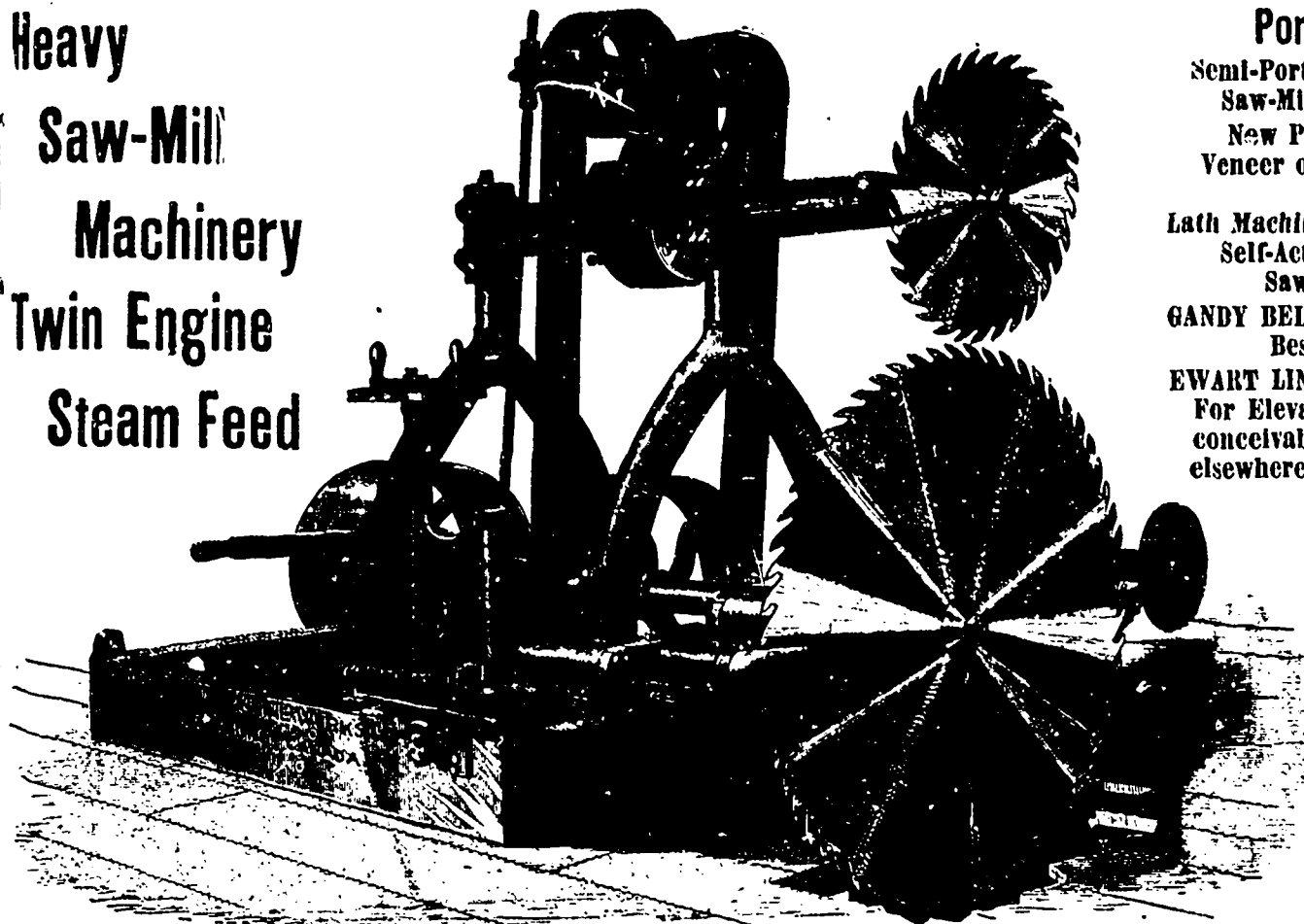


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GLASGOW.

The *Timber Trades Journal* of Oct. 17th says:—The arrivals at Clyde ports during the past week have been light, comprising at Glasgow a cargo of spruce deals from Economy, N. S., and a parcel of deals and boards from Montreal, also small parcels of staves, etc., per steam liners from New York; and at Greenock a cargo of Moulmein teak.

The imports at Grangemouth, on the east coast, have been for the week five cargoes Baltic goods, the aggregate carrying tonnage amounting to 1,465 tons. Since the beginning of this year the total of wood goods from north of Europe ports to Grangemouth is represented by a carrying tonnage aggregating 87,000 tons, and from Quebec and Pensacola to Grangemouth 100 tons. The figures for corresponding period 1884 were:—North of Europe ports 64,000 tons; Quebec and Pensacola, 7,000 tons.

The arrivals this year at Greenock and Port Glasgow from Quebec and pitch pine ports, represented by the tonnage, employed in consequence, have been 57 cargoes, total 57,203 tons, which is almost on a level with last year's import at corresponding date.

Of deals there have been imported to Clyde during this year 331,000 pieces from Quebec and Montreal, and 283,000 pieces from New Brunswick and Nova Scotia, total 669,000 pieces. The bulk have come per steamer from Quebec and Montreal, and been landed at Glasgow.

Last year's total at corresponding date was 663,000 pieces deals. Deliveries from Yorkhill Yards, Glasgow, during August and September last amounted to 147,525 pieces deals, and for same months 1884, 146,172 pieces.

LBITH.

The *Timber Trades Journal* of Oct. 17th says:—The importations of wood goods into this port continue on a moderate scale, one entire steamer cargo of Riga whitewood deals, and a large cargo of redwood battens by sailer from Kotka, being the most noteworthy.

There is no improvement to record in the state of trade this week. It is not known definitely yet who is the successful contractor for the erection of the Edinburgh International Exhibition, although it is announced that the designs of Messrs. Burnet and Son, of Glasgow, have been selected. The plans coming next in point of merit were those of Mr. William Hamilton Beattie, architect, Edinburgh, to whom a premium of £75 has been awarded.

Messrs. William Thomson & Co. held a public sale on Tuesday at the Sands, when they offered the entire cargo of American timber just landed ex Alagna, from Quebec, consisting of waney board yellow pine, birch, elm, oak, and yellow pine deals. The attendance of buyers was not so large as is generally seen at Messrs. Wm. Thomson & Co.'s sales when a fresh cargo of Quebec goods is to be offered,

but the trade was well represented, and although the competition was limited, almost the whole of the yellow pine was cleared out at 2s. 7d to 2s. 11d.

ELEPHANTS AT WORK.

In turning square timber a tusker puts his tusks under the ends, lifts upward and forward at an angle of 45 degrees, and easily throws it over; but the female, or muckna, having no tusks, has to kneel, place the base of the trunk, not the forehead, against the side of the log, and by a downward and forward pressure against the upper edge of the log push it over. In either case the work is done in less than a minute if there be no special difficulty to overcome. In the Sungam timber depot all the work of piling and arranging the logs in regular order at equal distances of their mahouts. A word of command, a silent touch of the hand or knee was enough. There was no loud bawling or angry swearing at the laborers, such as would have been absolutely necessary had they been Barbadoes or Demerara negroes, nor was there any insulting back talk or insubordination, such as those abominable

KING CHRISTIAN'S arbitrary prorogation of the Danish Rigsdag has temporarily averted the threatened revolution; but many intelligent statesmen believe that a republic will be established in Denmark before the expiry of twelve months.

A NARROW ESCAPE

CHICAGO, Oct. 26.—Michael P. Scanlan was swept off the deck of the schooner Belle Brown between Milwaukee and Chicago one dark night two weeks ago. His shipmates reported the loss when the schooner arrived here, and nobody doubted that he was dead. Scanlan opened his eyes in a Milwaukee hospital a day or two ago, after two weeks' unconsciousness and delirium, and told what had happened to him after he went over the rail of the Belle Brown. The schooner heaved to but could not see him, although he saw it. After floating for a time a spar came within his reach. He clung to that all night and all the following day with nothing to eat but dead fish. Boat passed near by but he could not make himself heard. When night came he gave up hope, but that his dead body might be sent to his family at Kingston, Ont., he lashed himself to the spar with his belt. Then he became insensible and knew nothing until he woke up in the hospital.

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