

FOREIGN WOODS.

There has lately arrived in New York a cargo of logs from Havre, of the kind known as Circassian walnut, and comprising among it some trees of extraordinary size. It does not apparently differ in grain or quality from American walnut. A dealer, who is familiarly acquainted with the nature and extent of the importations, said to a New York Commercial reporter that the cargoes had arrived here because of the scarceness of our timber. "Formerly," said he, "Ohio and Indiana were covered with excellent black walnut, but the former state has been cleared off for years, and the latter finds her power of answering the demand greatly lessened. These states are comparatively woodless, and few very fine trees are found standing. I have seen logs brought in by the Katio, and cannot notice any difference between them and our timber, except, perhaps, they are a little redder. They came here from Havre, but where they were grown I cannot say. The United States still have much wood, but the immediately accessible supply is rapidly diminishing. We have for a long time imported the more precious woods, and I suppose the time cannot be far distant when other woods will be brought in. There is no duty on them, and in many places where they can be obtained there will often be short cargoes of other things."

A prominent firm of importers said: "There never has been a time when some of this commodity was not brought in; just as in Brazil to-day, covered as it is with forests from end to end, they import pine and other lumber from the United States and Canada. But until lately the kinds sold here have only been of the varieties we do not grow. Prominent among them is Spanish cedar. It seems to have some qualities which American cedar does not. Its use is almost entirely for cigar boxes, while the Florida cedar has its chief utility in lead pencils. What is not consumed here is bought by the Fabers, and other European manufacturers, and taken abroad. The size of the Spanish logs is from twelve inches to three feet square, which is true also of mahogany, the next largest article of importation. This is very rarely used in a solid shape, but is worked up in veneers, the cutting being done in this city and elsewhere in the union. For a long time this wood defied the ordinary cabinet maker, but the machinery now in use is capable of sawing off a shaving scarcely thicker than a sheet of paper with the greatest of ease. Mahogany has been out of favor for a number of years, but of late seems to be regaining its hold. The new methods of combing it with lighter woods relieves it of that sombreness which formerly characterized it. There never was a time, however, when some people did not admire it and have articles of furniture made from it. Next in order to these in value I would place rosewood. This comes from Rio de Janeiro and Bahia, and is more largely used in pianos than for anything else. Many people admire it very much. Its value depends upon the richness of its color and upon its figure. It is sold differently from other woods, being disposed of by the pound at prices varying from two to seven or eight cents. The importation of mahogany in this country last year might have been about 25,000 logs; of cedar, 25,000 logs, and of rosewood, 12,000 logs."

Another importer thought that we had much to gain by the introduction of more varieties of foreign woods. "There has grown to be a too great sameness about our household furniture and decorations. Those who have watched the trade for many years can remember when curled maple was the rage, and when cherry was considered the proper material out of which to make everything. Mahogany and black walnut have each had their day, although they will still continue to be used largely. The last fashion has been for French walnut red wood. But there exist in South America and Africa, to say nothing about Asia, many trees of whose qualities we are almost entirely ignorant, and which would serve an admirable purpose in decorating our homes. We still have considerable satinwood, although that is now out of favor; ebony is of great value in affording a contrast, and lignum-vitæ is used for blocks to pulleys and similar purposes. A considerable quantity of these various kinds are imported

year by year, but not so much as we ought to have, considering the wealth of our people and their disposition to spend money."

"Do the native woods of the United States compare with those imported as to beauty?" inquired the reporter.

"No," was the answer. "The foreign woods are the hardest, have the best color and the finest graining, and the most specific gravity. Lignum-vitæ is so heavy it will sink in water. But we still possess an admirable variety of woods. Our oak is excellent, although we occasionally import some from England, as it is of a darker color and has more knots. No material for general use can be more effective than black walnut, and our butternut, ash, redwood and other trees give us a variety to choose from. Bayard Taylor had much of his house finished off in pine, and it looked well. The furniture which is made in Grand Rapids is sold in considerable quantities in Scotland, and it is sent abroad more or less all over the world. There is no reason why the rarest products of the East Indies and of Africa should not be used here, except the difficulty of getting people out of the ruts of old habits."

The total imports of wood and manufactured wood for the last year reported was \$14,532,604. Of this, there was for box-wood, \$48,991; cedar, \$330,952; ebony, \$72,334; granadilla, \$3,111; lancewood, \$10,634; lignum-vitæ, \$29,839; mahogany, \$569,412; rose, \$260,787; sandal, \$702, and all other cabinet woods, \$315,415.

ECONOMY IN SAWING.

The more economical production of lumber is a matter which is attracting considerable attention from mill men in all parts of the country. It is claimed by many sawyers that it is impracticable to run large circular saws of a thinner gauge than those now in general use. This impracticability is probably more fancied than real, and in a few years we expect to see thin circulars running as successfully as thick ones do now. Mill men cannot afford to waste so much good timber in sawdust. Thinner saws are certain to come into general use in the not far distant future, and it would be far better for mill men to adopt and learn to use them at once, than to wait until the scarcity of timber forces them to do so. A practical sawyer writes to a contemporary:—"I started on a 10 and 12 gauge saw three years ago, as my previous boss said saws thinner than 8 could not be run. I did not venture on a very thin saw to start with. I ran the 10-gauge saw about thirty days; then I had it ground to a 13, it being a 62-inch with 40 teeth. I used it as a 13 until about three months ago, sawing a vast amount of lumber of good quality. I had it ground to a 16 and a double number of teeth put in it. It stands today a 47-inch 16-gauge saw, and runs as true as a file and as straight as you can stretch a string on an inch-ford in hard oak with plenty of knots. I run my mill with a 10-horse power engine, and have plenty of power. I do not find a thin saw any harder to run than a thick one, if kept sharp. A thin saw requires more filing than a thick one. But I think any saw ought to be filed four or five times a day. I like to see a saw cut keen, with plenty of speed. A saw that drags along at 350 or 400 revolutions does not saw much. Any saw should run 10,000 or 12,000 running feet or rim measure per minute. I am going to try a 52-inch 16-gauge this fall. I think it can be run successfully, with a great saving in timber. We still have some old 'Brogue' sawyers who think nothing but a 6, 7 or 8-gauge saw will run, and are ready to denounce thin saws. But I picked the ticks off some of them in this section. The most skeptical one I know of in this section says I have knocked the wind all out of him, and yet he has run a saw mill over since circular saws came into use."

WALNUT FOR EXPORT.

A southern paper reviews the subject of walnut operations in Kentucky, as follows:—"In walnut producing sections, near mines and railroads, even the stumps have been dug from the ground, and the material used in the manufacture of costly veneering. Messrs. Bry & Horn have made Frankfort their headquarters for the purchase of walnut and other hardwood timber

to be shipped to Louis Bry, of Berlin, Germany. They began business last March, and have already shipped 2,407 logs containing 675,912 feet of walnut, at an average value in this city of \$35 per thousand feet, or a total value of about \$37,000. It required 163 cars, costing for transportation \$80 per car, to carry the logs to New York, Newport News, and Baltimore. Thence the logs were put aboard sailing vessels and carried directly to Hamburg, at a cost already told of \$15,000. These agents claim that Frankfort offers many advantages to buyers, both in the facilities for the purchase of the logs and for the transportation of the freight, which is chiefly carried by the Louisville & Nashville railroad direct to the shipping points. The firm employs an average of 30 men, and pays out to them about \$400 per week. These men cut the bark off the logs to relieve them of all superfluous weight, and then paint the ends red as a preparatory course to shipping. The timber is very valuable in Germany, and is used for furniture and other household purposes, just as it is here, but chiefly for purposes of veneering as a means of economy in the lumber. The season is now about over until next fall, when the froshets come to let the logs out into the river, but by that time the firm expects to branch out into the business on a much larger scale, by building log booms, etc., in the head waters of the Kentucky and Cumberland rivers. Mr. William Ray, a well-known Louisville capitalist, who is largely interested in the extensive saw mills of the Cumberland Lumber Company, at Williamsburg, Ky., will start for Europe in a few days, partly for the purpose of negotiating the sale of a quantity of walnut timber.—Northwestern Lumberman.

ARRIVALS IN THE THAMES.

The Timber Trades Journal says:—"Of the long list of 78 timber-laden vessels, reported at the London Custom House this week, 37, or not quite the half were steamers, which, in the middle of the season, when almost any old vessel can trade with the certainty of fine weather, is a further indication of the growing increase in the demand there is for steam tonnage. It is not so long ago when the trade would have been taken by surprise if they had noticed two or three steamers in such a fleet of arrivals as we have to record this week, but now that the novelty is worn off, the immense amount of steam tonnage employed ceases to astonish anybody and is received by the trade as a matter of course. Thirty-seven steamers, out of a list of 78 vessels, means that nearly two-thirds of the of the wood brought has been by steam. As a rule, the sailing ships—allowing for coal and engine space—average quite a third less tonnage than the competitors, and if we deduct that from them, and place it to the account of the steamers, we shall get an approximation of the quantity of timber brought by steamers over that of sailing vessels quite equal to what we have stated. To London, at any rate, this preponderance of steam tonnage is not unexpected, and increases every day. We expect steamers will play the most prominent part in the timber trade to almost every country in the world by and by. To small coast ports sailing ships will continue to trade, but the big depots will be entirely monopolized very soon by the more paying class of vessels."

In the list mentioned, the first of the Quebec spring fleet are noticeable—as usual the Hovding is the soonest in the docks, followed next day (June 29th) by a large vessel, the Victory, but excepting the New York regular liners, there is nothing else from the other side of the North Atlantic.

The list recorded shows a large importation for one week, even in July, and exceeds by ten vessels the number that came the first week of July last year. However, we must recollect that no less than twenty of the recent arrivals are laden with firewood from Northern Europe. Still almost every Swedish and Baltic port is represented with other goods, and a plentiful supply of deals and battens may now be depended on of whatever kind or quality the buyer may be in search of. The fine weather and variable winds have brought us ships from all directions, besides large numbers of steamers.

Freights to London from the Baltic are rather

depressed, and we understand there are a lot of steamers, now in the Mediterranean, that loaded out coal unchartered, and ready to accept anything they can get, so that the prospect of any improvement is not encouraging to shipowners. 27s. 6d. Gelle to London and 28s. 6d. Soderham, both steamers, has been done, which we believe are the lowest rates closed this year. The coal trade has been apparently active, the price having risen 2s. per ton, but we do not hear of any advance in the rates as freight, which seem by latest advices to be about stationary. Colonial freights, on the other hand, are firmer. Still there is not much doing. Plenty of vessels are wanted, but the position between the charterer and shipowner is somewhat strained, the former trying to obtain some reduction in the market rate, while the latter is rather inclined to demand an advance. So that, as neither seems disposed to give way, like last year, the season may slip away without anything being done.

That steamships are working at little or no profit seems palpable from the fact which we recorded at the time of a steamer leaving London awhile since in ballast for Miramichi to load deals back at 34s. a standard. We can hardly see how such a voyage can possibly be a profitable one to the owners. The coal consumed and the other expenses might, not unreasonably be expected to almost equal the freight she would earn.

There seems nevertheless to be a tendency to replace sailing ships by steamers, and we expect it will not be long before vessels of the latter class get well into the pine and spruce trades.

BAD POLICY.

The Winnipeg Commercial says:—"Not many months ago a leading firm in this city which pays spot cash for every thing they buy, wished to contract for between two and three million feet of lumber. They had no intention to go beyond the limits of the province for their supply. But when the dealers were approached their prices were beyond ordinary reason, hanging on to the old boom time rates. Instead of ordering at home then this firm ordered their supply from eastern points, and it is now being delivered at Port Arthur. Two millions and a half feet of lumber would make a big hole in many a lumber yard in this city, and only the grasping avariciousness of those connected with the trade, who thought they controlled everything, is responsible for the result. What we have mentioned is only a case in sample. There are doubtless many others of a similar character."

The Timber Trades Journal says:—"A considerable proportion of colonial stock has been placed since our last communications from Quebec and other of the St. Lawrence ports, and judging by the large inquiry for tonnage, many of the spruce shippers as well must have found a market on this side of the Atlantic for their goods. Still chartering for the reasons mentioned seems to drag slowly on, and if shippers decline any abatement, those who want ships must give the rate or lose the chance of getting tonnage for the second voyage altogether."

ON THIRTY DAYS TRIAL.

The Voltaic Belt Co., Marshall, Mich., will send Dr. Dye's Celebrated Electro-Voltaic Belts and Electric Appliances on trial for thirty days to men (young or old) who are afflicted with nervous debility, lost vitality and kindred troubles, guaranteeing speedy and complete restoration of health and manly vigor. Address as above.—N.B.—No risk is incurred, as thirty days' trial is allowed.

Do not attempt to remain over night without a bottle of Dr. Fowler's Extract of Wild Strawberry near at hand. This is the season for Bowel Complaints, Colic, Cholera Morbus, etc., and the remedy above named is the unfailing specific.

A CURE FOR CHOLERA MORBUS.—A positive cure for this dangerous complaint, and for all acute or chronic forms of Bowel Complaint incident to Summer and Fall, is found in Dr. Fowler's Extract of Wild Strawberry; to be procured from any druggist.

"WHEN all other remedies fail," for Bowel Complaint, Colic, Cramps, Dysentery, etc., "then Dr. Fowler's Extract of Wild Strawberry comes to the rescue." Thus writes W. H. Crooker, druggist, Watertown, and adds that "its sales are large and increasing."