—one of those brought from whence, some time since—said Lieutenant Pease, who thus afforded the means of immediately solving the mystery. One of the seamen on board, the cutter whose name is Thomas Troy, also understands some parts of the Japanese language, and between the two, the following history was made out:

The Japanese Junk *Yetho-en-ree*, with a crew of thirteen persons, left Matsuyama, a port in the southern part of the Island of Yesso, on the 1st day of the 9th moon (September) 1852 bound for the city of N-hoengan-tha, a port on the west coast of the Island of Nippon, in the sea of Japan, distant from Matsuyama one hundred and fifty Japanese, or a little more than three hundred English miles. The Junk was loaded with one hundred and twenty thousand salted Salmon, and had but a small quantity of rice on board. They had three tanks of water, two of which were stowed aft, one on each side of the helm, and the other forward on the deck. They had three days of fine weather after leaving port, during which time they were carried through the straits and into the sea of Japan. On the fourth day the wind died away, and in the afternoon about four o'clock, a strong Northwest gale came on and drove them back through the straits of Matsuyama. The wind and rain increased and a heavy sea running carried away the rudder, fractured the stern, and washed away the two water tanks aft. At this time they were still in sight of land, and the sailors insisted on taking the boat to attempt to make it, but the owner, who was on board, offered the men forty dollars each to stay by the vessel, and they agreed to do so. On the fifth day land was out of sight and the crew then gave up to despair. Observing some thick clouds on the horizon which they mistook for land, they lowered a boat and got what they could into it—baskets of clothing, chests, all the rice they had, and some water. After pulling about a mile in the direction of the clouds, they found the sea was too rough, and they were obliged to return. They reached the vessel and got on board, but could not get the heavy articles up. The boat knocked against the vessel and shortly went to pieces.

On the eighth day, the vessel rolled so heavily they were obliged to eat the mast away. On the 9th day their rice was exhausted, and it was found that the remaining water tank, which had been stowed a year, contained but little water, having become worm eaten. They were now without provisions except the salt fish, and had but a small supply of water. The latter they continued to serve out very sparingly while it lasted, and they now began to have recourse to their salted salmon. On the 20th of October, the first death occurred. They dressed the deceased in his best clothes, attached his purse of money around his neck, sowed him up in a mat, and launched him into the deep. On the 28th of 12th moon, the next death occurred, and the corpse was disposed of in like manner. On the 16th of the first moon, (sometime in January, 1853,) the owner of the vessel and cargo died. He was the owner of three other vessels all trading to Matsuyama. The fourth man died on the 2nd day of the 2nd moon; the fifth man on the 13th day of the same moon; the sixth on the 14th, and on the 20th, the captain died. On the 8th and 12th of the 3rd moon, two others died, and on the 8th of the 4th moon, the tenth man died. From this date until the 10th of the 11th moon, there were no more deaths.—At the latter date, the 11th man died, and was followed, on the 11th of the 12th moon, by the 12th man, thus leaving only one survivor. The latter now gave over all hope, and spent his time mainly in crying and praying, until he was nearly exhausted. His throat and mouth were so much swollen, from the use of salt fish, that he had at last become unable to swallow. Meanwhile, the only water left him was rain water, or such as himself and companions had been able to obtain by distillation, by means of cooking utensils.—On the 11th day of the 4th moon, he contrived to spear a dolphin and got it on board but when he had cooked a portion, he found his throat in such a condition that he could not swallow. On the 17th day of the 4th moon, he lay down forward to sleep, in a most miserable situation, and impressed with the opinion that he could not survive more than three days. When aroused, he was surprised to see strange people around him, who soon placed him in a boat, and conveyed him to a strange vessel.

From the foregoing account it will be seen by this that the disabled vessel must have been floating about at the mercy of the wind and waves for more than nine months, during which long period of the crew, that survived had little else of sustenance than salt fish, and the poor excuse for water afforded in the manner described. The last man that died was in the hold of the vessel at the time of his death, and the sole survivor was too much reduced in strength to get him overboard.

The name of the rescued man is De-yeo-ne-ke.

He was clerk to the owner. The name of the company on board the Argus, has acquired a confidence that he did not before possess, having at first regarded his rescuers with suspicion. On the trip to Benicia, he seemed much astonished at the movement of the steamer, and could not conceive by what power the vessel was propelled. He at present seems very grateful to those who have befriended him: and is sorry that it is now in his power to recompence them for their kindness.

On meeting with his countrymen on board the Argus, there was mutual astonishment expressed by the two parties, though the cook showed the stranger much deference, the latter belonging to a higher class of society than the other. The latter fact was shown, in their manner of bowing. In performing this ceremony, the ends of a girdle which they wear must touch the ground. The cool, belonging to the lower million, wore a very short girdle, and consequently had to bow very low. The clerks belonging somewhere in the vicinity of Upper-tion-dom, wore a long girdle, so long as to be nearly double the length of the cool.

Some curious articles were brought on board the Emma Parker from the wreck of the Junk, and are now in possession of the commander of the Argus.—Lt. Pease design sending some of these to the World's Fair at New York for exhibition.

Perhapse the most curious are three pieces of coin, copper, silver and gold. The copper coin is nearly elliptical, two and a half inches in breadth.

There is a small oblong hole perforating the centre. The piece on both sides bears curious devices, somewhat resembling Chinese characters.

The silver coin is oblong, one inch by three-quarters of an inch, and is in value one third of a

dollar. It bears characters resembling the former, as does also the gold coin, which is half an inch long by a quarter of an inch wide, and represents the value of one dollar.

A piece of board, resembling white pine, ten inches long by about three wide, bears characters on one side which denote the name of the Junk, and on the other that of the owner. To an outside observer, these characters would readily be taken for Chinese, but we are informed that they are a sealed book to the Celestials.

A beautiful crepe veil is among the collection.

The fabric is very fine and soft, and the colors, which are printed, are red and light orange, the latter being the ground. The device appears to have been intended for leaves and flowers. The veil is eight yards in length by fifteen inches in width. A child's cap of the same material

accompanies the foregoing.

A very neat compass is among the collection. This is an exceedingly delicate instrument, and being contained in a solid box, the wonder is how it could be used in a rough sea. It is not divided like the ordinary compass, but has twenty-four subdivisions only. Twelve of these are marked on the margin of the circle with characters which appear to be alphabetical. The points are named after certain animals, such as rat, dog, goat, &c.

The ship's log is a stupendous affair, and may be measured by the yard. The characters are large, and are painted on government stamped paper of the texture and appearance of tea paper. There are several drawings or rather tracings, very neatly executed and quite superior to anything of the kind we have met with of Chinese origin. One represents the Empress of Japan attended by her maidens, and another, the Japanese deity with three heads and six horns, one of the feet of the idol resting on the neck of a furious looking bear. Still another represents an austere looking person, who is said to be the Superintendent of the Public Instruction.

VARIETIES.

The Japanese have a confused idea of carriages, and other vehicle arrangements. A friend of ours lent one the other day a wheelbarrow, to carry home his luggage. He laid it in the following manner: he lashed his trunk to the handles, the bundles to the wheel, and then shouldered the whole superstructure. The last we saw of him he was going up Water street, wondering what the decent people could find about him to laugh at.—*Albany Dutchman.*

HOUSING DEVELOPMENTS.—A most terrible circumstance has been recently brought to light in Cincinnati.

A few days since a stranger arrived in this city and took lodgings at the William Tell, a well-known restaurant on Fifth st. kept by a man of the same name. During the night the cook of the establishment, either from imaginary fears or from the hope of more, procured a hatchet and going to where the stranger was lying, struck him a blow with the sharp edge across the neck, nearly disengaging the head from the body.—Horrified with what he had done, and not knowing how to conceal from the world the knowledge of this bloody act, he hit upon the expedient of cutting the body up piecemeal and dredging it out of the same soup of the fragments, which was served up to the customers. The cook as yet has not been arrested.

NATURE OF THE HAIR.—An examination of the hair shows that the difference of colour is entirely owing to the tint of the fluid which fills the hollow tube in each hair. This tint or pigment shews through the cortical substance in the same manner that it does through the epidermis of a negro. Hair is, in fact, but a modification of the skin. The same might be said of feathers, horns, and scales. Not improbably, the distinguished lady now honouring these pages, with her attention, will be shocked at hearing that her satin-soft shoulder is almost chemically identical with the plated and roughened mail of the crocodile; and she will hardly, perhaps, believe us when we inform her, that her bird when he rights some erring feather with his beak, is acting with the same chemically-composed instrument as malachite does when she dyes garments with the comb her charming mistress softly flowing tresses. The fond lover again, as he kisses some treasured lock, will doubtless be disgusted when we tell him, that, apart from the sentiment, he might as well impress his fervent lips upon a pig's patte, or even upon the famous Knob Kerry, made out of the horn of a rhinoceros, carried by the king of hunters: Mr. Rousley Gordon Cumming.—*Quarterly Review.*

DIMINISHING ARRIVALS.—The State of Maine thus announces the arrival at Portland of the following distinguished persons:

Robert Stephenson, M.P., the most eminent engineer of his time, he (?) arrived yesterday from Boston, and has taken lodgings at Mrs. Jones'.

In company with Mr. Stephenson, in addition to Mr. Jackson, and Hon. John Ross, before spoke of, are Mr. Betts, partner of Mr. Jackson, in the distinguished firm of Jackson, Betts & Betts; Mr. Bidder, Superintendent of the Grand Trunk Railway; Mr. Roney, the Secretary, and Mr. A. M. Ross, Chief Engineer.

Mr. Jackson is accompanied by his wife, and son, Mr. Thomas Jackson.

Among other objects in view was an examination of Portland Harbor, as a suitable port for a steamship terminus. After examining the river from the mouth to the sea, he found that the river was in from four to six or seven minutes, according to tide and wind being for or against him.

This is an excellent little vessel, and when the proper docks are constructed on each side, will be all but equal to a bridge over the river. It reflects high credit on the spirited proprietor who has embarked his capital in this so highly useful, nay, indispensable undertaking, one which will be sure to remunerate him largely in the long run. Nor is less praise due to the engineer, Mr. Wm. Manderson, who fitted the machinery on its arrival from England, and to his son who superintends it. She crosses the river in from four to six or seven minutes, according to tide and wind being for or against her. The cylinder of the engine which is a low pressure one, is 22 inches in diameter with a 21 inch stroke of the piston. The present boat is but a mere moving continuation of the highway, and like it has no covering save the canopy of heaven. We think that when a larger one, which will be all but equal to it, is built, it will be absolutely requisite, if not so already, is built, it will be a good vote for the safety of the public.

It is, in the legal sense of the word, extraordinary as it is not the ordinary return to a seat of election, we freely admit; but that it is unprecedented we peremptorily deny, and that the journals of the House of Assembly of P. E. Island will fully bear us out in the denial.

—no one knows, or ought to know, better than he who made the extraordinary untrue assertion.

—William Nelson, Bay Fortune.—Nephele, Shoal; deal; deal.

Aug. 12, H. M. Steamer *Fairy Queen*, Pictou.—Unicorn, Bitch, Newfoundland; deal; deal.

14th, *Dauphin*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

15th, *Saxa Gothic*, Webster, Shetland; deal.

16th, *Wasp Lang*, North Cape; deal; *Marietta*, *Reformatrice*, Quebec; four & deal.

17th, *Steamer Fairy Queen*, Bideford and Shetland; deal; deal.

—William Nelson, Bay Fortune.—Nephele, Shoal; deal; deal.

SAILLED,

Aug. 15, H. M. Steamer *Devonshire*, on a cruise.

Aug. 16, *Fairy Queen*, Pictou.—Unicorn, Bitch, *Red Fish*, *Red Fish*; deal; deal.

Aug. 17, *Dauphin*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 18, *Wasp Lang*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 19, *Steamer Fairy Queen*, Bideford and Shetland; deal; deal.

Aug. 20, *Dauphin*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 21, *Wasp Lang*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 22, *Steamer Fairy Queen*, Bideford and Shetland; deal; deal.

Aug. 23, *Dauphin*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 24, *Wasp Lang*, *Red Fish*; *Red Fish*, *Red Fish*; deal; deal.

Aug. 25, *Steamer Fairy Queen*, Bideford and Shetland; deal; deal.

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