

feature of the trade is that no one seems just certain how things may open out later on. There is no noticeable change in prices.

WHITE PINE.

Three uppers, 1 1/2, 1 1/2 and 2 inch.	\$47 00	\$48 00
Picks, 1 in.	30 00	40 00
No. 1, cutting up, 1 in.	34 00	35 00
No. 2, cutting up, 1 in.	24 00	25 00
In strips, 4 to 8 wide, selected for moulding strips, 14 to 16 ft.	32 00	34 00

SIDING.

1 in. siding, cutting up	30 00	31 00
1 in. dressing, 1 in.	19 00	21 00
1 in. No. 1 culls	14 00	15 00
1 in. No. 2 culls	13 00	14 00
1 1/2 in. selected	18 00	19 00
1 1/2 in. dressing	20 00	22 00
1 1/2 in. No. 1 culls	15 00	17 00
1 1/2 in. No. 2 culls	14 00	15 00
1 1/2 in. No. 3 culls	11 00	12 00

1X12 INCH.

12 and 16 ft. mill run, mill culls out	21 00	24 00
12 and 16 ft. No. 1 and 2, barn boards	19 00	20 00
12 and 16 ft. dressing and better	27 00	31 00
12 and 16 ft. No. 2 culls	15 00	16 00

1X10 INCH.

12 and 13 feet, mill run, mill culls out	21 00	23 00
12 and 13 feet, dressing and better	26 00	28 00
12 and 13 feet, No. 1 culls	16 00	17 00
12 and 13 feet, No. 2 culls	15 00	16 00
12 to 16 feet, mill run, mill culls out	20 00	22 00
12 to 16 feet, dressing and better	26 00	28 00
12 to 16 feet, No. 1 culls	17 00	18 00
12 to 16 feet, No. 2 culls	15 00	16 00
10 to 13 feet, No. 3 culls	11 00	12 00

1 1/2 X10 INCHES.

Mill run, mill culls out	\$22 00	\$25 00
Dressing and better	27 00	30 00
No. 1 culls	17 00	18 00
No. 2 culls	15 00	16 00

1X4 INCHES.

Mill run, mill culls out	17 00	18 00
Dressing and better	24 00	26 00
No. 1 culls	14 00	15 00
No. 2 culls	13 00	14 00

1X5 INCHES.

6, 7 or 8, mill run, mill culls out	20 00	25 00
6, 7 or 8, dressing and better	25 00	30 00
6, 7 or 8, No. 1 culls	16 00	17 00
6, 7 or 8, No. 2 culls	14 00	15 00

SHINGLES.

XXX, 18 in. pine	3 70	3 90
Clear butts, pine, 18 in.	2 70	2 90
XXX, 16 in. pine	3 00	3 20
Clear butts, 16 in. pine	2 50	2 70
Stock cedar, 5 or 6 in.	4 50	5 00
XXX, 18 in. cedar	3 50	3 70
Clear butts, 18 in. cedar	2 50	2 70
XXX, 16 in. cedar	3 00	3 20
Clear butts, 16 in. cedar	2 50	2 70

LATH.

No. 1, 1 1/2 in.	2 30	2 50
No. 1, 1 in.	1 80	2 00
No. 2, 1 1/2 in.	2 30	2 50
No. 2, 1 in.	1 80	2 00

SAGINAW, MICH.

SAGINAW, Mich., June 25.—All our advices from Michigan tell of a depressed market. This will be gleaned from what is said in our regular Michigan letter this month, and information that comes to us from any other source is much on the same lines. In the cargo market there is hardly anything to report. Those who may happen to make sales are not particular that much should be said about them. A stranger, unacquainted with the lumber business, were he to visit this port, would consider that the lumber trade was lively; for, of course, a large quantity of lumber, relatively, is going from here all the time. Michigan has by no means lost its hold as a lumber-producing, lumber-shipping state, but compared with other years and with what would be expected, the trade is light. With the tariff somewhat nearer to a settlement, apparently, there will be more definite conditions in the future; but everyone has been living on the future to so large an extent that the fare has become rather indigestible. Prices are unsettled.

FINISHING LUMBER—ROUGH.

Uppers, 1, 1 1/2 and 2 inch	45 00	46 00
1 in.	46 00	47 00
Selects, 1 in.	40 00	41 00
1 1/2 and 2 inch	40 00	41 00
2 in.	40 00	41 00
2 in.	40 00	41 00

SIDING.

Clear, 1/2 in.	24 00	25 00
1 in.	28 00	29 00
Select, 1/2 in.	21 00	22 00
1 in.	21 00	22 00
1 1/2 in.	21 00	22 00

TIMBER, JOIST AND SCANTLING.

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

SHINGLES.

XXX 18 in. Climax	3 65	3 85
XXX Saginaw	3 40	3 60
XX Climax	2 25	2 45
18 in. 4 in. c. b.	1 25	1 45
XXX 18 in. X (cull)	1 00	1 20
XXX shorts	2 25	2 45
XX	1 50	1 70

LATH.

Lath, No. 1, white pine	2 00	2 20
Lath, No. 2, W. pine, Norway	1 65	1 85

BOX.

11 and 12 in. (No. 3)	14 00	15 00
11 and 12 in. (No. 3 out)	13 50	14 50
11 1/2 and wider	15 00	16 00

SHINGLES.

24 in. XXX, clear	3 85	4 05
24 in. XX, 6 in. clear	2 85	3 05
LATH.		
No. 1, 4 ft.	2 50	2 70
No. 2, 4 ft.	1 95	2 15
No. 1, 3 ft.	1 10	1 30

NEW YORK CITY.

NEW YORK, June 25.—If any improvement in lumber is to be noted, perhaps it may be said it is for the best. Prices are a little firmer, and here is one indication

along this line. With the railroad strike ended it is hoped that help will also come for this reason. White pine is not very brisk, nor is there any remarkable activity in Southern products. Spruce is slow to move.

WHITE PINE—WESTERN GRADES.

Uppers, 1 in.	\$44 00	\$45 00
1 1/2, 1 1/2 and 2 in.	46 00	47 00
3 and 4 in.	55 00	58 00
Selects, 1 in.	40 00	41 00
1 in., all wide	41 00	42 00
1 1/2, 1 1/2 and 2 in.	41 00	42 00
3 and 4 in.	52 00	53 00
Fine common, 1 in.	16 00	17 00
1 1/2, 1 1/2 and 2 in.	38 00	40 00
3 and 4 in.	46 00	48 00
Cutting up, 1 in. No. 1	28 00	30 00
No. 2	21 00	22 00
Thick, No. 1	29 00	30 00
No. 2	24 00	26 00
Common, No. 1, 10	22 00	23 00
and 12 in.	20 00	21 00
No. 2	20 00	21 00
No. 3	17 00	18 00

ALBANY, N.Y.

ALBANY, N. Y., June 25.—A certain degree of activity in lumber that was noticeable the early days of the month has hardly been sustained throughout the month. No one wants to buy in large quantities. Buyers who had hitherto purchased by boat load prefer buying in smaller quantities, and this, when such methods are generally adopted, means a considerable lowering in the volume of trade. Planing mill men are agitated on account of the likelihood of free lumber going through. They say it will seriously affect manufacturing at this point, as our people will not be able to compete with dressed lumber coming from Canada.

PINE.

2 1/2 in. and up, good	\$55 50	\$60 00
Fourths	58 00	60 00
Picks	50 00	55 00
1 1/2 to 2 in. good	52 50	55 00
Fourths	47 50	50 00
Selects	42 50	45 00
Picks	37 50	40 00
1 in. good	52 50	55 00
Fourths	47 50	50 00
Picks	42 50	45 00
Cutting up	22 25	25 00
Bracket plank	30 35	35 00
Shelving boards, 12 in. up	30 32	35 00
Dressing boards, narrow	19 21	21 00

			LATH.		
Pine			\$2 40	1 Spruce	\$2 40
			SHINGLES		
Sawed Pine, ex xxxx	\$4 40	\$4 50	Round butts, ex 18	\$5 90	\$6 00
Clear butts	3 15	3 25	Hemlock	1 10	1 20
Smooth, 6 x 18	5 50	5 60	Spruce	2 20	2 30

BOSTON, MASS.

BOSTON, MASS., June 25.—Unquestioned dullness is the record of trade in this port. This is not confined to lumber only but the fact that things are slow generally is after all poor consolation for the lumberman who has bills to pay. The hope is bright, that when the tariff is positively fixed, general business will improve and with it lumbermen will be helped. Free lumber is not going to be altogether acceptable to the trade here and yet the very fact that the tariff is fixed will have a steadying effect on trade. Spruce is out of all calculation in any record of lumber affairs. It is being knocked hither and thither and the question is being asked, when will come the end?

EASTERN PINE—CARLOAD OR CAR LOAD.

Ordinary planed boards	\$12 00	\$13 00
Coarse No. 5	16 00	17 00
Refuse	11 00	12 00
Boxboards, 1 inch	9 00	10 00
1/2 inch	9 75	10 00
1/2 inch	9 75	10 00

WESTERN PINE—BY CAR LOAD.

Uppers, 1 in.	\$52 00	\$54 00
1 1/2, 1 1/2 and 2 in.	52 00	55 00
3 and 4 in.	60 00	65 00
Selects, 1 in.	45 00	46 00
1 1/2, 1 1/2 and 2 in.	48 00	50 00
3 and 4 in.	51 00	55 00
Moulding boards, 7 to 11 in. clear	36 00	38 00
60 per cent. clear	34 00	36 00
Fine common, 1 in.	40 00	41 00
1 1/2, 1 1/2 and 2 in.	41 00	43 00

SPRUCE—BY CARLOAD.

Coarse, rough	12 00	\$14 00
Hemlock bds., rough	12 00	13 00
" " dressed	12 00	14 00
Clapboards, extra, 4 ft.	29 00	30 00
Clear, 4 ft.	20 00	21 00
Second clear	23 00	24 00
No. 1	22 00	23 00

LATH.

Spruce by cargo	2 50	\$2 75
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SHINGLES.

Eastern sawed cedar, extra	\$3 00	\$3 25
clear	2 30	2 75
2nd	2 00	2 35
extra No. 1	1 50	1 75
Eastern shaved sawed cedar, 1st quality	5 00	
2nd quality	4 75	
3rd	1 85	4 00
4th	3 00	3 25
Spruce No. 1	1 50	

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., June 25.—He would be a thorough going optimist who would anticipate that the month will close with either the volume of trade, or the prices, levelling up as well as for the corresponding month last year. The amount of trade doing is light and it is thought that any activity just at the present time will be cut very short as we enter into midsummer. Buffalo lumbermen are fearing that the continued dullness in trade will lead to a marked cutting of prices and this would demoralize trade not a little.

WHITE PINE.

Uppers, 1, 1 1/2, 1 1/2 and 2 in.	\$46 00	\$48 00
1 1/2 and 3 in.	52 00	55 00
4 in.	58 00	60 00
Selects, 1 in.	43 00	45 00
1 1/2 to 2 in.	42 00	44 00
2 1/2 and 3 in.	49 00	50 00
4 in.	54 00	56 00
Fine common, 1 in.	35 00	36 00
1 1/2 and 1 1/2 in.	37 00	38 00
2 in.	39 00	40 00
3 in.	45 00	46 00
4 in.	45 00	46 00
Cutting up, No. 1, 1 in.	27 00	29 00
1 1/2 to 2 in.	33 00	34 00
No. 2, 1 in.	17 00	18 00
No. 2, 1 1/2 to 2 in.	24 00	24 00
No. 3, 1 1/2 to 2 in.	18 00	19 00
Shelving, No. 1, 13 in. and up, 1 in.	31 00	\$33 00
Dressing, 1 1/2 in.	25 00	26 00
1 1/2 x 10 and 12.	24 00	25 00
1 1/2 in.	24 00	25 00
2 in.	26 00	27 00
Mold strips, 1 to 2 in.	33 00	35 00
Barn, No. 1, 10 and 12 in.	21 00	23 00
6 and 8 in.	20 50	22 00
No. 2, 10 and 12 in.	18 00	19 00
6 and 8 in.	18 00	19 00
No. 3, 10 and 12 in.	14 00	16 00
6 and 8 in.	13 50	15 00
Common, 1 in.	16 00	18 00
1 1/2 and 1 1/2 in.	18 00	20 00
2 in.	19 00	22 00

EXHAUST STEAM.

THE use of exhaust steam is the more profitable as the percentage of the steam utilized is increased, and as the back pressure produced by its use is reduced, if we add back pressure to an engine we increase the mean pressure required upon the piston in order to maintain a given mean effective pressure: that is, we increase the horse power of the engine, so far as the boiler is concerned, by an amount equal to the horse power constant multiplied by the back pressure added, and require a proportionately greater supply of steam. The condensing engine may be considered in the same way. Suppose we have an engine which develops one-horse-power for each pound of mean effective pressure running on a mean effective of fifty pounds, an absolute back pressure of five pounds, and a steam consumption of twenty pounds per hourly horse power. If we cut off the condenser, and exhaust at atmospheric pressure, we shall have added ten horse power to the work of the engine, requiring two hundred pounds of steam additional per hour. As this additional horse power is used in overcoming the increased back pressure, the effective horse power remains at fifty, and the steam consumed per effective or indicated horse power per hour is increased twenty-five per cent. Now if we have an application for as much or more heat as would be furnished by two hundred pounds of boiler steam we can take it profitably from the exhaust. If not, it would be better to use steam direct from the boiler.

SINGLE-VALVE ENGINES.

NOT very long ago it was almost universally conceded, says the American Machinist, that nothing in the way of an early cut-off in the cylinder of a stationary steam engine could be accomplished by a single-valve with, at the same time, a reasonably economical steam distribution. This belief prevailed long after the use of the link motion on locomotives, where the steam is so well handled by the operation of the link and single valve as to have kept other means for the most part out of the field. The practice, after it was found that some lap could be added to a slide valve, soon came to the point of making it such as it would cut off the steam at an average for both ends of the cylinder of three-quarters stroke. This was thought to be about the limit to expansion possible with a single valve. Now single-valve automatic engines are made to cut off at as early a point in the stroke as is desirable—many of them being so constructed that the following with steam for three quarter stroke is not possible, and the steam distribution is very good indeed: not equal to that of four-valve engines, but not so much behind in point of economy as would appear probable. The multiplied demand for small engines no doubt have a good deal to do with the perfecting of the governing devices, and with determining that it was not necessary that they be full-stroke machines; and the perfecting of the mechanism has had as much to do with increasing the demand for them.