

day or two: this rule is important. 4. Eat regularly and heartily, but without raising the head for a day or two at least. 5. Take some mild laxative pills on the first night out. 6. Never rise in the morning without first eating something. 7. If the sea becomes rough, go to bed before getting sick.

MILD WINTER WEATHER.—The season appears to be exceptionally mild on the continent of Europe as well as in Canada. The *Mark Lane Express*, in reference to similar seasons, says:—There have been years in which no frost and snow whatever were seen. In 1172, so mild was the season, that the trees were covered with leaves; and the birds built their nests and hatched their young in the month of February. In 1289 there was no winter; and in 1421 white blossoms were to be seen on the ordinary trees in March, and on the vine in April; cherries ripened in the latter month, and the grape in May. In 1538 the gardens were bright with flowers in January; 1572 was like 1172; and 1607, 1612, and 1617 were remarkable for their genial temperature. Neither ice nor snow was visible in 1659; no stoves were lit in Germany in 1692; and the softness of the weather in 1791, 1807, and 1822 rendered those years quite phenomenal.

Arts and Manufactures.

CANADIAN FURNITURE AT THE FRENCH EXHIBITION.

The Lords of the Committee of Council on Education, gave directions to have prepared for the Science and Arts Department, a series of Reports on the late International Exhibition at Paris. The *London Builder* says the first volume, not yet issued, is to contain a general report and tables of statistics. Volumes two to six are published, the last of which "contains so many useful plans, and so much information, that it deserves to be made widely known, and to be consulted." It is, unlike the other volumes, not international in its character; it is exclusively English. The third volume relates exclusively to the processes of manufacture of foreign goods, and those of the colonies. This volume contains Mr. R. H. Soden Smith's report on household furniture, in which he says "Canadian household furniture, unpainted and unvarnished, made of oak, light pine, and hickory, stood out well by the side of that of other countries; for a chair of hickory could be sold for 1s. 3d., an arm chair for 2s., and a chest of drawers, of the three woods intermixed, for 15s."

The furniture here referred to was that sent by Messrs. Jacques & Hay, of Toronto, and Edward Miall & Co., of Oshawa. This speaks well for our wood manufacturers, and is suggestive of the possibility of opening up an extensive trade in the branch of business referred to.

LONDON UNDERGROUND RAILWAYS.

Another section of three miles, of the "New Metropolitan Inner Circle" Railway, has just been completed, at a cost of \$3,500,000 per mile. This portion of the line runs from Kensington to Westminster Bridge, completing the inner circle from Moorgate street to Westminster. About one-third of the distance had to be tunnelled, the remainder was open cutting—that is, a "broad, lofty square chamber, with a flat roof on massive wrought-iron girders. The greatest depth below the surface to the rails is about 32 feet, and the principal engineering difficulties were the coming in contact with and the bursting of sewers and water-pipes. At one portion of the line, below low water-mark, during construction, the water had to be pumped out at the rate of 4,000 gallons per minute; here it also passes under a large brewery, which is now wholly supported by a series of iron girders. To prevent damage by vibration to the walls of Westminster Abby, which it passes at a distance of 90 feet, the walls of the tunnel on that side are built "seven bricks thick, behind this comes the Victoria Sewer in a tube of iron, and behind all a bed of peat seven feet thick."

A company also proposes to tunnel between the Post Office and the Marble Arch, entrance of Hyde Park. The engineer undertakes that, during the construction of the line, the ordinary street traffic shall not be interrupted between the hours of six in the morning and ten o'clock at night. Excavations made during the night, will be covered in and pavement relaid, each morning, before the hour stated. Trains, drawn by wire ropes and stationary engines, will start every two minutes.

TWEER IRONS FOR FORGES.

A recent number of the *Scientific American* contains a description and illustration of an improved tweer iron, which combines the advantages of a