

## WOOD PAVING IN NANTES.

At the present moment, writes a correspondent from Nantes, the Rue de Rivoli and Boulevard Montmartre are being paved with wood. This work seems to interest the public much, and the proceedings are regarded with the greatest curiosity, French people being fond of novelties. We know that the new wood pavement system is imported from England after having been used for many years in St. Petersburg, and that the society which has the contract for certain streets and avenues of Paris is a French one, and that it employed English workmen to begin with, but now a few of them only are retained. The wood employed is Norwegian redwood, and not French wood, as mentioned by me in a previous letter. The experiments made in the Champs Elysees, Boulevard Poissonniere, and Rue Montmartre, have shown the advantages of this system, which are much appreciated by the public—maintenance of the chaussees, increased facility for the locomotion, comfort in driving, and the considerable diminution of dust and noise, insupportable to those living close to busy thoroughfares. Even the Macadam system, which has the advantage of lessening the noise, is expensive in maintenance, and requires on dry summer days to be sprinkled with water, as it emits enormous quantities of sand and dust. The former is allowed to flow down the drains, causing no little damage. The dust also blows about in the air, doing harm to people's lungs and eyes, and causing great inconvenience to the neighboring houses. The Paris Board of Works have already decided to lay about 80,000 metres of wood pavement, and it is hoped that it will rapidly extend. We in Nantes have entered minutely into the question of the advantages derived from the use of wood pavement, knowing that much would be gained by this system being adopted, although we are likewise aware that not every kind of soil adapts itself to its use, as the down end of the wooden blocks is more subject to putrefaction when in contact with damp ground. Other cities may, no doubt, take the subject into consideration, and thus benefit the timber trade generally.—*Timber Trades Journal.*

## SWEDEN.

The Stockholm correspondent of the *Timber Trades Journal* writing on Sept. 8th, says:—The fall shipments are again being much inconvenienced by rain in the lower Gulf ports, and it is fortunate for shippers that by means of steamers they can minimize the amount of damage that will accrue to damp goods while on passage. Unless where extra precautions have been used, I should not be surprised to hear of complaints from our customers at the Cape and Australia, whose goods have been shipped after midsummer. This heavy rainfall has of course facilitated floating operations to the principal export places very much, and has had a not unimportant effect on the present condition of the market. With the small number of logs in the streams, of 1882 year's cuttings, the aspect of matters would now have been much more favorable to mill owners had even a partial failure occurred with the floating.

## REVIEWS.

DIO LEWIS'S MONTHLY for October is the best of its three numbers. Our Rich Men, by Dio Lewis, ought to help many persons who fancy that happiness and money are synonymous. Our Young Women, by Rev. Dr. Howard Crosby is a brave discussion of an enormous but fashionable evil. Idol-Worship in India, by Amrita Lal Roy, will set many Christians to thinking: evidently we have not understood idol-worship. Sandwich Island Sketches, by Dr. C. L. Tisdale, is the first of a series of instructive and interesting sketches of the Little Kingdom. Crossing the Mediterranean, by Anna Ballard, will recall some of the most remarkable scenery of the world to those who have made the same trip. The Shakers, by Dio Lewis, will give new ideas to those who have not studied that singular people. Weight of the Human Brain, by Dio Lewis, will deeply interest all who keep up with modern thought in this important field. A True Story of Lake George, by Mrs. Lillie Devereux Blake, is one of the best of this charming writer's stories. A True Ghost Story, by a Bos-

ton Lawyer, is capital, and gives one a vivid notion of a high sense of honor and duty among college men. Open the Cage Door, Treatment of Prisoners, and Treatment of the Insane, all by Dio Lewis, will be read with interest by the philanthropic. House-Drainage, by Colonel Waring, of Newport, is a thoughtful paper by an eminent expert. A Fine Complexion, is by a well-known lady writer, who knows what she is talking about. Our Brains and Nerves, by Dio Lewis, is in his happiest vein. The Chock-Rein, by Hon. Geo. T. Angell. The Hygienic Department, is full of variety and interest. Boer, is by one of our best writers upon this class of subjects. Diphtheria, by Dio Lewis, is a clear discussion of the causes, prevention and treatment of this dreaded malady. About Nursing, by Dr. Dawis, is commended to young women. The Fashions (illustrated), Aunt Bonneybell, will be read with eager interest by the ladies, and it will make them think too. Our Cooking School, by Miss Julia Colman, grows better and better. Stray Thoughts, will interest and amuse.

THE Woodworker says:—Oshkosh, Wis., is noted for its sash, doors and blinds. There are eight sash, door and blind factories, which produce annually, as shown by last reports of the manufacturers, 600,000 doors, and windows and blinds in proportion. When it is considered that Oshkosh is only one of many cities engaged in this business, an idea of the enormous annual consumption of these articles may be arrived at.

THE Woodworker says:—First-class wood-working machinery is being rapidly introduced into many sections of the Southern States. Factories are springing up on every hand. On account of their superb timber growths, Kentucky, Tennessee, North Carolina, Louisiana and Arkansas, are the most favored localities at present. Saw mills, shingle mills, barrel and stave factories are busy and the number is rapidly increasing.

THE Ogemaw Herald learns that it is the intention of Messrs. Wells, Stone & Co. to build and put into immediate operation a large long timber mill on the line of the new road running through their lands. The intention is to cut Norway pine into bridge and car timber of all lengths up to 65 feet, and ship by rail direct from the mill to all points demanding this necessary staple. At a glance it will be seen that such an enterprise will be a source of remuneration to the projectors. It is understood that the mill will be ready for work this present season.

THE Birtle correspondent of the *Winnipeg Times* says:—A company comprising Messrs. D. W. Comming, of Birtle, J. C. Boyd, Col. Tisdale, & Alex. McColl of Simcoe, S.S. Fuller, of Stratford, and T. R. Fuller, of Toronto, has obtained several extensive and valuable timber limits in the Riding and Duck mountains, which they intend working on a large scale. Mr. Boyd has been up inspecting three of the limits which are situated on Bird River and which he reports to be capitally situated and composed of splendid timber. He leaves for Ontario at once to make arrangements for shipping milling machinery to this point, and the company intend putting a gang of men into the woods this winter.

AN organization meeting of the Algoma Lumbering Company was held at Ottawa on Sept. the 27. The object of the Company is the carrying on of a general lumbering business in the North-west. The head office will be at Fort William, the Company having extensive planing mills and docks there now in operation for dressing and shipping lumber. Fort William is also an important distributing point as all the south going trade centres at that place. The capital of the Company is \$40,000, all of which is paid up, and the five directors are the only shareholders of the Company. The following are the officers and directors appointed at the meeting:—G. A. Griery, President; J. C. Edwards, Vice-President; George A. Priest, Managing Director; John Grier, B. Grier, Directors; and J. Wardrop, Secretary-Treasurer.

## MAPLE FLOORING.

It is of late years that maple for flooring has come into general use in the western markets, and since its introduction the demand for it has increased rapidly. It was the prediction of many that in time there would really be no end to the demand, but already it is less active than it has been, and the only reason that can be assigned for it is the favor into which yellow pine is growing. To our knowledge, several large buildings have gone up in this city, in which the southern lumber has been used as flooring, and for which purpose maple was the second choice of the builders; but in this case as in all others, a man takes his first choice, if he can do it for the same money. Yellow pine for flooring is growing in favor every day, and maple is giving way to it. There is no danger, however, that maple flooring will be wholly crowded out. It makes an excellent floor, and it has friends which will use it instead of any other kind of wood. Its sales will be very limited, though, in comparison to what they would be had not yellow pine come into the field as a competitor.—*Northwestern Lumberman.*

## Shipments for Detroit.

DETROIT, Oct. 2.—The lumber shipments by the lake during September were 29,641,000 feet from East Saginaw, and 73,870,000 feet from Bay City. East Saginaw shipped 6,709,000 shingles and Bay City 18,637,000. Total lumber shipments from Saginaw river from the opening of navigation to October 1st, were 597,189,967 feet against 656,668,846 feet for the corresponding period of last year. The total shingle shipments to October 1st this year were 117,539,000 against 130,282,000 last year. It is estimated that the lumber cut of the Saginaw river saw mills will fall short of that of last year 175,000,000.

The London Post says:—McKenzie Bros. and Campbell of Kirkfield have this season already shipped about 30,000 telegraph poles for the Western Union. The business has been greatly facilitated by the wide gauge. A large quantity of cedar and other wood has also been taken out.

THE London Post says:—During the early summer months the bulk of the lumber traffic was carried down the Whitby line and shipped from Whitby harbour. Just now the heaviest lumber trains are sent over the main line to Port Hope. Has Port Hope stolen the handling of lumber from Whitby?

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