

ly has partaken of this character prices must be expected to show a corresponding weakening as long as goods are pressed.

The pine goods ex Dracona, from Quebec, were mostly Michigan, which do not find such a ready market here as those from the Canadian side, but still the prices realized seemed low. The few lots of regulars at £27 went better. The Wyborg cargo, ex Jernbarden, went very cheap at £3 15s., the f.o.b. value of similar goods at the port named being something like £8; hence a serious loss must fall on somebody. The regular battens went from £7 10s. to £7 15s. These prices show a great fall as compared with previous sales of Wyborg goods.

GLASGOW.

The *Timber Trades Journal* of June 27th says:—A public sale of Quebec timber, &c., was held at Greenock on 18th inst., results as appended.

There have been further arrivals of Quebec deals, pine and spruce, during the past week, these imports per steam liners now assuming an important appearance. Deliveries of deals from the yards at Yorkhill are, however, going on less actively than is usual at this season.

The constant supply at Glasgow per steam liners from the States of parcels of wood, hewn and sawn, is now fairly established, especially wood sawn for special purposes, oak, &c., and in a great measure does away with the old system of timber merchant trading and dealing, the ample supply of steam tonnage contributing greatly in expanding the trade and bringing about these alterations.

More activity is now noticeable at the Fairfield Shipbuilding Yard (J. Elder & Co.'s) than has been the case for many years past. Large squads of men are engaged laying the keel blocks for the boat which Mr. Pearce is constructing on his own account and for the three 5,500 ton vessels which the firm have secured.

AUCTION SALE.

On 18th inst., at Greenock, Messrs. Edmiston & Mitchell brokers:—

Quebec waney boardwood—	Per c. ft.
70 c. ft. avg. per log	2s. 4d.
Quebec square boardwood—	
36 c. ft. avg. per log	1s. 7d.
Quebec yellow pine—	
80 logs 25 cub. ft. avg. per log	1s. 1 1/2d.
120 " 30 " "	1s. 2 1/2d.
Quebec yellow pine building timber—	
60 logs 50 c. ft. avg. per log	1s. 2d. & 1s. 1 1/2d.
Quebec red pine—	
20 logs 35 c. ft. avg. per log	1s. 2 1/2d.
2 figured logs	1s. 6d.
Hewn pitch pine—	
2 figured logs	1s. 4d.

QUEBEC CULLERS' OFFICE.

The following is a comparative statement of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date:—

	1883.	1884.	1885.
Waney White Pine...	739,302	614,299	393,028
White Pine.....	433,048	373,225	581,564
Red Pine.....	43,393	27,120	12,065
Oak.....	431,133	329,641	691,650
Elm.....	63,018	220,120	264,317
Ash.....	43,986	95,238	86,770
Basswood.....	1,170	205	
Butternut.....	378	811	1,004
Tamarac.....	991	1,985	30
Birch & Maple.....	134,450	178,495	261,979
Masts & Bowsprits.....	— pcs	— pcs	— pcs
Spars.....	— pcs	32 pcs	— pcs
Std. Staves.....	144,811	10,622	39,032
W. 1 Staves.....	79,537	69,812	64,211
Br. Staves.....	21,434	0,213	43,022

JAMES PATTON,

Quebec, July 3. Supervisor of Cullers.

Polishing Steel

The finer the polish which is imparted to the surface in case-hardening the better will be the results. The art is a very useful one and should be thoroughly understood by every smith and worker in metal. The process is very simple. The articles are placed in some air tight receptacle, generally an iron box, but often a pipe, which can be turned, and therefore admits of the more uniform application of heat. The receptacle is filled with coarse charcoal powdered and exposed to a cherry red heat for twenty four hours if a hard surface one-eighth of an inch is desired, but from four to five hours will be long enough to make a good surface of steel.

FROM BAY CITY TO LIVERPOOL.

A raft of timber left Bay City last week of which there is no official record at the custom house. The law relative to the reporting and clearing of vessels is a little lame in this regard, as it is not obligatory on the part of the captain of the tug towing such raft to state in his clearance papers that he has raft in tow. In the case in question, the tug Wm. A. Moore, cleared from the custom house light for Port Colborne. The ordinary reader would infer from such a clearance that the Moore had nothing in tow, while the fact was she towed a large raft of pine, Norway and oak timber. It was one to which more than ordinary interest was attached. It was made into three cribs and contained 90,000 cubic feet of oak, and 68,000 cubic feet of Norway and pine a number of spars being among the latter. The timber was some of the very best ever grown on Michigan soil and by the time it reaches its destination it will have attained a value that here in Bay City would be considered fabulous. Every piece of timber in the raft is to be taken to Liverpool, England. It seems strange that Michigan forests should contribute timber to a country our thousand miles away.

Each section of the raft drew over six feet of water. The pine and Norway were used for making cribs into which the oak was piled and then secured by heavy chains. Besides serving for the above named purpose the pine and Norway were useful for floating the heavy oak, which, when water soaked, will sink to the bottom unless supported. The raft was made up near the American chemical works, on the west side of the river. The tug Moore drew 16 feet of water and remained outside at the anchorage until a harbor tug delivered the raft to it. At Port Colborne the raft will be received by a Canadian tug and taken through Welland canal one crib at a time. From Port Dalhousie it will be taken down Lake Ontario to the St. Lawrence, down the rapids and thence to Quebec. At this port the cribs are received in a kind of a floating dry dock, the chains removed and each piece of timber thoroughly washed and cleaned, preparatory to being placed in the hold of an Atlantic vessel for the long ride across the salty sea. Probably a month will be consumed in the shipment from Bay City to Liverpool, if not longer. Every move almost, is an expense and when the timber reaches its destination, it is necessarily very valuable. Only the best stock is considered worth shipping and consequently that which is taken is the best. This raft of 90,000 cubic feet oak and 68,000 cubic feet pine and Norway—a total of 148,000 cubic feet—would be equal to from eight to ten cargoes if taken by vessels. Last week four vessels departed from Bay City carrying 68,000 cubic feet, or an average 17,000 cubic feet per cargo. It is much cheaper to transport timber by raft as it can be taken through Welland canal without trouble, while boats carrying it must take off their deck loads in order to lessen the draft of the vessel and allow her to pass through the cut. The deck load is placed on scows and reloaded to the vessel when Lake Ontario is reached. This naturally increases the cost of transportation.

The oak timber of the tug Moore's raft came to Bay City by rail from the Saginaw Bay and Northwestern railroad, the Norway from near Harrison on the F. & P. M. railroad and the spar timber from near west branch on the Mackinaw division of the Michigan Central. It was the property of the McArthur Brothers, the extensive timber dealers of Canada. Upon arrival at Liverpool it will be taken to the shipbuilding points and from there it travels the mighty deep in the shape of an English merchantman. —*Lumberman's Gazette.*

..... Nervous debility, premature decline of power in either sex, speedily and permanently cured. Large book, three letter stamps. Consultation free. World's Dispensary Medical Association, Buffalo, N. Y.

Bartholdi's Statue of "Liberty Enlightened in the World"

will be reminder of personal liberty for ages to come. On just as sure a foundation has Dr. Pierce's "Golden Medical Discovery" been placed, and it will stand through the cycles of time as a monument to the physical emancipation of thousands, who by its use have been relieved from consumption, consumptive night sweats, bronchitis, coughs, spitting of blood, weak lungs, and other throat and lung affections.

MONTREAL SAW WORKS

CHAS. M. WHITLAW,
Manager.

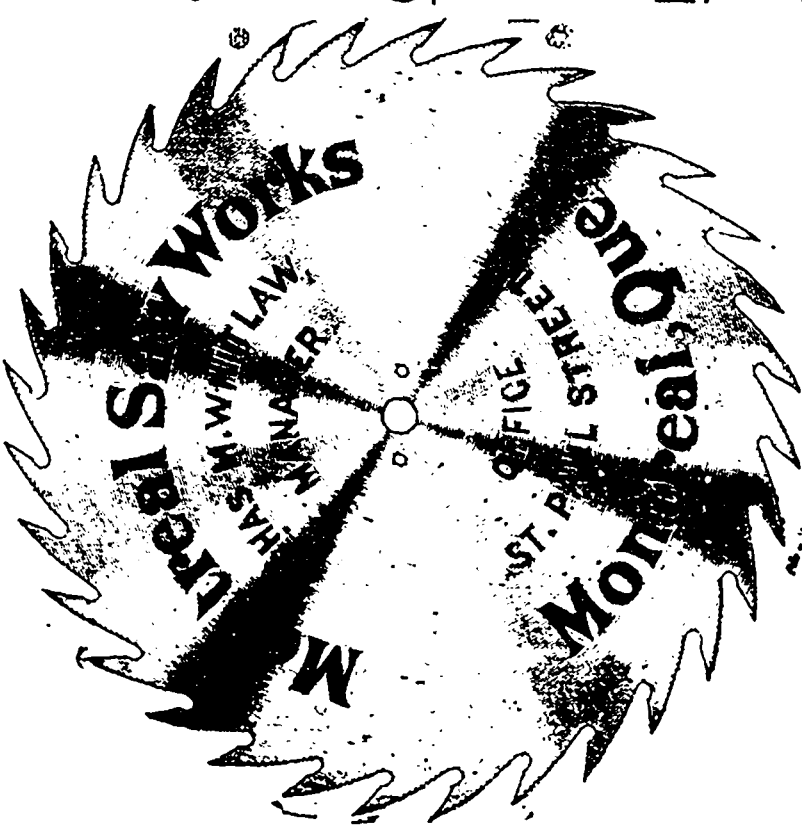
OFFICE: 452 St. Paul Street. P. O. Box, 1167.

—MANUFACTURERS OF—

CIRCULAR, GANG, SHINGLE, CONCAVE GROOVING,
TOP, DRAG, CROSS-CUT AND BILLET WEB, PIT,
ICE, AND ONE MAN CROSS-CUT SAWS,

—AND DEALERS IN—

BAND SAWS, BARREL AND HEADING SAWS, EMERY
WHEELS, GUMMERS AND CUTTERS FILES,
RUBBER & LEATHER BELTING, SWAGES, SAW SETS.



Catalogues and Price Lists furnished on application.