

Everybody Should Read This Carefully.

The following suggestions are worthy of careful perusal.

1. Inspect the entire carriage occasionally, and whenever a Bolt or Clip appears to be getting loose, tighten it, and always have little repairs done at once. Should the tires of the wheels get slack, have them set immediately, or the wheels may be permanently injured. "A stitch in time saves nine."

2. Examine the axles frequently; keep them well cleaned and oiled. Use Castor Oil only on our Patent Rubber and Brass Washers. Machine oil, sweet oil, or any other than castor oil destroys the rubber washers.

3. Carriages should be kept in an airy, dry place. There should be only a moderate amount of light, otherwise the colors will be affected. The windows should be curtained to avoid having direct sunlight strike upon a carriage.

4. There should be no communication between the stable and the coach house. The manure heap or pit should always be located as far away from the carriage house as possible. Ammonia fumes crack and destroy varnish, and fade the colors both of painting and lining. Also avoid having a carriage stand near a brick wall, as the dampness from the wall will fade the colors and destroy the varnish.

5. Whenever a carriage stands unused for several days it should be protected by a large cotton cover sufficiently strong to keep off the dust, without excluding the light. Dust, when allowed to settle on a carriage, eats into the Varnish. Care should be taken to keep this cover dry.

6. When a carriage is new or newly varnished it is better for it to stand for a few days, and to be frequently washed and dried off before being used; frequent washings with cold

water and exposure to fresh air, in the shade, will also help to harden and brighten its finish. Never allow mud to remain long enough upon a newly varnished carriage to dry upon it, or spots and stains will invariably result.

7. While washing a carriage keep it out of the sun. Use plenty of water, taking great care that it is not driven inside the body. Use for the panels a large, soft sponge; when saturated, squeeze this over the panels, and, by flowing down of the water, the dirt will soften and harmlessly run off. Care should be taken to wipe the surface quite dry with a chamois leather after each washing. Do not allow water to remain on the inside of body. Never use hot water.

8. The directions just given for washing the body apply as well to the under parts and wheels, but use for the latter a different sponge and chamois than on the body. Never use a "spoke brush," which, in conjunction with the grit on the road, would act like sandpaper on the varnish, scratching it, and of course removing the gloss.

9. Never allow water to dry of itself on a carriage, as it will invariably leave stains. Hot water or soap should never be used in washing a varnished surface.

10. Leather tops should be washed with very weak soap and water. Put no oil on Enameled Leather.

11. To prevent or destroy moths in woolen linings, use turpentine and camphor.

12. Leather top carriages should never be long in the carriage house with the top down. After raising the top, "break" the joints slightly to take off the strain on the backstays and quarters.

McLAUGHLIN CARRIAGE CO., Limited.

HEAD OFFICE AND WORKS: OSHAWA, ONT.

BRANCH HOUSES :--St. John, N.B.; Winnipeg, Man.; London, Ont.