

*After
88 years*



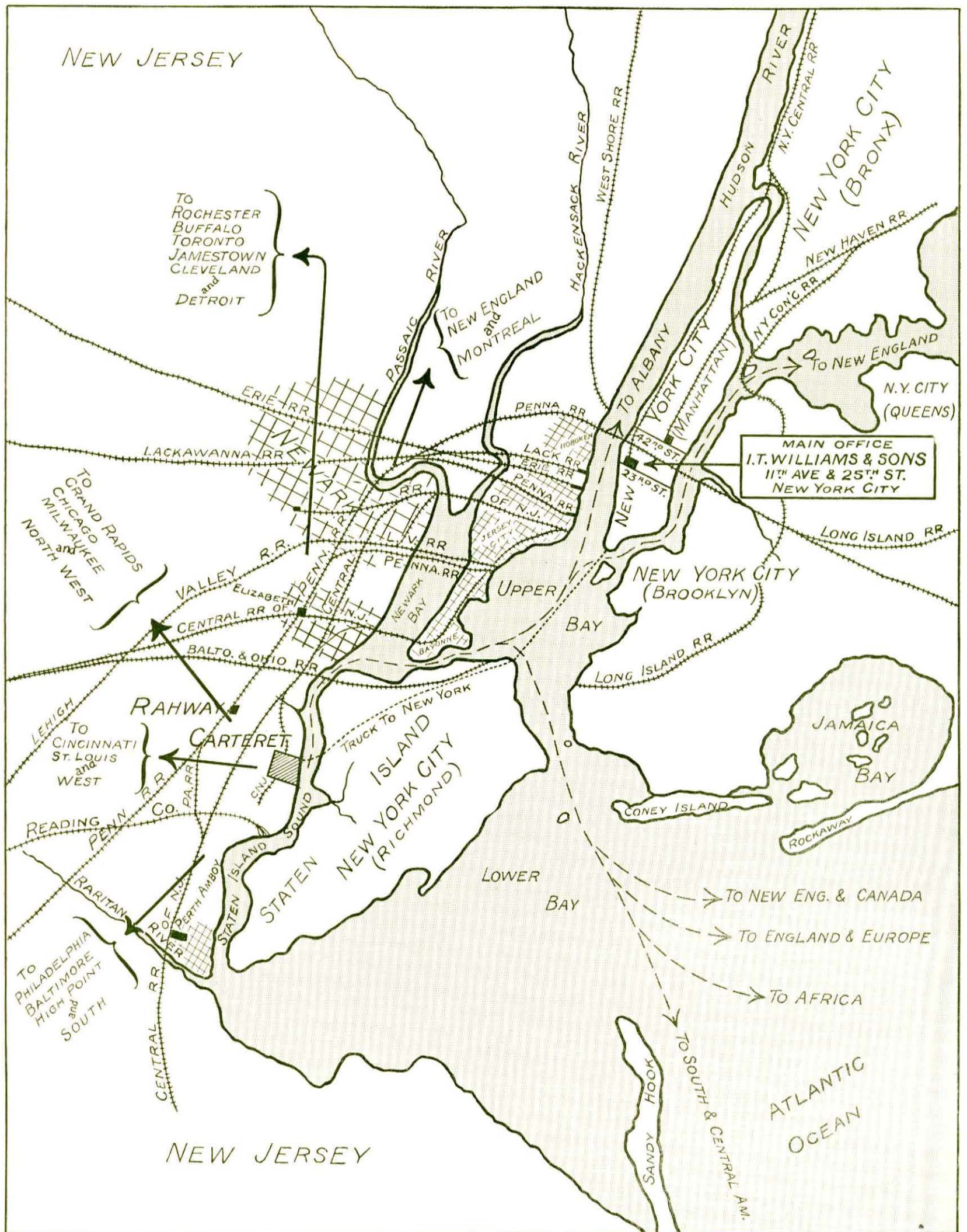
CARTERET

1838 - 1926



The *Elephant*, (employed in logging and handling timber, principally *TEAK* wood in *Burmah*) has been used extensively in articles published, regarding the firm, and has frequently been referred to as "the *WILLIAMS* familiar Trade Mark."

Ichabod T. Williams & Sons,
Foreign and Domestic Cabinet Woods,
in Logs, Lumber and Veneers.
New York, U. S. A.



Note:—The numerals underneath the personal photographs, in this Souvenir, denote the year of association with the firm. We take pride in the long service of many members of our organization.

CARTERET

NEW JERSEY

HISTORICAL— Named after Sir Philip Carteret, first Governor of "New Jersey."

'In the early part of 1659 the King (Charles II of England) had given to Sir George Carteret, * "a certain island and adjacent islets, in America, in perpetual inheritance." To those islands the name of New Jersey was given, and the King's Patent granted permission "to build towns, churches and castles and to establish suitable laws." In 1665 Philip Carteret, a cousin, received a commission as Governor of the Province and he landed at Elizabeth Port, which he named after Elizabeth, wife of Sir George.'



* At Sir George's death in 1679 his American possessions were offered for sale, and in February 1682 they were bought for £ 3,400 by William Penn and his eleven Quaker Associates.
From "The Channel Islands."

MODERN— The Carteret of to-day is an industrial town with a population of twelve thousand persons, many of whom are employed in the numerous large industrial plants located along the fifteen miles of Staten Island Sound waterfront; from Elizabethport to Perth Amboy, which is served by the Shore line and Sound Shore branches of the Central Railroad of New Jersey.

Among these large Industrial Enterprises are the following:

Singer Sewing Machine Company.	U. S. Metals Refining Company.
Standard Oil Company.	Metal & Thermit Corporation.
Grasselli Chemical Company.	American Cyanamid Company.
American Agricultural Chemical Co.	Chrome Steel Works.
Armour Fertilizer Works.	Consumers Chemical Company.
Warner Chemical Company.	American Smelting & Refining Co.
Mexican Petroleum Corporation.	Bakelite Corporation.
Wheeler Condenser & Engineering Co.	Henry Maurer & Son.
Benjamin Moore & Company.	Roessler & Hasslacher Chemical Co.
Reading Co.—Creosoting Plant.	Standard Underground Cable Co.
Ichabod T. Williams & Sons.	

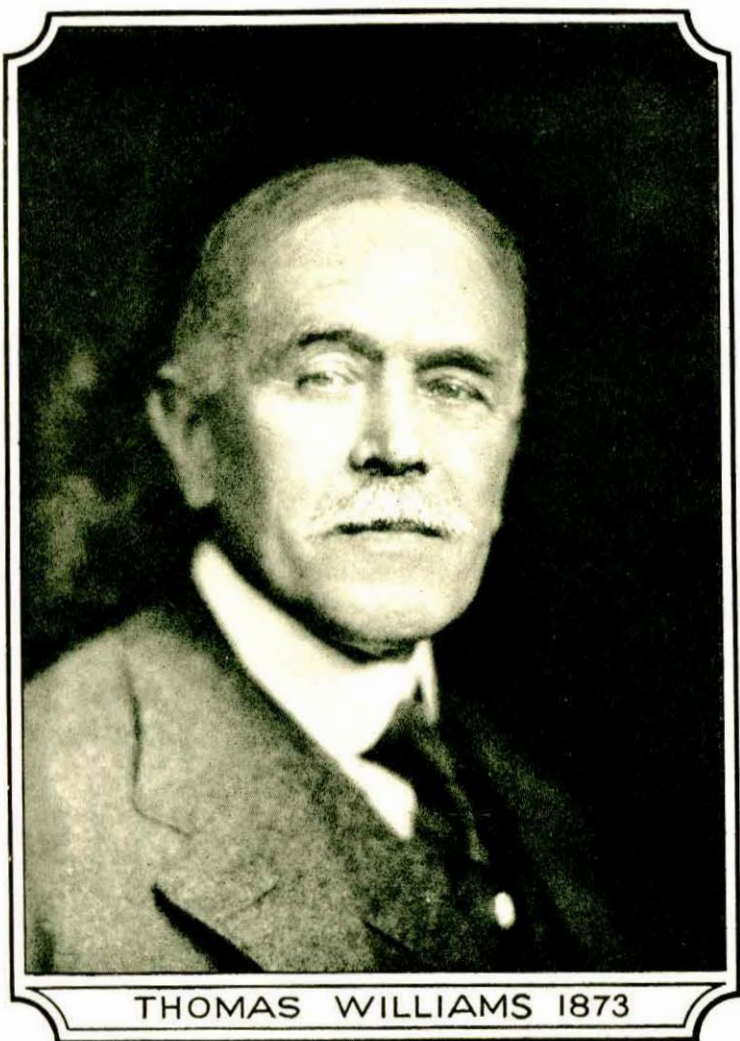
This industrial branch railroad, within the New York Port Authority area, hauls more freight per track mile daily than any other in the U. S. and gives quick connecting service to all Main Line arteries, such as:—Pennsylvania Lines,—Baltimore & Ohio,—Lehigh Valley,—Philadelphia & Reading,—Erie,—Lackawanna,—New York Central,—New York, New Haven & Hartford, etc.

This railroad parallels Staten Island Sound, the deep waterway between New York and New Jersey and on which all these plants are located. Ocean Steamers up to 12000 tons or thirty foot draft come right up to the docks. Rail and water facilities permit of receiving and re-shipping with a minimum of expense for handling. Within a radius convenient for Motor Truck haulage lie all the large manufacturing industries of New York City, Long Island and New Jersey. The Location is ideal for a Foreign and Domestic Wood manufacturing business.

CONSIGNMENT & STORAGE—AND IN TRANSIT

FOREIGN— We receive on consignment, Logs, Timbers and Sawn Lumber at minimum handling and storage charges, and offer same for resale as per instructions from the Shipper.

DOMESTIC—We receive consignments of Logs and Lumber for Export,—or for storage by agreement,—or for resale,—on shipper's instructions and at minimum charges.

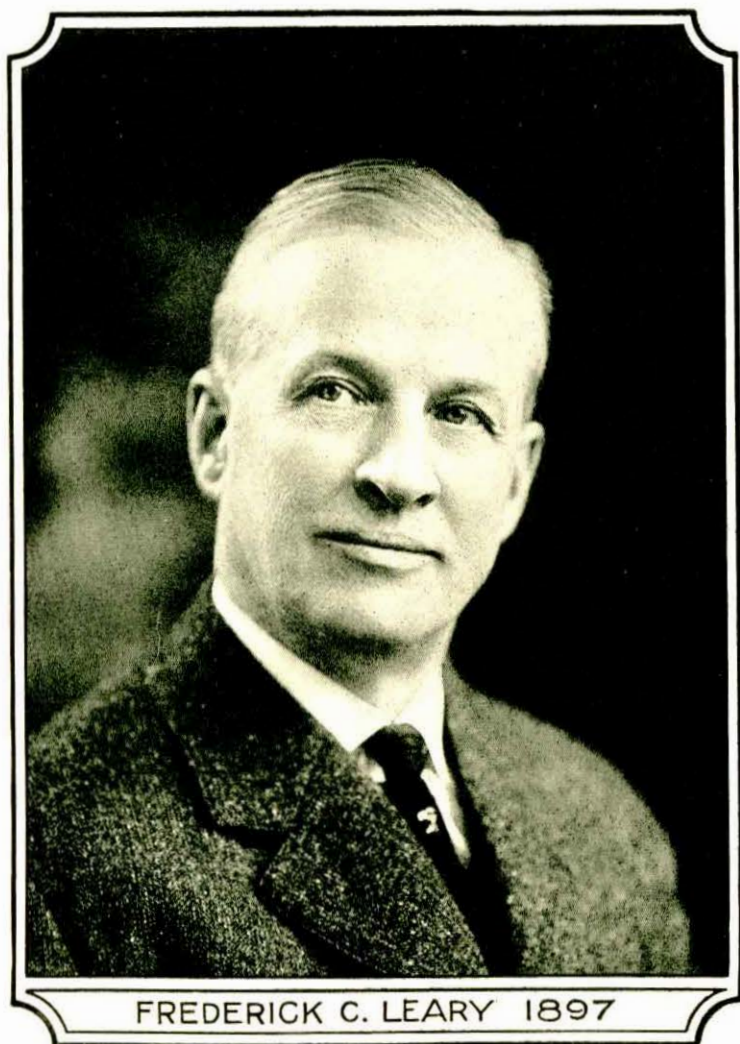


THOMAS WILLIAMS 1873

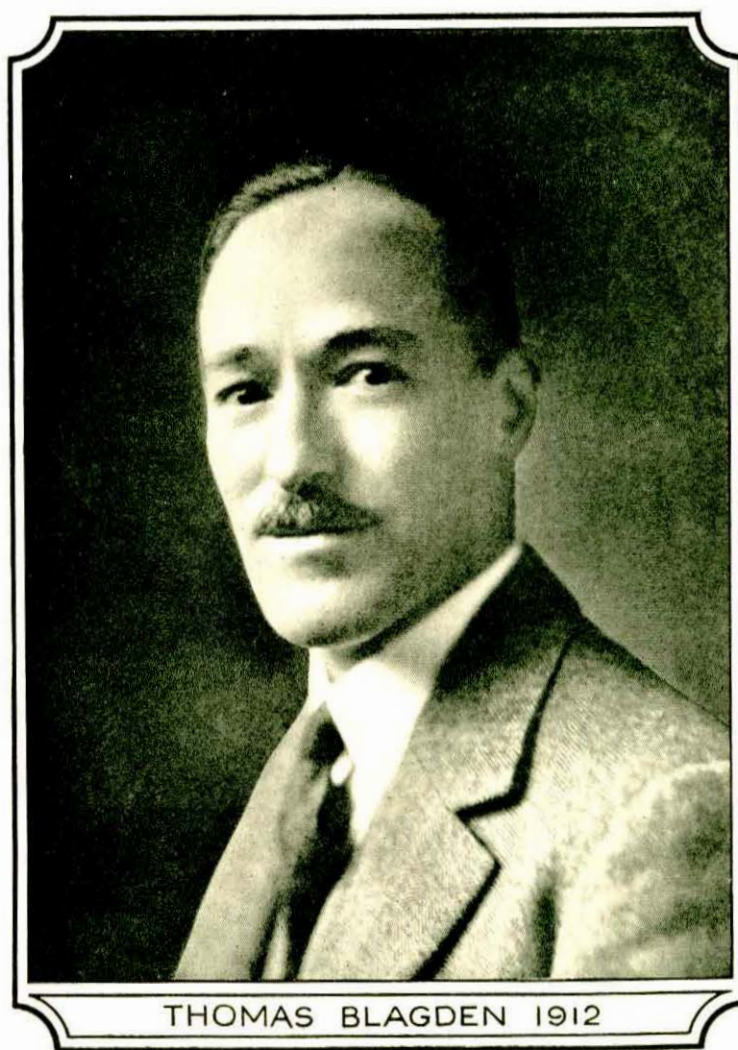


THOMAS RESOLVED WILLIAMS 1900

The Firm Partnership
1926



FREDERICK C. LEARY 1897



THOMAS BLAGDEN 1912

1838

1926

HISTORY OF THE FIRM

THE business of Ichabod T. Williams & Sons was established in the year 1838 by Thomas Williams, grandfather of the present senior partner. Its first location was a lumber yard on Broad Street, New York City, near the present Stock Exchange. Mr. Williams' residence at No. 18 Beaver Street is still owned by the family. From Broad Street the business was moved to Broadway and White Street, but with the rapid growth of the City and the business it was soon found necessary to secure larger premises and waterfront property, so another move was made to Desbrosses Street and the North River. This location proved convenient, but when the Pennsylvania Railroad established its ferries at Desbrosses Street, the district became too congested at that part of the water front, and in 1850 Ichabod T. Williams, following his father in the management of the business, purchased the property on the east side of Eleventh Avenue, from 25th to 26th Streets and extending to the river. At this time both hard and soft woods were brought from the Great Lakes to Buffalo and then shipped by canal and the Hudson River to New York City, and this fine waterfront property gave the firm excellent facilities for their large hardwood business.

In the year 1885 the City of New York condemned the waterfront, between 25th and 26th Streets, building piers and docks and establishing what is now known as Twelfth Avenue. The firm continued their retail yard business on the balance of this property on Eleventh Avenue, where the present offices are still located, but were forced to seek a new waterfront property. Consequently purchase was made of about half a mile of waterfront property located on the main ship channel in New York Bay, between Tompkinsville and Stapleton, Staten Island. Here, with wonderful facilities of deep water and rail connections, Saw Mills were built and the largest Mahogany and Hardwood Yards in New York City created.

In 1880 Thomas Williams, eldest son of Ichabod T. Williams was admitted to the firm as a partner, and in 1882, Henry K. S. Williams became a partner, and the firm name became Ichabod T. Williams & Sons. Two other sons, Waldron and Lloyd were subsequently admitted as partners. In the year 1900, Thomas Resolved Williams, elder son of Thomas Williams, became associated with the firm and was admitted to partnership in 1905. In 1910, Henry K. S. Williams retired and in subsequent years, the death of Waldron and Lloyd Williams left vacancies which were filled in 1918 by the admission to partnership of Frederick C. Leary and Thomas Blagden. A rather unique example of a family controlled business covering a period of 88 years, is thus indicated. To-day the firm is one of the largest and oldest in the world, handling Mahogany and other Imported Cabinet Woods.

In October, 1919, the City of New York condemned the waterfront at Staten Island for Municipal Docks and for the *sixth* time it became necessary for the firm to find a new home. After careful study of conditions affecting the industry, industrial locations were examined on the Atlantic Coast to the Gulf,—from Boston to New Orleans,—and finally a purchase of the property of 70 acres owned by the Bethlehem Steel Corporation, at Carteret, N. J., on Staten Island Sound, in New York Harbor, was made. This property, served by the line of the Central Railroad of New Jersey, connecting with all trunk lines, has a frontage of 1300 feet on a 30 foot channel and is an ideal location for a manufacturing and distributing point. Construction of the largest Mahogany Saw and Veneer Mill in the world was commenced in 1922 and completed early in 1925.

With the keen competition in modern business, profits are now derived from volume and through economy of operation afforded by superior facilities, and it is with these points in view that the firm continue their well known policy of carrying the very choicest cabinet woods in logs, lumber and veneers which are offered at the lowest possible cost to consumers.

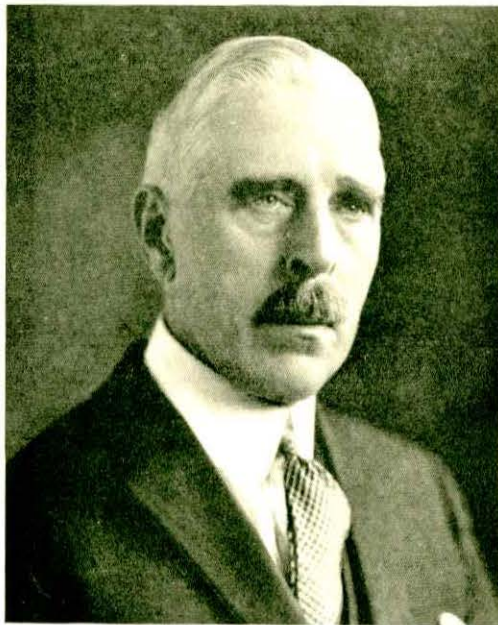
Believing that a better idea can be provided from actual views, rather than reading matter,—the importance and facilities afforded by our new location are placed before you on the following pages showing photographs of this wonderful plant.



DEPARTMENT HEADS



JAMES H. MARTIN
CASHIER
1907



JOHN MCKEE
VENEER DEPARTMENT
1887



CHARLES E. ROGERS
SPANISH CEDAR AND STICKWOODS
1919



JOHN E. MCCULLOUGH
SUPERINTENDENT
CARTERET
1903



JOHN MILLER
PLANT MANAGER
CARTERET
1900



CARL W. TIMPSON
LOG DEPARTMENT
1919



JERRY H. WIALEN
HARDWOOD DEPARTMENT
1891



WILLIAM W. WARREN
CONFIDENTIAL SECRETARY
1886



EBERT B. JOHNSON
TRAFFIC MANAGER
1920



THE PLANT

Our new plant at Carteret, N. J., covers 70 acres with 1300 feet of deep water frontage, having a 30 foot channel maintained by the Government from the ocean to our plant. The water-front is developed with a slip for lighters; a reinforced concrete dock, 350 feet long by 100 feet wide, on which is direct rail connection with the Central Railroad of New Jersey; a timber basin of 850 feet frontage and covering approximately 10 acres. These facilities enable us to discharge three large Steamers at one time. Between the dock and saw-mill, paralleling the timber basin, a large Log Yard is laid out, equipped throughout with standard gauge rail alongside each pile of timber, which together with the timber basin, provides a storage capacity for over fifteen million feet of logs. Two 30 ton oil burning steam driven locomotive cranes and four electric derricks handle the timber. Rail spurs lead to the saw-mill, making it possible to manufacture or reload shipments of logs or lumber for rail or lighter delivery.

The entire plant is electrically driven, being equipped with General Electric alternating current motors, (440 v. 3 ph. 60 c.) and in most instances individual motors are directly connected to machines. The Saw Mill building, 200 feet long by 75 feet wide, stands on concrete piles run to bedrock and reinforced with concrete girders, and is equipped with one 8-foot "Allis-Chalmers" band saw, one 8 foot and one 7 foot "Wheland" Company roller-bearing band saw, so located that "cants" from the two larger saws can be automatically sent to the 7 foot, or this 7 foot saw supplied with rough logs and used as a separate unit, giving a three mill production of 100,000 feet of lumber daily. Logs are fed into the Mill by a "log-jacker" from the pond, and electric derrick from the yard. Logs come into the mill on concave "live-rolls" to each log deck, being cross-cut when necessary, with a motor driven cross-cut saw equipped with "steam dogs" at the entrance to the mill. Steam operated "punch-bars" transfer the logs to the log deck transfer chains, which carry them to the steam "loaders." Each deck is also equipped with steam "nigger" as well as overhead electric driven "turner." "Shot-gun" and geared "twin-engine" carriage feeds are used. "Trout" set works, motor driven, are used on the two larger saws. From the band saws, lumber is carried on self-contained live rolls, mounted on channel irons, to the two Wheland roller bearing "edgers," thence by means of cross transfer to Canadian type "end-trimmer" and cross-cut saw for further trimming, if necessary, after which the lumber is automatically carried to the Inspectors table.

The Inspection Room, wonderfully lighted and steam heated, is laid out to enable the inspectors to devote the most careful attention to grading; the lumber being "fed" from the table under control to the inspector; the lumber dropping *on edge* in front of him, is then turned down for examination of the reverse face, graded and marked, and automatically removed by live rolls to cross transfer and on to the "sorting-chains" which are equipped with power feed "booster-roll" assisting removal to the lumber "dollies." All "shorts" (under 6 feet) are eliminated from the inspection room. This short stock accumulates in conveyors, is retrimmed and then inspected at a separate location in the mill. Fordson tractors are used to haul the lumber dollies to the sunning racks and piles. All lumber is "sunned" and then piled upon permanent concrete pile bottoms for seasoning. The lumber yard contains over two miles of railroad siding, making possible, shipment from a majority of the piles without rehandling or cartage.

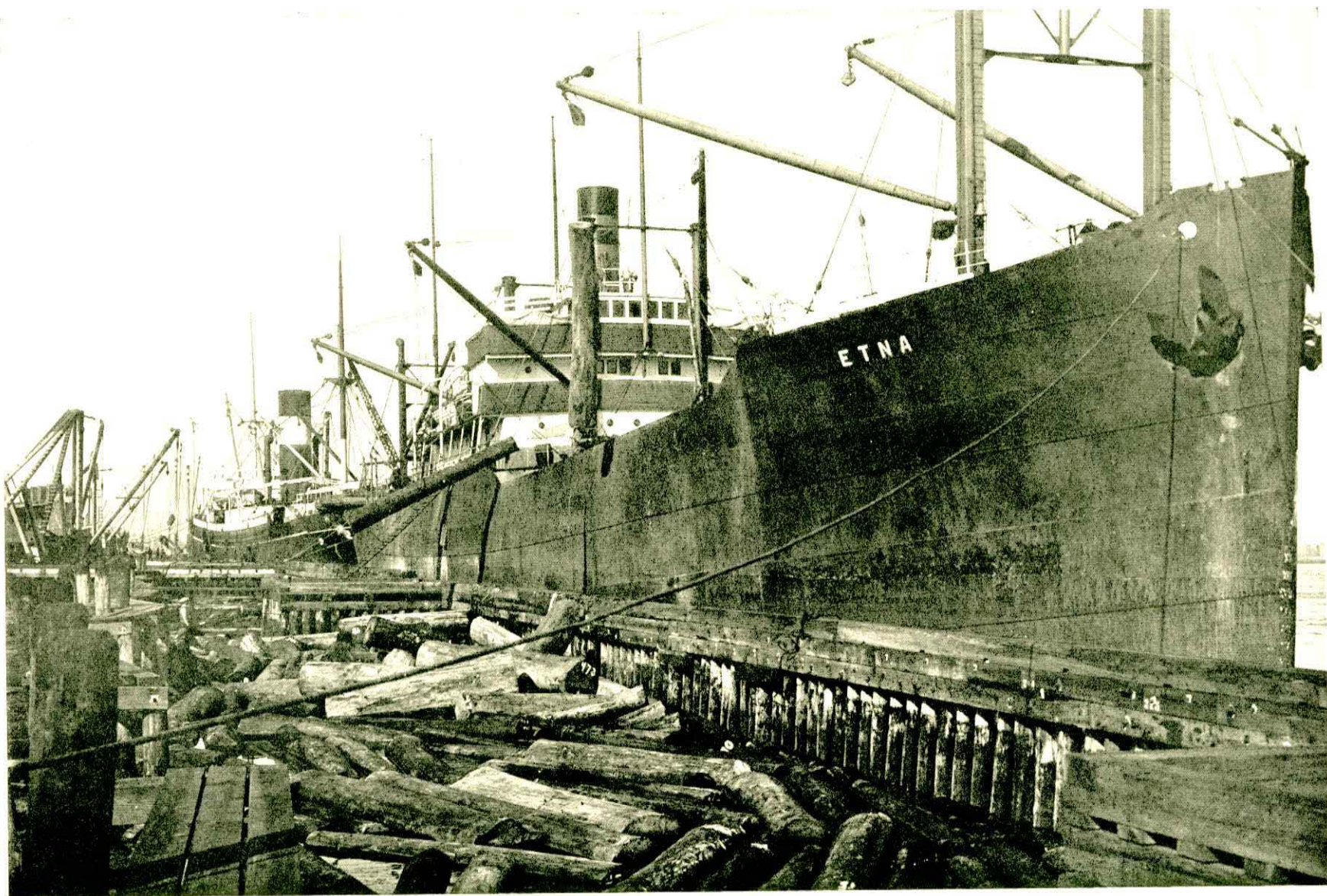
Veneer flitches pass from the saw-mill directly to a large building located immediately in the rear, devoted entirely to storage and preparation for the steam tanks. After being "steamed" in the steel tanks, flitches are conveyed on live rolls and lifted by electric cranes to the various cutting machines and veneer saws. The veneer "slicers" have a capacity of over 250,000 feet daily. The veneer saws, capable of sawing up to 24 feet in length, have a capacity of over 40,000 feet daily.

Logs for "rotary" cutting are cross-cut to length with an electric cross-cut saw on north side of mill and are then placed in large reinforced concrete tanks, and after being "boiled" pass to a 10 foot Capital "lathe," converted into veneer, and passed on to the automatic dimension "clipper" and Coe "roller-drier," both of which are located in the rear of the lathe. Two "Whitney" planers make it possible to do the finest surfacing of thin lumber. Veneers are dried both by automatic driers and "dry-air" racking and are then stored in the five large brick storage warehouses, all of which are served by direct rail connection.

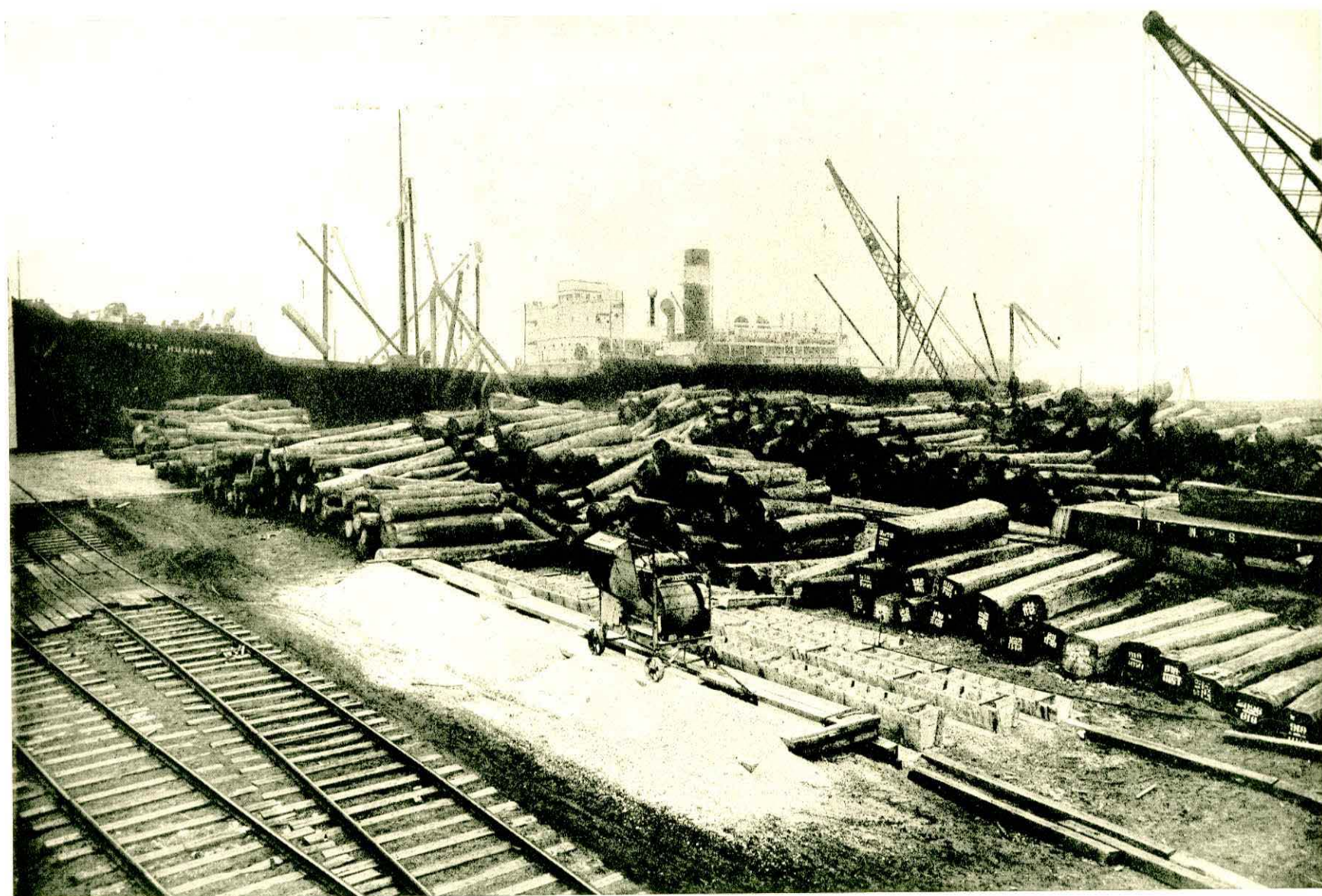
The Dry Kiln equipment consists of the latest type "Emerson" humidity regulated kilns. A transfer track in front of kilns and alongside the large kiln storage building, with a capacity of over a million feet, is so laid out that kiln dried stock can be stored, shipped by rail, or placed directly at the large "Woods" planer, or "American" resaw, without rehandling.

The Power Plant consists of two Curtis Turbines, directly connected to General Electric generators, operating with condenser. All power cables are laid in underground conduits. The boilers are Babcock & Wilcox water tube boilers operating at 160 lbs. All "refuse" from the mill is automatically conveyed to the boiler house, and into "dutch-ovens," producing power at extremely low cost.

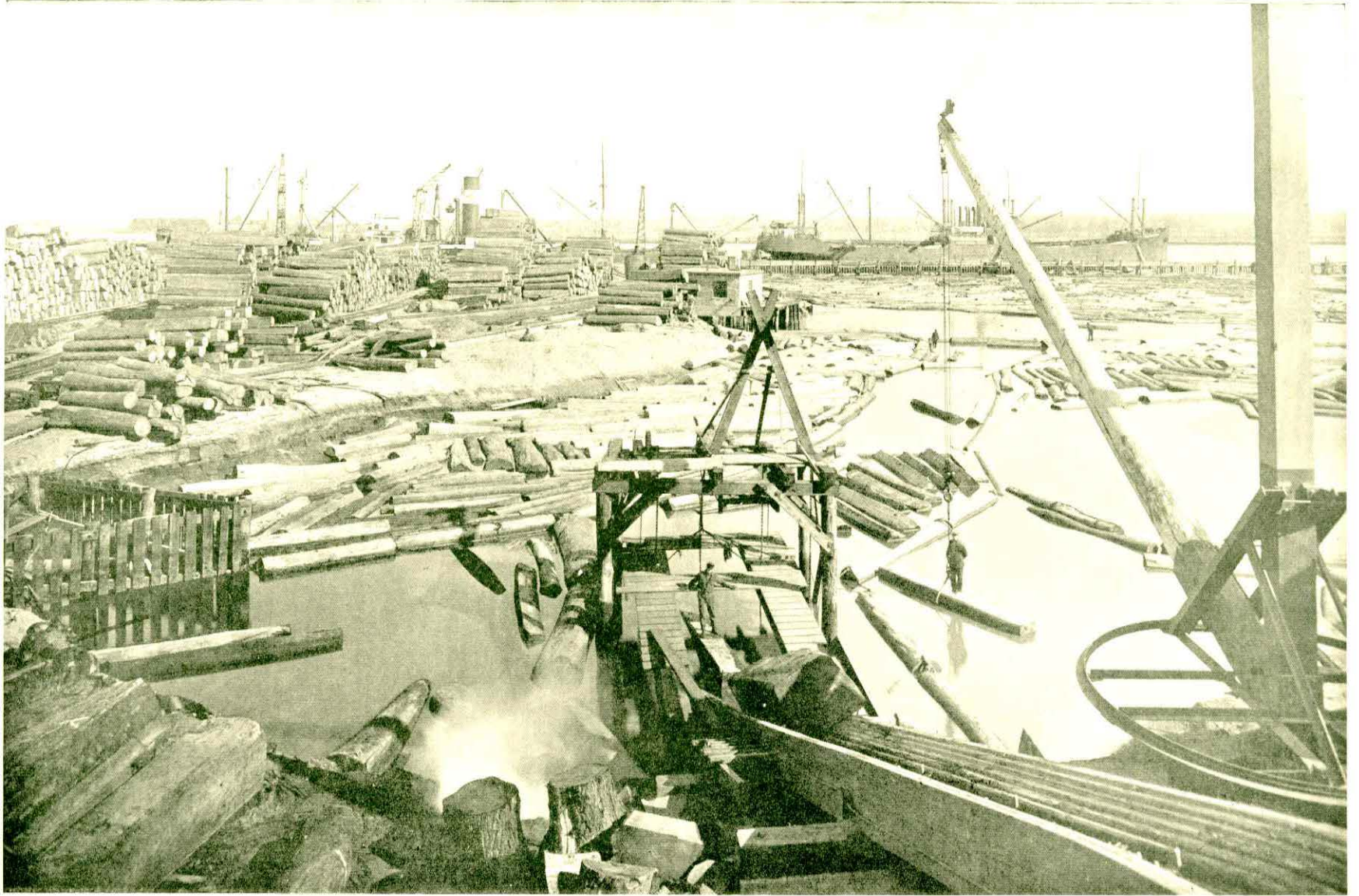
The plant consists of 16 buildings with a floor area of about 250,000 square feet. (6 acres) All buildings are electric lighted and equipped with automatic sprinklers, thereby receiving the advantage of a very low rate of insurance on the entire plant.



S.S. "ETNA" AND S.S. "HAGNO" UNLOADING CENTRAL AMERICAN AND AFRICAN MAHOGANY LOGS INTO LOG POND.



S.S. "WEST HUMHAW"—UNLOADING CARGO OF AFRICAN MAHOGANY LOGS ON DOCK.
(Note unloading facilities—3 stiff-leg derricks and two 30 ton Locomotive cranes in operation.)



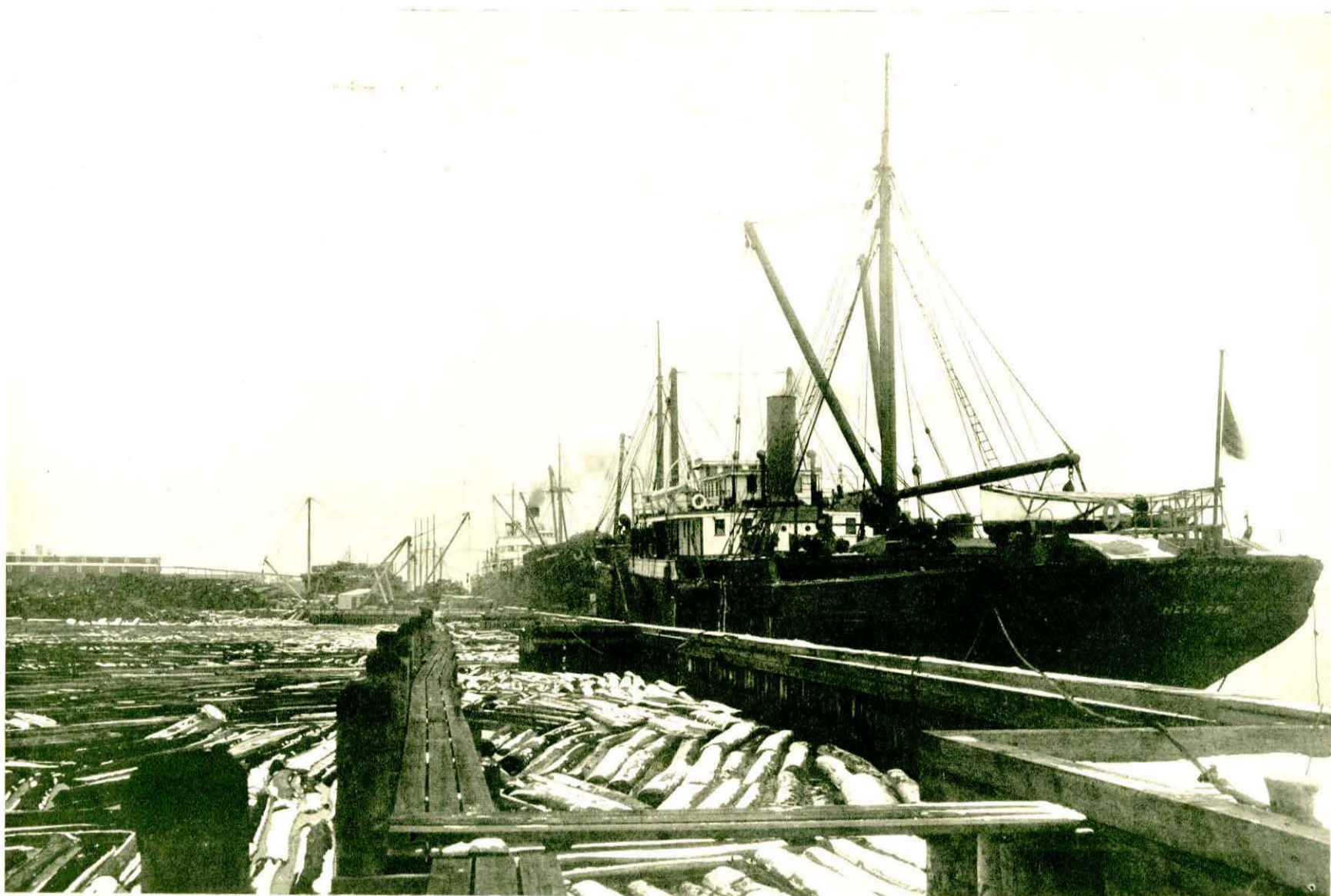
VIEW FROM MILL DECK—SHOWING PART OF LOG POND AND LOG STORAGE YARD.



MOTOR SHIP—"JAMES TIMPSON"—LOG POND AND UNLOADING RACK.
(Note: This ship, owned by and built especially for us, to carry cargoes of Central American Mahogany logs, was recently lost in a hurricane, having aboard a cargo of 550,000 feet.)



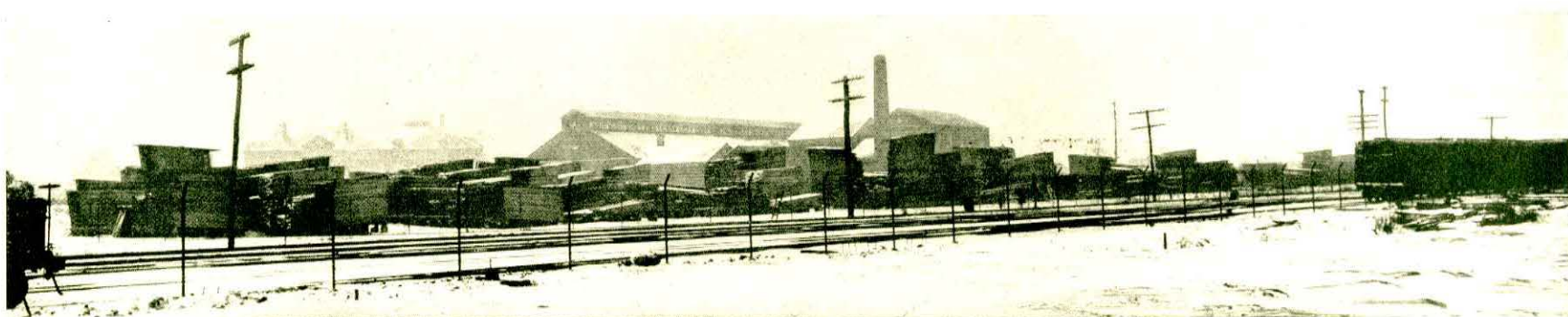
CONCRETE DOCK—350 FEET LONG. 9000 TON S.S. "WEST LOQUASSUCK" FROM AFRICA WITH A FULL CARGO OF 1,000,000 FEET OF MAHOGANY LOGS.



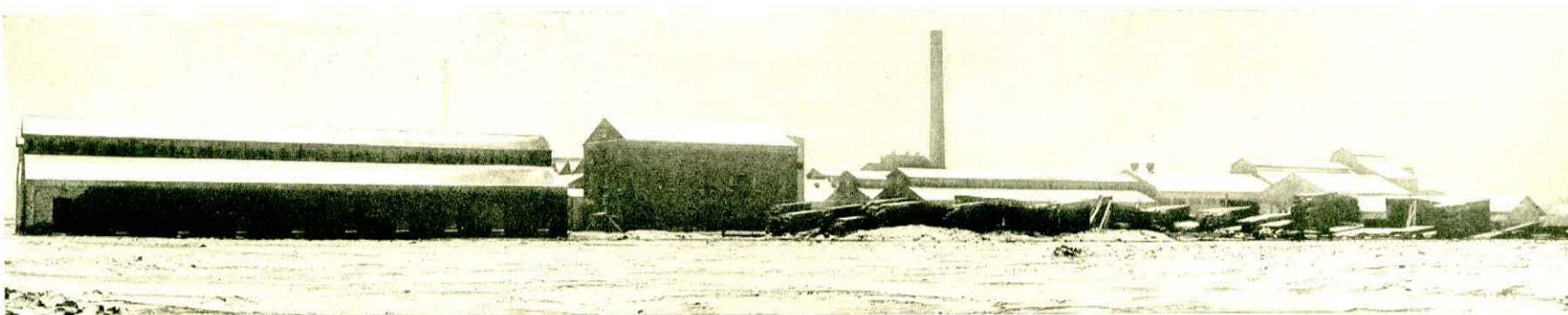
DISCHARGING TWO CARGOES—AFRICAN MAHOGANY ON WHARF—HONDURAS LOGS INTO POND.



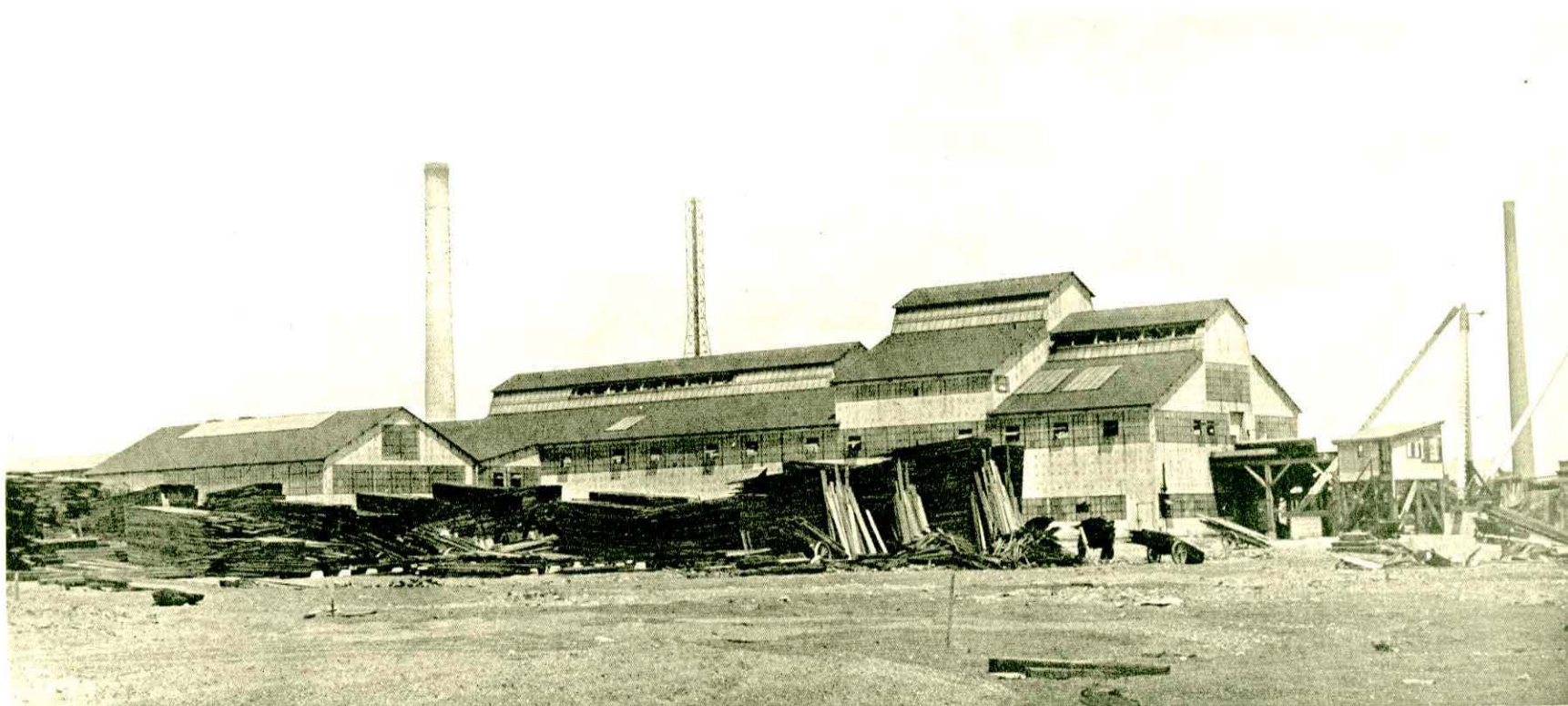
MAHOGANY—AFRICAN—CUBAN—SAN DOMINGO—HONDURAS—PILED ON RAILROAD SIDING.



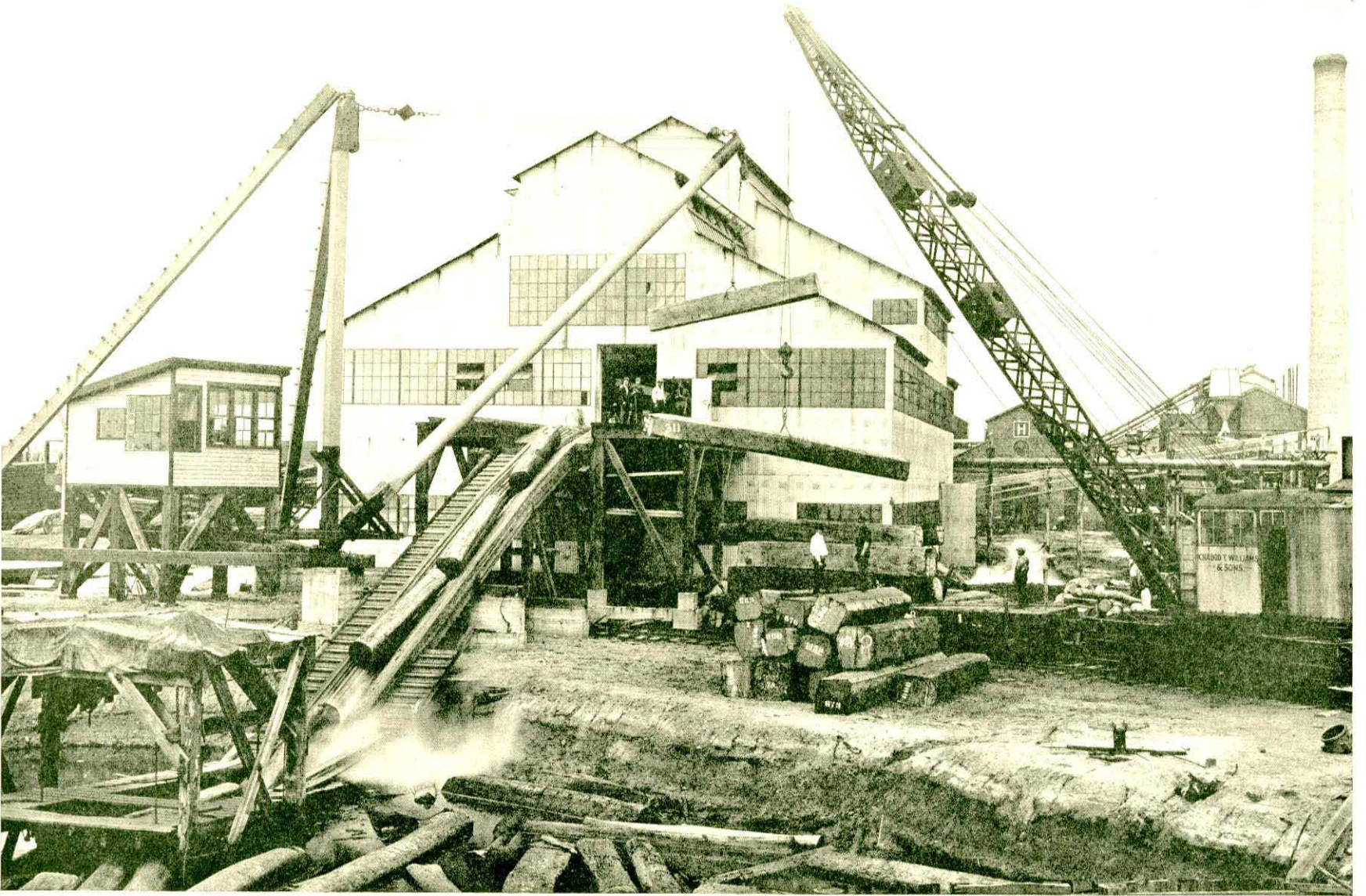
UPPER PLANT—BUILDINGS A AND B—VENEER STORAGE—DOMESTIC HARDWOOD YARD.



LOWER PLANT—BUILDINGS C-D-E-F-G-H-I-K AND M.—TAKEN JUST AS CONSTRUCTION WAS COMPLETED.



SIDE VIEW OF THE SAW MILL—TAKEN SHORTLY AFTER STARTING IN LATE 1924.



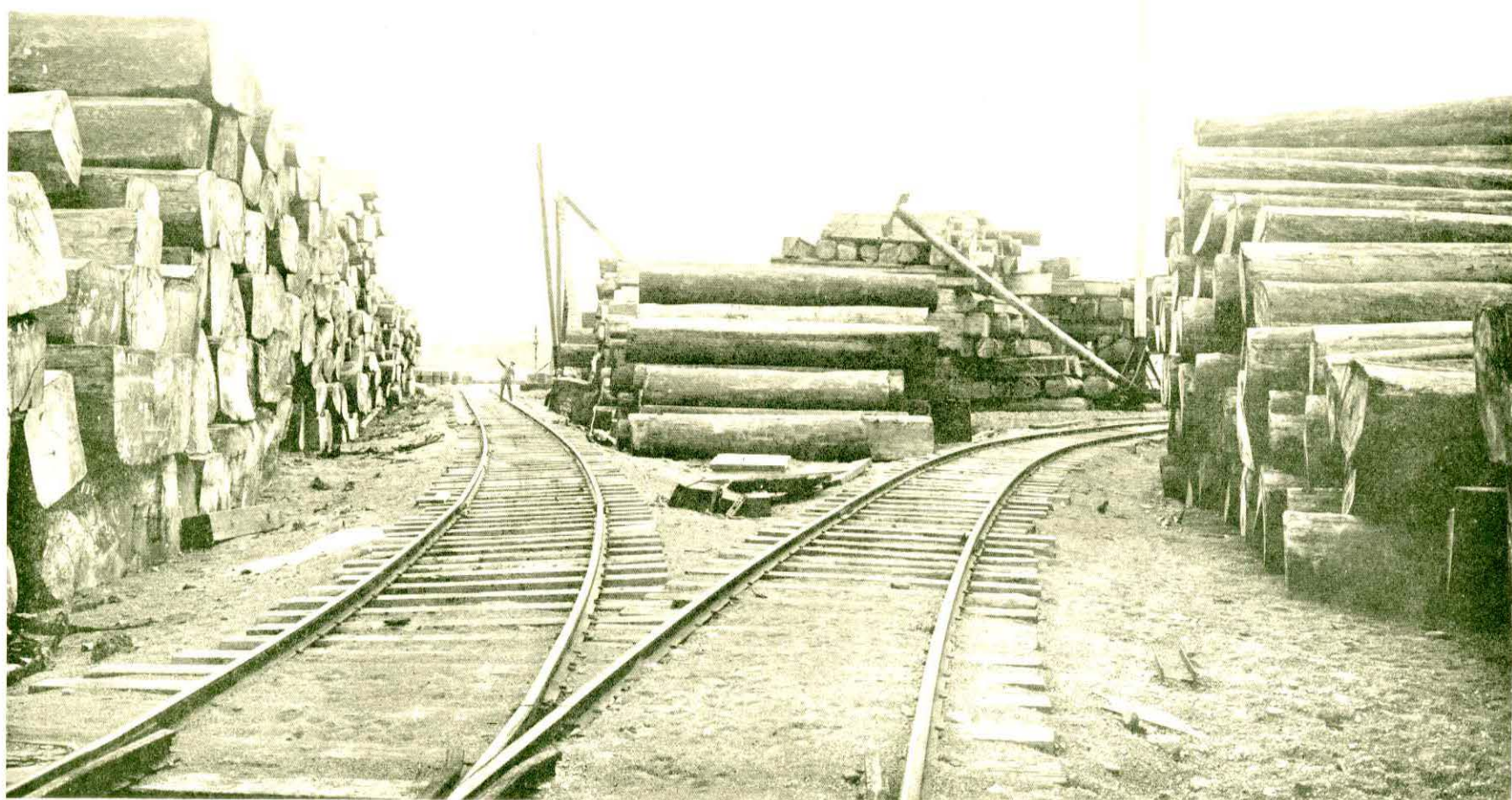
FRONT VIEW—SAW MILL—(*Note the three separate methods of "logging" the mill.*)



HUGE PILES OF AFRICAN MAHOGANY—(*A shipload in view.*) BOTH ROUND AND SQUARED.



AFRICAN MAHOGANY LOGS PILED ALONG RAILROAD SIDING.



AFRICAN MAHOGANY —(Note size of logs compared to size of the two men in the picture.)



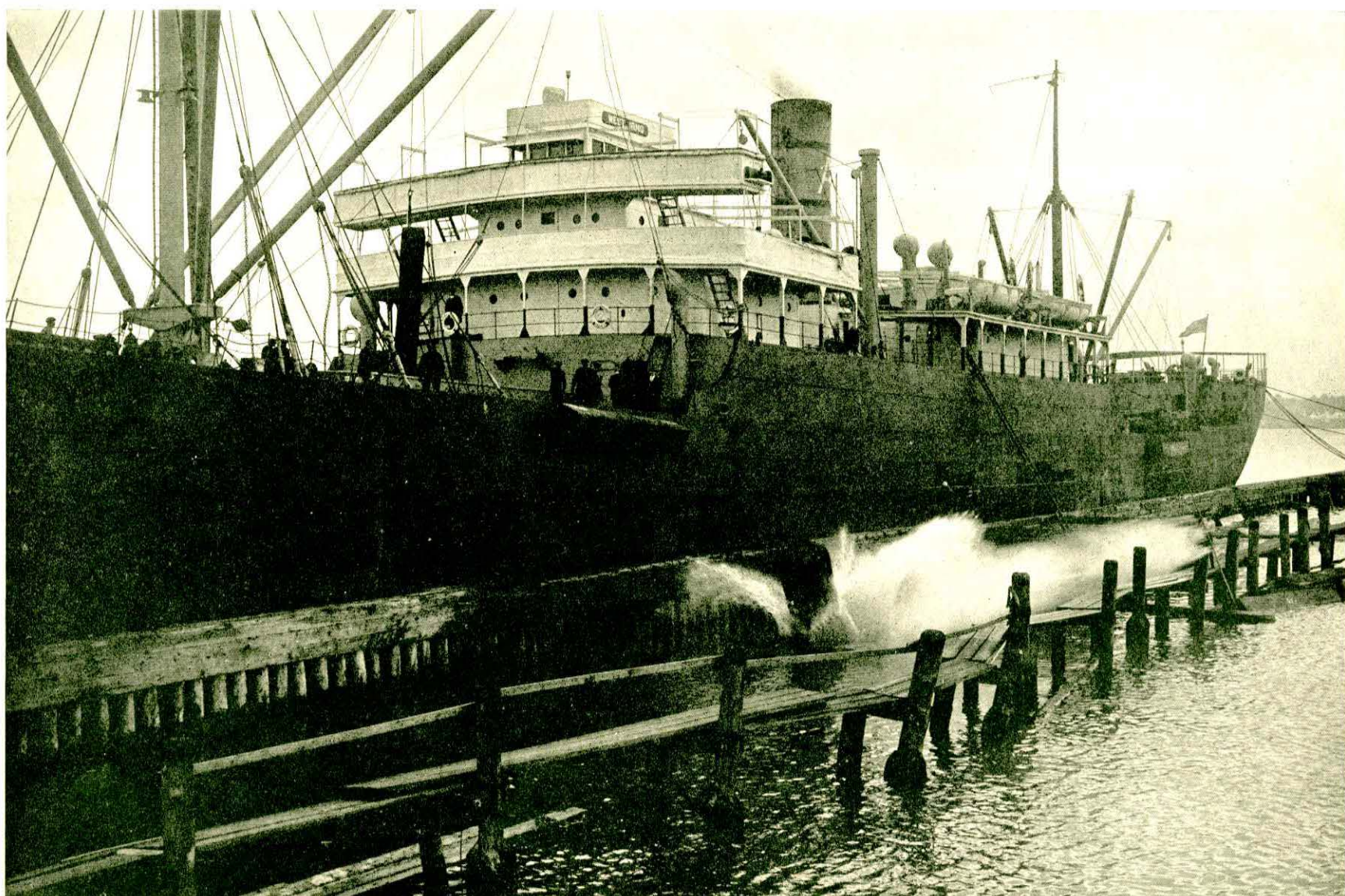
SAW MILL—SHOWING “FEEDING NECK” OF LOG POND. (*Extension, left center, is exterior of lumber inspection room.*)



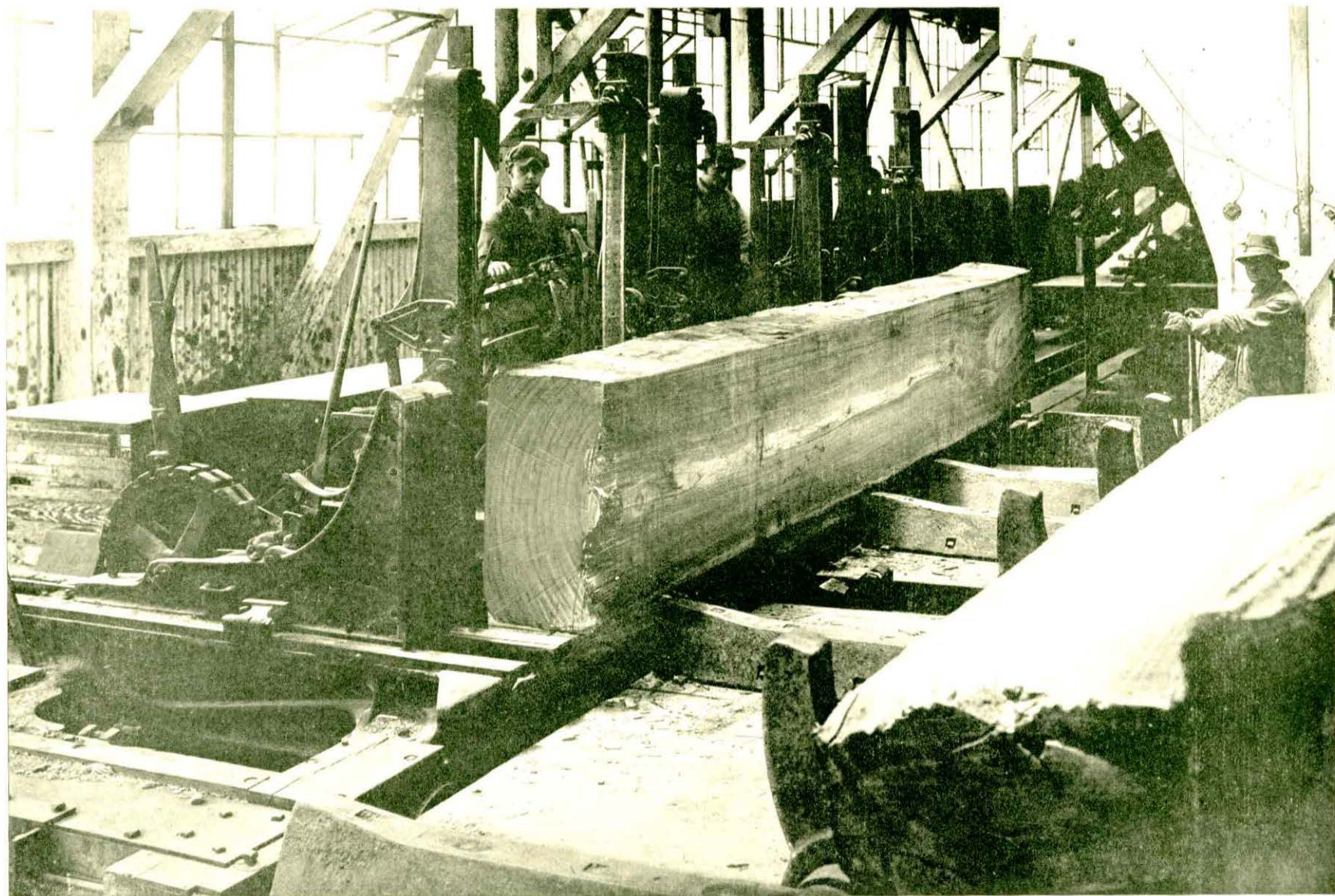
MORE THAN A SHIPLOAD OF LARGE AFRICAN MAHOGANY LOGS.



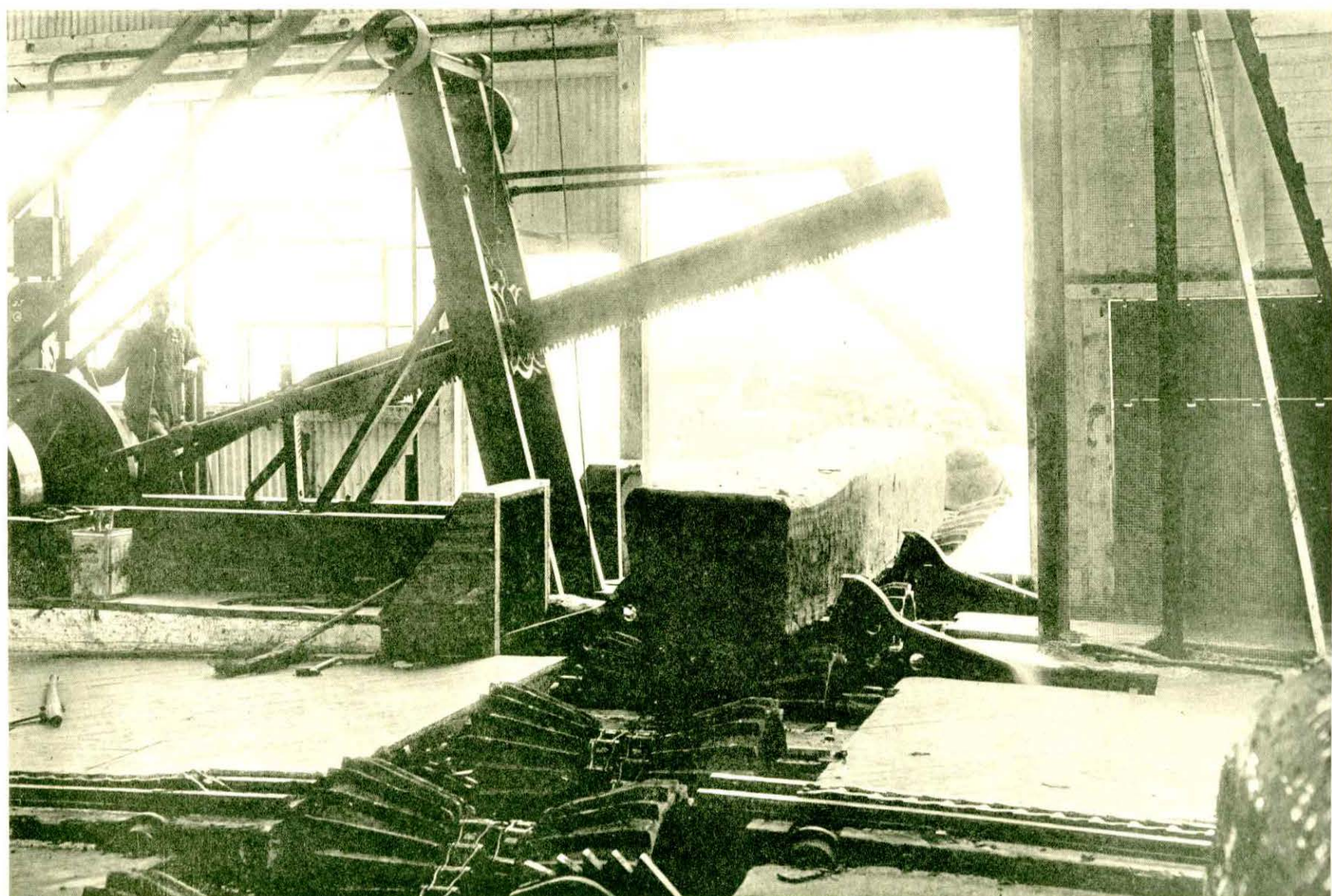
SAN DOMINGO—MAHOGANY LOGS—FINEST FOR TEXTURE AND QUALITY BUT
NOT PROCURABLE EITHER IN QUANTITY OR SIZE.



S.S. "WEST IRMO"—UNLOADING CARGO OF AFRICAN MAHOGANY LOGS DIRECT INTO LOG POND.



SHOWING STEAM "LOADER" AND STEAM "NIGGER" AND ELECTRIC TROUT-"SET-WORKS."
SQUARE AFRICAN MAHOGANY LOG OPENED SHOWING HEART OF TREE.



ELECTRIC DRIVEN LOG CROSS-CUT SAW AT ENTRANCE OF MILL. LOGS DO NOT HAVE TO BE REMOVED FROM
THE CONCAVE ROLLS. (*Note the steam "Dogs" holding log while cross-cutting*)

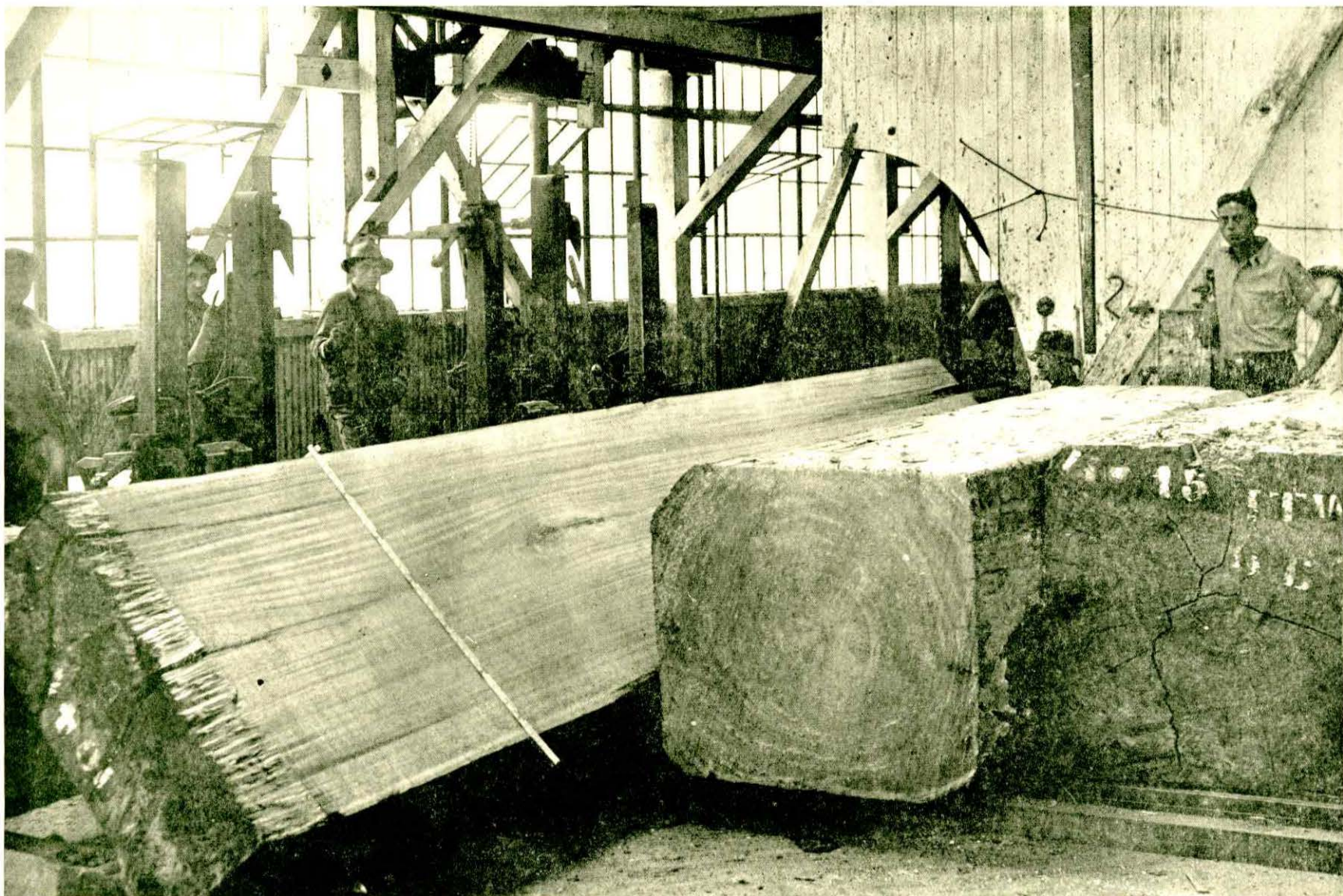


SHOWING A FEW OF OUR LARGE SPANISH CEDAR LOGS READY FOR MILLING.

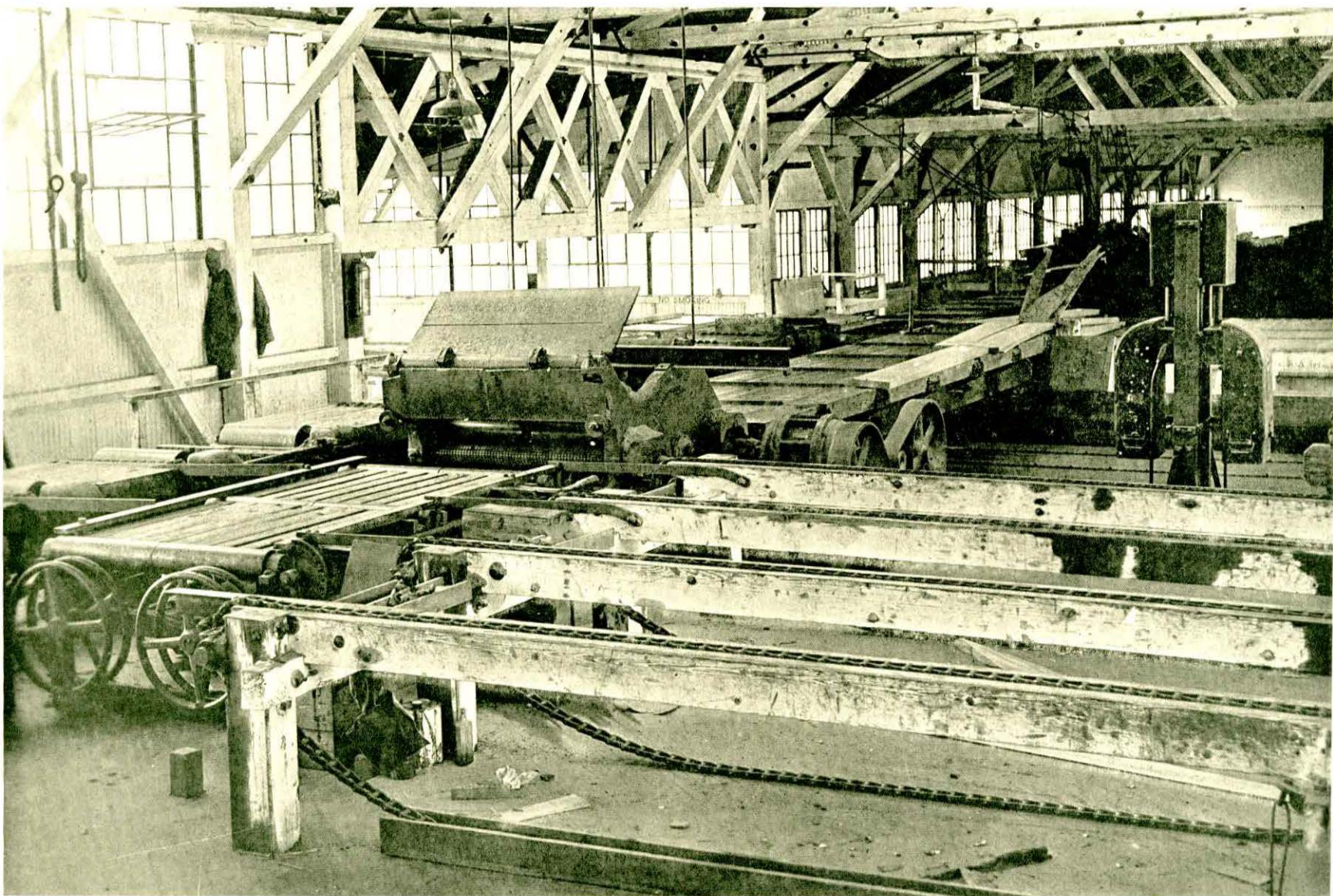


Photo Nov. 1925.

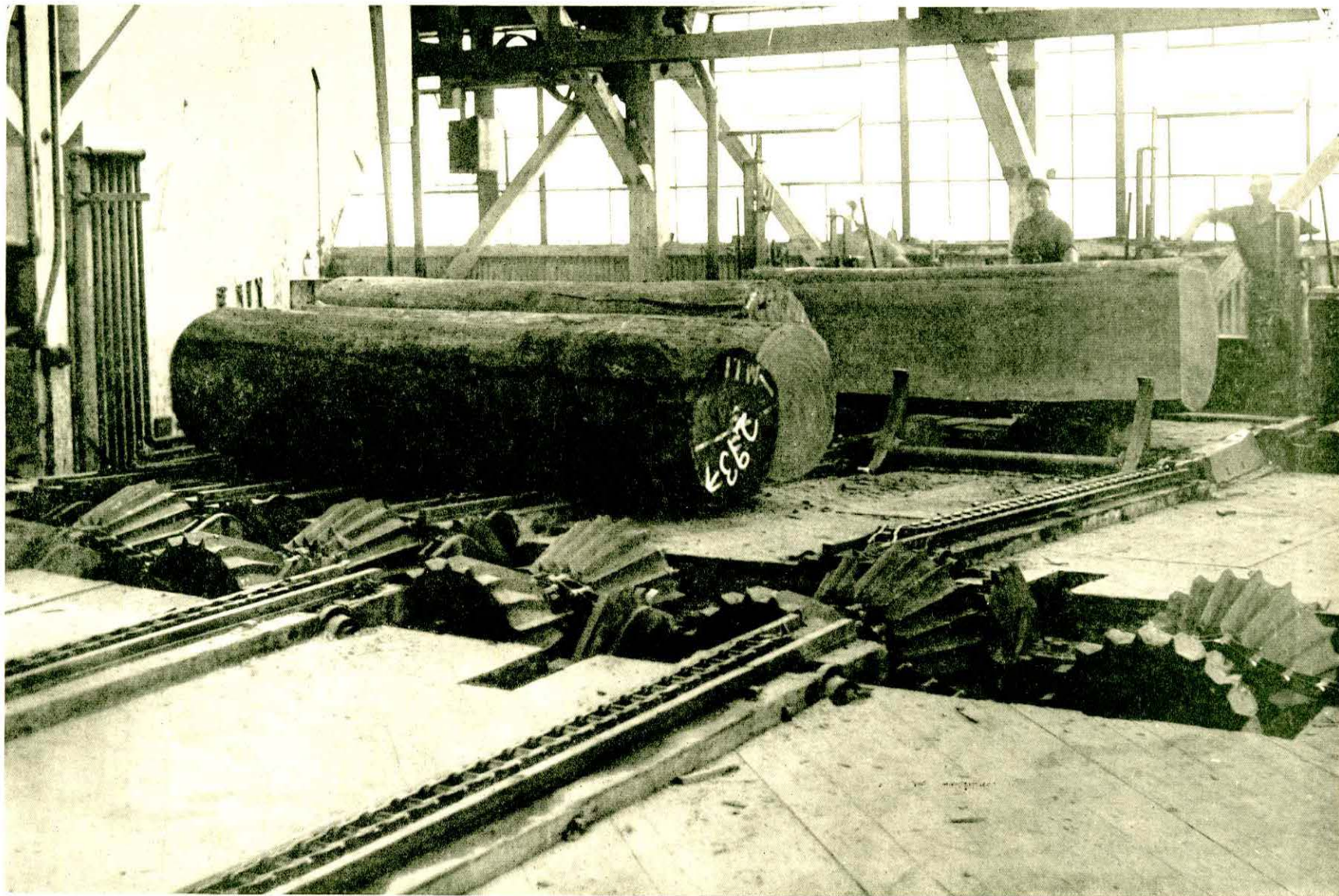
SAW MILL AND NECK OF LOG POND ALSO SHOWING CORNER OF LUMBER YARD.
(Logs and lumber in view—all Mahogany.)



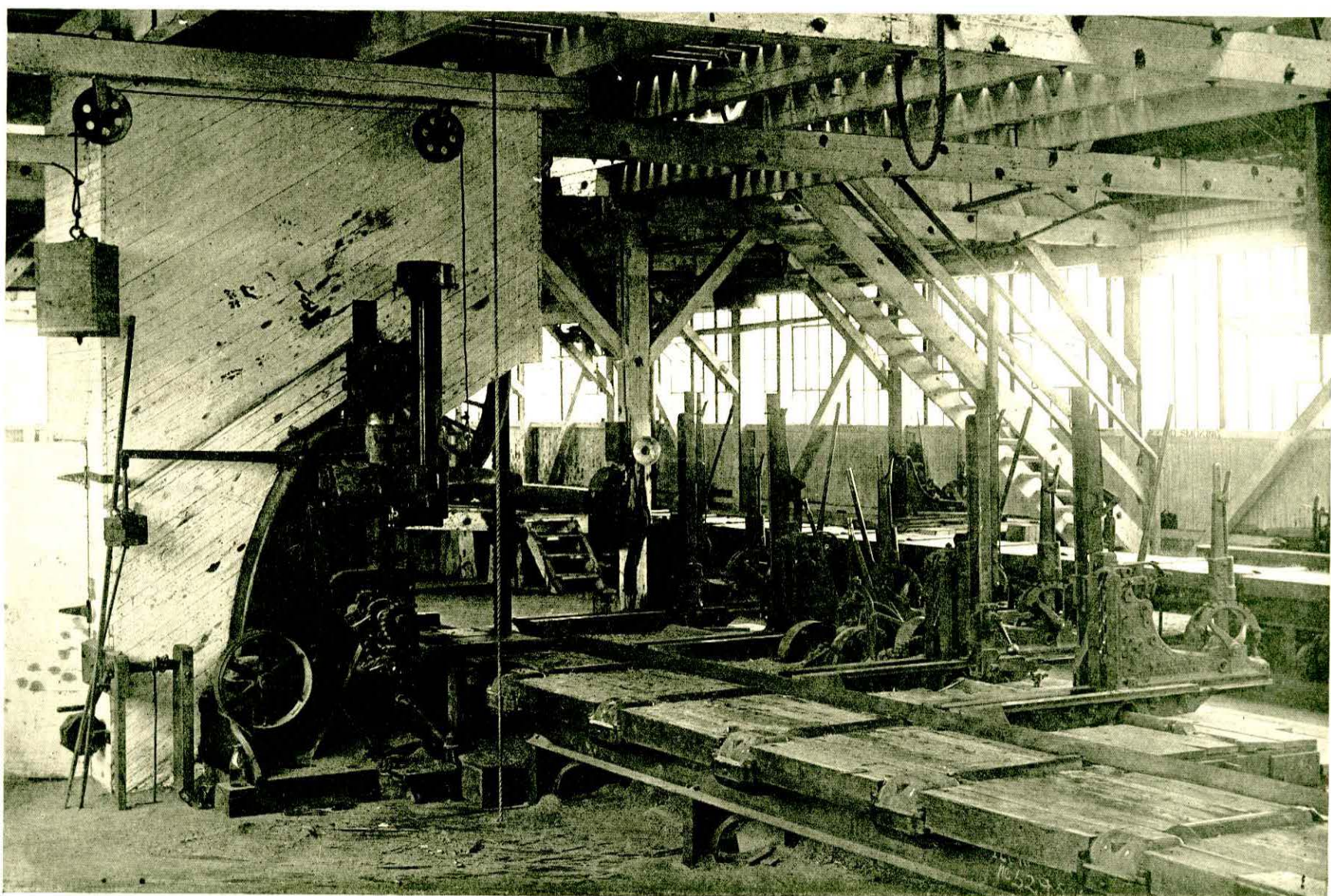
BAND MILL No. 2—"WHELAND" 8 FOOT MILL. SAWING SQUARE AFRICAN MAHOGANY LOGS.



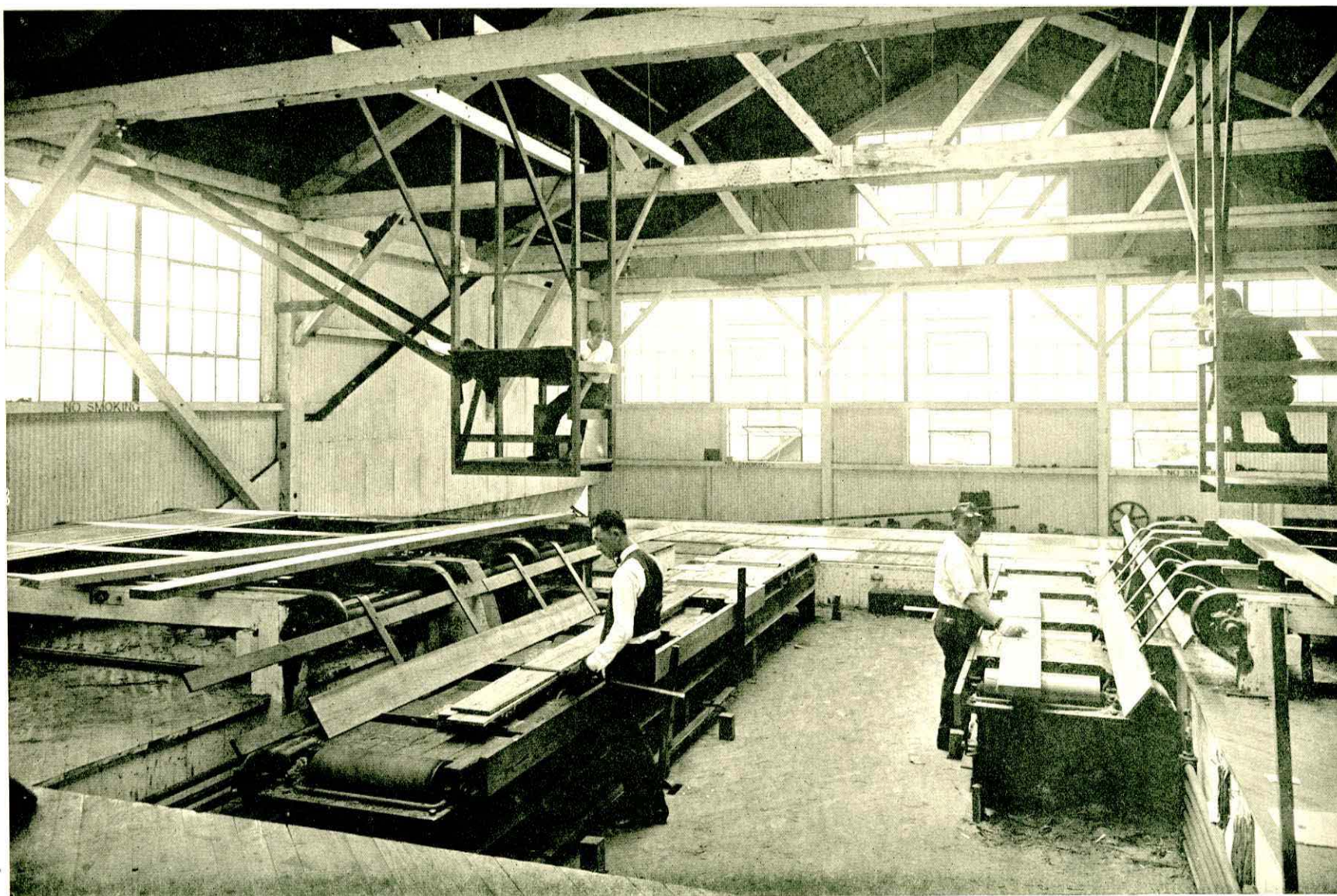
ONE OF THE TWO "WHELAND" ROLLER-BEARING "EDGERS."



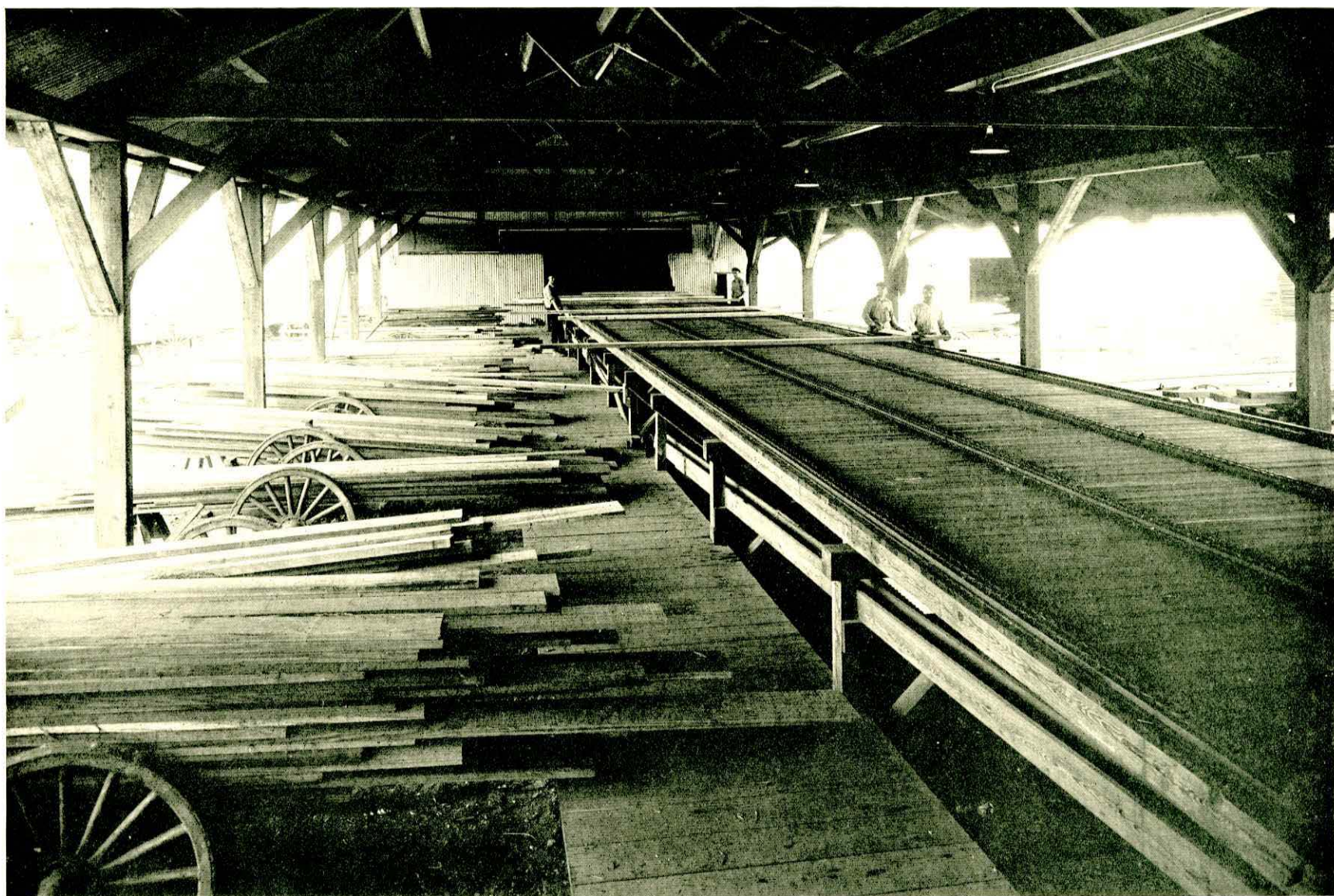
BAND MILL No. 1—"ALLIS CHALMERS" 8 foot MILL. SAWING ROUND MEXICAN MAHOGANY LOGS.
(A good view of Log Deck, showing concave live rolls and "punch-bars")



BAND MILL No. 3—"WIELAND" ROLLER BEARING 7 foot MILL. THIS MILL IS USED PRINCIPALLY FOR SAWING "CANTS" OR "FLITCHES" FROM MILLS No. 1 & No. 2 BUT IS SO ARRANGED THAT IT IS A COMPLETE SEPARATE UNIT.



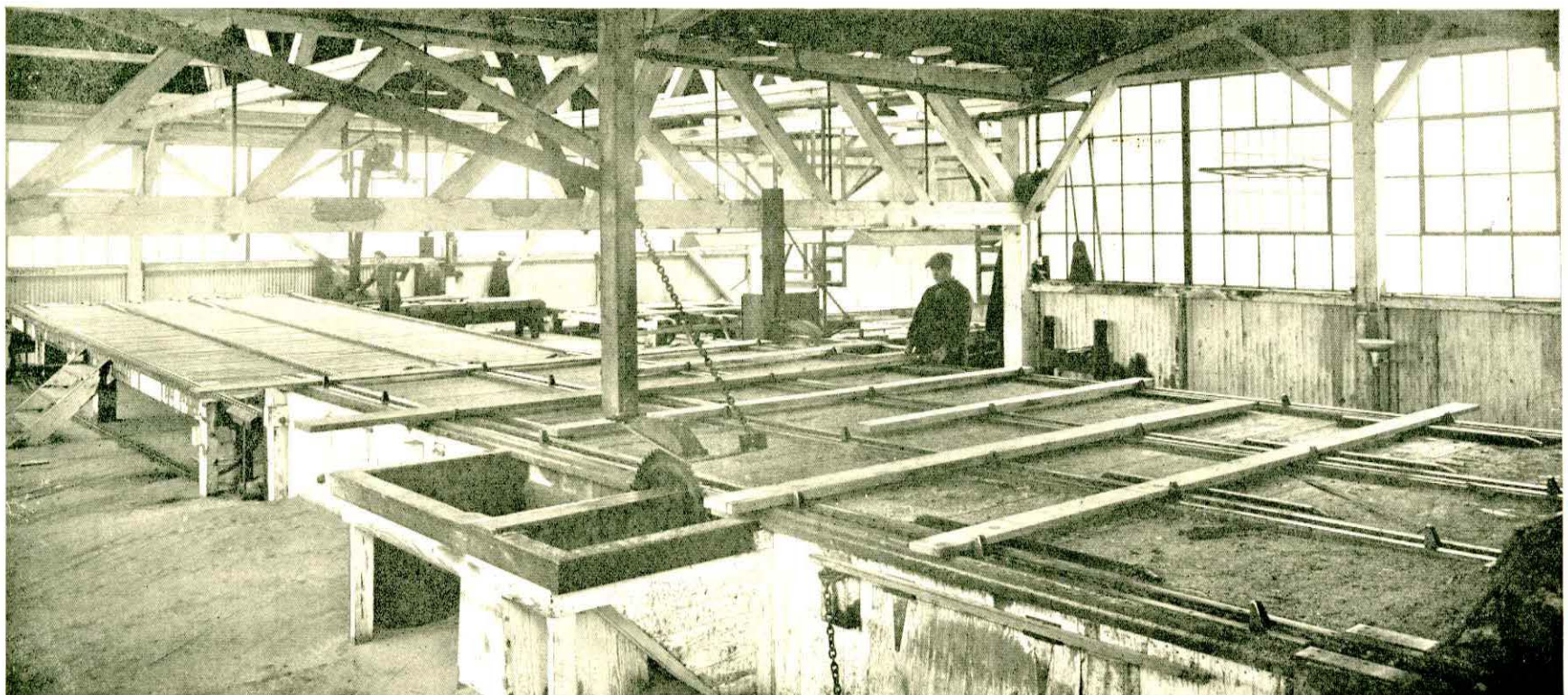
INSPECTION ROOM—(Note the abundance of light—the tally boys in stations directly over the tables.) THE ARRANGEMENT OF TABLE FEED CONTROL WITH LUMBER COMING TO THE INSPECTOR *on edge* IS AN INNOVATION IN INSPECTION. A PRESSURE OF FOOT ON FLOOR ROD, REMOVES THE LUMBER, SENDING IT ON OUT TO THE SORTING TABLE.



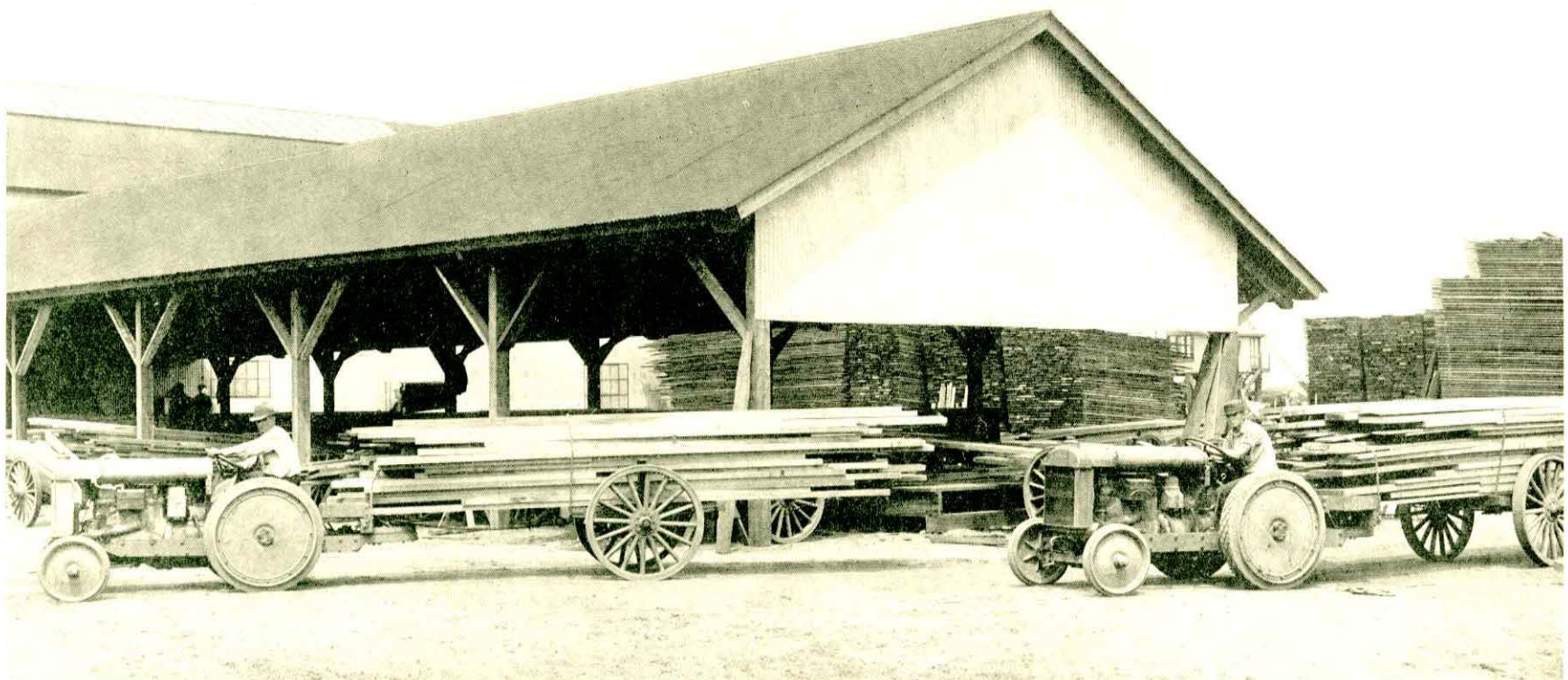
SORTING TABLE—HERE ALL STOCK IS SORTED FOR THICKNESS AND GRADES AND PLACED ON SEPARATE LUMBER DOLLIES. THE “BOOSTER-ROLL” RUNS THE FULL LENGTH OF TABLE ON RIGHT HAND SIDE, OVER WHICH SIDE 90% OF THE STOCK IS SORTED.



THE "SUNNING RACKS"—CAPACITY A MILLION FEET ASSURING WELL COLORED MAHOGANY.



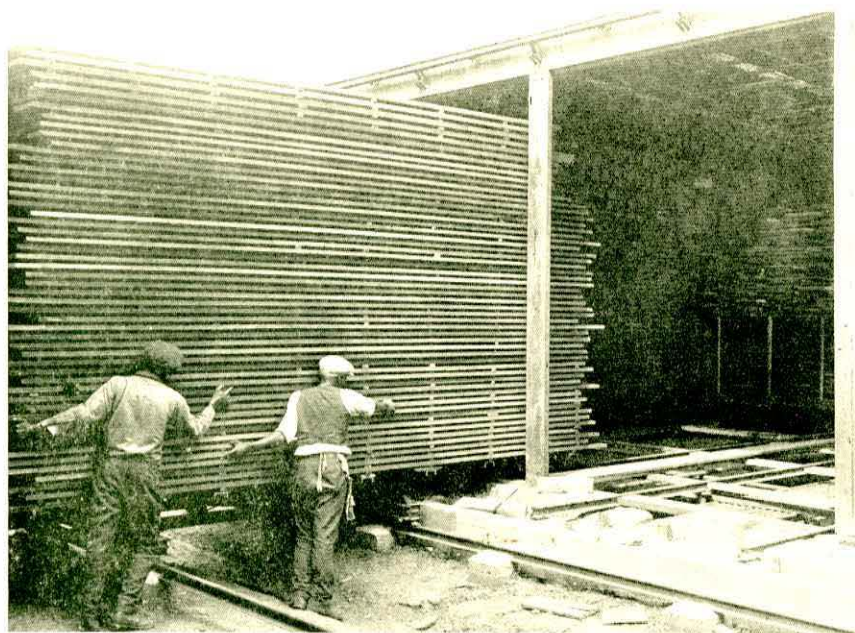
"END TRIMMERS"—EACH PIECE IS "SQUARED" (*both ends*) ELIMINATING CHECKS AND SPLITS, AND MAKING NOT ONLY FOR BETTER APPEARING BUT BETTER GRADED STOCK.



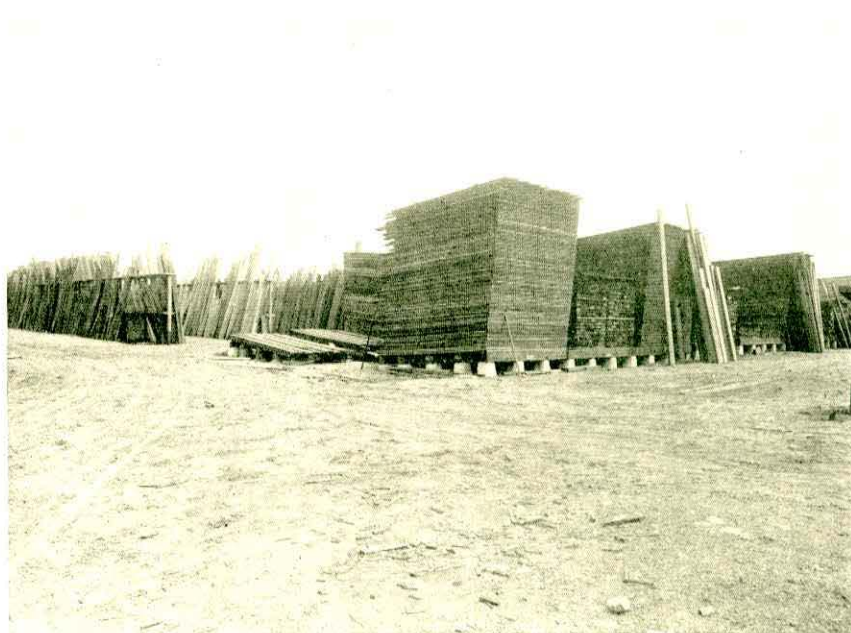
FORDSON TRACTORS—USED TO HAUL MAHOGANY TO THE SUNNING RACKS AND THEN TO PILES.



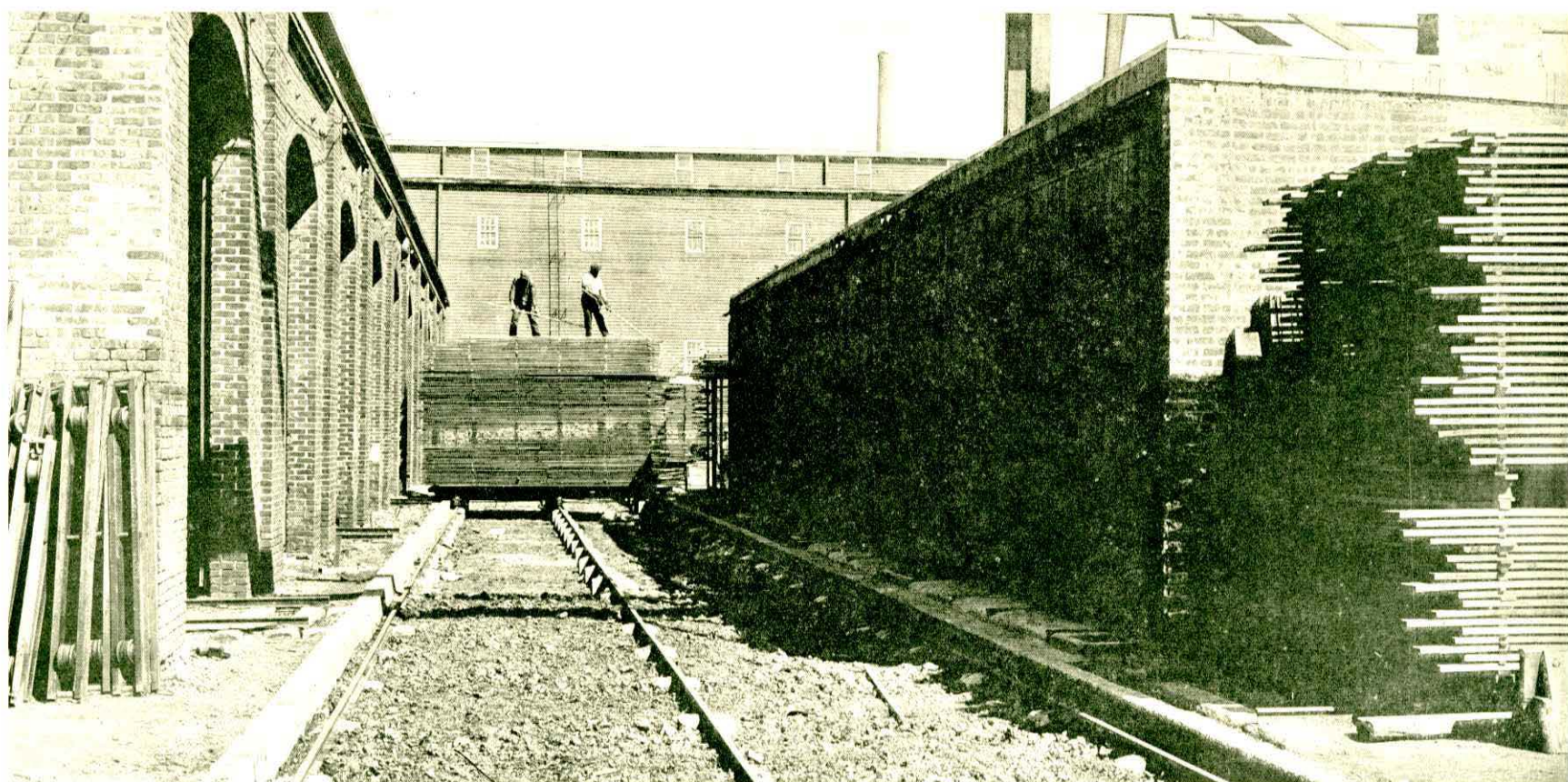
BUILDING "F"—STORAGE OF KILN-DRIED MAHOGANY AND HARDWOODS. (*Capacity over a million feet.*)



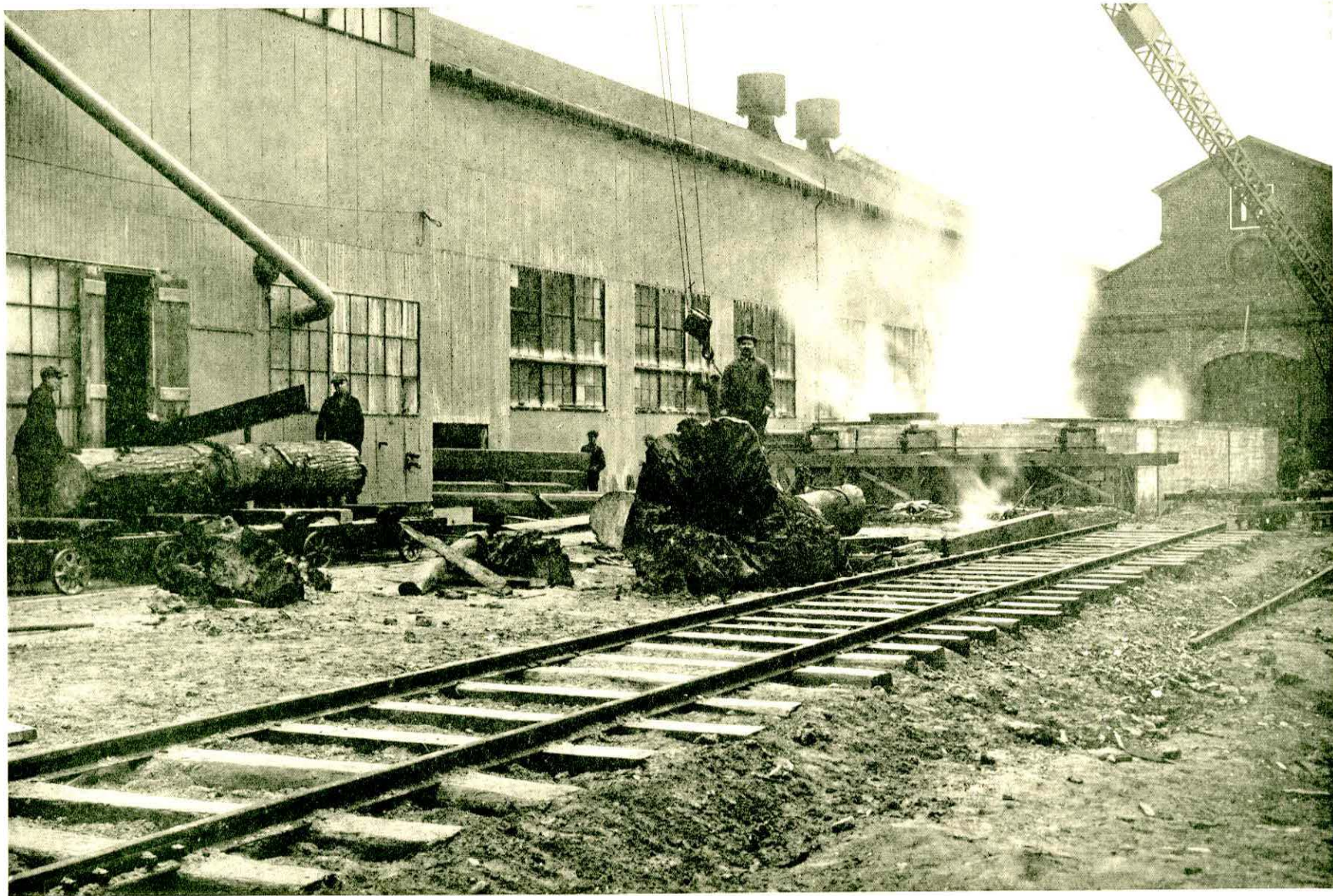
LOADING DRY KILNS—EVENLY STUCK LUMBER.



CAREFULLY PILED LUMBER—FIVE BEARING FOUNDATIONS.

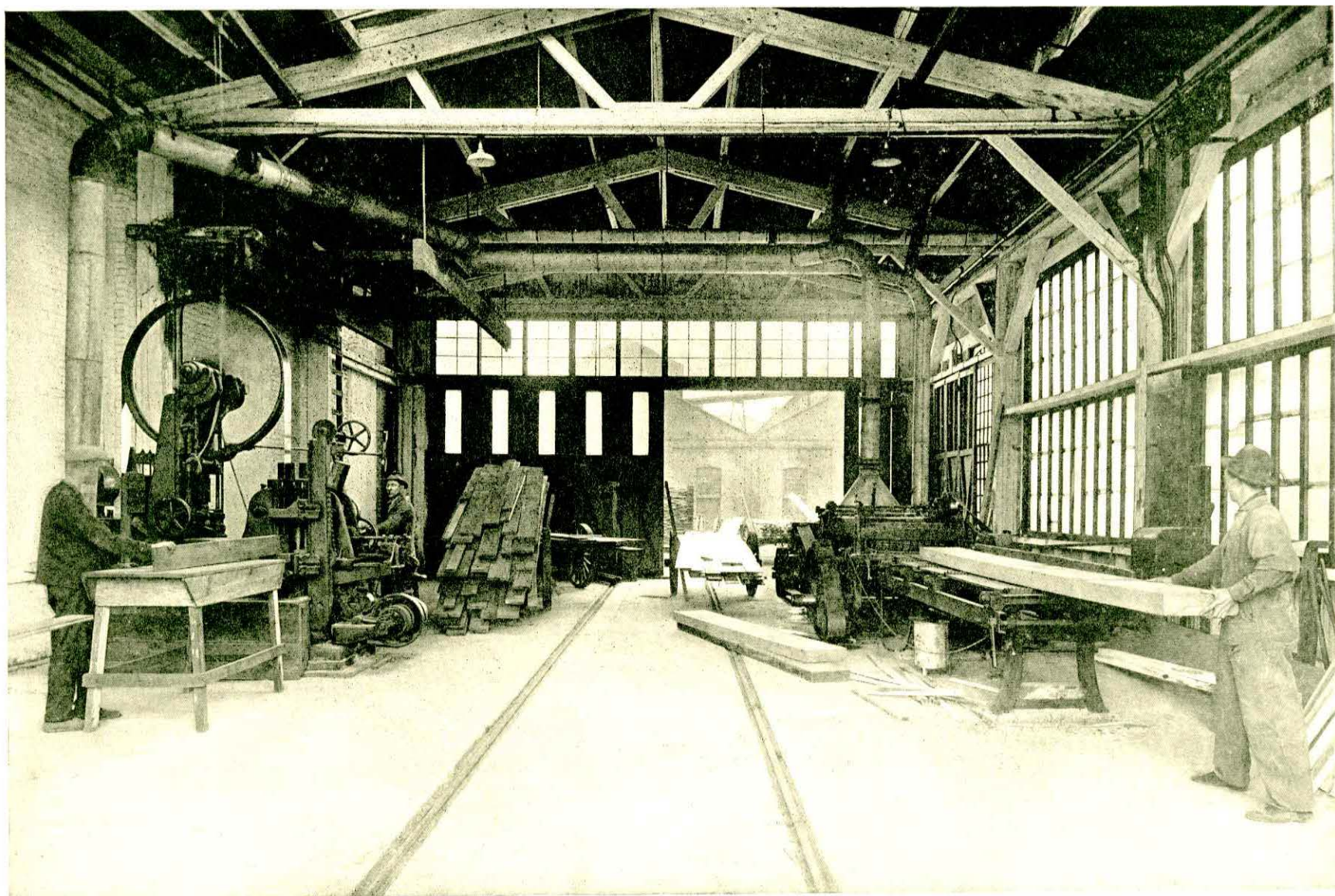


DRY KILNS—LOADING AND TRANSFER—BUILDING "F" AT LEFT.



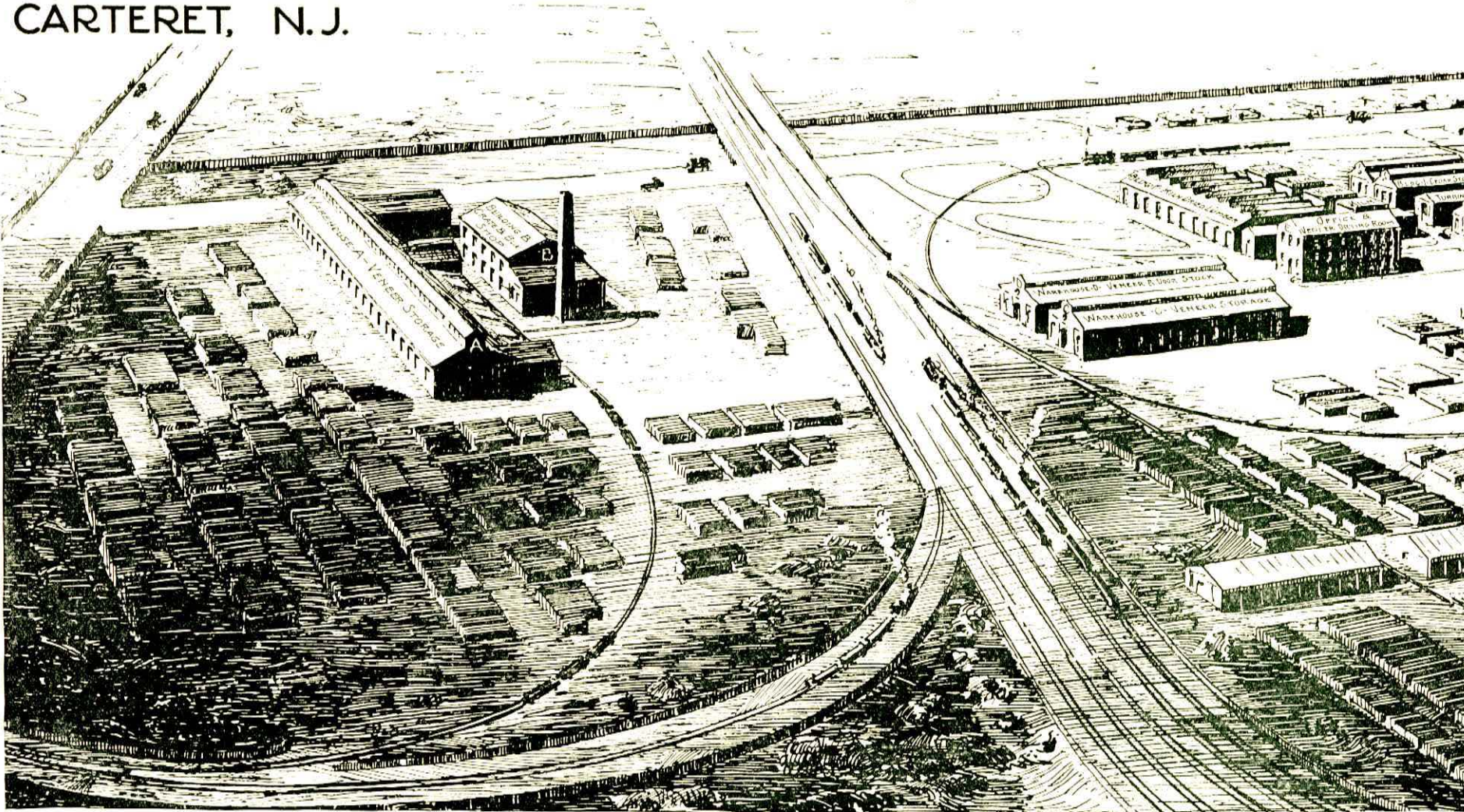
ELECTRIC CROSS-CUT saw for opening WALNUT and
CROSS CUTTING LOGS for ROTARY CUTTING.

THREE CONCRETE BOILING TANKS, EACH 60 FEET LONG BY 8 FEET WIDE.



"AMERICAN" RESAW AND LARGE "WOODS" DOUBLE SURFACER.
(The tracks run to Dry-kiln transfer and Kiln storage building.)

BIRD'S EYE VIEW OF YARDS AND MILLS OF ICHABOD T. WILLIAMS CARTERET, N.J.



WAREHOUSE-A- VENEER STORAGE
BUILDING-B- CRATE & BOX SHOP

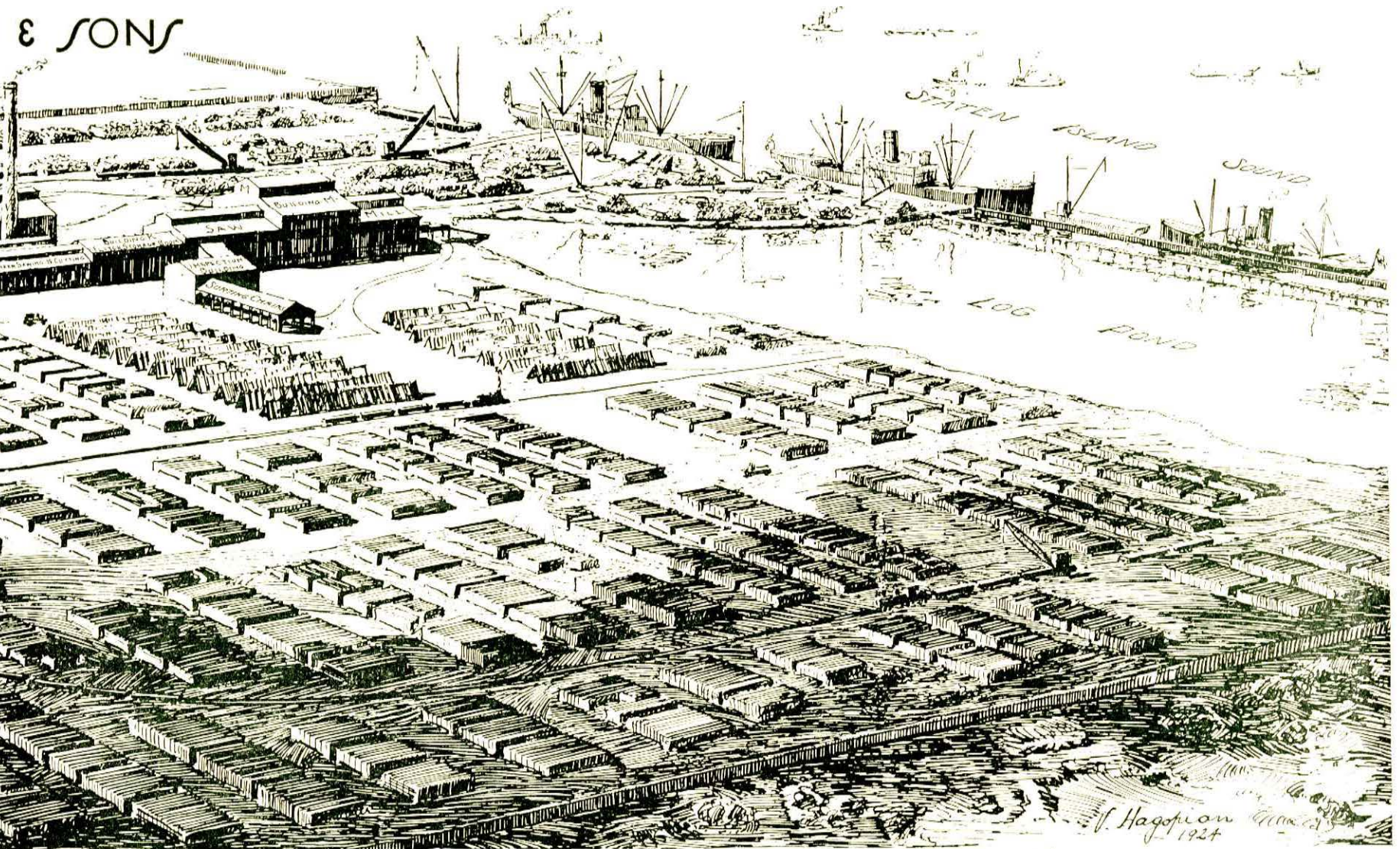
WAREHOUSE-D- VENEER & DOOR STOCK
WAREHOUSE-C- VENEER STORAGE
BUILDING-E- OFFICE & VENEER
BUILDING-F- KILN DRIED LUMBER
DRY KILNS



Actual Photograph 1924
Carteret, New Jersey.

View of "LOG POND" Showing the largest collection of MAHOGANY

SONS



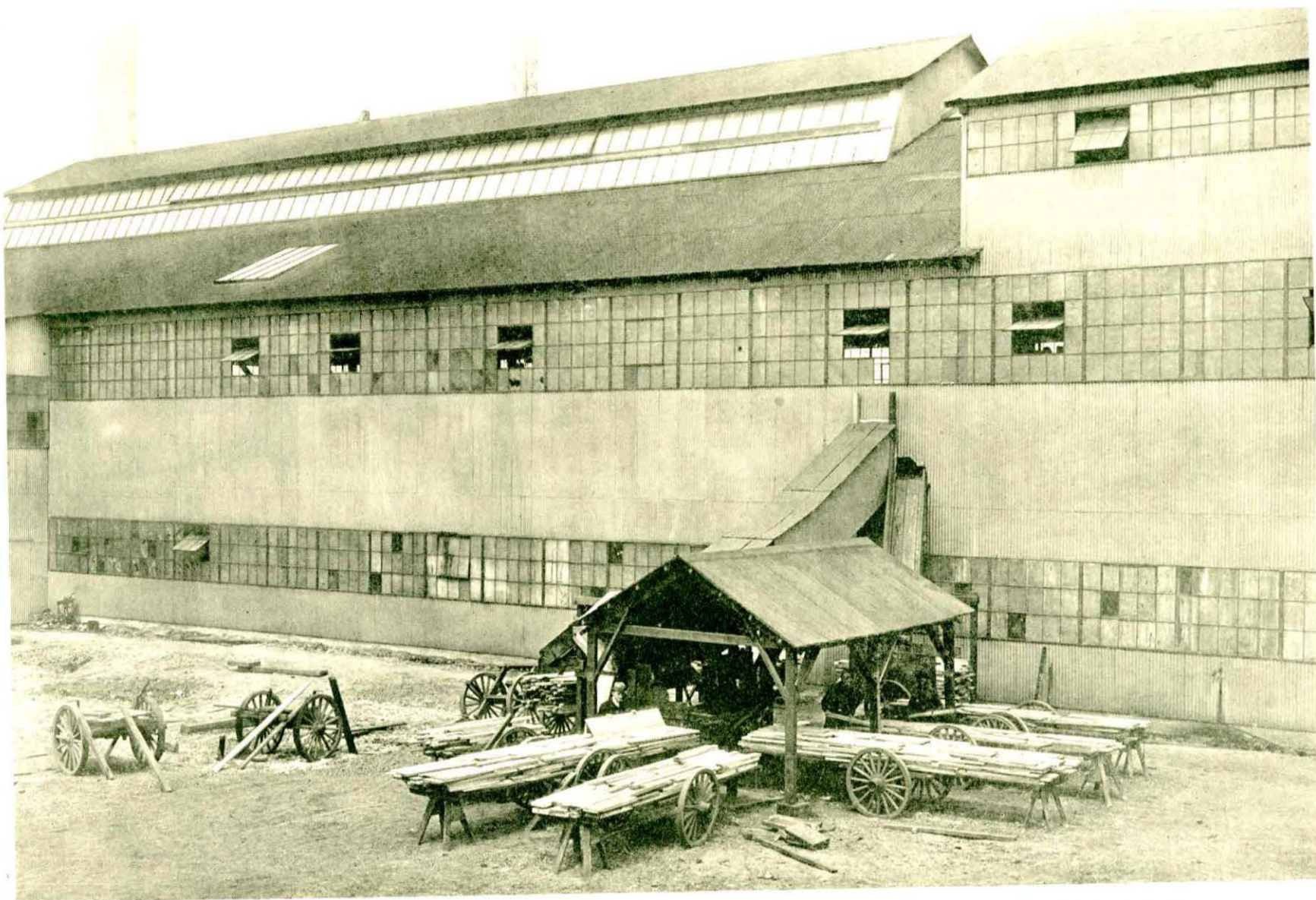
1-CEDAR STORAGE
2-P-TURBINE & BOILER ROOMS
3-DOOMS BUILDING-K-FLITCH STORAGE BUILDING-M-SAW MILL
4-S-G&H-VENEER CUTTING & SAWING
INSPECTION BUILDING
SUNNING RACKS SORTING CHAINS SUNNING RACKS

STATEN ISLAND SOUND

LOG POND



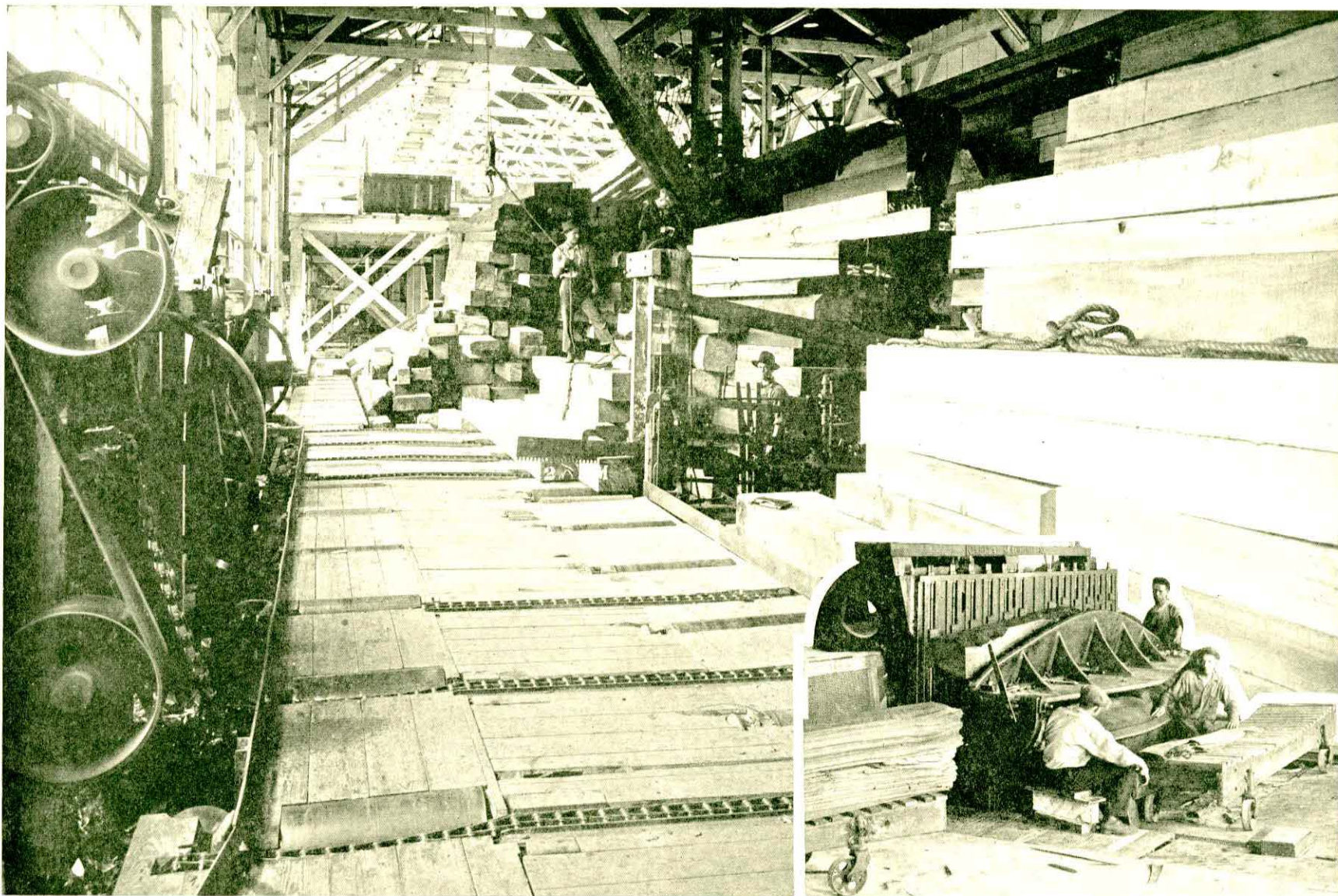
LOGS ever assembled at a U. S. Saw Mill. (Over Twelve Million feet of logs in view.)



ALL "SHORTS" (lumber under 6 feet long) ARE HANDLED, INSPECTED AND SORTED SEPARATELY, AT THIS SIDE OF THE MILL, SAVING "CLOGGING" OF THE REGULAR INSPECTION AND PRODUCTION.



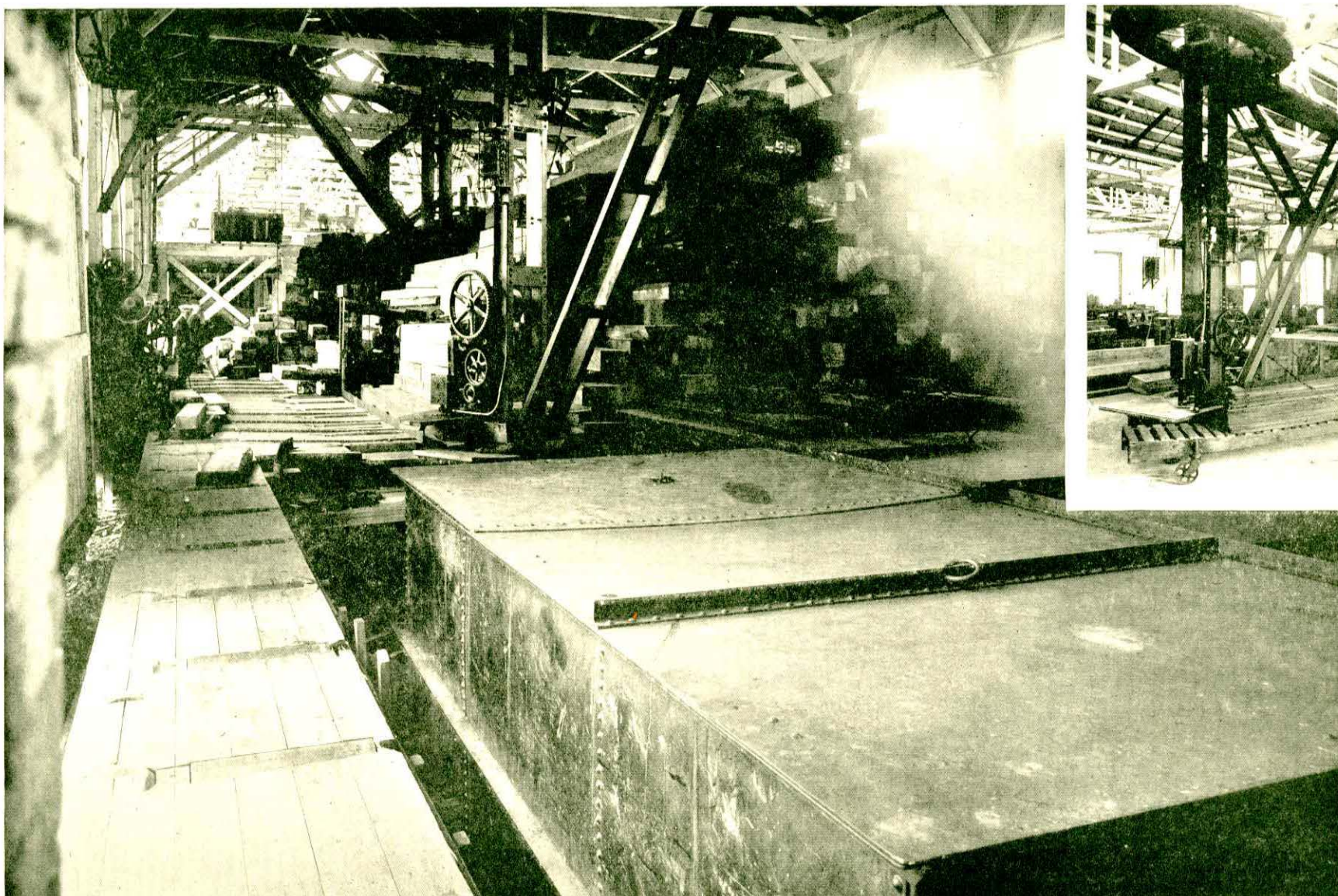
GENERAL VIEW OF SOUTH CORNER OF THE LUMBER YARD. (all Mahogany in view.)



BUILDING "K"—FLITCH TRIMMING AND STORAGE.

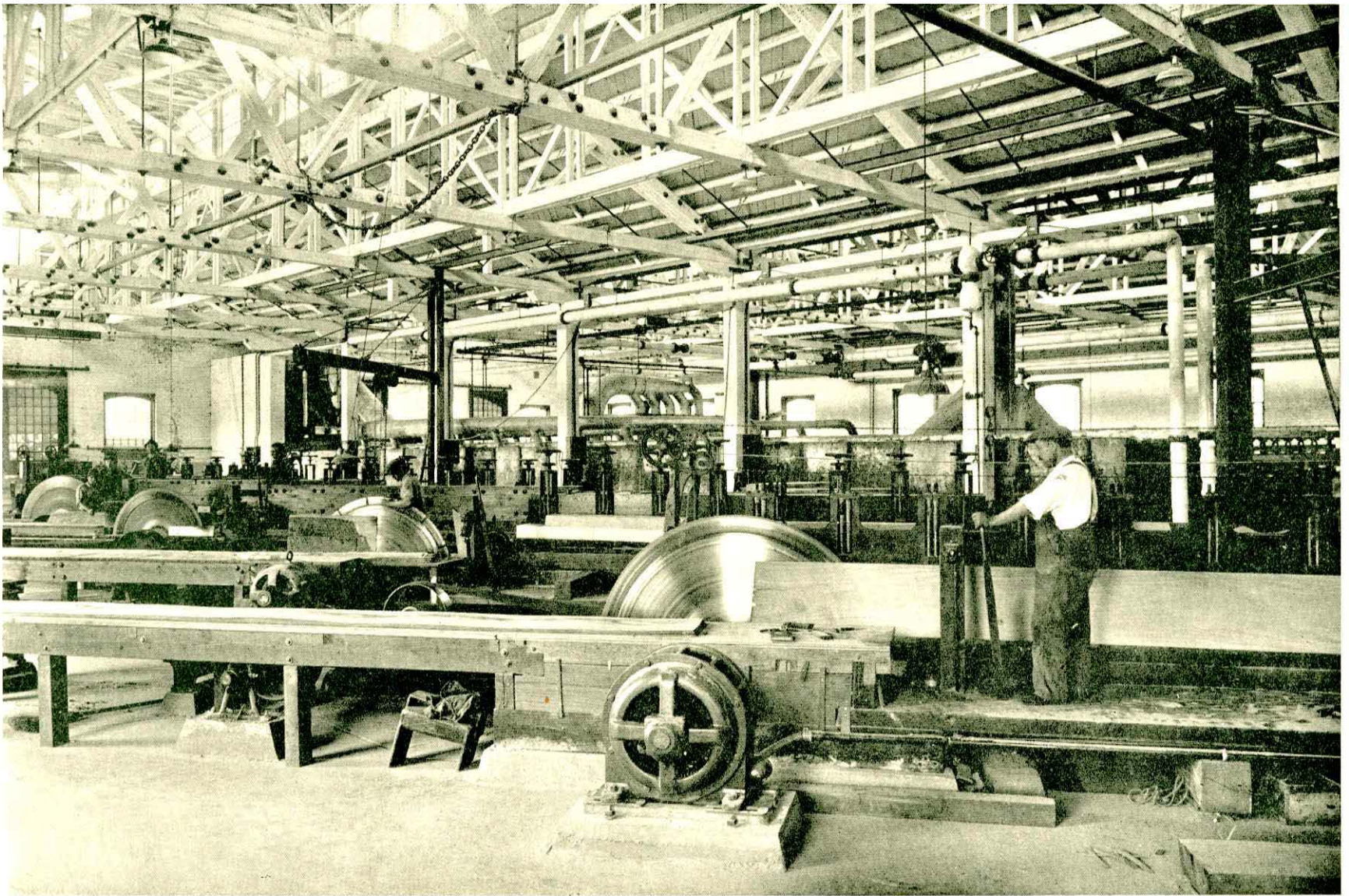
HERE ALL ENDS ARE CAREFULLY TRIMMED OFF AND FLITCHES PREPARED FOR THE STEAMING TANKS, EACH PIECE TO BE MADE INTO VENEERS.

(Insert)—CUTTING ROSEWOOD VENEERS.



SHOWING SOME OF THE SIX STEEL "STEAMING TANKS"
USED FOR STEAMING VENEER FLITCHES.

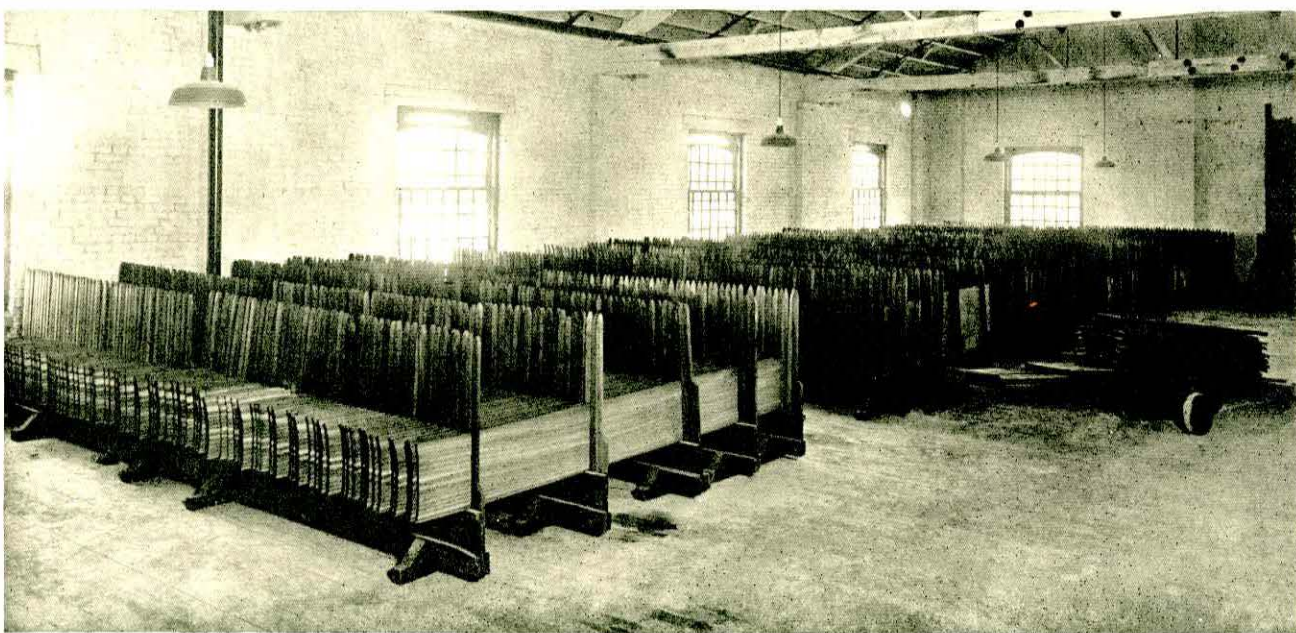
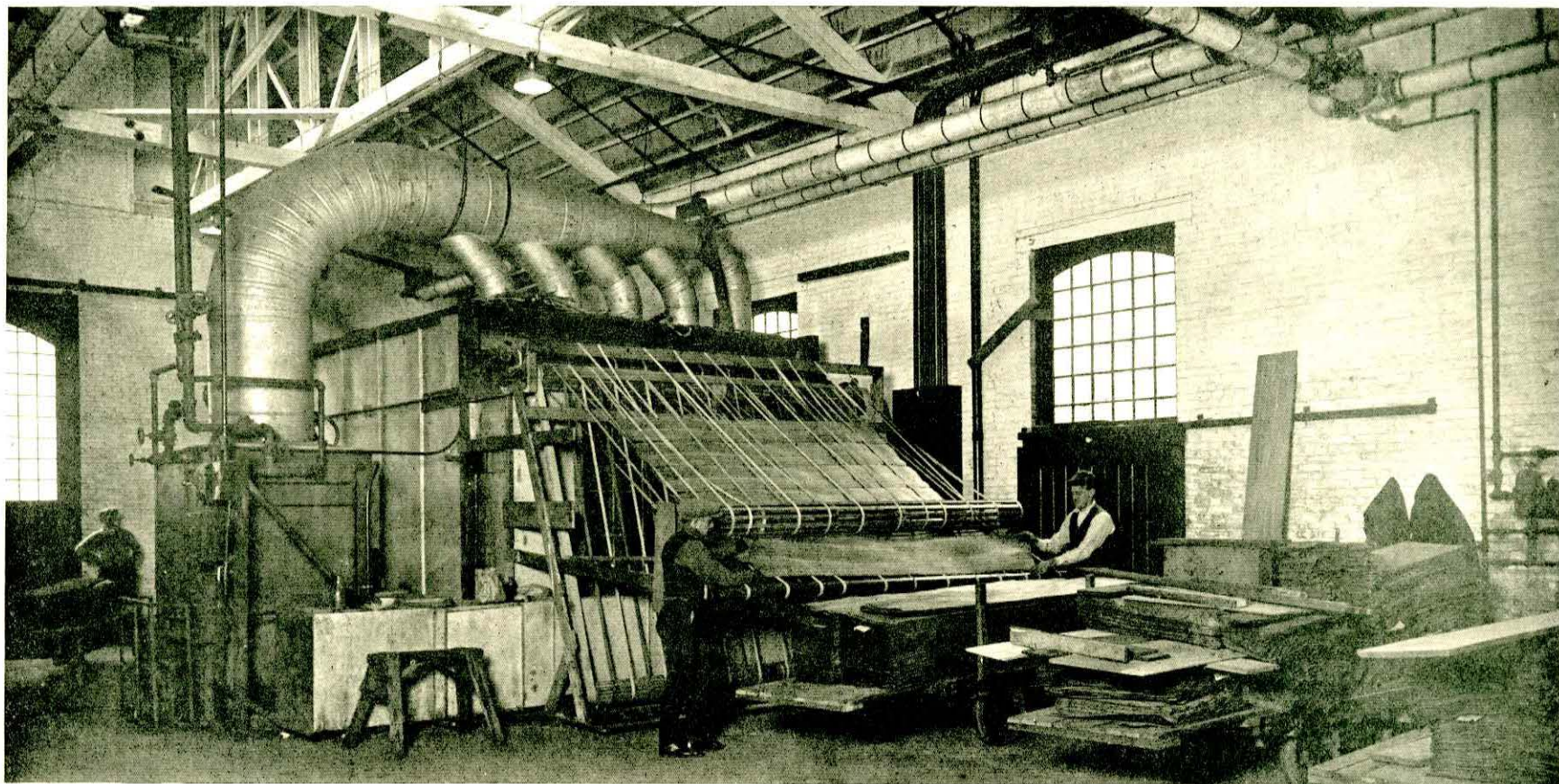
(Insert) ONE OF THE FOUR STEEL ELECTRIC
CRANES USED IN HANDLING FLITCHES.



VENEER SAWS—FIVE DIRECT MOTORED, AUTOMATIC FEED, VENEER SAWS, SET DIAGONALLY,
FED WITH FLITCHES BY LIVE ROLLS, DIRECT FROM FLITCH ROOM.



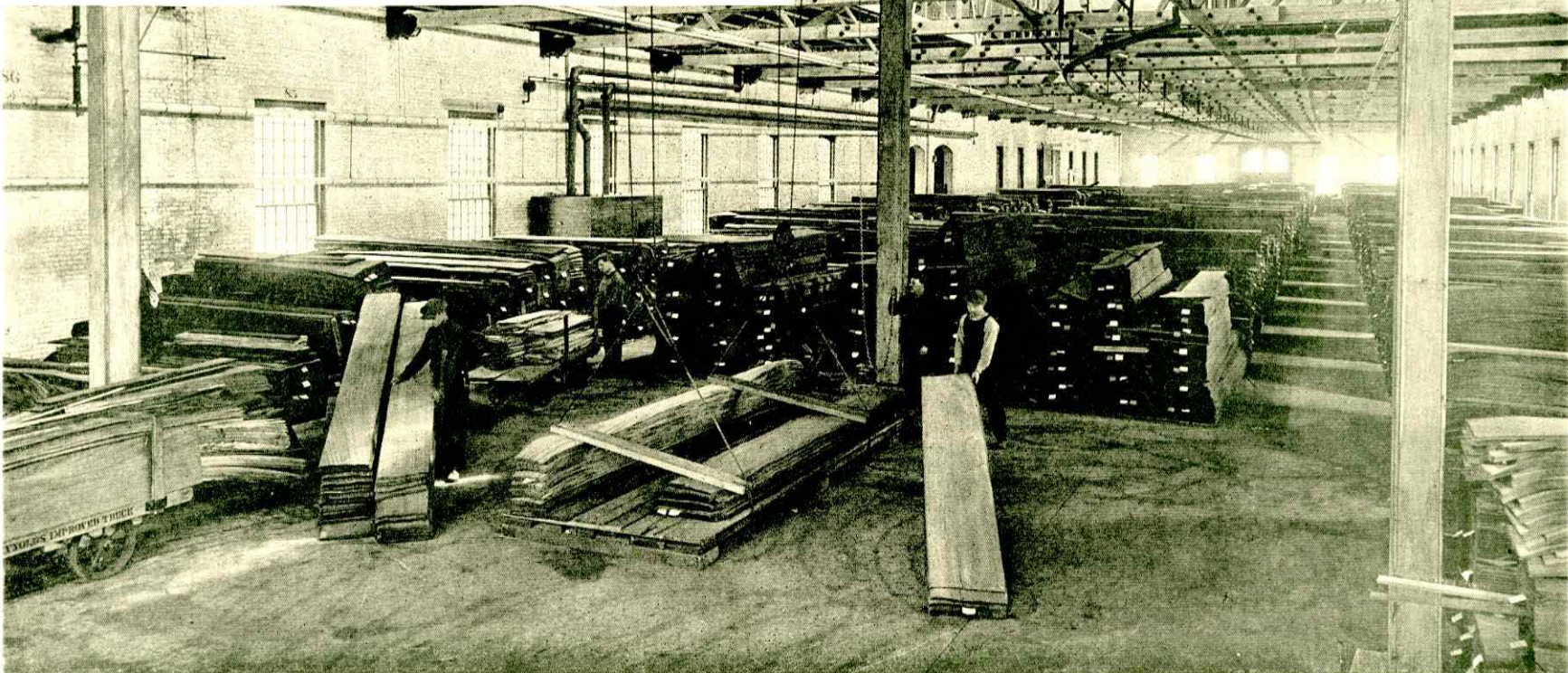
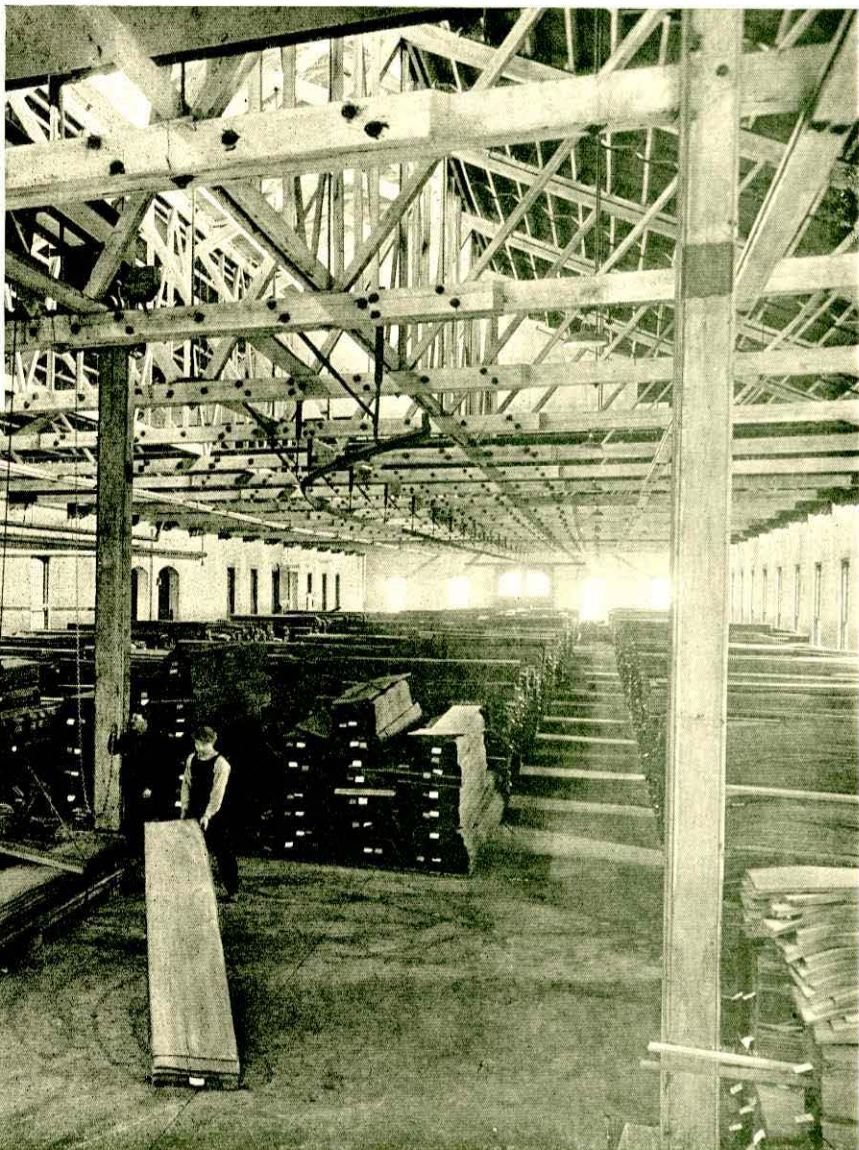
VENEER "SLICERS"—THE LARGER MACHINE (*nearest the wall*) IS OF OUR OWN DESIGN AND BUILT OVER 20 YEARS AGO. THE KNIFE IS 17 FEET LONG. TWO SEPARATE "BEDS" INTERCHANGEABLE, OBTAINES LOSS OF USE OF THE MACHINE WHILE "GRINDING" KNIVES, AND MAKES THIS MACHINE THE LARGEST PRODUCER IN THE WORLD. IT HAS CUT MANY MILLIONS OF FEET OF FINE FIGURED VENEERS, AND IS IN CONTINUOUS OPERATION.



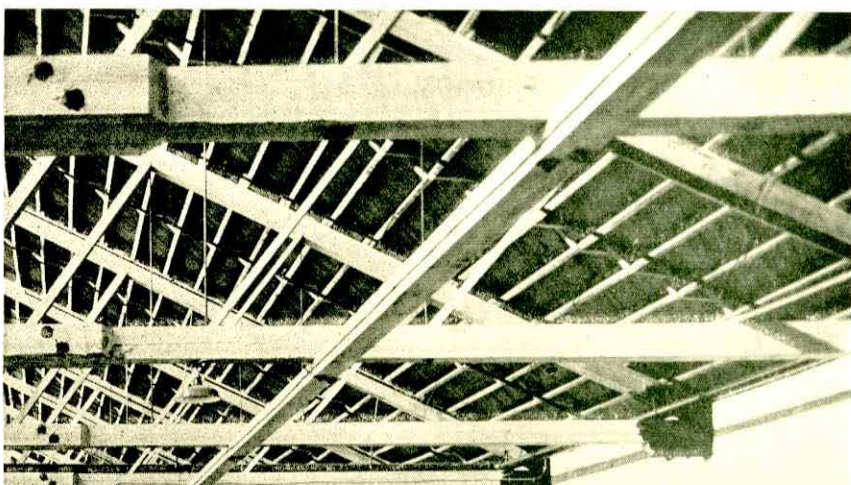
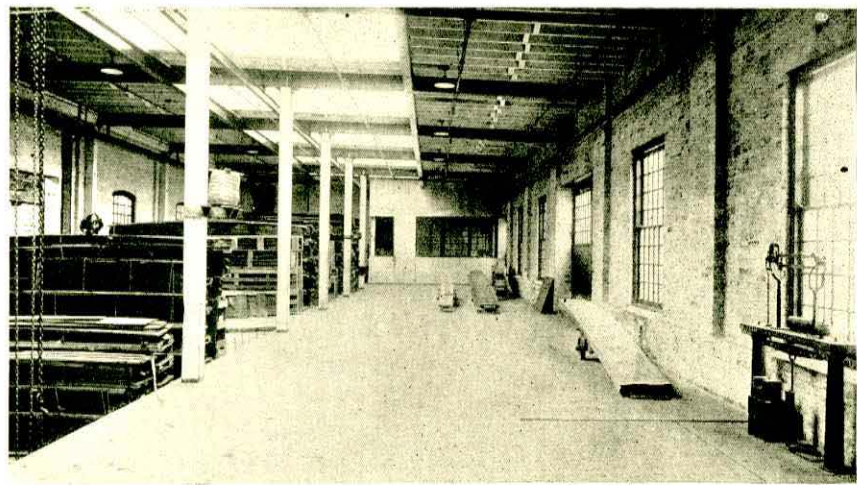
Left—DRY-AIR RACKING OF
"FIGURED" VENEERS.



Top—AUTOMATIC VENEER DRYER—UNLOADING OR "DRY" END SHOWN.
Lower—HEAT AND HUMIDITY CONTROLLED VENEER DRYING ROOM.



VENEER WAREHOUSE—BUILDING "A"—ALL MAHOGANY VENEERS, EACH STOCK CAREFULLY NUMBERED AND CATALOGUED.
 (Note absence of posts except for the "Loading Lift" in the foreground) (Insert) EXTERIOR VIEW OF BUILDING.



VENEER WAREHOUSE—BUILDING "A" (from rear end) PROBABLY THE LARGEST MAHOGANY VENEER STORAGE FLOOR IN THE WORLD. CAPACITY OVER 30 MILLION FEET.

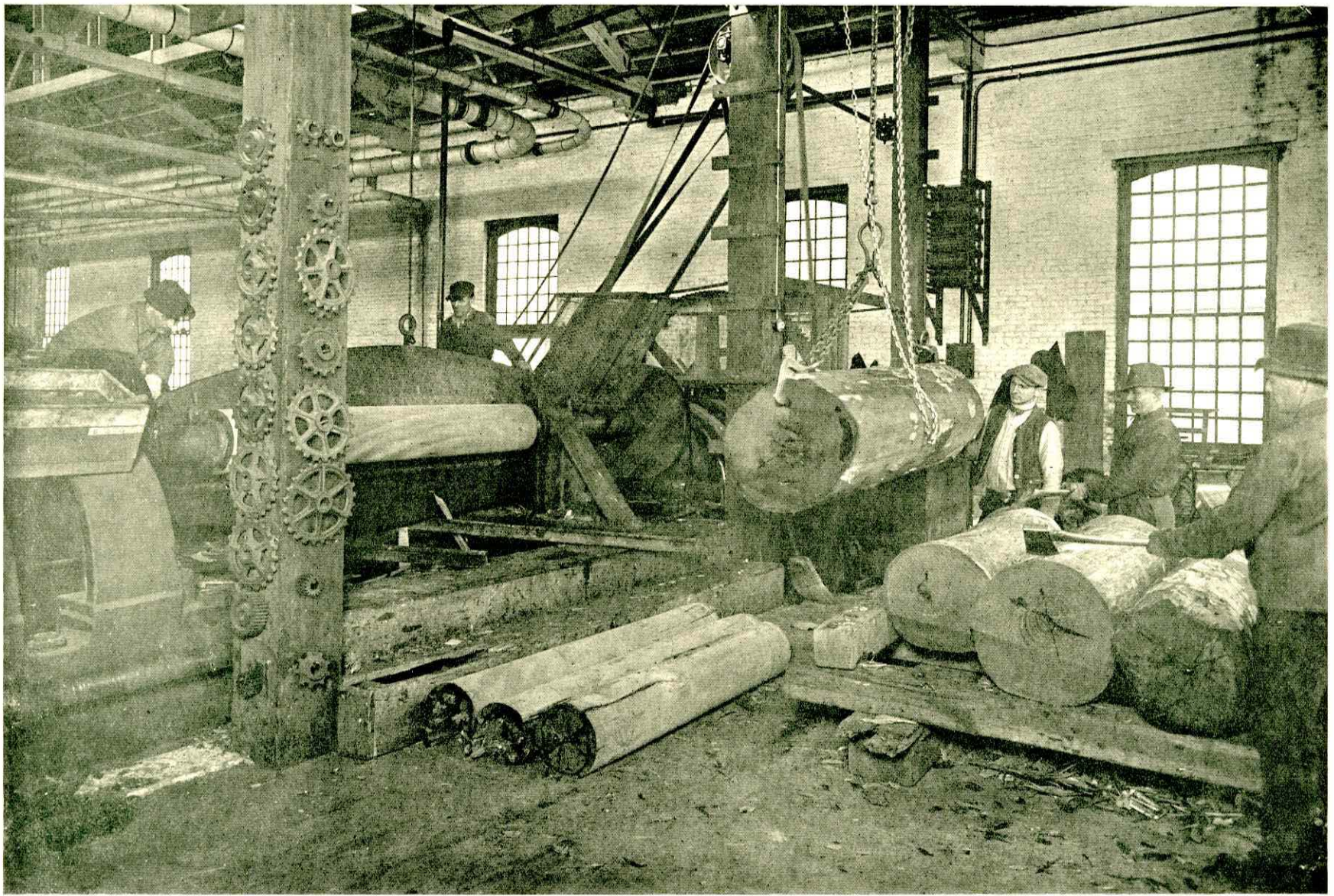
(Insert) VENEER MEASURING AND SHIPPING ROOM, ATTACHED TO BUILDING. (note fine overhead light) HERE 3 CARS CAN BE PLACED AT SEPARATE DOORS AND LOADED SIMULTANEOUSLY, THE PLATFORM BEING AT CAR-FLOOR LEVEL.



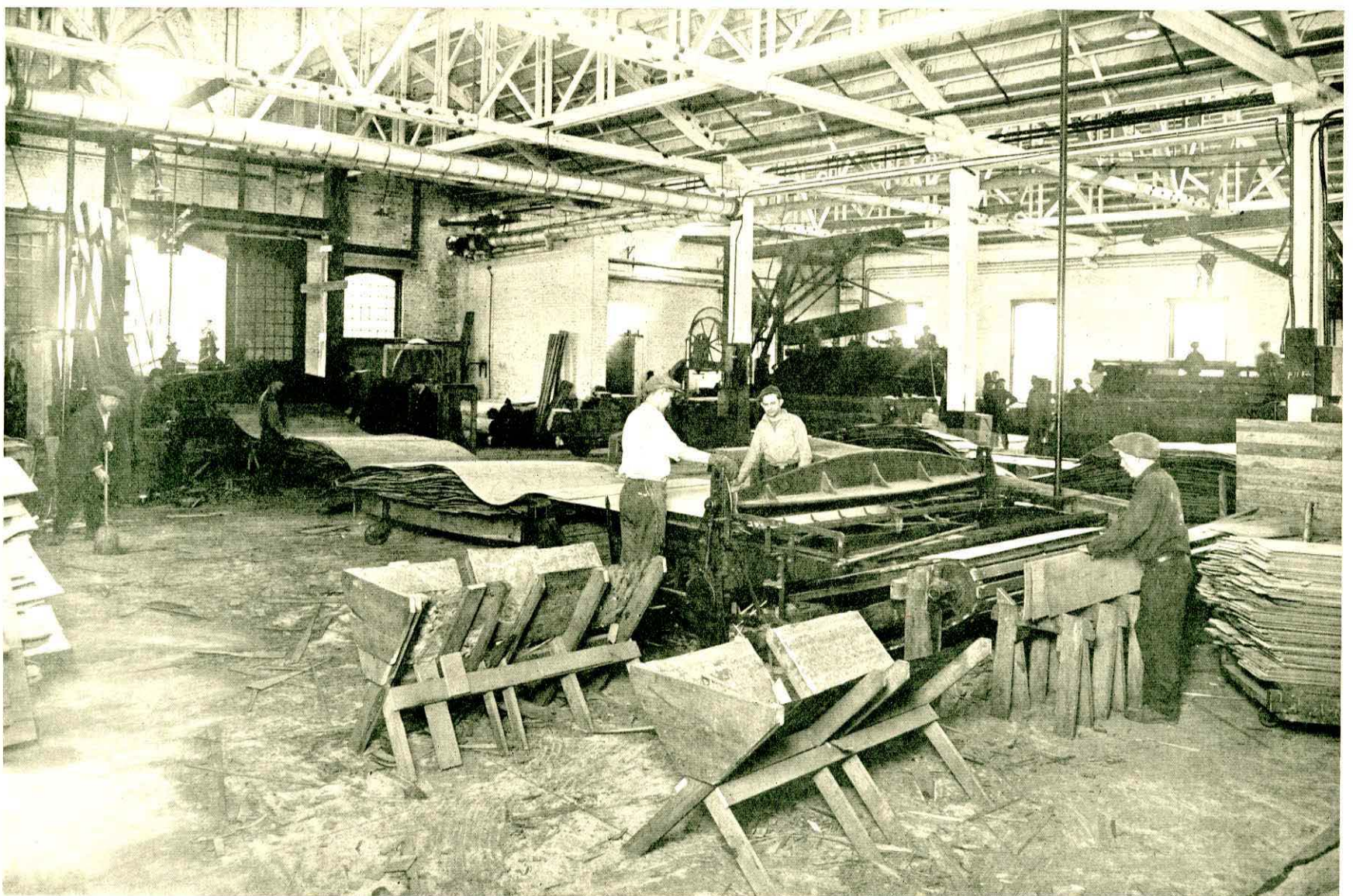
VENEER WAREHOUSE—BUILDING "C"—STORAGE OF $\frac{1}{8}$ " $\frac{3}{16}$ " & $\frac{1}{4}$ " STOCKS, IN MAHOGANY, WALNUT, MAPLE, BIRCH, OAK, POPLAR, ETC. DOOR STOCK AND GRAND PIANO RIMS.



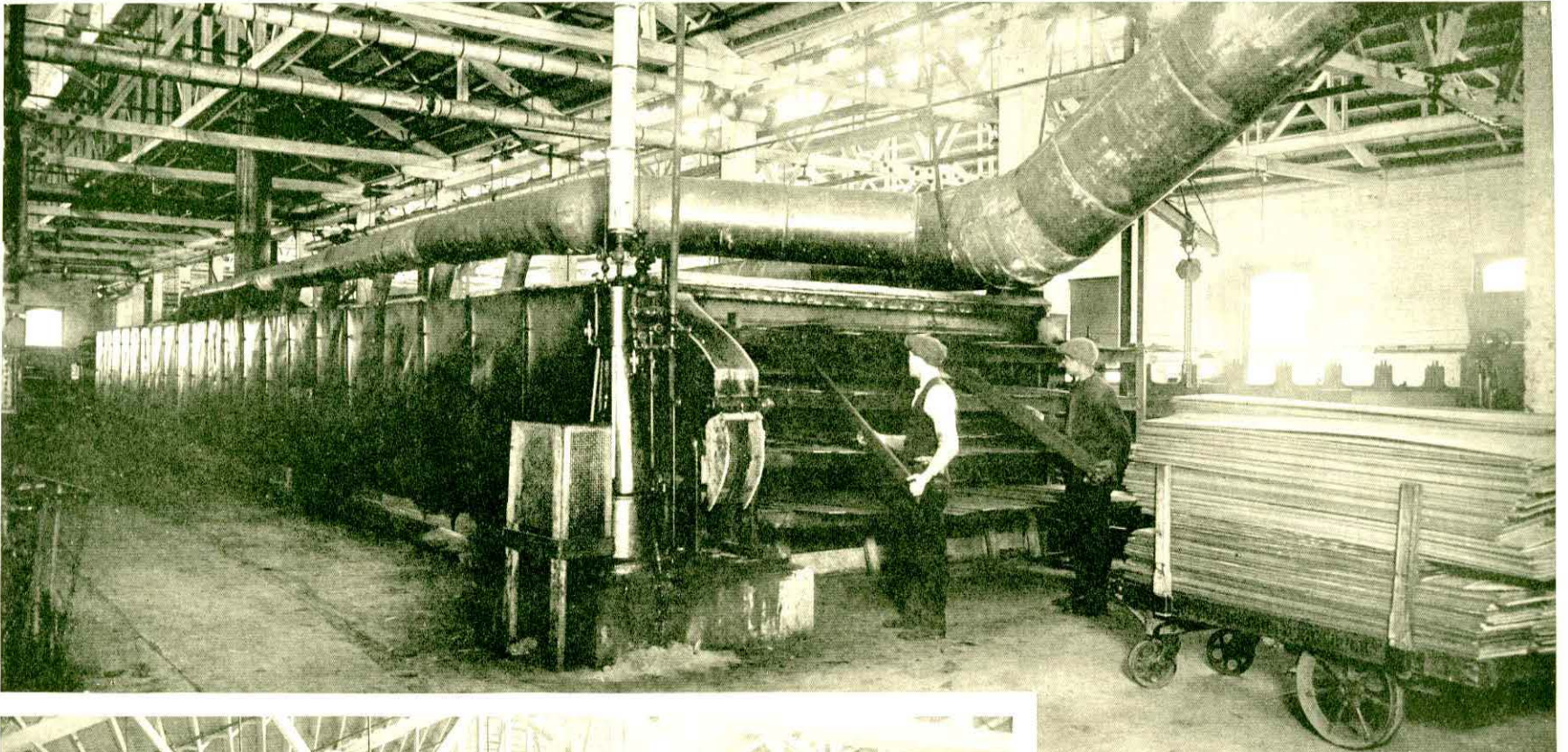
VENEER WAREHOUSE—BUILDING "D" STORAGE OF SAWN VENEER AND KNIFE CUT $\frac{1}{20}$ " $\frac{1}{16}$ " $\frac{1}{12}$ " $\frac{1}{10}$ " ETC. ROSEWOOD, SATINWOOD, PADAUK, FRENCH WALNUT, ENGLISH OAK, KOKO, TEAK, ETC.



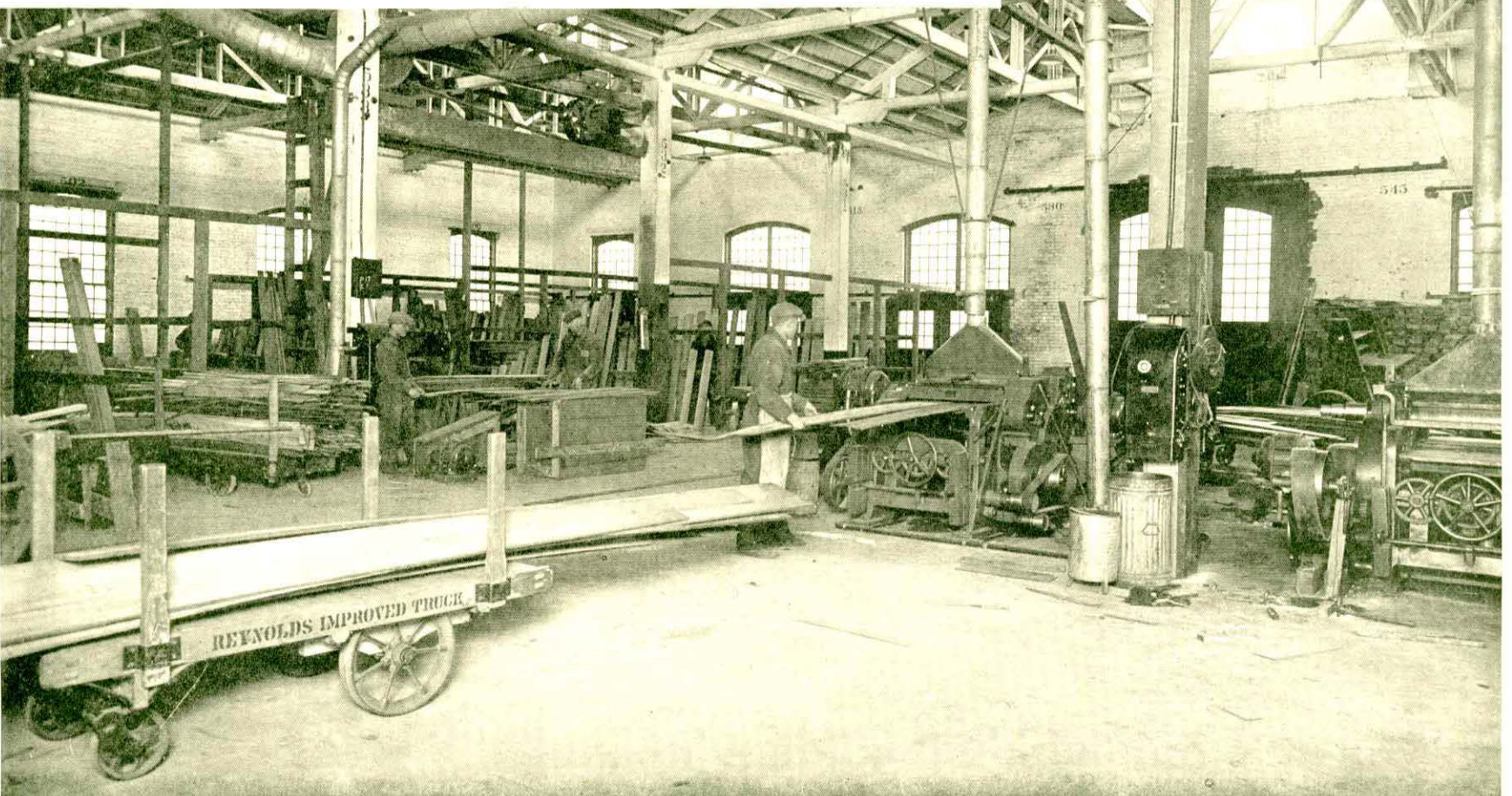
CAPITAL LATHE—ROTARY CUTTING—SPANISH CEDAR. (*Cigar Box Lumber.*)



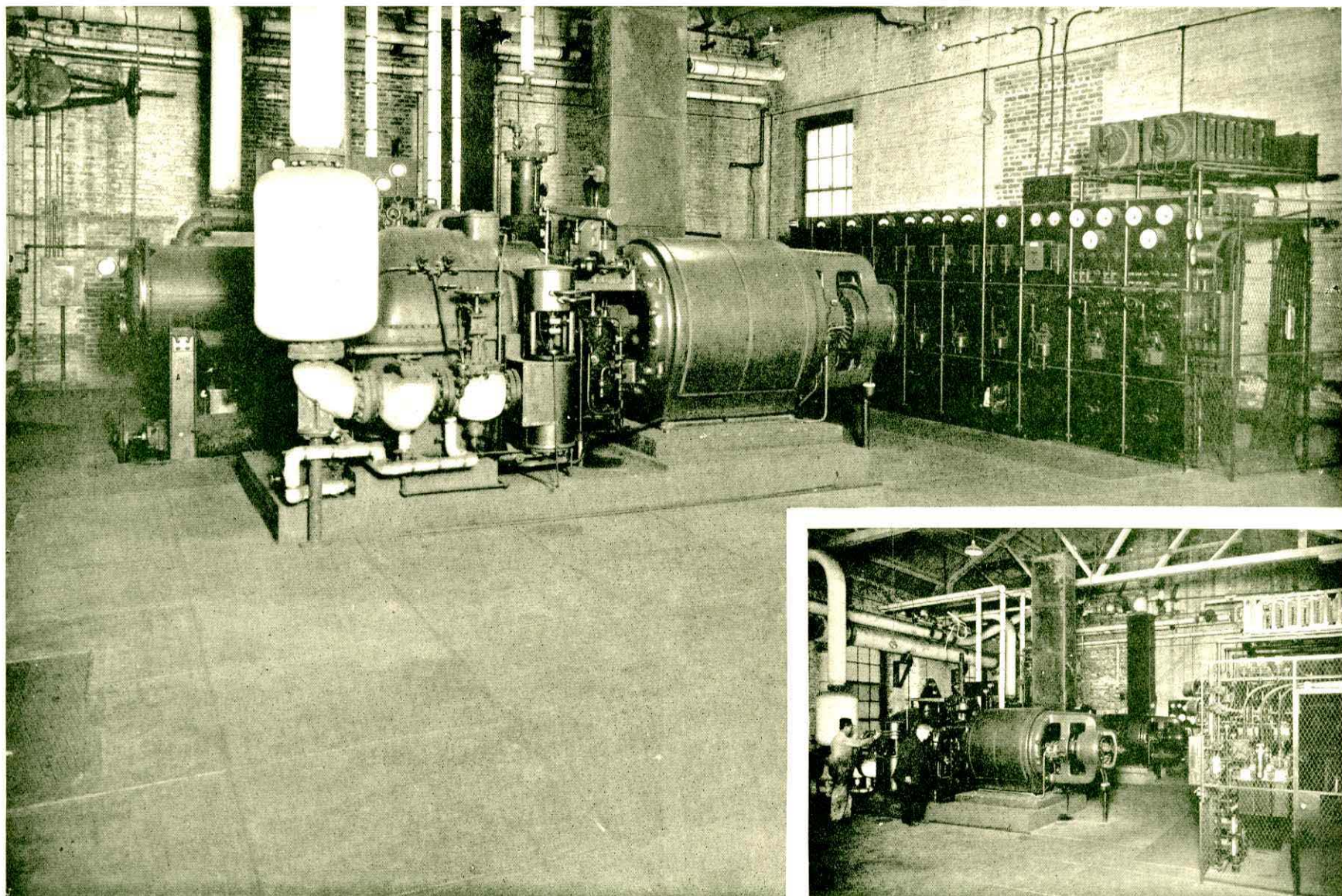
AUTOMATIC POWER "CLIPPER"—SIZING TO WIDTH—SPANISH CEDAR.



Left—INTERIOR BUILDING "T"
SPANISH CEDAR WAREHOUSE.
ROTARY-CUT AND VENEER-SAWN,
CIGAR BOX LUMBER.



Top—"COE" ROLLER DRYER—USED FOR DRYING SPANISH CEDAR, ALSO MAHOGANY DOOR STOCK 1/8", 3/16", 1/4" ETC.
Lower—"WHITNEY" PLANERS USED FOR SURFACING OF THIN LUMBER.



"GENERAL ELECTRIC" TURBINES AND GENERATORS WITH SWITCHBOARD.

Insert—VIEW OF BOTH UNITS.



"BABCOCK & WILCOX"—WATER TUBE BOILERS (*Rust-type*) THREE WITH "DUTCH-OVENS"—CONVEYOR FEED.
Insert— NO. 3 & NO. 4 DURING ERECTION.



BUILDINGS G, H AND I—(TURBINE ROOM IN CENTER)



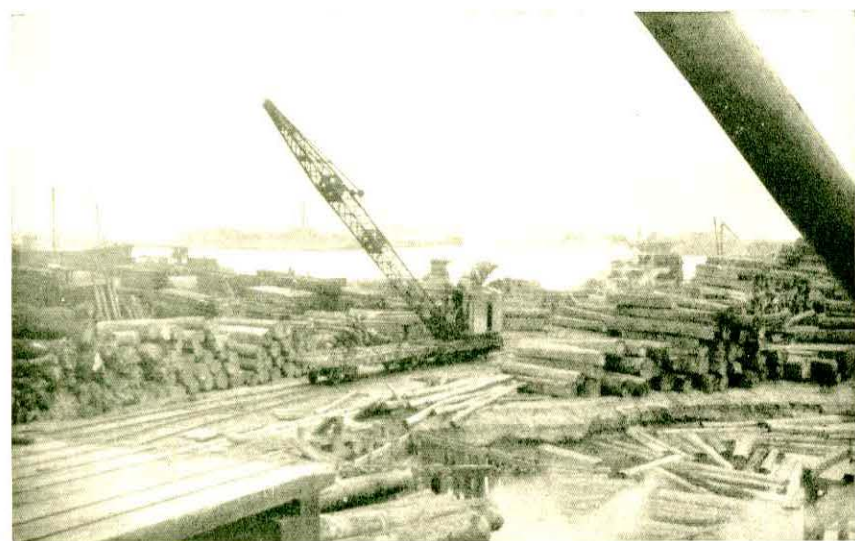
VENEER WAREHOUSES—BUILDINGS C AND D.



SAW FILING ROOM—(An important part of the mill)



WALK ABOVE MILL FLOOR—SHOWING TRUSS CONSTRUCTION



"OHIO" 30-TON LOCOMOTIVE CRANES.



DREDGING OUT THE LOG POND



TEAK FITCHES—ENGLISH BROWN OAK LOGS.



"BURLS"—SOME FINE FIGURED VENEER WOOD HERE.



MAHOGANY—long known as the “King of Woods” grows only in the Tropics, and to-day is obtainable in commercial quantities from two principal sources—(1) Africa, (Ivory and Gold Coasts) and (2) Central and South America, (comprising Mexico, British Honduras, Honduras, Nicaragua, Guatemala, Colombia, etc.) and generally spoken of as “Mexican” to differentiate from the African and Cuban woods. A limited supply comes also from Cuba and Santo Domingo. The texture of this wood is hard and fine, the logs are very small and the supply negligible; it is only sought for extremely fine work or where great hardness and strength are required. The Central American Mahogany is a yellowish-colored and non-figured wood, except for a very small percentage, and is generally imported in round logs either “barked” or with the bark left on. From AFRICA, we receive at present our largest importations, including, also, the largest logs and finest quality of wood. The logs are imported both round and “squared.” It is no uncommon occurrence to receive square-hewn African Mahogany logs, four to five feet square, from 20 to 30 feet long, and weighing 15 tons or more to the log. African Mahogany is of a reddish color and runs a very large percentage to “figure” which gives the added richness to the wood and also furnishes the much sought “fitches” for manufacturing into fine veneers. (90% of all Mahogany veneers manufactured to-day are from AFRICAN logs.) Mahogany, although an imported wood, can be purchased in many different grades, some of which are on a price parity with ordinary domestic hardwoods. Mahogany has a multitude of uses, from the finest cabinet work in residences, offices, buildings, ships, yachts, railroad coaches, furniture, pianos, talking machines, radios, fine pattern making, etc. etc., in fact wherever a beautiful or lasting cabinet wood is required, or can be used. Mahogany has earned its title of “King of Woods.”

PADAUK—(or Padouk—sometimes called Vermilion). The genuine comes from the Andaman Islands, west of India. It is a beautiful “ox-blood” to light red wood of an extreme variety of color and figure. It is hard and strong, very durable and finishes easily. Some of the finest offices and buildings in the U. S. have been trimmed in this wood and much fine furniture made of same. It is used in both solid and veneer. We have specialized in this wood for years and always carry large stocks.

ENGLISH OAK—The Premier cabinet oak of all. Much prized in fine cabinet work for its beautiful “brown” color. The brown “pollard” trees produce the famous “tortoise-shell” effect so much in demand. Almost all of this wood grows in the parks of famous old estates, and many of the trees themselves are famous historically, as the “Robin Hood” tree—many are hundreds of years old. We pride ourselves on having been able to maintain a supply of this wood, both solid and veneer, to meet all the demands of our trade.

SATINWOOD—Ceylon (East Indian) and West Indian. A hard, fine, heavy, light-colored golden yellow wood, used principally in veneer in fine furniture and for decorative purposes. Much sought for its beautiful figure. The West Indian is preferred in the solid wood. We carry a large stock of both veneer and lumber.

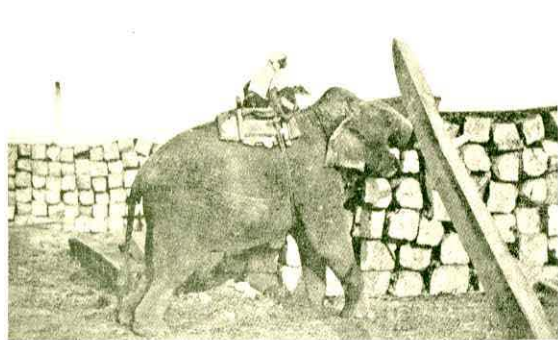
ROSEWOOD—Brazilian and East Indian. These two species are quite different in both color and characteristic, and not easily described. Both are suitable for use in either solid or veneer. We handle large quantities and carry lumber in all thicknesses and a very large stock of veneer in both varieties.

FOREIGN WALNUT—Circassian, Turkish, Italian, French, English. These are all similar but each has its own characteristic as to color or shade and figure. All are equally usable in both solid and veneer. At times, it is difficult to secure some of these on account of Governmental restrictions, but we aim to carry stocks in lumber and veneer when they are available from the foreign countries of their origin.

KOKO — KOA — PRIMA VERA — SABICU — MAHAJUA — TIGER-WOOD — FRENCH and AUSTRIAN OAK — EBONY — TULIP — OLIVE — BOXWOOD — SNAKEWOOD — WHITE HOLLY — RED CEDAR—and we might enumerate many other cabinet and “stickwoods.” We aim to stock and sell every variety of foreign and domestic Cabinet Wood that is commercially usable and called for by the wood-working trades.

TEAK

This highly valued wood comes from Siam, Java and Burmah (British East India). It is a beautiful brownish colored wood, tough and strong, easy to work, and adapted to any kind of finish, or if desired may be used without any finish at all, on account of its inherent “oily” nature. Being little affected by moisture, its durability when exposed to the weather known and appreciated the world over, makes it the most desirable wood for shipbuilding. It is also used for furniture, panelling and carving, and for floors and sometimes in car building. It is not attacked by the “white ant” found in tropical countries, which is so swiftly destructive of other woods.



PILING TEAK LOGS



PUSHING TEAK LOG INTO PLACE



As a nation, we are a wasteful people in the use of wood. The French, a thrifty people, many years ago introduced the use of "veneer" thus greatly reducing the quantity of solid wood used. About 50 years ago an ingenious Frenchman, thinking to improve on God's work, invented and patented a knife to cut veneers, that had a corrugated edge. The use of this knife produced a uniform figure. He was offered a large amount of money for his patent but scorned the idea of selling it. It was soon found, however, that the uniformity of the pattern created by this knife made it unattractive, and the poor fellow committed suicide—it is hard to improve upon the work of the Creator.

Joyce Kilmer wrote—

*"Poems are made by fools like me,
But only God can make a tree."*

Now occasionally, God makes a tree that is extraordinarily beautiful by reason of the "figure" and grain of the wood, and it is for these particular trees that we search the world. The VENEER Department of our business is a most interesting one, because it means a continual search for unique, rare and handsomely "figured" woods.

We go to:—

BRAZIL for ROSEWOOD

CEYLON for SATINWOOD

INDIA for PADAUK

CUBA for SABICU

AFRICA for MAHOGANY

BURMAH for TEAK

ENGLAND for BROWN OAK

MEXICO for PRIMA VERA

and to the CAUCASUS for what is known as CIRCASSIAN WALNUT.

Excrescences, sometimes three or four feet in diameter, are occasionally found on trees. These are like warts on the outside of the tree. The trade name for these peculiar lumps is "Burl" and from these burls, at times, extraordinarily beautiful veneers are secured. Beautiful woods are increasingly difficult to secure and the cost is steadily increasing. Single trees of very richly figured Mahogany have sold at auction for \$10,000 and there have been sales of Burls at \$2,000 each. These are record prices for pieces of exceptional beauty—but there is a very large business in the woods of moderate cost which still provide attractive grain and figure and these, although brought from very great distances, are sold at prices in competition with and some times even lower than some of our domestic woods.

The veneer machinery at Carteret is of the most improved kind. It includes one of the largest "knives" in the world. Two methods are adopted in "cutting" veneers from logs of wood. One is known as "slicing" and the other as "rotary." In the first a blade is firmly held horizontally and the flitch of wood descends striking the razor-like edge producing "sliced-cut" veneer. In the second process, the log, or section of log, is either placed between two "chucks" or spindles, as in a turning lathe, or else is fastened to a revolving axis of steel, called the "stay-log;" and the veneers are then peeled from the log just as a boy would peel an apple. These veneers are "rotary-cut."

Practically all Mahogany veneers are sliced and the standard thickness is $\frac{1}{28}$ of an inch. These machines can be set and regulated to cut evenly, any thickness from $\frac{1}{16}$ " to $\frac{1}{140}$ ". Veneers produced abroad are cut $\frac{1}{40}$ " but the American practice in our opinion gives much better results to the user. Before the introduction of the "knife," and continuing to this day, veneers were produced by means of a very thin circular segment saw. Veneers manufactured in this manner are known as "sawn-veneer" and an inch of wood produces from 8 to 12 veneers; the standard thickness being 1-20". Our veneer machines at Carteret are capable of producing in excess of 50,000,000 square feet of veneer per annum and the demand is sufficient to keep this machinery steadily at work throughout the year. A normal stock is carried at all times of not less than 20 million feet, so that our customers are assured of a selection from the largest stock in the world.

The tendency of to-day is towards the increased use of veneer and plywood. With veneers, "effects" are produced and uniformity of matching obtained. In most cases, "veneered work" costs much more than solid—is more effective and beautiful, and, properly made, is both lasting and durable. The early English Master Furniture-makers, such as Chippendale and others, keenly appreciated the value of veneer, particularly of the "Crotch" effects that they could obtain on their curved surfaces,—impossible in the solid wood. The adaptability and economy of veneer is so evident that every year shows a greater demand and as fine woods become more rare, it is inevitable that the veneer business must grow, thus justifying the great effort and larger investment necessary for a modern establishment.



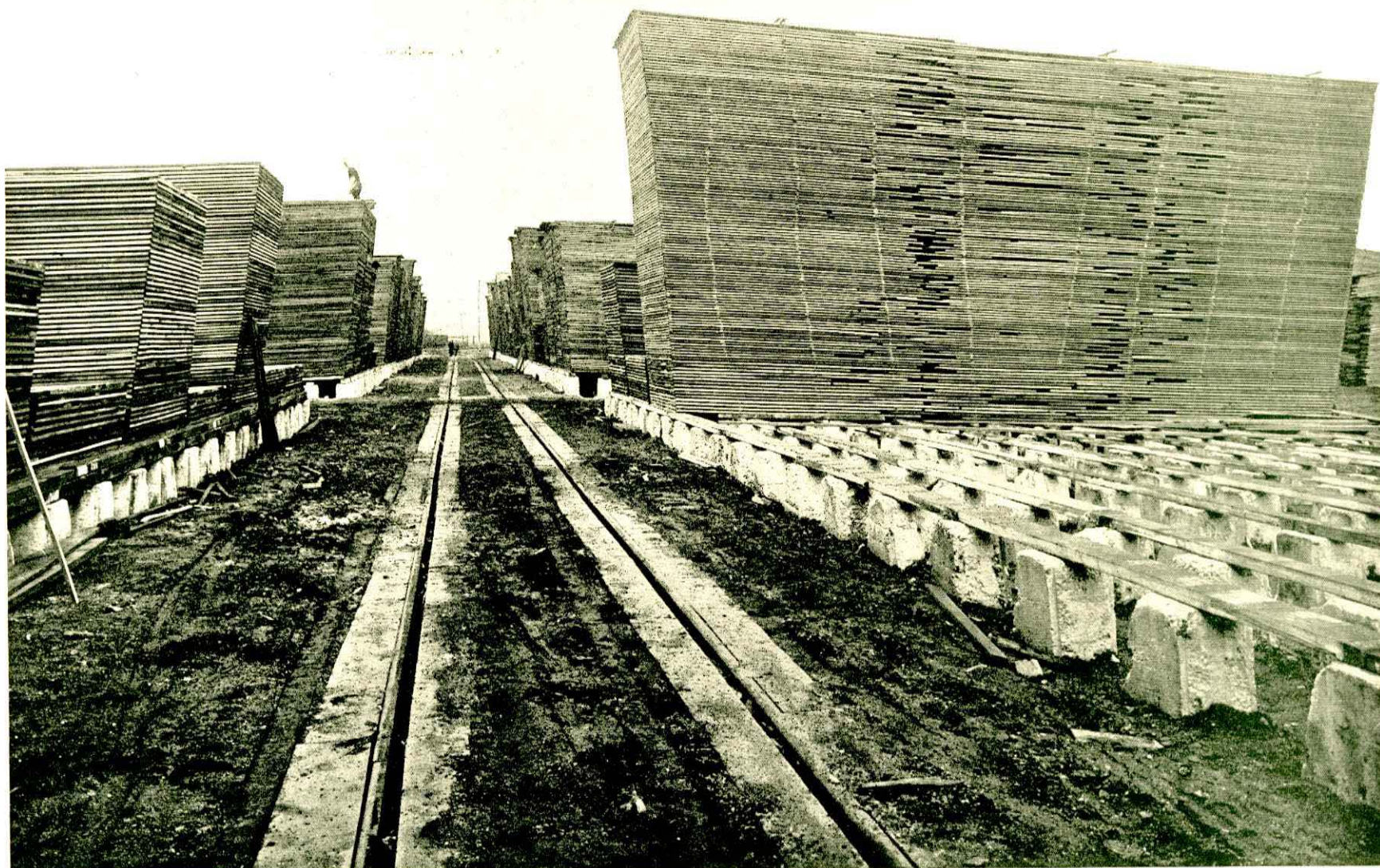
LOGGING IN THE CAUCASUS.



FIGURED AMERICAN BLACK WALNUT LOG.



"DOUBLE-END"—PILES—38 FEET LONG—EASY LOADING FOR CARLOAD SHIPMENTS.
(NOTE: THIS GANGWAY CONTAINS OVER $1\frac{1}{2}$ MILLION FEET.—ALL MAHOGANY.)



"DOUBLE-END"—PILE—8' x 38'—CONTAINING 30,000 FEET B.M.—(2 CAR LOADS)



DOMESTIC HARDWOOD DEPARTMENT



While Ichabod T. Williams & Sons have always devoted much time and capital to the importation of the finest foreign cabinet woods, they have never neglected the valuable cabinet hardwoods found within the borders of our own country and Canada.

It might be of interest to note that in the early days the firm devoted great attention to Native Hardwoods and did a large business in the woods that came from Canada and the territory bordering on the Great Lakes. For many years the firm maintained on the Lakes a fleet of their own schooners bringing hardwood lumber to Buffalo and reshipping during the season of navigation in barges through the Erie Canal, thus providing the New York market with selected native cabinet woods at lowest cost. They also owned and operated saw-mills in Kentucky and elsewhere until the timber in those particular sections was exhausted. Strange to say, sections that produced hardwoods in those early years are now requisitioning their needs from the southwestern section of the United States.

With the increased facilities offered by the extension of the Railroads, about 1875, the nature of the business changed and Hardwoods were accumulated at points convenient for forwarding by rail and since then a large wholesale and retail business has been carried on. Probably one of the largest single shipments of Hardwoods ever made was a solid train load of 38 cars—over 500,000 feet—of FAS band sawn Quartered White Oak, all shipped from one mill, to our Staten Island Yards.

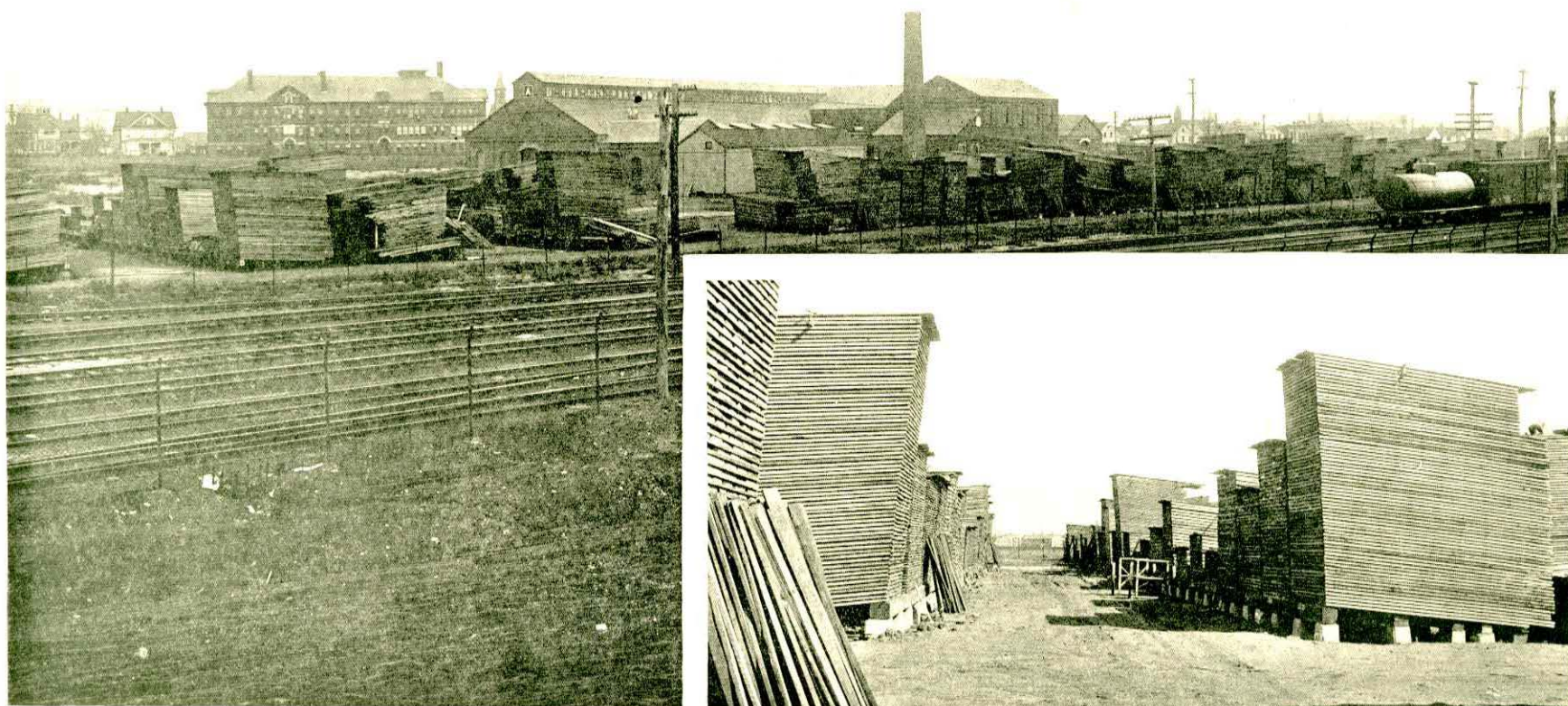
For years our trained Inspectors have sought the best timbered sections for logs and lumber of the finest texture. Mills in some sections have turned their entire production over to us for sale. Large quantities of choice hardwoods have been exported. The firm at one time opened yards and an office in London with agents on the continent in France, Belgium and Germany, who drew from stocks accumulated at tidewater and at mills.

Facilities of the firm to-day enable them to supply the local demand from the Carteret Yards by motor truck, rail or water delivery. Millions of feet of choice, selected and seasoned hardwoods, ready for immediate shipment, are carried in these yards and considerable quantities of kiln-dried stock. Resaws, Planers and Dry-kilns add to the service we extend. Wholesale—car lots—reserve stocks of seasoned lumber at mills, enable us to ship direct to the consumer or to our yards at Carteret and for export.

The firm's many years experience in the Wholesale and Export business, enables them to appreciate both the foreign and domestic market and to fill contracts in a satisfactory manner to the buyer.

ASH	CHERRY	MAPLE
BASSWOOD	CHESTNUT	POPLAR
BUTTERNUT	ELM	WALNUT
BIRCH	RED GUM	WHITE PINE

Red and White—OAK—Plain and Quartered



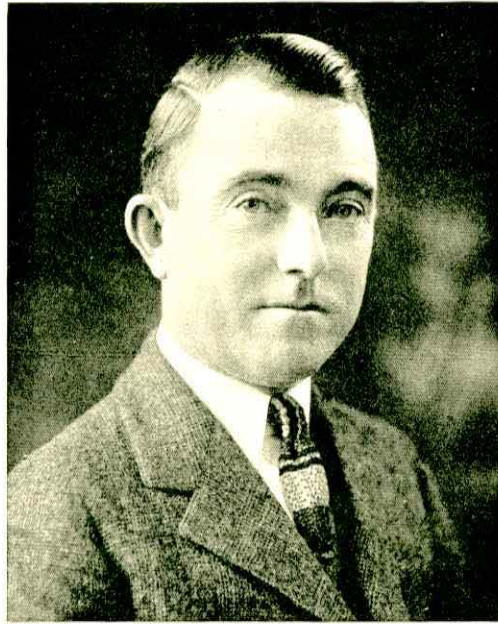
UPPER HARDWOOD YARD—(and building A.)

A GANGWAY IN LOWER HARDWOOD YARD.

SALES PERSONNEL



HARRY A. DANA
1911



JAMES E. V. BARRETT
1897



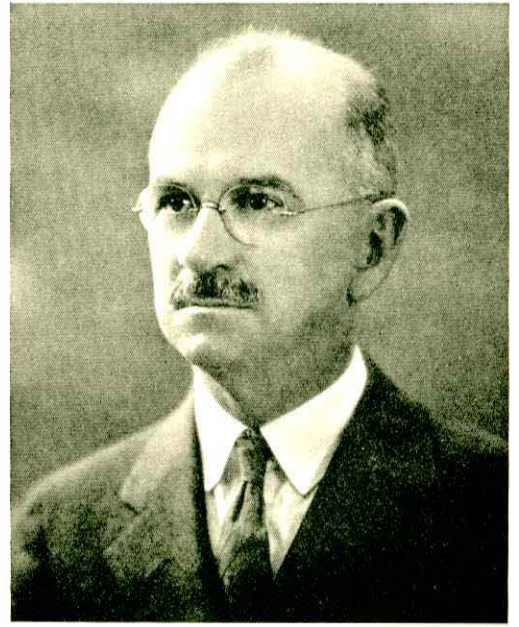
WILLIAM E. ROGERS
1906



WILLIAM W. HASTINGS
1923



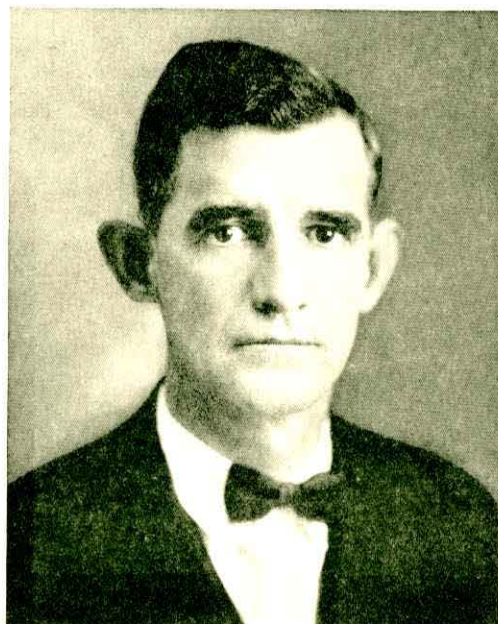
J. ALEXANDER ROE
1900



CHARLES T. WILBUR
1918



JOHN A. GRAF
CHICAGO OFFICE
1923



LAMAR McCALLUM
AGENT—SOUTHERN DISTRICT
1919



JOHN A. BANHOLZER
CHICAGO OFFICE
1924



Sales and Service

Lasting success in the Sales end of any business is dependent upon three things!

PRODUCT — SERVICE — SALES REPRESENTATION

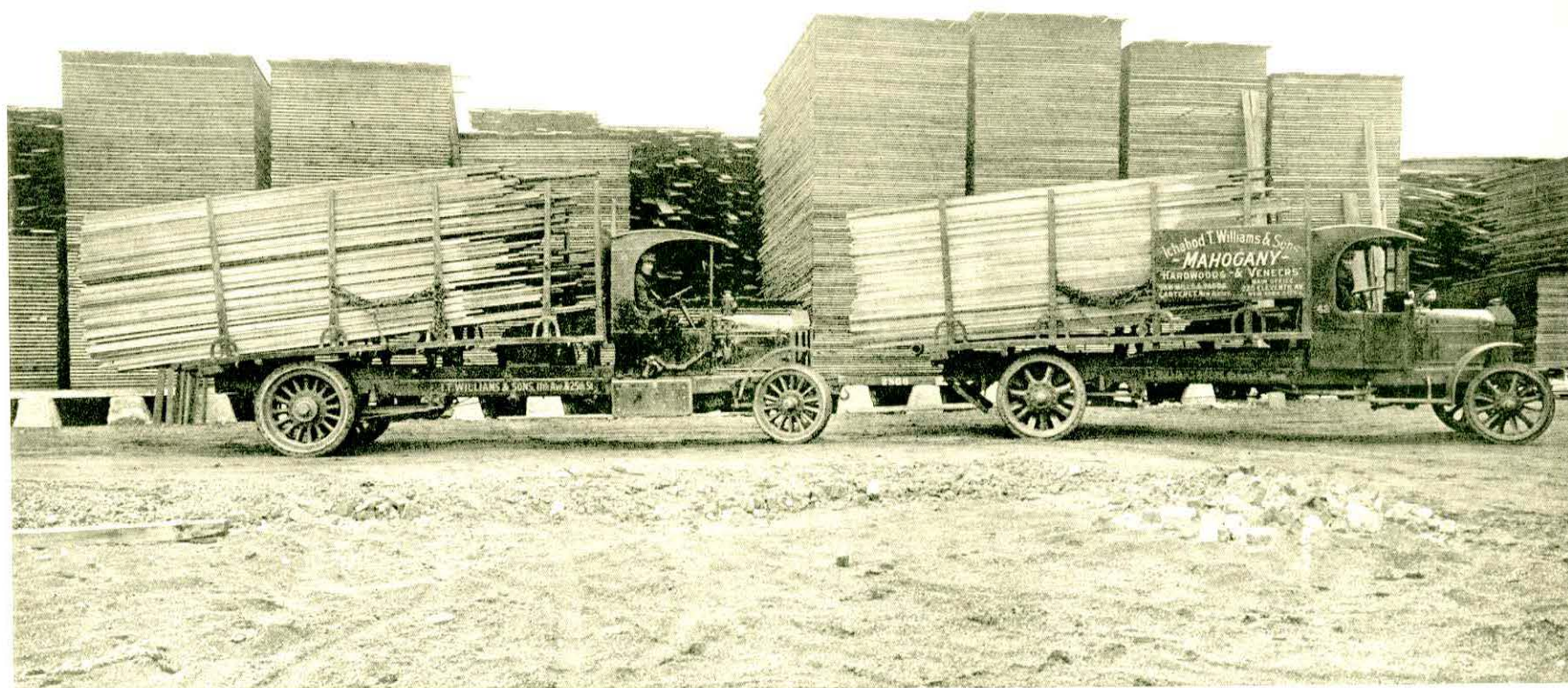
Realizing that the measure of success we could achieve in our sales effort would be gauged by the plane upon which we coordinated these three component parts of Salesmanship, we have aimed high in all three.

The Plant, as portrayed in this book, is a testimonial to our effort at furnishing the "Product." Only through purchase and use of the product itself can you determine whether we have succeeded.

In like manner "Service" can only be demonstrated by afforded opportunity. The Tropical logging scenes, ships, logs, mill, dry-kilns, piles of sawn lumber, stocks of veneers, railroad facilities, etc., may, as we hope, prove interesting to you; they are, however, no more than the evidence of physical equipment. Supplementing and energizing these inanimate things, is the human factor that vitalizes them into a working unit—an equipped and functioning service organization of value to you and to us.

In the marketing of lumber and veneers, as in that of every commodity where wide distribution and a varying demand, dictated by individual needs, are factors, the Distributor or Wholesaler serves as an important unit in "Sales Representation." Quite frequently his personal contact and intimate acquaintance with the buyer and his needs, are controlling factors. Realizing this, we have woven into the fabric of our Sales Organization a close relationship, founded upon mutual interests, with important wholesale Lumber and Veneer Dealers at various points throughout the country, and through whom we market a considerable percentage of our product.

And last, but not least, we present in the photographs on the opposite page, the efficient direct Sales Organization through whom we solicit the privilege of placing our "Product" and our "Service"—at your command. Having covered, for many years, the broadest field of hardwood marketing and consumption, embracing Mahogany and all the other Imported Cabinet Woods, as well as our own American Hardwoods, both in the solid lumber, thin-stock and veneer, they have acquired a knowledge and a fund of information that you may find helpful. Many of you know them and to such no introduction is necessary. They are of the type and caliber that merits all the Firm and the Mill can put back of them and of their efforts.



TWO OF OUR FLEET OF PIERCE ARROW MOTOR TRUCKS.—(# 35 AND # 42) 5 AND 7 TONS.

Central *and* South America



RAFT ENROUTE TO SHIP—COLORADO BAR MOUTH—NICARAGUA



"JOY RIDING"



LOADING SHIP,
BELIZE,
BRITISH HONDURAS



JOHN H. BIDDLE
RESIDENT MANAGER
1904
BELIZE, BRITISH HONDURAS



OFFICE BELIZE, BRITISH HONDURAS

WILLIAM T. WILLIAMS & SONS have for many years maintained their own offices and resident Managers and Agents in Tropical Americas, particularly in British Honduras, Nicaragua, Mexico, and Colombia and have imported Mahogany (and other tropical cabinet woods) from every known producing area.

Mahogany Logging methods used in the various countries are very similar. During the dry months trees are felled and logs hauled by cattle or tractors to the banks of streams, and left awaiting the rainy season with consequent floods that carry them to the river mouth, where they are caught in booms, measured, and loaded on Ocean Steamers.

The advantages of a long experience, operating in all of the Central American countries, the acquisition of concessions secured years ago and which can not be duplicated to-day, the possession of plant, equipment, tug-boats, launches, tractors, cattle, etc., puts the firm in a most favorable position to secure the choicest timber from sections producing the best logs, and they have steadily imported many millions of feet of Mahogany and Spanish Cedar logs annually. Their operations are among the most important of any firm in the world.



OUR TUGBOAT "Spellman" WITH RAFT OF
HONDURAS MAHOGANY LOGS



HAULING HONDURAS MAHOGANY LOGS
WITH CATTLE TO CREEKS AND RIVERS



BRITISH HONDURAS—CATTLE TEAM—TAKEN IN THE FOREST



TRACTOR—HAULING HONDURAS LOGS



HONDURAS LOGS—"PEELED" BEFORE SHIPPING



RAFT IN RIVER—BRITISH HONDURAS



HONDURAS LOGS NOT "BARKED"



MAHOGANY LOGS—BELIZE, B. H.



HARBOR—BELIZE, B. H.



SURVEYING AND MEASURING—USING DERRICK



LOG DUMP—MEXICO



FOREST TRAIL—HONDURAS



TYPICAL SCENES



LOG CAMP—HONDURAS



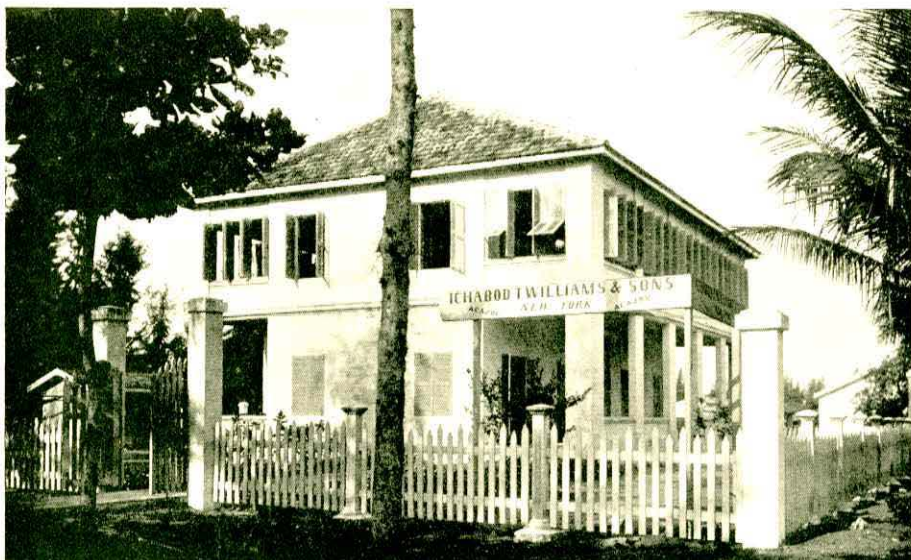
African

DEPARTMENT



NORMAN H. RIDDLE
RESIDENT MANAGER
1903

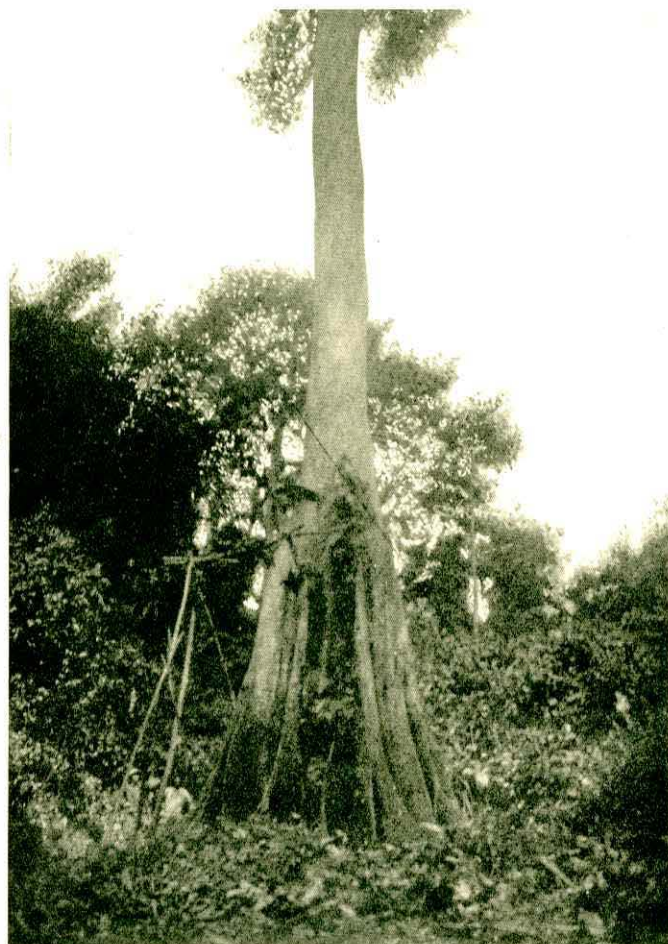
OFFICE AND LIVING
QUARTERS AT
GRAND BASSAM
IVORY COAST
FRENCH WEST AFRICA



LAUNCH "ICHABOD" CROSSING THE BAR



LARGE MAHOGANY LOG



RIGHT—MAHOGANY TREE
A SMALL ONE, PROBABLY NOT OVER 40" DIAMETER
(Seldom found in open spaces like this)



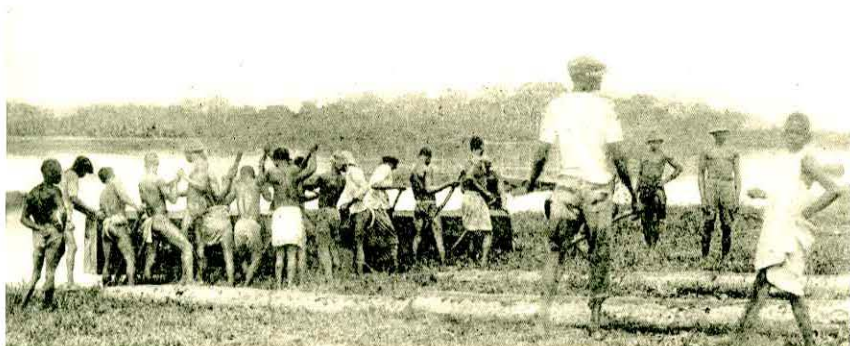
NATIVE HUTS

LEFT—MAHOGANY TREE
(Preparing staging for cutting above the
butt—which is typical.)

AFRICA is unquestionably destined to be for many years the greatest source of supply of Mahogany. With a timber belt of over 1000 miles, its resources have hardly been touched. Some ten years ago our firm realized the necessity of establishing itself permanently in Africa. At Grand Bassam, French Ivory Coast, suitable properties and timber storage yards were purchased, and offices, dwelling houses, garage, boat houses, etc., erected, and branches established at Axim, Assinie and Grand Lahou.

Logging methods here are quite different from Central America. The "tsetse" fly makes the use of cattle impossible. African logs are so large and heavy that tractors have not worked successfully; hence the use of "man-power" only, in getting out these huge logs which often weigh ten to fifteen tons. Not infrequently, due to lack of rains, logs are "hung-up" in stream beds until they become worthless. A corps of experienced white men is maintained in our headquarters throughout the year, and these men travel hundreds of miles, on foot, into the jungle cuttings, seeking the finest timber.

African Mahogany is highly prized throughout the world for its beautiful "figured" logs suitable for manufacture into veneers. Its increasing popularity has been proven by the imports which have grown to thousands of tons annually. The "figured" character of the wood, cheap labor, and low cost direct transportation here, easily make AFRICAN the best and cheapest Mahogany now on the market.



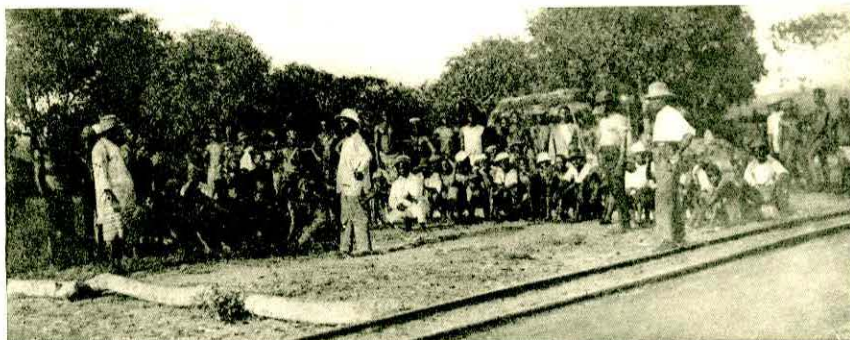
LOG YARD CREW—ROLLING LOGS BACK INTO WATER



MAHOGANY LOG RUINED BY SEA WORMS (*Teredo*)



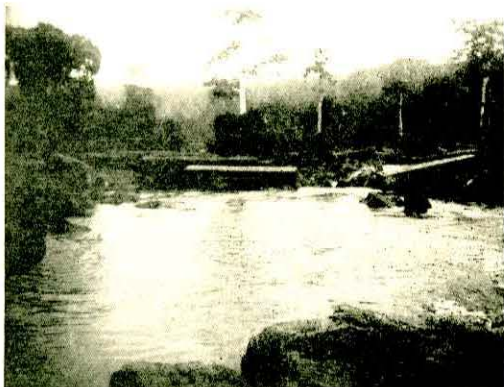
LOG YARDS NEAR GRAND BASSAM, F. W. A.



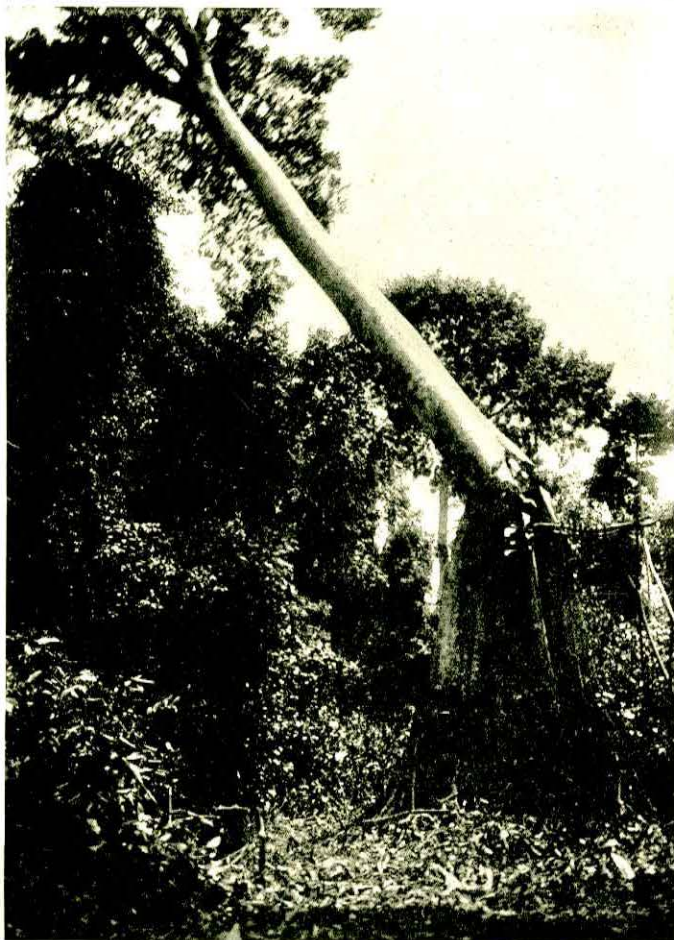
LOG YARD CREW—GRAND BASSAM, F. W. A.



LOGS "HUNG UP" AWAITING FLOODS



"STRANDED" LOGS



"THE GIANT MAHOGANY CRASHES TO EARTH"



RIVER BED—NEARLY DRY



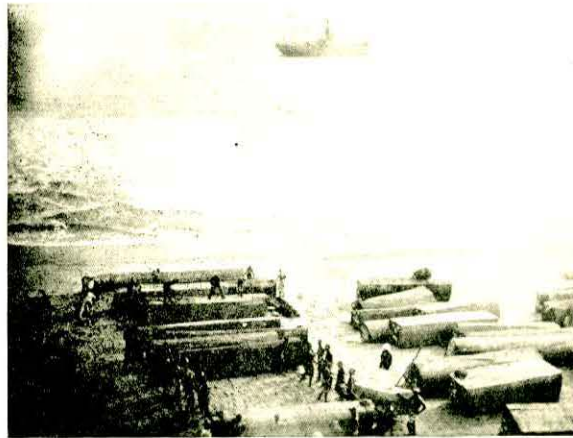
MORE WATER NEEDED



READY FOR SHIPMENT



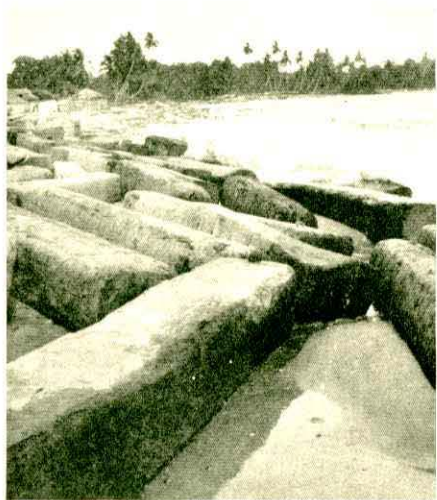
GRAND LAHOU BEACH



SHIPPING



THESE GIANT LOGS WEIGH MANY TONS—YET ONLY "MAN-POWER" CAN BE USED TO HAUL THEM THROUGH THE TRACKLESS JUNGLES



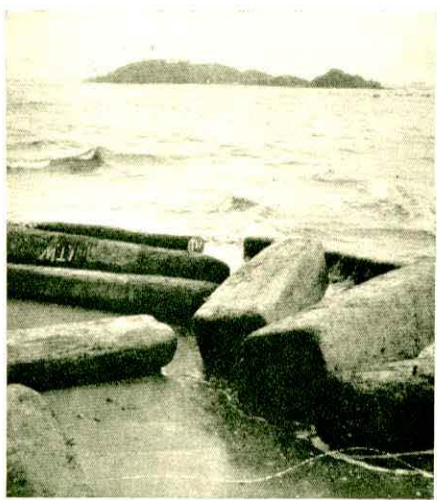
AXIM BEACH—GOLD COAST



STARTING CUTTING (Note axemen on stage)



PROSPECTING



AXIM—GOLD COAST



THE REMAINS OF A MIGHTY GIANT



OUR "PLANTATION" FOR THE ACCUMULATION AND STORAGE OF LOGS
(Note Railroad Tracks to bring in the logs)



THE ONLY STEAM RAILROAD ON THE IVORY COAST—ABOUT 150 MILES
LONG—NARROW GAUGE AND CARRIES ONLY LOGS AND PRODUCE



"SQUARING" MAHOGANY LOGS IN THE BUSH
THE MAN AT THE LEFT WITH THE TWO "MACHETES" IS BEATING THE TIME AND THE MEN ON OPPOSITE SIDES OF THE LOG ARE SUPPOSED TO WORK IN UNISON



LANDING LOG—CAR ON RAILS UNDER WATER



HAULING LOG OUT OF LAGOON INTO LOG YARD

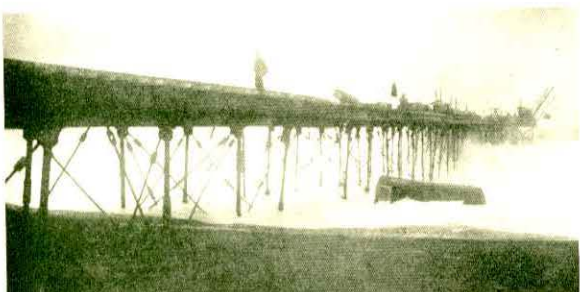


TURNING LOG WITH LOG JACK



USING HAND WINCH

OUR LOG YARDS,—GRAND BASSAM



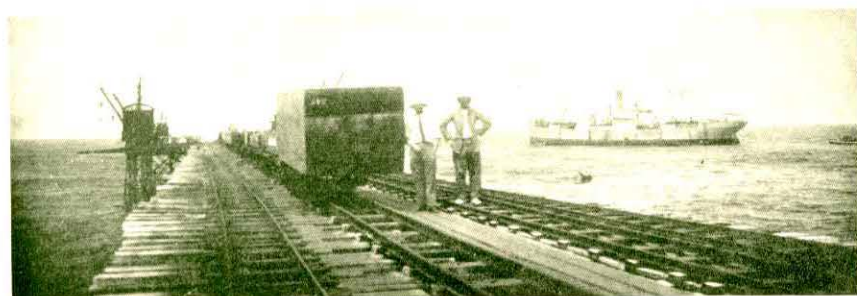
LOG LOST FROM END OF WHARF



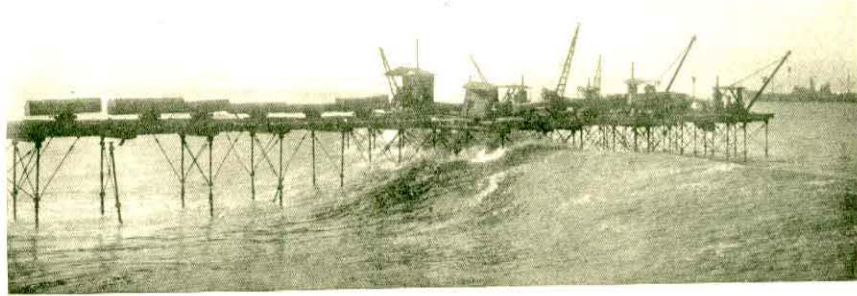
RAFT COMING DOWN RIVER



RECOVERING LOST LOG FROM SURF



UPPER—LARGE MAHOGANY LOG—PASSING OVER WHARF
LOWER—GRAND BASSAM WHARF—NOTE HEIGHT OF SURF



UPPER—MAHOGANY LOGS GOING OVER WHARF TO SHIP
LOWER—DESTROYED WHARF AFTER STORM



SAW MILL "Grief"

Left: —An old hand made mule shoe, entirely overgrown, ten inches inside the bark. The band-saw "found" it, and when the wood was chopped away, the shoe came into view. It was probably hung on a small limb or nailed on the tree, years ago.

Right: —Piece of band-saw, 3" wide, torn from a 15 gauge, 14" x 49' band saw while running 8400 feet per minute. The saw struck a foreign substance within the log,—the log was then chopped open to find out what had become of this part of the saw. The piece is nearly 5 feet long.



Retail Yards

Vencer Sample Rooms

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