

**STACY'S CHISEL POINTED NAILS.**

MANUFACTURED BY MULHOLLAND &amp; BAKER, MONTREAL.

(See page 345.)

This Nail is said to as far excel the ordinary Cut Nail as the Gimblet-Pointed Screw surpasses the old blunt screw, and its superior merits are becoming more and more appreciated. The following are some of its advantages.

- 1st. It cuts the grain of the wood instead of mutilating it, and beds itself in the solid wood almost as firmly as a Screw Nail.
- 2nd. It is not surrounded by broken fibres like the common Nail which allows water to penetrate and rot the wood.
- 3rd. From the above causes its holding power is double that of the common Nail.
- 4th. It drives at sighter, and will penetrate hard wood better than the ordinary blunt nail of the same size.
- 5th. It will not split the smallest moulding, and can be driven at the extreme edge or end of a board, and it makes a finishing Nail immensely superior to the one heretofore used.
- 6th. For Barns and other outside work such as Clap-boarding, Shingling and Fencing, it is particularly adapted, as there is no space around the nail for the water to penetrate and rot the wood, thereby allowing the nail, after a time, to draw through, and it prevents the board from warping.
- 7th. The Chisel-point allows a nail to be made with straight sides, and it is well known the straighter the sides the greater the holding power, the more the taper the less the holding power.
- 8th. There are a greater number of nails to the pound, and a much less number are required for the same effect; it is, therefore, doubly economical.

**THE MAHOMEDAN CEMETERY, MALTA.**

(See page 352.)

Our engraving illustrates the new Mahomedan Cemetery, built in Malta at the expense of the Imperial Ottoman Government, on the suggestion of the Chevalier Naoum Duhany, Ottoman Consul-General in that island, who, when the demolition of the ancient cemetery had been determined upon, entered into negotiations with the local Government for the grant of a plot of ground for the formation on it of the new cemetery. A site, accordingly, at a short distance from the wharfs of the Great Harbour extension, and not far from the Roman Catholic Cemetery lately constructed, was granted to the Ottoman Government, who entrusted M. E. L. Galizia, the Government architect of that island, with the task of planning, preparing, and carrying out the design of the new cemetery.

This cemetery, rectangular in plan, is double the extent of the old one lately demolished. It has four lofty ornamented minarets in the angles of the boundary wall, with pilasters, surmounted by finials starting at equal intervals along the wall. The chief carriage-entrance from the road is through a porch, surmounted by a dome, with four minarets and spires at the angles, and two windows on each side with iron grating, surmounted also by lofty finials. The Sultan's escutcheon, in white marble, has been fixed in the centre of the fan-light over the carriage-gate. In the inside (which is planted with palm-trees and laid out in walks), and at the further end of the cemetery, two large square rooms, each roofed over with a dome, and separated by a covered arcade, are allotted the one as a mosque for burial service, and the other as a lodge for cemetery-keeper. In the centre of the arcade, fronting the principal entrance, a large marble tablet has been fixed with a suitable inscription in French.

The cemetery, which is surrounded on the outside with trees, is enclosed on three of its sides by a passage, and by a dwarf wall regularly built in masonry, and by an iron railing and gate on the side overlooking the road.

This building is constructed entirely of sandstone from the best quarries of Malta, carved throughout, and the style of architecture, being the "Morisco," is a novelty in the island.

**CEMENT FOR ELECTRICAL MACHINES AND GALVANIC TROUGHS.**

—Melt together 5 lbs. of resin and 1 lb. of bee's-wax, and stir in 1 lb. of red ochre (highly dried and still warm) and 4 oz. of plaster of Paris, continuing the heat a little above 212°, and stirring constantly till all frothing ceases, or (for troughs) rosin, 6 lbs.; dried red ochre, 1 lb.; calcined plaster of Paris,  $\frac{1}{2}$  lb.; linseed oil,  $\frac{1}{4}$  lb.;

**NOTRE-DAME AT HALL.**

(See page 344.)

We copy an illustration from the *London Builder* of this strikingly beautiful and valuable example of perfected gothic of the fourteenth century. Only the Western Tower is shown. See the *Builder* of 4 Sept 1875, for description of the interior of the Church.

**STEAM-CAR INCIVILITY.**

There is one place where our people are fast losing their really finest quality. It is in our railway cars. Here the unborn courtesy of the American is sadly lacking. Generous and considerate, and truly polite everywhere else, he is fast becoming selfish and boorish in the extreme here. Within a week we have witnessed such a scene as this: an ingress of eight or ten persons—nearly all of them ladies and children—into a car not more than three-fourths filled with passengers. The incomers slowly walking down the aisle, seeking places for themselves among the half-occupied seats. They pass six or more men who hold their place at the outer end of the seats as if to bar all entrance. They pass two or three quite lady-like dressed women who manage to fill an entire seat, one of them having wedged her back and feet between the two arms. Others then were who had belanked themselves with valises or bundles, hobnobbing a sort of squatter sovereignty over the entire domain. There were in all some sixteen seats thus occupied. Not one of the occupants was entitled to but one sitting. There was not a movement nor expression from any one of them all toward the party of ladies and children who stood waiting long after the train was in motion. When at last the gentleman of the party began to assert his right to the unfilled seats, there was an uttered lie from one man who claimed the place by his side for "a friend" who never appeared, looks of defiance, and scowls of dissent from the ladies, and a reluctant, protesting movement from each one who was forced to make way for these others' rights.

What is there in or about the steam-car that nourishes into life such incivility? We never saw it in the old-fashioned stage-coach. We do not meet with it in the street-car. . . . Unless it can be proved that steam has nothing to do with the matter, by our showing that we can be as kind, and civil, and polite in a railway car as we now are in a horse-car, then we shall plead most strongly for the breaking up of our engines, and the relinquishment of steam as a motive power. Civility is better than haste.—From the *Watchman and Reflector*.

We regret to say that the above remarks are also very apposite to many passengers on Canadian Railways.—Ed. C. M. M.

**ABOUT WASHING DISHES.**

Mrs. C. S. R., Mansfield, O., writes: The dislike to dish-washing, so common among housekeepers and girls, arises mainly from the fact that it is so injurious to the hands. It is a serious objection to the work, as in the minds of many the preservation of a pretty hand is of more importance than many cups and platters. By the use of what we call a swab, we have so far obviated the difficulty, that the washing of the dishes is preferred to any other household work. The swab may be made on any smooth round stick, about a foot long, and an inch in diameter. About two inches from one end cut a groove; take candle-wicking, white carpet-chain, or even strips of strong cotton cloth, and cut or fold about eight inches in length; tie this material firmly into the groove at the middle, and turn down and tie firmly at the end of the stick, and you will have a "machine," which will last many weeks, and go into boiling soap-suds, or even lye, without cringing. In washing the dishes we have a vessel of hot soap-suds, and another, not scalding hot, of clear water. We wash and rinse the dishes, placing them to dry on a cloth spread on some convenient shelf or table. By inverting a few cups at first, the other dishes can be leaned upon them loosely, and more conveniently, and with less injury to the edges, than upon a rack; when dry they will be brighter and smoother, than by any amount of rubbing. [It would appear from Mrs. R.'s note that the dish-swab is not generally known; they are kept in all house-furnishing-stores, and we give an engraving of the kind sold there, but of course a home-made one will answer quite as well.—Ed.]

STONE CEMENT.—River sand, 20 parts; litharge, 2 parts; quicklime, 1 part; mix with linseed oil.