

SAGINAW, MICH.

SAGINAW, MICH., Dec. 26th.—With navigation closed for the season there is a dullness in the lumber market that is in contrast with even the slow-going trade that has been done here for some time past. A number of transactions have taken place during the month, but none of very remarkable size. We hear of one purchase of 1,500,000 feet for delivery next season. Prices for white pine do not stiffen as well as some had hoped for. There is an improvement in this respect over a few months ago, but complete confidence is not yet restored, and those who feel the necessity of doing business are not allowing prices to stand altogether in the way. A noticeable feature of trade is the steady increase in the shipments of lumber by rail, and a decline, that is likely to grow, in the shipments by water.

FINISHING LUMBER—ROUGH.

Uppers, 1, 1½ and 1¾ in.	44 00	Fine common, 1 in.	32 00
2 in.	46 00	1½ and 1¾ in.	34 00
Selects, 1 in.	38 00	2 in.	34 00
1½ and 1¾ in.	38 00	C, 7, 8 and 9 in.	30 00
2 in.	38 00		

SIDING.

Clear, ½ in.	24 00	C, ½ in.	19 00
¾ in.	48 00	¾ in.	34 00
Select, ½ in.	21 00	No. 1, ½ in.	13 00
¾ in.	40 00	¾ in.	23 00

TIMBER, JOIST AND SCANTLING.

2x4 to 10x10, 12, 14 and 16 ft.	\$11 00	20 ft.	14 00
28 ft.	13 00	22 and 24 ft.	15 00
For each additional 2 ft. add \$1; 12 in. plank and timber \$1 extra; extra for sizes above 12 in.			

SHIPPING CULLS OR BOX.

1 in., 4 and 5 in. wide	\$10 00	1 in., 13 in. and up wide	\$12 00
1 in., 6 in. wide	11 00	1½, 1¾ and 2 in., 7 in. and up wide	12 00
1 in., 7 in. wide and up	11 00		

SHINGLES, 18-IN.

Fancy brands, XXXX	3 25	Standard brands, river made, XXXX	3 00
Clear Butts	2 00	Clear Butts	2 00

WHITE PINE LATH.

No. 1	1 50	No. 2	1 25
		Hemlock	1 00

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., Dec. 26th.—Business in lumber is slow. The trade of the year, whether large or small, is concluded, and stock-taking and balancing of books is now the programme. Navigation has closed for the year, and the showing of receipts is, with all the dullness of trade, better than was expected.

WHITE PINE.

Upr's, 1, 1½, 1¾ and 2 in.	\$45 00	Shelving, No. 1, 13 in. and up, 1 in.	31 00@33 00
2½ and 3 in.	50 00	Dressing, 1½ in.	25 00
4 in.	54 00	1½ x 10 and 12.	26 00
Selects, 1 in.	38 00	1½ in.	24 00
1½ to 2 in.	40 00	2 in.	26 00
2½ and 3 in.	47 00	Mold st'ps, 1 to 2 in.	33 00
4 in.	52 00	Barn, No. 1, 10 and 12 in.	21 00
Fine common, 1 in.	35 00	6 and 8 in.	20 00
1½ and 1¾ in.	37 00	No. 2, 10 and 12 in.	17 00
2 in.	39 00	6 and 8 in.	18 00
3 in.	45 00	No. 3, 10 and 12 in.	14 00
4 in.	45 00	6 and 8 in.	13 50
Cut up, No. 1, 1 in.	27 00	Common, 1 in.	16 00
1½ to 2 in.	32 00	1½ and 1¾ in.	18 00
No. 2, 1 in.	17 00	2 in.	19 00
No. 2, 1½ to 2 in.	22 00		
No. 3, 1½ to 2 in.	18 00		

BOSTON, MASS.

BOSTON, MASS., Dec. 26th.—It is worth remarking of business at the present time that prices are being held stiff. There is a fair demand for clapboards and even shingles. Spruce holds the same favorable position that it assumed some months ago.

EASTERN PINE—CARGO OR CAR LOAD.

Ordinary planed boards	\$12 00	¾ inch.	\$ 9 25
Coarse No. 5	15 00	11-16 inch.	9 50
Refuse	12 00	¾ inch.	9 50
Outs.	9 00	Clapboards, sap ext.	48 00
Boxboards, 1 inch.	10 75	Sap clear.	43 00
¾ inch.	9 75	Sap, 2nd clear.	35 00
		No. 1.	25 00

WESTERN PINE—BY CAR LOAD.

Uppers, 1 in.	\$50 00@51 00	Fine com., 3 and 4 in.	43 00
1½, 1¾ and 2 in.	52 00	No. 2, 1 in. Fine com.	28 00
3 and 4 in.	59 00	1½, 1¾ and 2 in.	29 00
Selects, 1 in.	43 00	No. 1 strips, 4 to 6 in.	43 00
1½, 1¾ and 2 in.	45 00	No. 2.	36 00
3 and 4 in.	55 00	No. 3.	28 00
Moulding boards, 7 to 11 in. clear.	36 00	Cut up, 1 to 2 in.	24 00
60 per cent. clear.	34 00	Coffin boards.	19 00
Fine common, 1 in.	38 00	Common all widths.	22 00
1½, 1¾ and 2 in.	42 00	Shipping culls, 1 in.	15 00
		do 1½ in.	16 50

SPRUCE.

Random cargoes, large sizes	12 50@13 00	Mill random.	11 00@12 00
Ordinary	11 50	Northern, random boards.	11 50
Narrow	10 00	Second boards.	10 00
Shippers	13 00	Northern No. 1 stock boards, 12 feet.	20 00
Planed, coarse	12 00	No. 2.	13 50
Rough, coarse, narrow.	10 00	Planed, narrow.	10 50
Rough, coarse, wide	12 50	Wide.	14 00
Spruce frames, cars ordinary	13 00	Clapboards, 4 ft. extra.	28 50
12 in.	13 00	Clear.	26 00
14 in.	14 00	Second clear.	20 00
16 in.	16 00	No. 1.	10 00
Yard orders	12 50	No. 2.	8 00

HEMLOCK.

Boards, rough	9 00@10 00	No. 2.	7 00@ 9 50
Planed	11 00 11 50		
		LATH.	
Spruce		By cargo.	1 80@ 1 90
By car	1 80@ 2 00		

LUMBERMEN'S SUPPLIES

SUGAR.		CANNED GOODS.	
	c. per lb.		Per doz.
Granulated	4 30 4 40	Apples, 3's	\$1 00 \$1 10
Extra bright refined	4 4½	" gallons	2 65 2 80
Bright Yellow	3¾ 3½	Beans, 2's	0 85 0 95
Medium Yellow	3¾ 3½	Corn, 2's	0 90 0 95
Dark Yellow	3¾ 3½	" Epicure	1 15
Raw		Peas, 2's	0 85 0 95
		" Sifted Select	1 45
SYRUPS AND MOLASSES.		Peaches, 2's	2 00 2 25
	Per gallon	" 3's	3 00 3 25
	bbis. ½ bbls.	Plums, Gr. Gages, 2's	1 85 2 00
Dark	25 30	" Lombard	1 50 1 60
Medium	30 35	" Damson Blue	1 50 1 50
Bright	35 40	Pumpkins, 3's	0 90 1 00
Very Bright	50 60	" gallons	2 10 2 25
Redpath's Honey	40	Tomatoes, 3's	0 85 0 90
" 2 gal pails	1 25	"Thistle Finner Haddies	1 35 1 40
" 3 gal pails	1 50	Salmon, talls.	1 25 1 35
		" flats	1 35 1 40
MOLASSES.			
	Per gal.		
Trinidad, in puncheons	0 32 0 35		
" bbls.	0 30 0 37		
" ½ bbls.	0 40 0 40		
New Orleans, in bbls.	0 30 0 32		
Porto Rico, hdds	0 38 0 40		
" barrels	0 42 0 44		
" ½ barrels	0 44 0 46		

RICE, ETC.

	Per lb.		
Rice, Aracan.	3½ 3¾		
" Patna	3¾ 4		
" Japan	5		
" Imperial Seta	5½		
" Extra Burmah	3¾ 3½		
" Java Extra	6½ 6¾		
" Genuine Carolina	6½ 6¾		
Grand Duke	6½ 6¾		
Sago	4¾ 5½		
Tapioca	4¾ 5½		
White Beans, per bushel	1 50		

CANNED MEATS

CANNED MEATS		COFFEE.	
			GREEN.
			c. per lb.
Comp. Corn Beef 1 lb cans	\$1 50 \$1 60	Mocha	28 33
" "	2 60 2 65	Old Government Java	25 35
" "	4 80 5 00	Rio	20 22
" "	7 50 7 75	Plantation Ceylon	29 31
" "	17 5 17 50	Porto Rico	24 28
		Guatemala	24 26
		Jamaica	22 20
		Maracaibo	24 24
		Caffaroma, 1 and 2 lb tins, asstd	33

DOMESTIC.

Apples, Dried, per lb.	5½ 6
" Evaporated	8 10

TOBACCO AND CIGARS.

British Consols, 4's; Twin Gold	
Bar, 7's	59 c
Ingots, rough and ready, 8's	57
Laurel, 3's	49
Brier, 7's	47
Index, 7's	44
Honeysuckle, 8's	50
Napoleon, 8's	50
Victoria, 12's	47
Brunette, 12's	44
Prince of Wales, in caddies	48
" in 40 lb. boxes	48
Bright Smoking Plug Myrtle, T & B, 3's	60
Lily, 7's	47
Diamond Solace, 12's	50
Myrtle Cut Smoking, 1 lb. tins	70
¾ lb. pg., 6 lb. boxes	70
oz. pg., 5 lb. boxes	70

THE SMALL MILL.

TO build a small mill and operate it with the least possible help, writes J. H. Miner in Lumber, would require a considerable outlay in machinery; but a small mill can make a thousand feet of lumber much cheaper than a large mill can. The mills among every class that make money run regularly. They have good machinery, have it set right, and take care of it.

Some small mills are run successfully with fifteen horse-power, the engine doing its work day by day very well. I have seen other mills that could not keep their engines from pounding. When the matter is summed up it will be found much cheaper to buy a good engine and boiler at the start. There is a comparatively new engine made now. It is of the self-contained side-crank type, very serviceable, and can be depended on for high speed, to run cool, and not to thump. With this style of engine, a good tubular boiler well set, and a good high stack, the motive power will be complete. Firebox or locomotive boilers are not the best, by any means, for a saw mill, because they are generally not taken care of. They are set in a low, wet place, where the lower part of the firebox is exposed to damp, which soon rusts it out. Again, they are unhandy to keep clean and are more dangerous when water gets low.

The saw mill should be of the proper size. Pony saw mills are dear, unless for the lightest possible sawing. One should have good, flat, broad-faced frictions, and should not meddle with the variable friction if one wishes to run the mill every day and lose no time.

Buy a good inserted-tooth saw and take care of it, and you will have a saw that can be depended on. It is a new saw every time new teeth are put in it.

Buy a carriage with large wheels and with the axle extending clear across. Use a rack and pinion. Set the works with Sawyer's lever set which allows the

sawyer to do his setting correctly. Put in six-inch seasoned turned rollers, with polished journals set in true, and a boy can roll the lumber from the saw. Set the boiler so that a conveyor chain will carry the dust over the boiler and into the furnace, the surplus being run over to use in making steam.

A good swing saw should be set a good length from the saw and should be easily manipulated so as to cut all slabs, that will not make lath, into fuel. Slabs of all kinds will pay for the cutting and handling if made into stove wood.

Every piece of lumber that is not square should be trimmed. There is nothing that adds to the sale of lumber so much as to have it well trimmed.

For a boiler feeder put in a well built force pump and injector. While the mill is running, the pump will feed the boiler with more regularity than anything else will. The injector is used for emergencies. No mill can depend on the injector except for a time. They are more expensive than a pump, which will last for years. When the pump is set, a boy can look after the conveyor and feed the dust. The sawyer can do his own setting and with two more men can cut five thousand feet of lumber a day.

On the other hand, if a cheap engine and boiler are bought and poorly set, the whole business will go down hill from the start.

Buy the best of everything, if money is to be made. Use wide belts and large steel-rim pulleys, and there will be no trouble. Buy an extra brand and see that belts are neatly fastened. Do not run a belt in close places where the edge may be ruined.

A saw-mill built right, having the best machinery and properly cared for, will work like a charm.

DUBE V. THE TEMISCOUATA RAILWAY.

THE case of Mr. E. Dube, of Fraserville, against the Temiscouata Railway Co., was held before the Privy Council at Ottawa a week ago. The complainant was represented by Mr. W. J. White and the company by Mr. Hector Cameron, Q. C. Mr. Dube complained that he had been shipping ties off this road for several years and that the officers of the company had, during the past two seasons, become competitors in his business, and so increased the rate of freight as to make it impossible for him to continue this part of it. The company contended that there had been no discrimination, and that all shippers of ties had been charged the same rates. The witnesses examined were the complainant, who proved that in 1892 the rate was 2 cents per tie, in 1894 it was 3 cents and \$2 for loading on the main line; in 1893 the rate became 5 cents per 100 pounds, and this for an average haul of thirty-two miles. A number of rates on other lines were produced to show that this rate was excessive. Mr. T. Crockett, the general manager of the Temiscouata railway, was then examined, and said that the total number of ties shipped off the road in 1894 was between 100,000 and 110,000. Of these about 90,000 had been shipped by Mr. Boswell, the president, Mr. Malcolm, one of the directors, and himself, to fill contracts which they had made on joint account. The reason he gave for the increase in the rate was the advance in the value of ties. Mr. Beauchemin, of the South Shore railway, proved that ties were cheaper in 1894 than in 1893, and gave the rate for ties over his road. The strength of Mr. Dube's complaint is in the contention that the Temiscouata Railway Co. has received over \$700,000 for 117 miles of road from the Federal and local governments, and this being the case, it is an unfair method of competition with the regular shippers. From a business standpoint there is certainly much force in Mr. Dube's contention. Judgment has been reserved.

THE Department of Crown Lands for Ontario are inviting tenders until the 10th of January for the privilege of cutting pine on a small timber berth in Algoma.

A NUMBER of berths of crown land were offered at auction at Fredericton, N. B., on Dec. 19. Fifteen of them were knocked down to respective applicants at the upset price of \$8 per mile, and one on the Waskahegan was bid in by F. H. Hale at \$54 per mile. Another berth on the same stream went for \$8.50 per mile.