

conclusion that the interests of England are not inseparable from the interests of Englishmen, and that we could all avoid debt, taxes, primogeniture, a bloated aristocracy, a House of Lords, a State Church, London smoke, fog, street accidents, even half-penny papers, by an emigration *en masse*." "Just so," says an exchange; "Now, if they will come to Canada, we will show them millions of acres of the best land in the world, where they can grow as rich and be far happier than they are in the old world. They will have no fogs to trouble them, no State Church, and not a 'bloated aristocrat' from Father Point to the Pacific, while as for half-penny newspapers they will find our one cent sheets the acme of journalism.—(*Hobe*).

## Arts and Manufactures.

### PRESERVATION OF HARNESSSES AND CARRIAGES.

A large portion of those who own harnesses and carriages, either through ignorance or carelessness pay so little attention to their preservation, that in a few months they generally look soiled and old. If proper care is taken, this may be avoided. The principal difficulty results from allowing the mud to remain on for a long time or from the manner of washing it off, and we will give a few hints about keeping harnesses and carriages in good order.

Those who have the care of a harness need not be troubled to prevent it from getting wet, for leather, if in a good condition, is seldom injured by water. Care should be taken however to hang up the harness, and not allow it to be thrown into a heap on the floor, to lie and mould, instead of drying off.

The leather should be kept fairly oiled, but the harness should first be taken apart and washed with soft water, and the oil may be rubbed in while the leather is moist, care being taken that the application is thoroughly made. For this purpose neat's foot oil is considered the best. If the harness also needs blacking, a little lamp-black should be added to the oil, and the rubbing should be continued until a white cloth may be used in wiping off the harness without being soiled. Leather varnish should never be used on harness. In cleaning the plating, rotten stone or whiting may be used, but generally an occasional rubbing off with a woollen cloth will be all that is necessary.

The first thing to remember in cleaning a carriage is that the mud which may accumulate is not to be taken off by rubbing; if it is dry, (and it should never be allowed to become so if it is possible to prevent it,) soap it well and let it get soft, so that by throwing on water it will run off. After the carriage has thus been thoroughly rinsed off, and all the corners cleared out, the work may be finished with a pail of clean cold water and a good sponge; if the sponge is not clean it will be likely to scratch the paint. After washing, a piece of chamois skin should be used

to rub all the paint and polished work until it is thoroughly dry. It is hardly necessary to say that no one who cares at all for a nice looking carriage will ever leave dirt in the corners.

There need be no fear of washing a carriage too often; if washed every time it is run out, and dried with a chamois, there will generally be less trouble about the cracking of paint. But the care of a carriage does not end with the washing. A suitable room to keep it in is always a very important consideration. A coach-house that is not properly ventilated, or in a damp place, where steam of any kind passes through it, will, in a short time, furnish the opportunity for destroying the best painted carriage ever made; in these cases it is too common to attribute the fault to the painter.

### PREPARATION OF WHITE WASH.

Whitewash is one of the most valuable articles in the world, when properly applied. It not only prevents the decay of wood, but conduces greatly to the healthfulness of all buildings, whether of wood or stone. Out-buildings and fences, when not painted, should be supplied once or twice every year with a good coat of whitewash, which should be prepared in the following manner: Take a clean water-tight barrel or other suitable cask, and put into it half a bushel of lime. Slake it by pouring boiling hot water over it, and in sufficient quantity to cover it five inches deep, and stir it briskly until thoroughly slaked. When the slaking has been thoroughly effected, dissolve it in water and add two pounds of sulphate of zinc and one of common salt; these will cause the wash to harden, and prevent its cracking, which gives an unseemly appearance to the work. If desirable, a beautiful cream color may be communicated to the above wash, by adding three pounds of yellow ochre; or a good pearl or lead color by the addition of lamp, vine, or ivory black. For fawn color, add four pounds of umber, Turkish or American—the latter is the cheapest—one pound of Indian red, one pound of common lamp-black. For common stone color, add four pounds of raw umber, and two pounds of lamp-black. This wash may be applied with a common whitewash brush, and will be found much superior both in appearance and durability to the common whitewash.—*Journal of Chemistry*.

### REPOLISHING FURNITURE.

Oiled furniture that has been scratched or marred may be restored to its original beauty simply by rubbing boiled linseed oil, used by painters, on the surface, with a wad of woollen rags. Varnished furniture, dulled, may be similarly restored by the use of a varnish composed of shellac dissolved in alcohol, applied in a similar manner. Common beeswax rubbed over furniture and heated by the friction of a woollen wad briskly used, is also an excellent furniture polish.