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Mechanical Literature.

THE ADVENTURES OF THREE JOURS.

BY H. S. WILLIAMS.

CHAPTER VI.

SATURDAY morning dawned as bright and beautiful as ever the flowery month of June could show in the sunny South. Not a cloud could be seen, while a cool western breeze betokened a pleasant day, and our two friends left their boarding-house, just as the sun was rising above Capitol Hill, in a light top-buggy, drawn by a pair of fiery iron grays. For once Gloner had taken extra pains with his toilet, for he was dressed with taste, thanks to his friend Loring and—his barber. As for Loring himself, he would have done honor to a Saratoga ball-room in the height of the season; and as he drew the reins in his buff-gloved hands, a stranger would have taken him for a gentleman of the Beau-Brummell stamp, in fact a little more of the dandy than the mechanic.

Away from the hills that surround Montgomery, the broad, level country stretches out to the southward for fifty miles or more, forming a belt that runs diagonally across Alabama, and known as the cane-brake region. This belt comprises the finest cotton-producing region perhaps in the world, and forms the wealthiest portion of the State. Immense plantations stretch out on every side, presenting at a single view vast fields, containing hundreds of acres of the great staple of the commercial world—a sight full of beauty and interest to all, but more particularly to Northern eyes. Most of our readers, perhaps, have never seen a field of cotton; therefore, a brief description would not, we trust, prove uninteresting. From an elevated spot, imagine a plantation stretching away as far as the eye can reach, all planted in cotton, the rows as straight as a line, and just the same distance apart. At this time the weed is about two feet high, and one mass of bloom. All blossoms that open to-day are white as driven snow, but to-morrow they will have passed through a complete transformation, and will be a dark pink, so that the field in full bloom presents a variegated and most pleasing appearance. To us it is one of the most beautiful sights in the world, and every year as we look at it

we feel new sensations of delight. Is it a wonder, then, that our two friends, Gloner in particular, who was an enthusiastic lover of the beautiful, should pronounce it the most lovely scene they had ever gazed upon?

"What a glorious picture!" exclaimed Gloner, with rapture; "how pure the white blossoms look; and such a white, not like the magnolia or japonica, dazzling one to look upon it, but so creamy and rich! And then the pink; how delicate, and how beautifully tinged with white on the edge, and growing deeper and darker as you advance toward the young ball! I would love to live here forever. Here is independence for you, wedded to a life of ease and most elegant leisure. The planter with a hundred or two bags of cotton in his gin-house, is indeed independent of the world. It would be a life that I would delight in above all others."

At the end of a couple of hours they approached the residence of Mr. Linden. Like all others they had passed during their morning's ride, they found its architecture peculiarly Southern—a low, rambling edifice, with a broad piazza in front, a large kitchen and a dozen outhouses to the rear, yet presenting a most comfortable and home-like appearance. Huge live-oaks and china-trees surrounded it, and as they drove over the well-graveled road, bordered by neatly-trimmed hedges, they were met by Mr. Linden, who gave them a hearty, old-fashioned welcome, that made them feel at home immediately. And then Miss Lucy, so charmingly beautiful in her plain muslin dress, greeted them so cordially, and with such a sweet smile, that Loring immediately extended his visit from "over Sunday" to a week at least.

"You will find it rather lonesome here," she said, "for at this season we have but little company; yet we will do our best to make your visit a pleasant one."

"Do not fear but what we shall enjoy ourselves," replied Gloner. "It is not in crowded saloons that I find pleasure, but in the society of a few true and warm-hearted friends. The only visit I ever paid in my life, upon which I look back with real pleasure, was to a very dear friend of mine upon the prairies of the far West, and the only company present was himself and wife."

"I will agree with you," she replied, "that social pleasure does not depend upon the number of persons gathered together; and, like yourself, I can enjoy myself much better with two or three true friends than in a large, mixed company; and if the axiom holds good in all cases,

we ought to have a pleasant time, for, with the exception of a lady friend who will visit us this evening, we must depend upon ourselves for enjoyment." Here a servant announced breakfast, when she continued: "We have delayed our morning meal in anticipation of your arrival."

"To which we shall do ample justice," said Loring, "for our morning ride has given me a most excellent appetite."

The old-fashioned Virginia custom of Mr. Linden's childhood was still retained by that gentleman, and with great good taste, too, as his well-supplied sideboard testified, the contents of which helped to sharpen their appetites to such an extent that they both declared it one of the best breakfasts they ever sat down to. There was ham and eggs, young chicken most tender and nicely fried, hot biscuit and batter-cakes, the irrepressible corn-bread, coffee with the richest of cream, the sweetest of butter, and grits, a dish peculiarly Southern, and half way between the *mush* of the Middle States and the hominy of the West—to all of which our friends did ample justice, as hinted above, and during the enjoyment of which they both silently voted Miss Lucy a most capital house-keeper. And then Mr. Linden proved himself such an agreeable host; he was polite, anticipating every wish of his guests, yet never seeming to insist on anything.

"As this is your first visit to a cotton plantation," he said, "the mode and manner of cultivating the great Southern staple will undoubtedly prove both novel and interesting."

"In the learning of which I expect a great deal of pleasure," replied Gloner, "for the further pursuit of knowledge in any useful department always affords me great pleasure. I know nothing of the cultivation of cotton practically; theoretically, I have learned something from your Southern agricultural writers in the magazines of the day."

"And after all," replied Mr. Linden, "it is all theory. Practically you know but little of anything. You may take the written *modus operandi* of the most successful planter or farmer in the country; you may study his manner of making any one crop of which you know nothing previously, and if you attempt to follow it, nine times out of ten you will meet with a complete failure. You will learn more by one year's practical experience than by reading his observations of twenty years. Cotton is at once the most interesting as well as the most curious of all plants; it has a thousand enemies to contend with, from early frost up to the score or two of worms and caterpillars that prey upon it, yet it is the most susceptible of good treatment of any of the plants. Cultivate it well and it will generally repay you with an abundant crop, but a week's neglect at a certain stage of its growth, and it is ruined."

After the meal was finished they found three horses saddled and bridled awaiting them.

"I always take a ride over the plantation every morning when the weather is pleasant," said Mr. Linden, "for overseers as well as field-hands need watching and looking after sometimes, and I thought, perhaps, you would like to accompany me."

"You could not have divined our wishes better," said Gloner, as they lit their cigars and started off. At the end of a couple of hours they returned, warm and somewhat wearied, but highly delighted with their ride and observations, and Gloner confessed that he had learned more by seeing the crop growing, and by listening to Mr.

Linden's practical observations, than in all his previous reading. Then an hour's *tête-à-tête* with Lucy only seemed to confirm Gloner in his previously-formed opinion that she was the most delightful companion he had ever known. While looking over a large cabinet of curiosities that had been gathered up during an extended tour of Europe and the far East by Lucy and her father a couple of years before, they were interrupted by the swift sound of horses' feet on the hard graveled road without.

"There comes Kate," cried Lucy; "I always know when she is coming, for she never rides unless at a full gallop. Let us go out and meet her."

They reached the piazza just in time to see a lady halt and spring to the ground, when, turning to the servant who followed her, she exclaimed, "Rub Bess off; let her stand half an hour in the shade, then water and feed her well! no mistake now!" and with a bound she was by Lucy's side; seeing strangers present, however, she receded a step, somewhat embarrassed, but was immediately reassured by Lucy, who grasped her hand, and, after kissing her, exclaimed, "Dear, bonnie Kate, I am so glad to see you. Allow me to present Mr. Gloner. Mr. Gloner Miss Corneil—and Mr. Loring. You have heard me speak of them."

"Ah!" she exclaimed, losing her embarrassment in a moment, "your Mobile friends. I have heard Lucy speak so highly of you both, and having such faith in her good taste and correct judgment, I am confident we will be the best of friends."

Gloner said something in reply, he never knew exactly what it was, for, cool and collected as he usually was, for once he was somewhat confused; she came upon him so suddenly, like a planet of the first magnitude, eclipsing and dazzling for the moment; and when she passed within to take off her riding habit, he remembered that she was tall and gloriously beautiful—an ideal queen, with a regal carriage, large, flashy, black eyes, raven hair, a complexion darkened by exposure, and a profile as perfect and classical as the marble graces of the ancient masters in the sculptor's art.

"What a magnificent woman she is!" exclaimed Loring, as they were preparing their toilet for dinner. "What life, what animation, what perfect health, and what a glorious flow of animal spirits!—a perfect type of the Lady Gay Spanker school, yet more womanly and more lovely. She charms, and at the same time awes one to think that such life is mortal."

Such a dinner as followed they had never enjoyed before. Mr. Linden was calm and dignified—such dignity as always envelops the true gentleman—yet genial as the noon-day sun in his boundless hospitality. His conversation betokened the gentleman of refinement and education. He discussed grave questions of State with most liberal views in which he was ably seconded by Gloner, whose extensive reading was brought in play in a manner that presented his talents in their best array. Loring, under the influence of Miss Corneil, was witty and sparkling. Lucy quiet and unobtrusive; while "bonnie Kate" was at home on all subjects, presenting original ideas in the richest language and most vivacious style.

When the dessert was finished, Kate rose from the table and said: "Come, Lucy, let us leave the gentlemen to enjoy their wine undisturbed, after which we will take a ride over the plantation. I give you warning, Mr. Linden, that I am going to excel you this year, and I want to

see what I have to do by taking notes on your crop; so be kind enough to order out the horses, while Lucy and myself get ready for the ride."

"What a charming creature!" exclaimed Loring as the door closed behind them.

"Yes," returned Mr. Linden, "and as good as she is charming. She is one of my nearest, as well as one of my best neighbors. Five years ago she was as quiet, unobtrusive, and dependent as Lucy now is; but her parents both died very suddenly while she was North at school, and unfortunately left the estate in debt. She immediately returned home, took the whole business in her own hands, saw all the creditors, got time to pay the debts, and went to work. Though only fifteen years of age at that time, she managed everything so well that she has paid every dollar, and made money besides. Every morning you can see her at sunrise galloping over the fields, giving orders here and there with a quickness and precision that is really wonderful. Her ideas of farming are far in advance of the planters in the neighborhood generally; and she made no idle boast when she said she was going to excel me this year in her crops, for some twenty servants, out of pure love for her, have done more work than my thirty have."

"Then she deserves the highest honors which we can confer upon her," returned Loring; "our love and admiration—love for her womanhood, and admiration for her energy and spirit. What an influence such a creature has upon us! How they elevate and refine our feelings, causing us to look up and away at the ever-glorious future, instead of bowing in gloomy melancholy over the wretched past. What a pity she is not poor!"

"Why so?" asked Mr. Linden, with a smile.

"Because, then she would marry a man poor but ambitious, and the two together would carve out a noble fortune."

"The mere fact that she is wealthy," returned Mr. Linden, "would not deter her from marrying a poor man if she found one that suited her. Yet I think she is somewhat fastidious in her choice, for many of the young men in the neighborhood have knelt at her feet and sued in vain."

"There is a chance for you," said Gloner, "so put your best foot forward and win her. You are ambitious, energetic, and independent; three things that will go far toward commanding her esteem and winning her favor, else I am no judge of her character."

Loring did not reply, but sipped his wine in silence. Could it be that a vision of future bliss shaped itself before his mind—such a vision as will come to gladden the heart of the low-born peasant, as well as the prince of royal blood? If it did exist it was blotted out by Mr. Linden's simple announcement, "The ladies are waiting."

In a few moments they were off; for, as Loring truly remarked, Miss Corneil had an influence—in her presence everything was done expeditiously.

"I see the secret of her superior management already," remarked Gloner aside to Loring when they were mounted. "It is the principle of modern go-ahead-a-tiveness that she infuses in everything with which she comes in contact."

It took them only an hour to make the round of the plantation, and during that hour they saw more, and Gloner learned more, than in the two hours of the morning.

"This is my remedy for dispelling the drowsiness and languor that ever follows a hearty meal, and I have al-

ways found it infallible," said Miss Corneil. "Most persons prefer a *siesta* after dinner, but I prefer a good horse and a hard gallop. It infuses a new lease of life in every drop of one's blood. If it was more universally adopted, we would have fewer pale wall-flowers in the domestic conservatory."

As they neared the house on their return, Mr. Linden left them, to visit the negro quarters, when Miss Corneil proposed a race. "Come, Lucy," she exclaimed, "it will do you good. That oak, a quarter of a mile away, is the winning post. A box of gloves to the lady—"

"And a box of cigars to the gentleman who wins," cried Loring.

"Good!" she cried. "Now, Bess, do your duty," and with her dainty riding whip she gave her one cut, when the intelligent little animal was off like a shot, followed close by Loring. It was a broad, smooth road, and they fairly flew over it. For a couple of hundred yards Loring gained slightly, then Miss Corneil drew the rein tighter, spoke to her horse, and she shot ahead, reached the oak, and was drawing up beyond, when Loring flew past at the top of his speed.

"We have passed the winning post," she cried, but he paid no heed to her. "He has lost control of his horse," she added. "Sure enough; I see now it is Mr. Linden's Thunderbolt he is riding. Come, Bess—come!" and she dashed after him, while Lucy and Gloner reined up at the oak.

For three-quarters of a mile further Loring rode at the top of his speed—and it was a fearful speed too—more like flying than aught else, as he afterward expressed it. He was an excellent rider, thanks to the livery stables of Mobile and Montgomery, and he sat firmly in his saddle, and held a tight rein, else his prospect for coming out of the race at all would have been a poor one. At the end of a mile from the starting point, however, he felt his horse slacken his pace somewhat, and at the end of a hundred yards further he succeeded in stopping him, when, on turning, he beheld Miss Corneil by his side.

"Do not laugh at me," he said, "for I confess I could not rein up my horse at your oak." And, woman-like, she did laugh, making the woods echo with her merry peals.

"Forgive me," she said, "for I cannot help laughing, now that you are safe. Yet you need not feel the least mortified, for when you passed me I discovered that you were mounted on Mr. Linden's old race-horse Thunderbolt, and no wonder you could not stop him. I doubt if the best horseman in the State could have done it under the circumstances, for he is a mile horse, and five years ago nothing in this part of the country could beat him. I did not notice what you were riding, else I would not have proposed the race."

"Then you won the gloves in the quarter race, but I won my cigars in the mile," replied Loring, laughing.

"Very well," she replied; "but let us return, or Lucy will think something serious has happened."

"But not at the speed with which we came," he said, "for I do not care about Thunderbolt going another mile at that rate."

They soon met Lucy and Gloner, who were riding on slowly after them, when they all returned to the house in the best of humor, and all laughing heartily over the result of the race.

"When I reached the quarter stretch," exclaimed

Loring, "the harder I pulled, the faster he went; so I wisely let him go, although I must say I felt vexed at the thought of what a ridiculous figure I cut, letting a horse run away with me, and beaten by a lady, too."

It was nearly dark when they reached the house, and most of the brief evening was passed in the library and billiard room, where Miss Cornel proved herself an excellent billiard player, after which she beat Loring at a game of chess, while Lucy and Gloner discussed and criticised the various authors whose works they chanced to pick up, and compared notes on the current literature of the day, in which, strange to say, they both coincided to a remarkable degree.

"Thus far, this visit promises to be the most delightful of my life," exclaimed Loring, when they reached their room. "Let us smoke a cigar before retiring, for I confess that I am too excited to sleep. Life is too happy, and the sense of living is too blissful just now to forget it all in slumber. What charming creatures they both are," he continued, as they seated themselves at the open windows, and inhaled the soft night air that stole up to them laden with the rich perfume of the flowers beneath; "and yet how different! Which do you admire the most?"

"They are both admirable in their way," replied Gloner. "I am naturally quiet and retiring in my disposition, and of course it is but natural that I should admire Lucy the most. She is so artless, so dependent, so warm-hearted, that it needs but a glance from her dove-like eyes to kindle a flame of love in a lonely heart like mine. Upon the other hand, you are more of the world than I am—fonder of its bustle, its activity, and its busy life—consequently, Miss Cornel, with her dashing grace and daring, active spirit, is more congenial to you. There is a prize there, and if you have the spirit I think you have, you can win it."

"There is but one serious obstacle in the way," replied Loring, "and I cannot read her character well enough yet to decide whether it is a serious one or not."

"And that is—"

"That I am a mechanic."

"Exactly. That obstacle is the veriest mole-hill. Suppose she should refuse your suit on that ground, what would you think of her?"

"I would pass her by with the contempt she deserved, and forget her, only regretting that a casket so beautiful should contain a gem so worthless."

"Certainly; you would not have that independence which I know you to possess if you did not. Now mark me. I am a closer observer of character than you are, and I have read hers, and will wager my reputation that I am right. The fact that you are a mechanic will rather prepossess you in her favor than otherwise, for she honors any man who is dependent only on his own right arm for support. She already knows you are a mechanic, for I told her so this evening, and I know that she respects you as a gentleman. It depends upon yourself whether you cannot change that respect to love."

Loring replied not, but for an hour they sat thus, each busy with his own thoughts—such thoughts as will come like a blissful dream to the quiet sleep of innocence, shedding sunlight around, and scattering roses in our pathway—a pathway that leads to the perfect realization of our most sanguine hopes in the glorious future, when we have youth and love to gild the picture with their artistic touches of gold and azure.

(To be continued.)

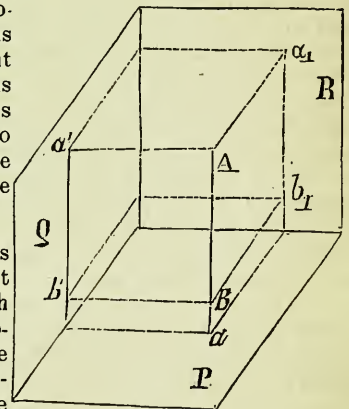
TREATISE ON THE WOODWORK OF CARRIAGES.

(Continued from page 83.)

L. PROJECTIONS OF A STRAIGHT LINE.—The projections of a straight line in space are determined by the projections of the two points of its extremities; by joining those points by a straight line in each plane, the result will be the projections of the line in space.

The projection of a line AB in space, perpendicular to one of the planes of projection P (Fig. 32), is reduced to a single point a on that plane. In this case the two projections $a'b'$, $a'b_1$, on the two other planes Q and R , are equal and parallel to the original straight line.

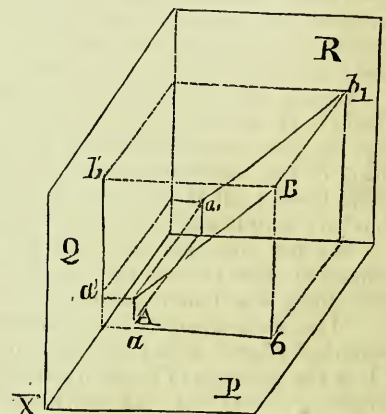
Fig. 32



LI. The projections of two parallel straight lines are parallel in each plane of projection. Suppose the case where the two lines are perpendicular to one of the planes of projection—for instance, to the horizontal plane: their projections in each of the other two planes are vertical lines, which, like the original straight lines, are all perpendicular to the horizontal plane, and consequently parallel to each other. In that case, not only would the projections of two lines be parallel on each of the vertical planes, but they are all parallel to each other; this is a feature peculiar to vertical lines.

But if the original parallel lines were horizontal or inclined, their projections would only be parallel to each plane of projection, that is, unless they were horizontal and parallel to one of the two vertical planes. In that case, the projections on that plane, on the horizontal plane, and the original lines, would all be parallel.

Fig. 33



LII. An inclined line AB in space, bearing on two planes of projection P and Q (Fig. 33), gives two projections ab , $a'b'$, on those two planes, both shorter than the original line. If the line AB is parallel to the third plane R , its projection $a'b_1$ in that plane will be both equal and parallel.

Fig 34

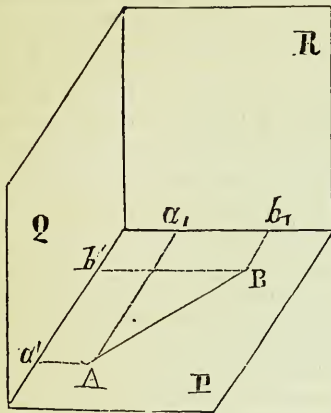


Fig. 35

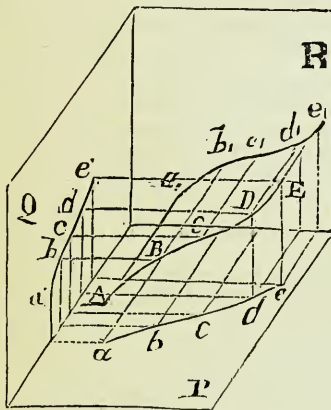
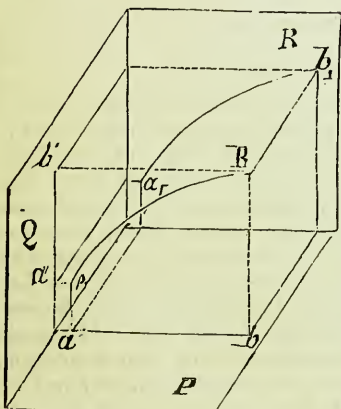


Fig. 36



When a line AB (Fig. 34) is entirely included within one of the planes of projection P, it is confounded with its projection in that plane, and is projected on the other planes in $a'b', a_1 b_1$, along the ground line in each plane.

LIII. PROJECTIONS OF A CURVE.—The projection of a curve in space A E (Fig. 35) is obtained by projecting various points A B C D E, forming part of that curve in each plane of projection, sufficient in number to indicate the boundary of the projections of the curve. By joining the various points thus obtained in each plane by a line, it must follow that each line $abcd e, a'b'c'd'e', a_1 b_1 c_1 d_1 e_1$, give exactly the projection of all the points of the original curve in the plane on which it falls.

When a curve in space A B (Fig. 36) is parallel to one of the planes of projection R, its projection $a_1 b_1$ in that plane is both equal and parallel to it, and its projection $ab, a'b'$, in each of the other planes P and Q, is a straight line.

Where a curve A B is entirely comprised within one of the planes of projection P (Fig. 37), it is projected on the other planes Q and R, along the ground line $a'b', a_1 b_1$, in each plane.

LIV. PROJECTIONS OF SURFACES.—Surfaces being bounded by lines, their projections are formed of the projections of the lines by which they are bound. The surfaces inclosed within the projected lines are consequently the projections of the original surfaces. This simple indi-

Fig. 37

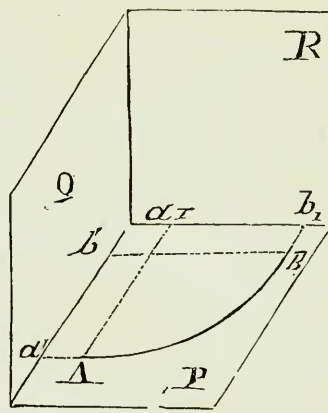


Fig. 38

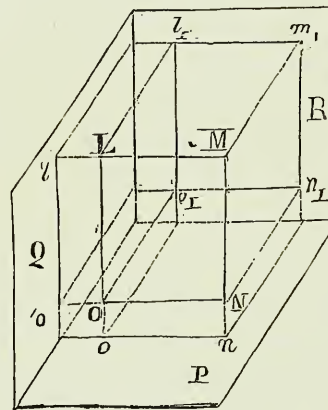
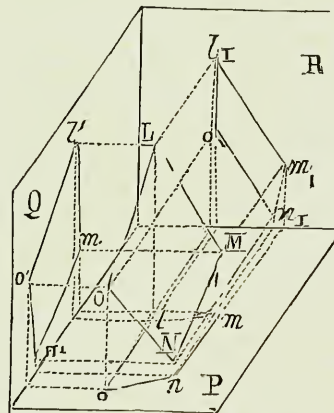


Fig. 39



(To be continued.)

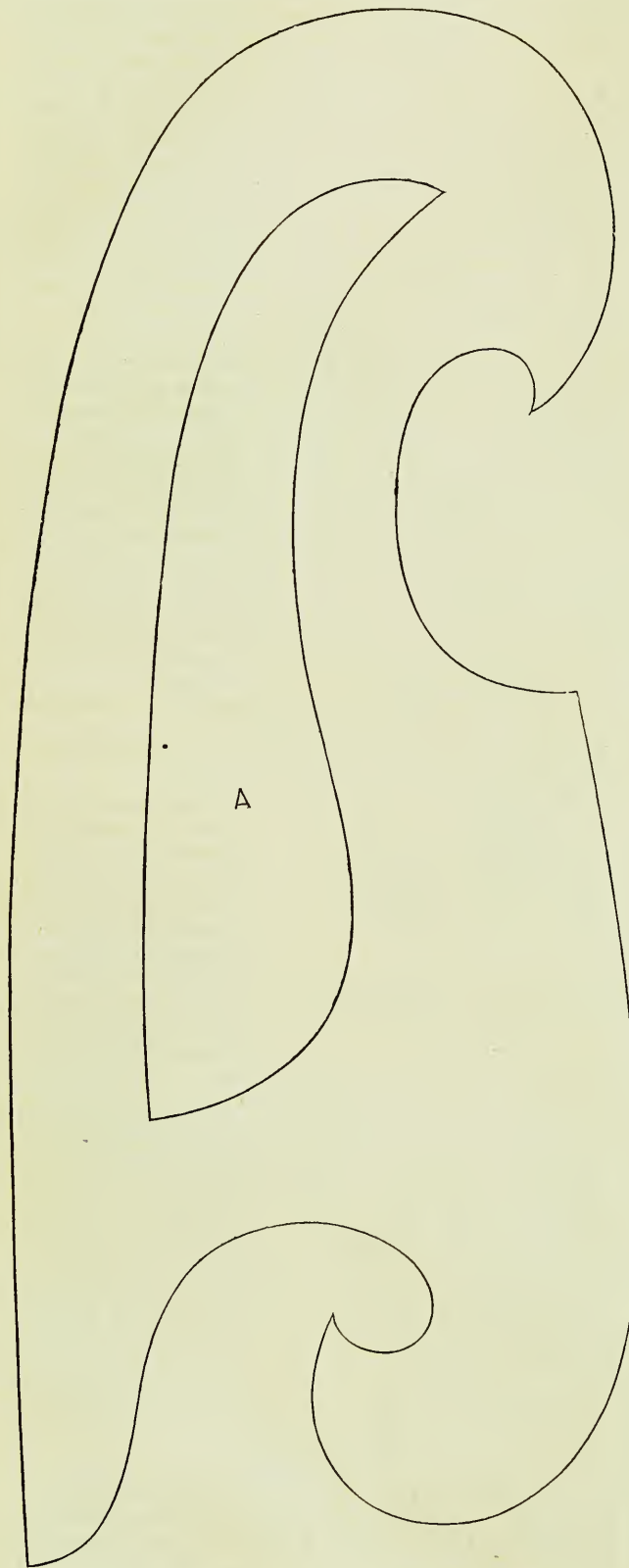
cation suffices for the projection of all kinds of surfaces. Nevertheless, as plane surfaces are of great importance in the system of projections, because they serve to solve all the operations, we will give the projections of that species of surfaces.

LV. PROJECTIONS OF PLANE SURFACES.—The projections of a plane surface LMNO (Fig. 38), perpendicular to two planes of projection P and Q, are expressed on those two planes by two lines on $l'o'$. In that case the surface LMNO being parallel to the auxiliary plane R, is projected on that plane by a surface $l_1 m_1 n_1 o_1$, which is both equal and parallel to it.

The projections in space of a plane surface LMNO (Fig. 39), oblique to the planes of projection, are expressed by the surfaces $l m n o, l' m' n' o', l_1 m_1 n_1 o_1$, on each plane P Q R, on a smaller scale than the original surface.

LVI. The projections of the different frames of a body will give on the faces dressed by the plane analogous projections to those just proved; when it is required to determine the size of those surfaces their plane is supposed to be prolonged to the planes of projection.

A CURIOSITY.—In a forest tree lately cut down in Wisconsin was found an Indian arrow-head completely imbedded and grown over. It appears from counting the layers of wood over it, that ninety years have elapsed since the arrow which it tipped was shot at the tree.



SWEEP FOR SCALE DRAFTING.

SWEEPS FOR SCALE DRAFTING.—VIII.

WE give our readers, this month, another in our series of sweeps for scale drafting. The mode of transferring it to the veneer, and preparing the same for use will be found at page 5 of this volume.

Home Circle.

BABY'S STOCKING.

HANG up the baby's stocking,
Be sure you don't forget!
The dear little dimpled darling!
She ne'er saw Christmas yet.
But I've told her all about it,
And she opened her big blue eyes,
And I'm sure she understood me,
She looked so funny and wise.

Dear, dear! what a tiny stocking!
It doesn't take much to hold
Such little pink toes as baby's
Away from the frost and cold.
But then for the baby's Christmas
It never will do at all;
Why, Santa Claus wouldn't be looking
For anything half so small.

I know what we'll do for the baby;
I've thought of the very best plan;
I'll borrow a stocking of grandma—
The longest that ever I can.
And you'll hang it by mine, dear mother,
Right here in the corner, so,
And write a letter to Santa,
And fasten it on to the toe.

Write, "This is the baby's stocking
That hangs in the corner here;
You never have seen her, Santa,
For she only came this year;
But she's just the blessedest baby,
And now, before you go,
Just cram her stocking with goodies
From the top clear down to the toe."

WINTER RAMBLINGS IN KENTUCKY.

BY PORTE PENCIL.

(Continued from page 87.)

THIS brought into play the deep voice of my guide, and the alto tones of the little negroes: "You Jowler!" "Come out dah, you Venter!" "Git out, you Bowman, you rascal, you!" Under cover of this volley the bipeds rushed to the attack, and, by force of some good blows, the enemy was routed, *horse, foot, and dragoons*, the cries of the wounded mingling with shouts of the victors. This unwonted clamor had brought to the doors all the inmates of the houses, and I became the cynosure of all eyes. My guide conducted me to the entrance of his own habitation, and politely invited me to walk in. Scarcely had we crossed the threshold, when a female voice from an inner room inquired, "Who dat?" My host, "on hospitable cares intent," answered not, when the voice was heard again, in a higher tone, "You Polly, who dat come in dah?" The little girl to whom this seemed to be addressed, made no reply, but gliding silently into the room from which the

voice had come, the hitherto concealed speaker made her appearance. "Sarvant, sir," said she, making a low courtesy, and evidently much confused, "I did thought t'was one of the men."

"Polly," said my guide, looking around for the little girl; but Polly was gone, to tell, doubtless, the news. "Whah Polly? She done gone out."

"The gentleman want some water. Tell her to git the piggin—run to spring torecly."

The woman went, and I heard her voice, shrill and loud—"Oh! Polly?" and then, dwelling long upon the interjection, "Oh!—!—! Polly? Na-an, Oh!—!—! Polly?"

"Here me, mammy."

"Here, gal; make 'ast an' fetch a piggin o' water. Run every step o' the way; you hear? An' min' you don't fall down an' spill the water."

"My good woman," said I, as she entered the house, "my walk has made me somewhat hungry; can you give me anything to eat?"

"I reckon, master, I am got nothin' you kin eat; but if you'll wait till I run up to the gret 'ouse, I'll git somethin'."

"It is scarcely worth while to take that trouble," said I, anxious to see how they were provided with food. "What have you in the house?"

"The gentleman too hongry to wait, Nanny," said her husband. "You git the sifter an' siff some meal, whell I go to hen 'ouse an' git some aggs."

"Dah's taters," said the woman.

"Sho' nough. You Polly," said he to the girl, who just entered, dripping like a water-nymph, having in her haste spilt a good quantity of the water upon herself—"you Polly, jump down in the tater-hole, an' git out some taters."

The girl lifted two or three thick planks, bored with many holes, which, with six or eight others like them, occupied the centre of the floor, and in a moment disappeared in the dark cavity beneath, the existence of which I had not until that moment suspected.

"Which sort you want, daddy?"

"Which sort you love bes', master; brimstone or moodus?" Being puzzled, I desired him to choose for me.

"Han' out de brimstone, gal."

Whilst my lunch was in preparation, I employed myself in surveying the room. The chimney occupied one entire end of the house—that is to say, was about fifteen feet in width. In the middle of this was the fire, leaving room on either side for seats. Opposite to each other were two small windows, or "light holes," as the negroes sometimes call them, each having a shelf beneath it. The two corners most remote from the fire-place were occupied, one by a little table, with a small triangular cupboard nailed above it to the wall; the other by a hominy mortar. Behind the door a very small shelf supported the good man's razors, etc.; and just above this depended from a nail a very irregular polygon of looking-glass, fitted into a piece of bark by way of frame. Near the fire stood, on one side, a bedstead and bed, and on the other a spinning-wheel. A short ladder in one corner terminated at a square hole in the ceiling, and formed a communication with the loft, which is used as a store-house for broom-corn, shuck mats, etc. It may be necessary to explain that "shuck" is a name here given to the husk that envelops the ear of the Indian corn, and of which the negroes make mats, chair-bottoms, and even horse-collars, for sale. High on the wall hung some half dozen dry, inflated bladders, and many festoons of red peppers and

capsicum. The family contained one individual not yet named, *videlicet*, the pig, who seemed to pass in and out just as his own humor dictated, liable, nevertheless, to an occasional cuff whenever his nose was detected in unlawful places. A little cross-legged table was put before me, upon which were spread fried eggs, sweet potatoes roasted in hot ashes, bread baked upon a hoe (a kind of griddle), and a plate of honey. I found no difficulty in doing justice to this display of hospitality, and was just finishing my demonstration, when Squire W—— came in. After some conversation with me, he turned to my host: "Tom, here are a dollar and three bits; the money Wilcox owed you for chickens. I deducted it from the price of the work he did for me. If I had not owed him, you would never have been able to get it from him. He wishes to buy your bacon. You will have sense enough, I hope, not to place yourself again in his power; not to sell him your bacon on credit?"

"Thank'ee, master; I ain' gwine le'm have it, no how."

After giving some directions about his fences, W—— inquired of Nanny concerning her sister's health.

"She mighty weak to-day, sir, I thank you."

"What does she complain of?"

"She thinks it's the rheumatis. Not so; she's catch a vilent cold, an' ole Aunt Molly, whah most in gin'ral stays with her when sick, was 'blice to lef her to-day, caze Big Tom's wife, as is bin gruntin' nigh upon a week, was tooken very sudden this mawnin'."

"Tell Polly to send to the house for any thing that may be required."

"Yes, sir; but misses is bin down a'ready an' fotch every thing."

I find it impossible to give on paper a just idea of their manner of pronouncing many words. Indeed, the same word comes in many different shapes from the same mouths. Those in which *th* occurs, are particularly liable to mutation. Take, for example, the word *there*. Besides the correct pronunciation, which they sometimes give it, we have "thah," and "dah," and "deyah." The variations of *that* are "dat" and "at." They seem to have an especial dislike to the use of the letter *r*, and scarcely ever sound it but at the beginning of words. Feeling disposed to witness a corn-shucking, I left the house, and, guided by a negro boy, was placed at my request in a situation from which I could see and hear all that was going on, myself unseen.

About eighty or a hundred men were seated around a huge heap of corn, tearing off the husk, and throwing off the denuded ears into spots where they were at once separated from the corn pile, so called *par excellence*, and convenient to the operators. On the summit of the pile sat an ancient negro, selected for his skill in improvisation, who gave out a line in a sort of rapid chant, at the end of which the whole party joined in a chorus. The poet seemed to have no fixed object in view but to sing. He passed from one subject to another without regard to connection. I have retained in memory the following lines, which may serve to give some idea of their style of composition. They seldom use the sign of the possessive case:

"Oh, Jenny gone to Newtown!

Chorus—Oh, Jenny gone away!
She went because she would n't stay.

Oh, Jenny gone away!

She run'd away, an' I know why,
Oh, Jenny, &c.

For she went a'ter Jones' Bob.
 Oh, Jenny, &c.
 Mr. Norton, good ole man ;
 Oh, Jenny, &c.
 Treated his niggers mighty well,
 Oh, Jenny, &c.
 Young Tim Barrett no great thing,
 Oh, Jenny, &c.
 Never said, Come, take a dram.
 Oh, Jenny, &c.
 Ole Master gi's plenty meat,
 Oh, Jenny, &c.
 Mighty apt to fo'get the drink,
 Oh, Jenny, &c.

After running on in this way for ten or fifteen minutes, any one of the company who may be so disposed, strikes in at the top of his voice with a new tune. The hint is not lost on the leader, who immediately adapts, as well as he can, his words to the air, if such it may be called, and moves on with perfect readiness in the same rambling style, regardless of both rhyme and metre. By the by, it is amusing to see how they get over any difficulty about adapting their unequal lines to the tune. The latter is a bed of Procrustes. If the verse be too short, some word is dwelt upon until the measure of time is filled ; if there be more than enough, the redundant syllables, sometimes to the number of three or four, are run rapidly through upon one note.

An old negro regulated the movements of the jug, but the vigilance of "Uncle Abraham" could not entirely prevent excess, as was manifested by an occasional burst of wild shrieks from some of the party. The shucking continued until about eleven o'clock, at which time they all retired to a very plentiful repast ; and I could not perceive next morning that their exertions, either in singing or drinking, had done much damage. They were all arrayed in their best, clean and cheerful. Negroes are the most uncompromising aristocrats in creation. For a "gentleman" they entertain the profoundest respect ; with a far different eye, however, do they regard those whom they term "po' white folks." For these they feel a perfect contempt, which extends itself to the second and third generation. If, by good fortune or successful exertion, one of this class has placed himself in a more elevated position in society, and should he by any means offend one of the former slaves, his remark is—"Tain' no mo' an any body could 'spec. He larnt it when he was gravellin' taters fo' his daddy's dinner. He ain' nobody but ole Jack Smith's son, whah used to tote taters about to sell, an' now he puts on all dese ars! Ef my skin wa'nt black, I'd make a better gent'man an' he is. Ef I wa'nt no better off 'an his daddy was I'd agree to be drowned. He owned only free or four nigga's, and worked 'em to deff—po' white trash!"

Their attachment to the families in which they have been born and raised, and formerly owned, in many cases is truly surprising. Any good or evil which happens to "Master," "Missus," "Mass Henry," or any of "de children," excites or depresses as though it were their own. It is at this time often the case that the more careful among them, by leasing their former "Masters'" plantations, accumulate a number of luxuries, and keep on hand a stock of money. I inquired of a former slave if he was sometimes whipped. He drew himself up, obviously something wroth: "No, sir ; nobody ever totch my back, sir, excep' my daddy an' mammy, when I was a little shaver about knee-high."

I have lost no opportunity of observing the relations which now exist here, between the former master and slave. Profound respect on one part is most generally met by kindly consideration on the other ; and protection and dependence here, as elsewhere, beget confidence and affection.

(To be continued.)

Pen Illustrations of the Phaeton.

PARK PHAETON.

Illustrated on Plate XXV.

Our phaeton, in this instance, is mounted on elliptic and scroll springs. The body—original in design—has a decidedly light and graceful appearance, obtained in a great measure by adopting a bob coupé front pillar, thereby obviating the necessity of a heavy front quarter in getting a proper sweep for the under side of the boot. The horizontal finish on the side of the body, above the crest, is set-off with a three-eighths-inch chamfered molding. This and the other moldings should be painted in color differing in shade from that of the panel. The width of the body at the front of the back seat should be 50 inches in the clear ; axles $1\frac{1}{4}$ inches ; wheels 3 feet 6 inches and 4 feet 2 inches high ; hubs $4\frac{1}{2}$ by 7 inches ; spokes $1\frac{1}{8}$ inches ; rims $1\frac{1}{4}$ deep ; tire $\frac{5}{16}$ by $1\frac{1}{8}$ inches.

Painting.—Black, blue, or brown ground colors, with a broad stripe for the under-carriage, covered with two narrow ones of different shades.

Trimming.—Fine satin.

Workman's charge for building the body about \$75. Manufacturer's price for the phaeton, handsomely finished, from \$1,300 to \$1,500.

NEW YORK CHARGES FOR REPAIRING.—*Wood-work* : new hub in wheel, \$5 ; new spoke, \$1 ; new rimming, \$20 ; half-rim, \$2.75 ; drafting-wheels, per set, \$1 ; carved spring-bed, \$10 ; bolster, \$8 ; carved back spring-bar, \$8 ; pole, \$9 ; yoke, \$7.50. *Iron-work* : carriage bolts, each 30c. ; tire bolts, 50c. ; new iron tires and bolts, \$35 ; resetting tires, \$8.25 ; wheels boxed, tired, and painted, \$90 ; resetting set axles, \$10 to 12 ; washing and oiling axles, \$2. *Trimming* : Head-lining, \$55 ; leather top, \$55. *Painting* : cleaning and japaning lamps, \$6 ; burning off old paint and repainting body and carriage part, \$1.50 @ \$2.25, according to style of carriage ; coloring and varnishing body, painting and striping rims, and varnishing carriage part, \$100. *Plating* : capping four axle nuts, \$6 ; capping set of top nuts (silver), \$3.50 ; new set silver bands, \$7 ; door handles, \$6 @ \$12.

EXCELSIOR VICTORIA PHAETON.

Illustrated on Plate XXVI.

WE think it would be a difficult matter to make a handsomer design than the one furnished by our artist for this plate. It possesses the three very desirable qualities

for a carriage—lightness, gracefulness, and symmetry. Width of the body (in the clear) 48 inches, measured between the front pillars; axles $1\frac{1}{2}$ inches; wheels 3 feet 3 inches and 4 feet 2 inches; hubs 4 by $\frac{7}{8}$ inches; spokes $1\frac{1}{2}$ inches; rims $1\frac{1}{2}$ inches; tires 1 by $\frac{1}{4}$ inches.

Painting.—English patent black for body and carriage part; stripe under-carriage in broad line purple, covered with two narrow ones near the edges, blue or black.

Trimming.—Blue satin.

Workman's charge for building the body, \$60. Manufacturer's price for well-finished vehicle, \$1,200.

NEW YORK CHARGES FOR REPAIRING.—*Wood-work*: new hub in wheel, 8; spoke, \$1; rimming wheels, \$20; drafting, \$1; carved spring-bed, \$10; bolster, \$8; carved back spring-bar, with center figure, \$15; pole, \$9; yoke, \$9. *Iron-work*: carriage-bolts, 30c.; tire-bolts, 25c.; bolts and new tires (iron), \$30; resetting tires, \$10; resetting an axle-arm, \$4; new washers and oiling axles, \$2. *Trimming*: new leather top and head-lining, \$100. *Painting*: burning off old paint and repainting body and carriage part, \$90; retouching up body and carriage, and varnishing all, \$40; capping axle-nuts, \$6; capping prop-nuts, \$3.50; new bands, \$4.

COUPE-PILLARED SIX-SEAT ROCKAWAY.

Illustrated on Plate XXVII.

In this drawing our artist has combined several features peculiar to other vehicles, not hitherto applied to rockaways, with marked success. First, we have the coupé front-pillar; next, the turnover front seat, to which is attached the Germantown foot-board, with other original features strikingly novel. Width of body 48 inches; wheels 3 feet 9 inches and 4 feet; hubs 4 by 7 inches; spokes $1\frac{1}{2}$ inches; rims $1\frac{1}{4}$ inches; tires $1\frac{1}{2}$ by $\frac{1}{8}$.

Painting.—Body brown, carriage part brown, striped.

Trimming.—Blue cloth.

Workman's charges for building body, \$65. Manufacturer's charges for carriage complete, \$750.

NEW YORK CHARGES FOR REPAIRING.—*Iron-work*: new tires and bolts, \$26; resetting tires, \$7; drafting wheels, 75c.; tire bolts, 10c. each. *Wood-work*: hub, \$5; spoke, 75c.; axle-bed, \$3.50; perch, \$4.50; spring-bar, \$2; shaft-bar, \$1.75; shaft, \$4; pair shaft tips, \$2; retrimming shafts, \$4.25; pole, \$6; head-block, \$3; new set of wheels complete, \$75; leather washers, \$1.25; resetting axles, \$6; covering glass frames, \$3.50; burning off old paint and repainting, \$100; coloring and varnishing body and carriage part, striping, &c., \$75.

NONPAREIL TOP BUGGY.

Illustrated on Plate XXVIII.

This beautiful design will, doubtless, commend itself to our readers, and meet with favor from customers.

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The sham-pillar, slats and scroll-work on the sides should all be raised work in molding three-eighths of an inch, the outer edges chamfered down to three-sixteenths of an inch. Wheels 3 feet 10 inches and 4 feet 1 inch high; hubs $3\frac{1}{2}$ by $6\frac{1}{2}$ inches; spokes 1 inch; rims $1\frac{1}{2}$ inches; steel tires 1 by $\frac{3}{8}$ inch.

Painting.—Brown, stripe on carriage part three fine lines, center white, two outside crimson.

Trimming.—Blue broad cloth, edged with patent leather, and ornamented in front of cushions and falls with raised figures concealed beneath the cloth.

Workman's wages for making the body, \$18; carriage part, \$8; wheels, \$10; shafts, \$3.50; spring-bars, \$6. Price of buggy, finely finished, \$465.

NEW YORK CHARGES FOR REPAIRING.—*Wood-work*: new set of wheels, \$8; hub, \$5; spoke, \$1; rims, \$16; drafting wheels, 75c.; shaft-bar, \$2; new shaft, \$4; spring-bar, \$2; axle-bed, \$4; perch, \$5; head-block, \$3; new bow in top, \$6. *Iron-work*: resetting tires, \$8; set iron tires, including bolts, \$20; tire-bolts, each, 25c.; carriage-bolts, 50c. each; new spring, \$15; fifth wheel, \$5; resetting axles, \$6. *Trimming*: leathering shafts, \$7; new top, \$125; new body-linings, \$40; whip-socket with patent fastenings, \$3; covering dash, \$12; cleaning top and oiling, \$2.25. *Painting*: repainting complete, \$75; touching-up and varnishing, \$35.

Sparks from the Anvil.

SHARPENING FILES WITHOUT RE-CUTTING.

A NEW process in sharpening files has been invented by M. Werdermann, of Paris. We have heretofore described different modes of doing this in what has been called an economical way, without resorting to re-cutting, but have had very little faith in them. This, however, appears to merit more than an ordinary consideration. In this operation M. Werdermann takes well-worn files from the shops and cleans them carefully in hot soda and water. After this they are placed in connection with the positive pole of a battery, in a bath composed of forty parts of sulphuric acid, eighty parts of nitric acid, and a thousand parts water. The negative pole is formed of a copper spiral surrounding the files, but not touching them; the coil terminates in a wire which rises toward the surface. This arrangement is the result of practical experience.

When the files have been in the bath ten minutes, they are then taken out and afterward washed clean, and dried, when it will be seen that the channels or hollows originally formed by cutting have been attacked in a very sensible manner; but should the effect not be sufficiently operative, the same operation as before may be repeated. Sometimes two operations may be necessary, but not always. The files *re-cut* in this manner look very much like new ones, and are said to be good for a week's work, which, if true, makes them better than most of the new ones offered for sale in the shops, nowadays.

ATTACHING STEPS TO CARRIAGE BODIES.

THERE are some instances in which it is exceedingly difficult, although absolutely necessary, that a carriage-step should be firmly secured to the body to render it useful. We have an example in Fig. 1 of this kind,

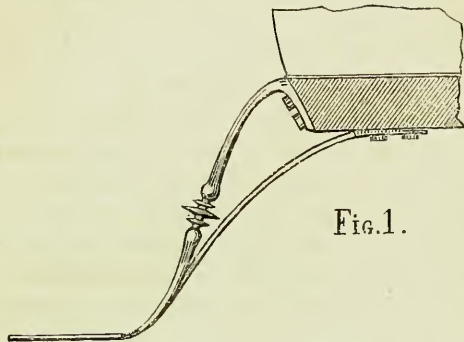


Fig. 1.

where the step is secured to the concave rocker by wood screws very effectively.

Fig. 1 shows an end view of a stationary step.

Fig. 2 is a side view of the same step.

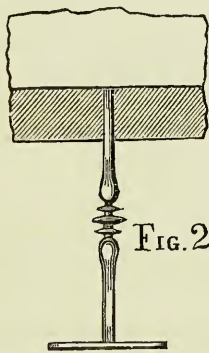


Fig. 2

Next month we design to give a new pattern for a Brett step, showing a novel mode of trimming the same.

STEEL SPRINGS.

RULE 1ST. To find elasticity of a given steel-plate spring: Breadth of plate in inches multiplied by cube of the thickness in 1-16 inch, and by number of plates; divide cube of span in inches by product so found, and multiply by 1.66. Result, equal elasticity in 1-16th of an inch per ton of load.

RULE 2d. To find span due to a given elasticity, and number and size of plate: Multiply elasticity in sixteenths per ton, by breadth of plate in inches, and divide by cube of the thickness in inches, and by the number of plates; divide by 1.66, and find cube root of the quotient. Result, equal span in inches.

RULE 3d. To find number of plates due to a given elasticity, span, and size of plates: Multiply the cube of the span in inches by 1.66; multiply the elasticity in sixteenths by the breadth of the plate in inches, and by the cube of the thickness in sixteenths; divide the former product by the latter. The quotient is the number of plates.

RULE 4TH. To find working strength of a given steel plate spring: Multiply the breadth of place in inches by

the square of the thickness in sixteenths, and by the number of plates; multiply, also, the working span in inches by 11.3; divide the former product by the latter. Result, equal working strength in tons burden.

RULE 5TH. To find span due to a given strength and number, and size of plate: Multiply the breadth of plate in inches by the square of the thickness in sixteenths, and by the number of plates; multiply, also, the strength in tons by 11.3, divide the former product by the latter. Result, equal working span in inches.

RULE 6TH. To find the number of plates due to a given strength, span, and size of plate: Multiply the strength in tons by span in inches, and divide by 11.3; multiply, also, the breadth of plate in inches by the square of the thickness in sixteenths; divide the former product by the latter. Result, equal number of plates.

The span is that due to the form of the spring loaded. Extra thick plates must be replaced by an equivalent number of plates of the ruling thickness, before applying the rule. To find this, multiply the number of extra plates by the square of their thickness, and divide by the square of the ruling thickness; conversely, the number of plates of the ruling thickness to be removed for a given number of extra plates, may be found in the same way.

—*Scientific American.*

Paint Room.

CARRIAGE VARNISHING ROOMS.

WE remember the time when nearly all the varnish spread on carriages was expected to dry in the open air, and scarcely such a thing as a varnish-room existed in the whole land. Those days, however, have passed away, and manufacturers have come to think no establishment complete without a varnish-room attached thereto. This "institution" is particularly necessary since the introduction of the slow drying English varnish among us, which could not possibly be used without it. Even with the best constructed varnish-rooms, many mechanics find it a difficult job, even now, to turn out a *perfectly* well-varnished carriage. The workman who is expert in this business receives, as he deserves, good wages.

There are several desirable requisites in a varnish-room. If possible, let it front southward, and have the frontage and ends well supplied with glass. Some of the windows should be made to slide, to admit ventilation when necessary. The whole front should be screened from the sun in the hot summer days by a canvas curtain on the outside, which, when not in use, should be rolled up near the top, and protected from the weather by a broad roof, something after the manner of many awnings in our large cities.

The side walls of all varnish-rooms ought to be hard finished in plaster, and the ceilings of pine boards, grooved and tongued and well seasoned. This ceiling should be painted white, for obvious reasons. Nailing canvas, paper, &c., over head, will serve no better purpose than to gather dust, simply to *fall just when it is not wanted*. If old and dilapidated, as we have seen some varnish-rooms, the sooner it is "reconstructed" the better it will be for the owner.

No room, however perfect, should ever be used for

varnishing without first sweeping it out all over—ceiling, walls, and floor. After this is done—if not before—sprinkle the floor nicely with a watering-pot, and leave the room vacant for two hours at least, that the dust may become well settled. Finally, keep idlers out, choose a pleasant, still day, if possible, and begin your work with earnestness, as late in the day as will suffice to get through with the job.

DRYING OILS FOR VARNISH.

In a recent work on varnish, by Violette, he quotes as follows from a celebrated manufacturer: "The oil is allowed to stand in a reservoir of lead for one or two months, after which the upper three-quarters of it are drawn off to make drying oils for varnish, while the one-fourth remaining at the bottom of the tank can be sold to grind paints, it being utterly unfit for varnish-making. This settling of the oil is indispensable, in order to separate the mucilaginous impurities which all oil contains, and it is a precaution that should always be faithfully observed." After converting this oil into drying oil, he adds: "We always take the precaution to have five or six months' stock of this prepared oil in advance; after which time it is better, and gives a varnish with more body and more solid drying."

When, in addition to the above, it is remembered that the varnish must be kept six months after being made, in order to allow it to ripen, it may be seen that the capital required by some firms must be very large. It is by careful attention to the above points that the English manufacturers have attained their high reputation.

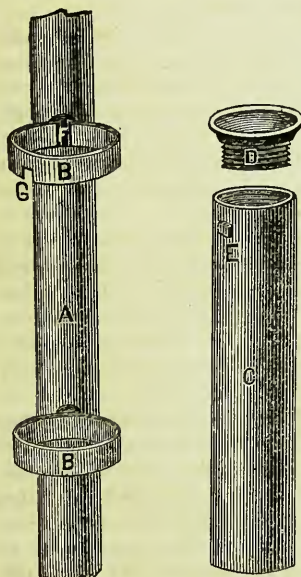
Trimming Room.

NEW WHIP-SOCKET.

TRANSLATED FROM "LE GUIDE DU CARROSSIER."

WHEN Mr. Fourier came to show us the object of his invention, our wonder was this: how an application so simple and rational was so long in being introduced, particularly at a period when industrial property is so largely protected by patents.

The whip-socket is indispensable on every vehicle drawn by horses. But judging from the manner in which it has been fastened up to this day, it may be inferred that the manufacturer only thought of putting it on after the carriage was wholly finished. In fact, when we see the whip-socket attached with small stitched leather straps or hooks, either on the dash-board or skirt and belt of the dicky-seat, we could believe that the idea of attaching it came just at the moment of delivering the carriage.



The invention of Mr. Fourier consists: 1st. In the use of metal rings made stationary, either on the railing of the dash, or on an iron stay made expressly for it at any desirable place. 2d. In having the socket in two pieces; which makes it more solid, and allows of taking off. In this way the whip has firm hold, and can neither swing to the right nor left, taking the badly-affixed socket with it.

Our cut represents all the pieces of the invention. A is either a section of the railing of the dash-board or a stay made for the purpose at any convenient point. B B are the metal rings holding the socket. These rings are secured by the aid of bolts, cut with screw ends. The socket consists of two pieces—the case C, and the head D. In putting on the socket, first pass the case C into the lower ring and next the upper, in such a manner that the nib E slides into the cut F, made in the upper ring. When the case is in its place, screw on the head D, and the case will be firmly held by the nib and the protecting top of the head.

TO TAKE OIL OUT OF LEATHER.—A correspondent, Mr. A. D. Fisk, of Newark, N. J., answers a recent inquiry on the subject as follows: "In the factory where I am employed we use 4 *F. aqua ammoniac*, which will take oil out without injury to the leather. It must be used two or three times in order to get it all out. First use it, and let the leather stand until more comes out, and apply again. This is the only thing that will take it out and not hurt the leather."

Editor's Work-bench.

TRADES-UNIONS AND POLITICS.

THE advocates and promoters of trades-unionism have received much consolation from the idea that their organizations were of sufficient strength to enable them to carry their special nominees into the Assembly of Legislators for New York, whenever the experiment should be tried. The speakers in the interest of trades-unionism have taken great pains to impress upon the minds of their friends on all occasions, the fact that politicians could not be safely trusted by laboring men, and therefore such must be left out in the cold, while their own special representatives should march up to the capitol at Albany, and repeal the odious conspiracy law, which is now a terror to such as are disposed to stop, by physical force, a fellow-laborer from working, unless he does so on Union terms. In addition to this, the workingmen must have an apprenticeship law that will at once protect the employer and the employee. They must likewise have a law to give the laborer redress when his wages are delayed or refused, by at once attaching the work on which he is employed; and something must be done to prevent laborers from being crushed by carelessly-made machinery, without bringing the agents of the calamity to justice. All these things Nelson W. Young, the President of the Labor Unions, promised to do should he be elected.

Hear what Mr. Young said at a mass-meeting at the Cooper Institute, previous to the voting:

"GENTLEMEN: The workmen of New York have placed in nomination men who will well represent them at Albany—on whom they can rely. These men will see that those laws which have been passed for your benefit, but have been most unwillingly and tardily enforced, shall be put into execution. They will demand the repeal of the conspiracy law, will see the eight-hour law enforced, and will demand an apprenticeship law that is so much needed. A few words I would say of myself. I do not desire the nomination which you have given me. But you needed a man who would call out a large vote, and I accepted the nomination. [How modest!] And now, although nearly all the organizations of all parties in the city have indorsed my name for the position, yet let me tell you that I am only a workingman's candidate for all that. [Oh ho!] Gentlemen, the working classes are in earnest. Be not surprised if you elect five or six Aldermen in December, or if you elect representatives to Washington even. Matters are being arranged that will not let our movement fail. It has been well considered, and must be a success; and then, gentlemen, proud may we be that we have rid the community of those scourges to its welfare, corrupt politicians."

One would suppose, after listening to Mr. Young and other rabid speakers on the occasion referred to, that all the crowd had to do, was to march up to the polls in a body, and the work would speedily be finished to the satisfaction of all those who earn their bread by the sweat of the brow; but, no, election came, and Mr. Young is still permitted to labor as heretofore at the shop, instead of beating the air at the capital, in the character of an orator. The gentleman, although polling a large vote, yet ran much behind his ticket, which goes to prove that workingmen do not even stick by their own candidates with becoming firmness, and consequently they are not likely very soon to "turn the world upside-down," however fearful capitalists may be of such a calamity.

THE R. M. STIVERS' TARGET EXCURSION.

THE morning of the 6th of November, the day selected by the employees of Rufus M. Stivers of this city for their first target-shooting festival, opened delightfully, when every man about the establishment—about eighty—donned his best and bid adieu to labor for the day, determined to enjoy himself in a rational manner. Headed by Capt. M. O'Connell, the gentlemanly foreman of the "paint shop," the "craft," at half-past eight A. M., formed line in front of the shop on Thirty-first street—as fine a set of men as we have seen together in a long time—plentifully supplied with flags and a beautiful banner, on which was painted a portrait of Mr. Stivers, and inscribed as follows: EMPLOYEES OF R. M. STIVERS, CARRIAGE MANUFACTURER.

At nine o'clock the line moved: first came two carriages filled with invited guests; next the men headed by

a full band of music; the rear being brought up by a truck, on which was mounted a Stivers' buggy, and a rich supply of prizes, worth \$600, the gift of numerous friends. After marching through various streets and showing themselves before the principal carriage shops of the city, the company took a street-car, specially assigned to their use, near the Cooper Institute, reaching Landmann's Hamilton Park, on the Third avenue at Sixty-ninth street, at noon; soon after which shooting began and continued for over two hours.

About half-past three P. M. the party, numbering some two hundred persons, including ladies, sat down to a sumptuous dinner, to which ample justice was done. Before rising, the following toasts and responses were given:

1st Regular Toast.—"Rufus M. Stivers, whose enterprising spirit is worthy of emulation, upright and persevering, just and liberal to his employees, with a laudable ambition to excel in business." (Three cheers for Mr. Stivers.)

To this Mr. Stivers, whose modesty is only surpassed by his mechanical ability, merely said: Fellow-workmen, I have very little to say, except to thank you for your kindness. After which he introduced his friend John H. Bird, Esq., who spoke as follows:

LADIES AND GENTLEMEN: The modesty of your employer gives me an additional duty to perform. I had expected, during the course of the dinner, to have acknowledged the pleasure I felt at receiving the invitation of your committee to be present at this delightful reunion between employer and employees; but I did not expect that the distrustful modesty of friend Stivers would have compelled me to express to you the swelling joy of his heart at meeting around this festive board so many of his brother mechanics, to whose stout blows, fine work, and continued fidelity for many years, he has been so much indebted for his present exalted position as a carriage manufacturer.

And I know, men, that I am depriving you of an expected pleasure when I take his place on this floor, and, in his stead, tell you what he feels to-night.

You would rather hear him in his good, honest manner, say to you, "Brother mechanics, I am glad to meet you here. I owe you everything. I will be true to you so long as you are true to me; and will remember to my dying hour that I owe position and fortune to my workmen." You would rather have had him say that than listen to the most brilliant orator in Christendom, and I am not that man.

But I am no stranger to you. I claim to be one of the family, and respectfully ask you to adopt me; and I promise to turn out on all future occasions of this kind as a consumer. I have long known your worthy employer, and it may not be uninteresting to you to have me, in a few brief words, sketch his past. He was born, at a very early period of his life, an inventive genius, and so was his father before him. Long before the dawn appeared upon his upper lip, Stivers' restless inventive faculties tried conclusions upon simplifying and improving the machinery of water-wheels, cider-mills, apple-peelers, and a multitude of other equally useful, necessary articles.

From the age of fifteen years to the present time he has pursued the art of a wagon-maker; and although, gentlemen, he says he can't make a *speech*, yet his brother-

workmen say he made in those days as good a *spoke* as the best of them.

With his heart in his trade, he studied all the intricacies of the business, determined to be a finished workman; and he early resolved, when he should reach man's estate, to have an establishment of his own, where only the best kind of work should be turned out, and the best kind of workmen employed. How well he has succeeded, the splendid establishment on Thirty-first street that now bears his name, and the numerous attendance here of his employees, will attest. In this land of ours, energy, perception, and integrity like his can no more be kept from reaching the goal of a deserved success, than you could confine ignited gunpowder in a tin canister.

But, men, his success would never have been achieved if he had not early recognized the necessity of selecting the very best workmen to fill the various departments of his art, and I understand there are many departments in your establishment. I reiterate that his ability, energy, and integrity would have found a stumbling-block, had he not surrounded himself with the skilled workmen that I see before me. That is so, is it not, sir? (Yes, it is.) Thanks to your help, and his own genius in his calling, I can say truly, for the great patronizing public is behind me, and authorized me to make the statement, that his work, for elegance and lightness of construction, symmetry, and durability, equals, if it does not surpass, that produced in this or any other country.

When I look around upon your happy, smiling faces, I see nothing of the antagonism that is said to exist between capital and labor. Friend Stivers' good fortune has made him, to some extent, a capitalist; but that has not lessened your respect for your old friend. All is harmony here. You strike hands together, and carry on your work in a reciprocal spirit.

I have witnessed the gradual growth of your establishment, from its humble beginning to its present giant proportions, and if my eyes do not greatly deceive me, I see before me men whom I met years ago in the old establishment. Am I right, sir? (You are.) Why, that must be between fifteen and eighteen years. A very long time, gentlemen, and reflects credit alike upon the employer and the employed. And it tells the tale. A good boss, and good, reliable men, must produce good work.

You should remember, men, that it is equally your duty to your employer, as it is his to the public, to have good work done. The result of your labor makes your employer's reputation; if you preserve that for him, he has plenty of work to give you to do, and the little mouths at home will never cry in vain for food.

If I were a mechanic, I think it would be my pride to try and turn out the very best kind of work. And further, I would not work for a boss who did not understand his business, and did bad work; for I would be afraid that as soon as the times came a little hard, slack would come the orders, and off go the hands.

You may not know, but really, to all intents and purposes, you are partners in your establishment, excepting that you are not liable to pay the debts, and must have your share of the profits every pay-day. I learn that it takes about \$75,000 a year to pay your wages alone; and after that comes materials, rent, insurance, taxes, interest on capital invested, and a thousand other expenses, making it pre-eminently necessary for you to look to it that you work so well, and continue the good reputation of your

establishment, so as to attract customers from a great distance, as well as from around your homes, in order that you may receive steady employment.

But I must conclude, as I am detaining you from your other pleasures.

I think these social gatherings are good things, as you all meet here on a level, interchange friendly greetings, and on the morrow go back to the shop feeling that employer and employed are equally interested in producing fine work and maintaining harmonious relations. If, men, you are but true to yourselves, and true to your employer, you will not only keep up the splendid reputation of your establishment, but will turn out in the future such work as will not only excite the envy of all rival establishments, but will secure the admiration and patronage of the paying public.

In Mr. Stivers' name, I again thank you for your good conduct in the past, and hope to meet you next year with full ranks and such harmony as I have witnessed to-day.

2d Toast.—"The city of New York, the great cosmopolitan city of the world: may she be as prosperous in the future as in the past."

To this, Hon. L. D. Kiernan responded: "I am inclined to believe that my friend Bird must have been in Ireland, and kissed the blarney-stone, for his flow of words has struck the charm from my speech. I see from your appearance that you intend to carry out coach-making in a glorious manner. Although I cannot say much in praise of your marksmanship, yet I think you *aim* to do right. It seems the captain intended by his shooting to carry off all the prizes himself. . . . Target excursions are no modern inventions." After giving a brief history of the settlement of this city by the Dutch, and its progress since, Mr. K. expressed the hope that New York would in time surpass all other cities of the earth.

3d Toast.—"The carriage-makers of the city of New York; we greet you to-night as our brethren and honorable competitors."

To which J. W. Britton, Esq., of the firm of Brewster & Co., replied in substance, that he was happy to join in the festivities of the evening, and speaking for his firm he entertained no jealousies toward other carriage-makers, there being room enough for all. Mr. Corbett, of the firm of Corbett & Scharch, made a few remarks, after which followed the

4th Toast.—"Our guests; we are honored by their presence to-night." (Cheers.)

Music.—"Hail to the chief," &c.

5th Toast.—"The press of New York; the great power which molds public opinion throughout the nation."

Mr. John Nesbit, of *The Sun*, in response referred to the power of the press over the public mind in our late war; for when it had become discouraged by failures in battle, the press spoke out in encouraging tones that infused new energies into the national life.

6th Toast.—"The ladies; their soothing influence alleviates the hardships of labor."

No one responding, a gentleman present gave a song, "The Mechanic." A few voluntary toasts and a speech from the captain followed, and then the younger Mr. Stivers was called, in the hope that the "modesty" of the father was not inherent in the son. He, while declaring that modesty flowed in his blood, thanked the company for their good wishes, and hoped that when the business should

fall upon him, their aid would carry him up the hill of success, as it had his father before him.

In the distribution of the prizes—about fifty—it was found that only twenty-six men had pierced the target. Of these prizes the captain received \$25; John Carroll, \$20; F. Relphus, \$15; A. Mineugh, coffee urn; J. Tilton and J. C. Dussel, each \$15; J. Dowd, \$10 (in gold); C. Miller and C. Huck, each a castor; J. Torthofer, A. Tastsowski, Wm. Cooper, and Wm. Late, each an ice pitcher; J. Hollohan, P. Conners, J. Carhart, J. McGraw, G. Rudd, J. Casserly, A. Foley, J. Mintz, J. Ward, J. Baker, J. Black, C. Alfather, and J. Hull, each \$10. After this there still remained eleven pieces and about \$200 to be distributed by lot, every man carrying off a prize. The company, joined by many ladies, whiled away the evening, and at a late hour dispersed to their several homes, in the best humor with themselves and employer. In closing, we have to regret that want of space has compelled us to curtail some of the speeches, of which we had taken a full report.

CHINESE AS INVENTORS.

ALTHOUGH other nations have far outstripped the Chinese in carriage-making, yet to them belongs the honor of having led the way in many of the most remarkable inventions; and in many things anticipating us in the possession of some of those arts which constitute the boast of our modern civilization. Some of these we propose briefly to notice.

"China-ware" was manufactured in the "Central flowery kingdom" long before any was produced in Europe; and some of it was so delicately and beautifully formed that the potteries of Europe have never yet been able to excel it in fineness. The silks which rustle in our parlors, or glisten on the sidewalks of our cities on sunny days, if not imported from the land of the "Brother of the Sun," still they remind us that these came originally from China. Gunpowder, which has had such a powerful effect as to revolutionize the art of war, and remove obstructing mountains in the path of progress, came originally from China. It is conceded, generally, that the mariner's compass was known to the Chinese many thousand years before Columbus discovered America. Its invention cannot with justice be conceded to the Neapolitans (A. D. 1302), as some believe, for it was in use much earlier among various nations. Paper-making and printing, two of the civilized arts, are thought to have been practiced by the Chinese eight hundred years before the discoveries of Gutenberg and Faust. Inoculation, ascribed to the genius of Jenner, was practiced as a protection against the horrors of small-pox, years previous to his time. Four centuries ago they were ahead of most nations of the earth, and although they have not advanced since, they certainly have not retrograded. Although we

may not place them in the highest niche of our art galleries, yet we are forced to admit that the Chinese are worthy of much credit from more progressive nations for the rich legacies they have given to the world.

REVIEW OF TRADE.

GENERALLY speaking, carriage-manufacturing has been extremely—we may say—unusually dull, all over the country. This, no doubt, is due very much to the stringency of the money market, which has likewise affected other business relations as well. The old complaint, an overstock of manufactured work, still is heard. This, at this season of the year, is very much to be regretted, since such a state of things is not very favorable for the interests of the working classes during the coming winter. Nor is there much prospect of benefit from the manufacture of velocipedes, which did so much for the trade the past season. There are two things against it: the one their decreasing popularity, the other the claims put forth by certain speculators in pretended patent rights, which no business man, true to himself, can possibly recognize. This of itself is sufficient, unless supported by ready sale, to kill off almost any kind of business. Dullness in trade has had the tendency to *force* builders into the manufacture of sleighs, the consequence of which will be—unless we have frequent falls of snow and a rather hard winter—to shut up the funds of our friends in a kind of stock they will find it difficult to *thaw out* in the spring, when it will be very much needed.

We have heard of several failures among builders already, thus early in the season, which we fear is but the forerunner of yet more before good times return. We have frequently felt ourselves called upon to caution our friends against the dangers engendered by the exercise of unlimited ambition. This, unless used with prudence, is quite as dangerous in its results, as is "masterly inactivity." In other words, it is more prudent in doing too little than in doing too much. This every experienced carriage-maker will doubtless fully understand.

We would incidentally add, before closing this article, that during the past year coaches have been almost totally ignored—Landaus, Clarences, etc., having taken their places among the aristocracy of our cities. The calls, too, in the heavier classes of work is for much heavier wheels than we have been accustomed to put on our carriages, the public—and builders too—having come to the conclusion that such run much easier and better than when made very light. In this respect we are beginning to copy after our trans-Atlantic cotemporaries, with profit.

FIRE IN A CARRIAGE-SHOP.

On the 29th of October, in the evening, the carriage manufactory of Jacob Dunn, located on the northwest corner of Eighty-seventh street and Third avenue, was totally

destroyed by fire. The fire broke out in an old shed situated in the rear of the shop, which was in the shape of an L, fronting on two streets, four stories high. The loss is estimated at \$60,000, on which there is a partial insurance of about \$35,000. The building, which was owned by George W. Archer, was fully insured. We understand that a shop will be rebuilt on the old site, and Mr. Dunn will go on with his business as soon as it is completed.

EDITORIAL CHIPS AND SHAVINGS.

TRAVELING IN NEW YORK IN 1759.—The following advertisement, copied from the *Weekly Mercury*, will prove interesting to every "Lover of his Country," in these progressive times:

The Philadelphia STAGE WAGON, and New York STAGE BOAT perform their stages twice a week. JOHN BUTLER, with his wagon, sets out on Monday from his house, at the sign of the death of the fox in Strawberry alley, and drives the same day to Trenton Ferry, when Francis Holman meets him, and proceeds on Tuesday to Brunswick, and the passengers and goods being shifted into the wagon of Isaac Fitzrandolph, he takes them to the New Blazing Star to Jacob Fitzrandolph's the same day, where Rubin Fitzrandolph, with a boat well suited, will receive them, and take them to New York that night. John Butler returning to Philadelphia on Tuesday with the passengers and goods delivered to him by Francis Holman, will again set out for Trenton Ferry on Thursday, and Francis Holman, &c., will carry his passengers and goods, with the same expedition as above, to New York.

CHARIOT OF PETER THE GREAT.—At St. Petersburg, in Russia, they have a gallery in which is preserved many memorials of Peter the Great. Among these is a gilt chariot in which he occasionally rode, and is one of the few gay curiosities in the collection. Besides this, there are turning-lathes and instruments for carving, worn smooth in the monarch's own hands while exercising as a mechanic, and the stuffed skin of the horse he rode at Poltava, the scene of his greatest victory.

LEVELING OIL-STONES.—The writer has always experienced difficulty in attempting to shape an oil-stone or slip for shapening gouges. The ordinary way is to grind off the highest parts and then rub it on a gritty floor, or if near a foundry to get some parting sand and sprinkle on the floor or board on which you are rubbing; better still, if you can find the true surface of a casting before it is cleaned—this will cut it away quite fast. But recently, while trying to shape a small slip, it occurred to me to try some glass paper, and to my surprise I found that it cut away very fast. For trueing an ordinary oil-stone for sharpening planes, take a piece of glass paper, No. 2, and lay it on the bench and rub your stone on it; in this way you can true the stone in one quarter the time it would take in the ordinary way; and carpenters have always such means at hand. Five or ten minutes' rubbing will be found sufficient. Your glass paper will not be spoiled by the operation.

WM. PENN'S OLD CARRIAGE.—William Penn's old family carriage has come into the possession of the Michigan Central Railroad. The relic is over one hundred and

sixty years old. A gentleman of Jackson, Michigan, either purchased or fell heir to it, but on its arrival he failed to pay express charges, and so the company took possession in default. It is one of the most interesting relics in the country. Would it not be well for some of our city or State authorities to endeavor to get possession of it?

NEW USES FOR VELOCIPEDES.—An enterprising individual at Berlin has submitted the following plan to the authorities: He proposes to board over all the gutters on each side of the streets, and this roadway, three or four feet wide, is to be the future velocipede high-road of the city. A thousand tricycles are to be placed on it, each with a practiced driver, dressed in a neat uniform, who will undertake to conduct one person, with letters, parcels, etc., along this road. As velocipedestrians always drive straight, room to turn is not required, and when the road is free it will serve as a footpath. A small charge for passengers, parcels, and letters will, it is estimated, give a fair return for the cost of construction. He argues that, besides the general convenience of his plan, it will be a great advantage to Berlin to bridge over the gutters, as they are at present very unsightly, and are liable to be frozen over in winter. Moreover, the establishment of foot-paths will facilitate the better regulation of the street traffic, and effect a great saving in the expense now incurred by cleaning the streets. The tricycles are to have a little canopy in winter, an umbrella being a sufficient protection in summer. The projector calculates that a speed may be obtained equal to that of an ordinary carriage at least, and guarantees all possible convenience and safety in the transit.

HENRY WARD BEECHER IN THE BLACKSMITH'S SHOP.—Mr. Beecher lately said: I never saw anybody do anything that I did not watch them and see how they did it, for there is no telling but that some time I might have to do it myself. I was going across a prairie once—my horse began to limp. Luckily I came across a blacksmith's shop, but the smith was not at home. I asked the woman of the house if she would allow me to start fire and make the shoe. She said I might if I knew how; so I started a fire and heated the shoe red-hot, and turned it to fit my horse's foot, and pared the hoof, and turned the points of the nails out cunningly, as I had seen the blacksmith do, so that in driving into the hoof they should not go into the quick, and shod the horse.

At the next place I came to I went straight to a smith, and told him to put the shoe on properly. He looked at the horse's foot, and paid me the greatest compliment I ever received in my life. He told me if I put on that shoe I had better follow blacksmithing all my life. Now, I never should have known how to do this if I had not looked on and seen others do it.

NEW MODE OF WATERING HORSES.—A patent has recently been granted for a method of refreshing horses while in harness, which consists in making the bit hollow, and having perforations in it. A rubber tube extends from one side of the bit to the carriage, and by pressing a rubber bag which contains water, the driver is enabled to refresh horses whenever he chooses, without stopping. For saddle horses, the water bag is suspended from the horse's neck, or upon the pommel of the saddle.

JAPANESE HOSTLERS.—Japanese *bettoes*, or men who attend the horses of travelers, and run in advance to give warning of approach, perform some almost incredible exploits. They will travel forty miles in an afternoon, apparently without fatigue.

A CENTENARIAN.—A citizen of Richmond drives a wagon one hundred years old—the exact longevity of the memorable “one-horse shay,” of which the poet discoursed. With a little tying up at the axles, and abstinence from sneezing on the part of the driver, it is said still to be a safe and serviceable vehicle.

CURRENT PRICES FOR CARRIAGE MATERIALS.

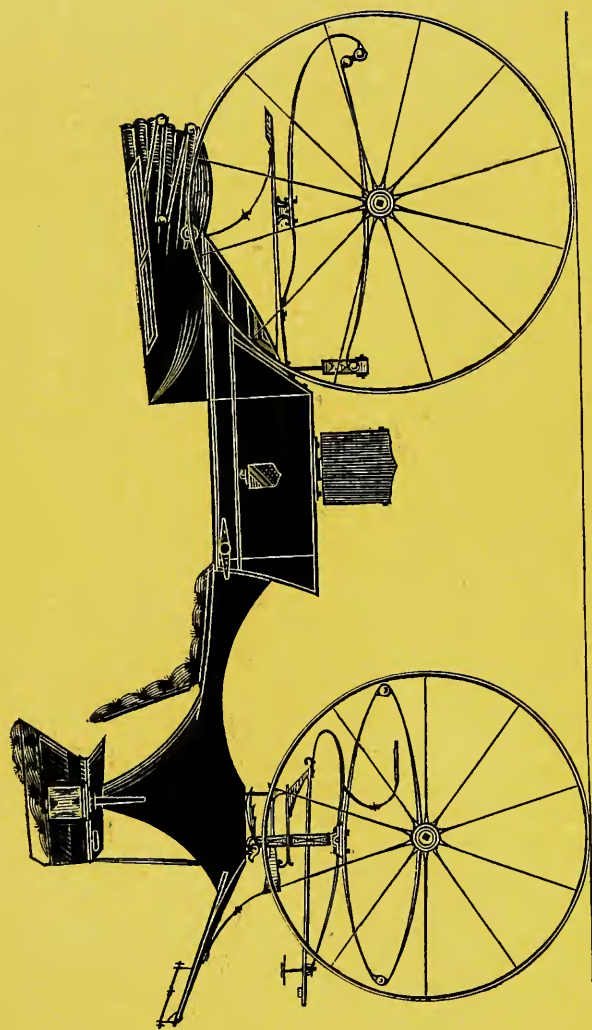
CORRECTED MONTHLY FOR THE NEW YORK COACH-MAKER'S MAGAZINE.
NEW YORK, Nov. 20, 1869.

Apron hooks and rings, per gross, \$1 a \$1.50
Axle-clips, according to length, per dozen, 50c. to 80c.
Axles, common (long stock), per lb. 7½c.
Axles, plain taper, 1 in. and under, \$5.50; 1½, \$6.50; 1¾, \$7.50; 1⅞, \$9.50; 1⅞, \$10.50.
Do. Swelled taper, 1 in. and under, \$7.00; 1½, \$7.50; 1¾, \$8.75; 1⅞, \$10.75; 1⅞, \$13.00.
Do. Half pat., 1 in. \$10; 1½, \$11; 1¾, \$13; 1⅞, \$15.50; 1⅞, \$18.50.
Do. do. Homogeneous steel, ¾ in., \$11.00; ¾, \$11; ¾, \$12.00; long drafts, \$2.50 extra.

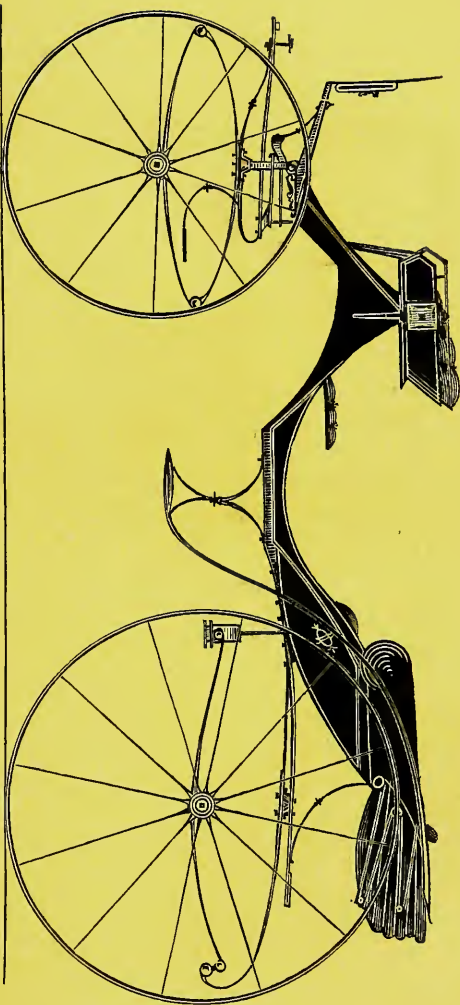
☞ These are prices for first-class axles. Inferior class sold from \$1 to \$3 less.

Bands, plated rim, 3 in., \$1.75; 3 in., \$2, larger sizes proportionate.
Do. Mail patent, \$3.00 a \$5.00.
Do. galvanized, 3¼ in. and under, \$1; larger, \$1 a \$2.
Bent poles, each \$1.00 to \$1.50.
Do. rims, extra hickory, \$2.75 to \$3.50.
Do. seat rails, 50c. each, or \$5.50 per doz.
Do. shafts, \$6 to \$9 per bundle of 6 pairs.
Bolts, Philadelphia, list. 35 off.
Do. T, per 100, \$3 a \$3.50.
Bows, per set, light, \$1.00; heavy, \$2.00.
Buckles, per grs. ¼ in., \$1; ¾, \$1.12; ¾, \$1.25; ¾, \$1 75; 1, \$2.00.
Buckram, per yard, 18 a 23c.
Burlap, per yard, 10 a 14c.
Buttons, japanned, per paper, 20c.; per large gross, \$2.25.
Carriage-parts, buggy, carved, \$4.50 a \$6.
Carpets, Brussels, \$1.75 a \$2; velvet, \$2.75 a \$4; oil-cloth, 45 a 70c.
Castings, malleable iron, per lb. 15c.
Chapman rubber, \$2, doz. pr.
Clip-kingbolts, each, 40c., or \$4.50 per dozen.
Cloths, body, \$3.50 a \$5; lining, \$2.50 a \$3. (See *Enameled*.)
Cord, seaming, per lb. 35c.; netting, per yard, 8c.
Cotelines, per yard, \$4 a \$8.
Curtain frames, per dozen, \$1.25 a \$2.50.
Do. rollers, each, \$1.50.
Damask, German cotton, double width, per piece, \$15 a \$22.
Dashes, buggy, \$1.75.
Door-handles, stiff, \$1 a \$3; coach drop, per pair, \$3 a \$4.
Drugget, felt, \$1.75 a \$2.
Enameled cloth, muslin, 5-4, 35c.; 6-4, 60c.
Enameled Drills, 48 in., 70c.; 5-4, 45c.
Do. Ducks, 50 in., 70c.; 54, 60c.; 64, 80c.
☞ No quotations for other enameled goods.
Felloe plates, wrought, per lb., all sizes, 15 to 18c.
Felloes (Rims), \$1.50 a \$3.
Fifth-wheels, wrought, \$1.50 a \$2.00.
Fringes, festoon, per piece, \$2; narrow, per yard, 18c.
☞ For a buggy-top two pieces are required, and sometimes three.
Do. silk bullion, per yard, 50c. a \$1.
Do. worsted bullion, 4 in., 35c.
Do. worsted carpet, per yard, 8c. a 15c.
Frogs, 50c. a \$1 per pair.
Glue, per lb. 25c. a 30c.
Hair, picked, per lb. 40c. to 65c.
Hubs, light, mortised, \$1.20; unmortised, \$1. Coach, mortised, \$2.
Japan, per gal., \$1.75.
Knobs, English, \$1.40 a \$1.50 per gross.

Laces, broad, silk, per yard, 60c. a \$1.25; narrow, 10c. to 16c.
Do. broad, worsted, per yard, 40c. a 50c.
Lamps, coach, \$10 a \$30 per pair.
Lazy backs, \$9 per doz.
Leather, collar, 25c.; railing do. 23c.; soft dash, No. 1, 15c.; do., No. 2, 12c.; hard dash, 15c.; split do., 15c.; No. 1, top, 25c.; enameled top, No. 1, 25c., do., No. 2, 23c.; enameled trimming, 23c.; harness, per lb., 50c.; flap, per foot, 25c.
Moss, per bale, 8c. a 15c.
Mouldings, plated, per foot, ¼ in. 14c.; ⅓, 16c. a 20c.; ½, lead, door, per piece, 40c.
Nails, lining, silver, per paper, 7c.; ivory, per gross, 50c.
Name-plates. (See Advertisement.)
Oils, boiled, per gal., \$1.25.
Paints. White lead, extra, \$13.00, pure, \$14.00 per 100 lbs.; Eng. pat. black, 20 to 25c.
Permanent wood-filling, \$6 per gallon.
Poles, \$1.25 a \$2 each.
Pole-crabs, silver, \$5 a \$12; tips, \$1.25 a \$1.50.
Pole-eyes, (S) No. 1, \$2.25; No. 2, \$2.40; No. 3, \$2.65; No. 4, \$4.50 per pr.
Sand paper, per ream, under Nos. 2½ and under, \$4.50.
Screws, gimlet, manufacturer's 40 off per cent. off printed lists.
Do. ivory headed, per dozen, 50c. per gross, \$5.50.
Serims (for canvassing), 16c. a 22c.
Seats (carriage), \$2 a \$2.75 each.
Seat-rails, 75c. per doz.
Seat-risers, Linton's Patent, \$2 per pair.
Seats, buggy, pieced rails, \$1.75; solid rails, \$2.50.
Shafts, \$12 to \$18 per doz.
Shaft-jacks (M. S. & S.'s), No. 1, \$2.40; 2, \$2.60; 3, \$3.00.
Shaft-jacks, common, \$1 a \$1.35 per pair.
Do. tips, extra plated, per pair, 25c. a 50c.
Silk, curtain, per yard, \$2 a \$3.50.
Slat-irons, wrought, 4 bow, 75c. a 90c.; 5 bow, \$1.00 per set.
Slides, ivory, white and black, per doz., \$12; bone, per doz., \$15.00 a \$2.25; No. 18, \$2.75 per doz.
Speaking tubes, each, \$10.
Spindles, seat, per 100, \$1.50 a \$2.50.
Spring-bars, carved, per pair, \$1.75.
Springs, black, 15c.; bright, 16c.; English (tempered), 20c.; Swedes (tempered), 26c.; 1¼ in., 1c. per lb. extra.
☞ If under 34 in., 2c. per lb. additional.
☞ Two springs for a buggy weigh about 23 lbs. If both 4 plate, 34 to 40 lbs. and 1¼ in. 9c. each; 1½ in. 10c. each. 10 off cash.
☞ For extra hickory the charges are 10c. a 12c. each.
Steel, Farist Steel Co.'s Homogeneous Tire (net prices): 1 x 3-16, and 1 x 1-4, 20 cts.; 7-8 x 1-8 and 7-8 x 3-16, 23 cts.; 3-4 x 1-8, 25 cts.; 3-4 x 1-16, 28 cts.
Steel Tire—best Bessemer—net prices: 1-4 x 1 1-8, 15c.; 1-4 x 1, 15c.; 3-16 x 1 1-8, 16c.; 3-16 x 1, 16c.; 3-16 x 7-8, 17c.; 3-16 x 3-4, 17; 1-8 x 7-8, 20; 1-8 x 3-4; 1-16 x 3-4 23c.
Stump-joints, per dozen, \$1.40 a \$2.
Tacks, 7c. and upwards.
Tassels, holder, per pair, \$1 a \$2; inside, per dozen, \$5 a \$12; acorn trigger, per dozen, \$2.25.
Thread, linen, No. 25, \$1.75; 30, \$1.85; 35, \$1.80.
Do. stitching, No. 10, \$1.00; 3, \$1.20; 12, \$1.35.
Do. Marshall's Machine, 432, \$3.25; 532, \$3.75; 632, \$4, gold.
Top-props, Thos. Pat, wrought, per set 80c.; capped complete, \$1.50.
Do. common, per set, 40c. Do. close-plated nuts and rivets, 75 a 80c.
Tufts, common flat, worsted, per gross, 15c.
Do. heavy black corded, worsted, per gross, \$1.
Do. do. silk, per gross, \$2 Do. ball, \$1.
Turned collars, \$1.25 a \$3 per doz.
Turpentine, pr gl., 53c.
Twine, tufting, pr ball, 50c.; per lb. 85c. a \$1.
Varnishes (Amer.), crown coach-body, \$5.00; nonpareil, \$5.25.
Do. English, \$6.25 to \$7.50 in gold, or equivalent in currency.
Webbing, per piece, 65c.; per gross of 4 pieces, \$2.40.
Wheels, \$12 to \$22.
Whiffle trees, coach, turned, each, 50c.; per dozen, \$4.50.
Whiffle-tree spring hooks, \$4.50 per doz.
Whip-sockets, flexible rubber, \$4.50 a \$6 per dozen; hard rubber, \$9 to \$10 per doz.; leather imitation English, \$5 per doz. common American, \$3.50 a \$4 per doz.
Window lifter plates, per dozen, \$1.50.
Yokes, pole, 50c.; per doz, \$5.50.
Yoke-tips, ext. plated, \$1.50 pair.

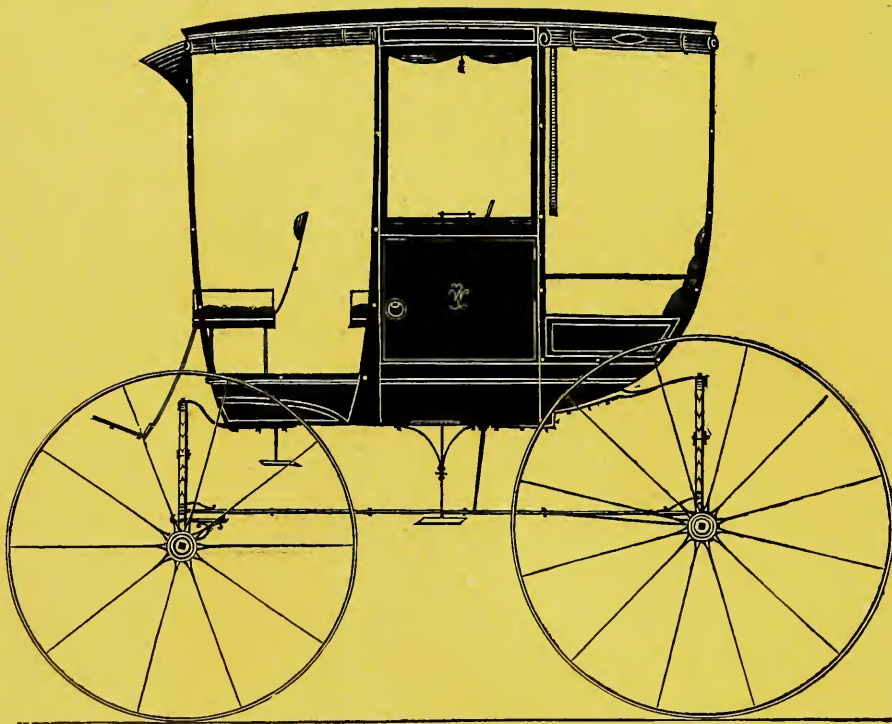


PARK PHAETON. — $\frac{1}{2}$ IN. SCALE.
*Designed expressly for the New York Coach-maker's Magazine.
Explained on page 104.*



EXCELSIOR VICTORIA PHAETON.— $\frac{1}{2}$ IN. SCALE.

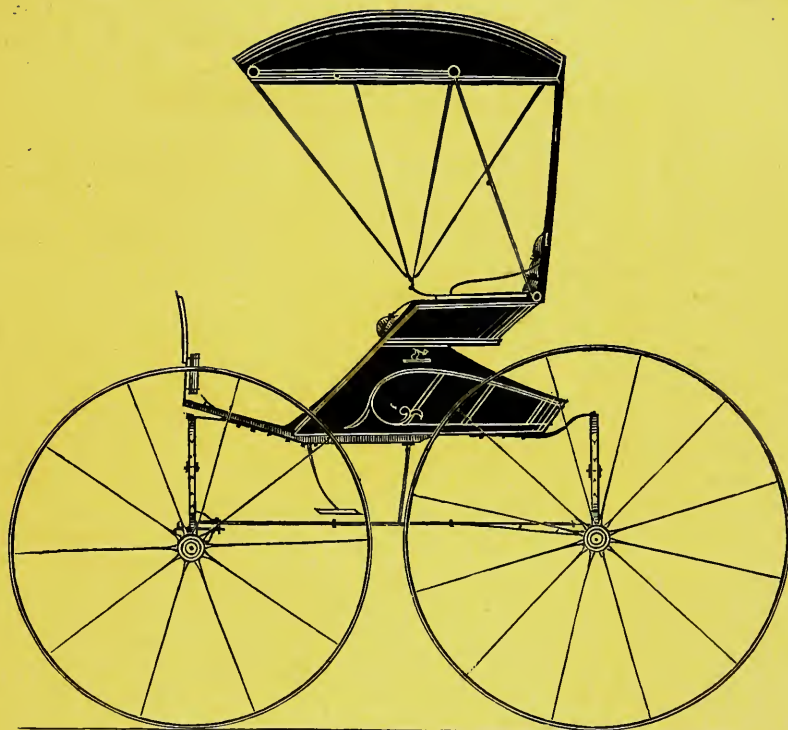
*Designed expressly for the New York Coach-maker's Magazine.
Explained on page 104.*



COUPE-PILLARED SIX-SEAT ROCKAWAY.— $\frac{1}{2}$ IN. SCALE.

Designed expressly for the New York Coach-maker's Magazine.

Explained on page 103.



NONPAREIL TOP BUGGY. — $\frac{1}{2}$ IN. SCALE.

Designed expressly for the New York Coach-maker's Magazine.

Explained on page 105.