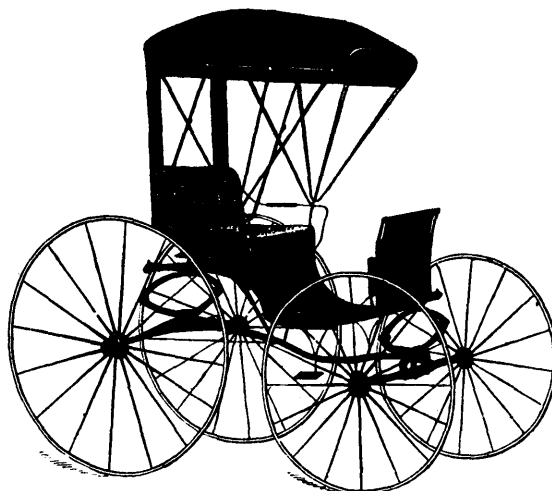
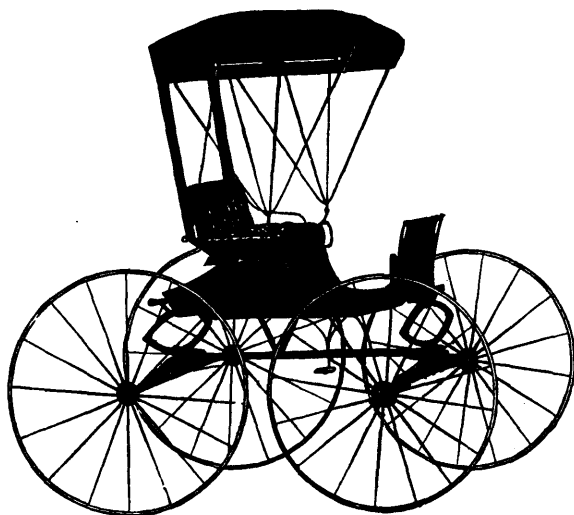




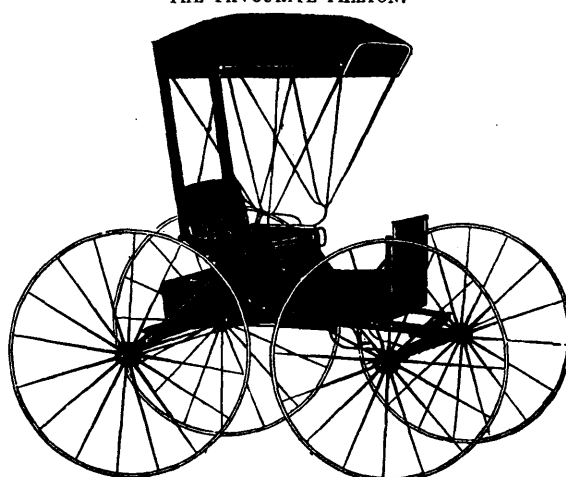
PARK PHETON.



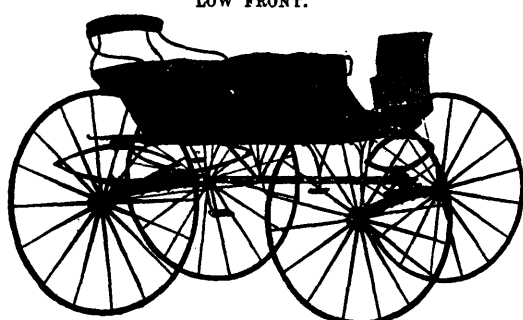
THE FAVOURITE PHETON.



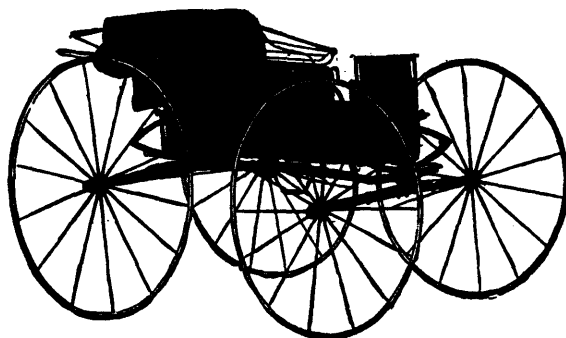
LOW FRONT.



WHITNEY SIDE BAR.



OPEN PLEASURE CARRIAGE.



BLACK'S SIDE BAR.

NEW DESIGNS FOR CARRIAGES.

PRIZE ESSAY ON "DEVILTRIES OF PAINT AND VARNISH."

I do not wish to dictate, but I am under the impression that if the subject before us had been abridged, or arranged in smaller divisions, and smaller prizes offered, it would have called out more writers on the different subjects, as any subject in this list, in order to be handled rightly, and go into details, should form an essay by itself.

BLISTERING is caused by the action of heat on work that has not properly dried. There is also what I will style "dry blistering," of which I will say, in explanation, that I have seen work blister standing in the repository in mid-winter. This blistering

occurs only when putty or plaster is applied (especially where red lead is used), mixed with an insufficient degree of binding quality, and used over a non-elastic surface, or where such putty has been previously applied. As to the ordinary blistering, when paint is applied, there is always more or less air beneath it, which, by the covering of a coat of mineral or other heavy paint, cannot escape (except its oxygen, which is absorbed) until the paint is thoroughly dried. If, by reason of the work being hurried, a coat of paint has been improperly mixed, causing it to oxidize on the surface, and remain gummy beneath, it acts upon the subsequent coats even to the surface, and must either crack, standing in the shade, or, if brought under the action of the sun, it will