

Palace Cars for the Central Pacific Railroad.

A recent number of the Dayton (O.) Journal, gives a detailed description of drawing room and palace cars, which are being built by the Barney & Smith manufacturing company, for the Central Pacific railroad company. The Journal says: "The general shape of the drawing room cars is similar to the standard Pullman, many of which have been built by the B. & O. Co. within the past ten years. Their color is a light shade of canary, with light tracings, and scroll work of darker and contrasting shades. The interior is finished in black American walnut, oiled, and most elaborately veneered of French walnut, engraved with fine lines of gold, and decorated with shields of unique magnetry, containing the monogram of the railway company in ivory on ebony. The silver lamps, with shaded glass globes, highly finished wood, elaborated with silver fixtures, in shape of curtain rods, coat and hat pins, and the embossed French plate glass and mirrors, give almost a dazzling tone to the entire coach. The seats, chairs, and sofas are upholstered with the finest grade of Cerie plush. The floor is covered with Brussels carpet, made expressly in colors and design to harmonize with the general finish. The windows are shaded with damask curtains, on spring rollers, which also, in color and figure, carry out the completeness of the interior finish. The berths are equipped with spring and hair mattresses, of the very best quality, linen sheets, pillow cases, etc.; in fact, every necessity and luxury possible to imagine.

"The body of the coach contains a smoking room, with an inlaid floor, supplied with a sofa and lounging chairs. The room is entirely disconnected from the main room, yet easy of access by means of a short passage which leads into the sleeping or parlor portion of the car. This room is divided into twelve sections, each section supplied with four seats, or two berths, two double sash windows, damask shades, and embossed mirrors. Each of these compartments is so arranged that it may be entirely closed from the others, and by the addition of a movable table, converted into a dining room.

"Next to the smoking room there is a larger and entirely private state room, supplied with arm chairs and a sofa, together with a ladies' dressing room, complete in each detail. At the opposite end of the car is the general wash room, closet, and steam heating arrangement, all finished with corresponding elegance.

"The drawing room day coaches for the Southern Pacific are of the same general appearance outside as the above, but are finished inside with an artistic combination of mahogany and rosewood, engraved with tracings in gold of leaves and flowers. These woods are so highly finished, and so handsomely carved, that they form a unique work of art. Revolving fauteuils, upholstered with crimson velvet, placed before French plate-glass windows, 5x3 1/2 feet, form the seating arrangements.

Gold in Ancient Architecture.

Mr. F. A. Skidmore recently gave a lecture at the Royal Architectural Museum, London, "On the Use of Gold in Ancient Architectural Enrichment, and its Influence on Conventional Forms." The lecturer observed that vast sums of money were being spent nowadays on architecture, and architects took credit for accomplishing great things when they were simply working on the past in copying what they found in existence. This should not be. Architects should be constructors in the true sense of the term, or else go further back, and reproduce what was done by workers in gold. It was not at all uncommon in ancient times to use as much as ten cwt. of gold in adorning temples, and at that period the goldsmith occupied a very high position. In decorative stonework there was often a marked difference, and this arose from the peculiarities of form taken by the metal when beaten. The stone-workers had followed upon the ancient goldsmiths, and had simply copied the forms of decorations in gold and silver which they found in existence. He urged that this eternal copying was a great mistake; architecture at the present day was a failure, and that simply because it resolved itself, with architects, into a question of the constructiveness which science taught was necessary for true progress, and hence was what he regarded as a failure. He contended that architects ought not to stop at stone representation. If they were determined to rely upon and worship the past, they should go as far back as the goldsmith's period, and then they would understand why many of these stone representations took a particular shape. If they would reproduce the past, let them do it honestly and fairly. Go back far enough, and resurrect the trade of the decorator in gold. There was no legitimate ground for hating where they now stood, as they were simply like imperfect translators, who had no thought of original work, or of going even to the root of the thing they had in hand.

Thorough Workmen.

Says an exchange: "There is no more honorable position in life than that of a good craftsman in a successful occupation. His horny hand is a more honorable badge of public service than the jeweled digits of the dainty clerk or man milliner. His labor-begrimed face or greasy working dress are proofs of the exaltation of his rank among men. An honest, competent workman has peers, but no superiors. But to deserve all his honor he must be competent—skilled in the mysteries of his craft. And it is no use for people to say that their superior intelligence makes up for everything; for a man with the wisdom of a Solomon could not constitute himself a perfect artisan without the practical experience which makes a man such. Journey-men are turned out in multitudes day by day, who have hardly an idea of the first principles of their trades; and many young men, hardly yet of age, are found bold enough to profess a thorough knowledge of two or more handicrafts, any and all of which they really know little or nothing about. Ask employers from whence they have their most skilled laborers, and they will tell you that they come from those workshops where long apprenticeships served to turn out thorough workmen; where engineering is not learned in a year—shoemaking in a month—or printing in a few days. There are many reasons why this whole subject of mechanical training should be pressed upon our young men who expect to live by mechanical labor. The great enemy of the workman is the crowd of bad workers who are admitted to his status without the proper experience for which he has paid years of effort.

IRON FOR PURIFYING WATER.—In relation to the value of iron for purifying water it is remarked that in 1857 Medlock took out a patent in England for the use of iron for removing all impurities from water. This method has been largely discussed, experimented upon, modified, criticised, and finally, we believe, generally abandoned and now revived again.

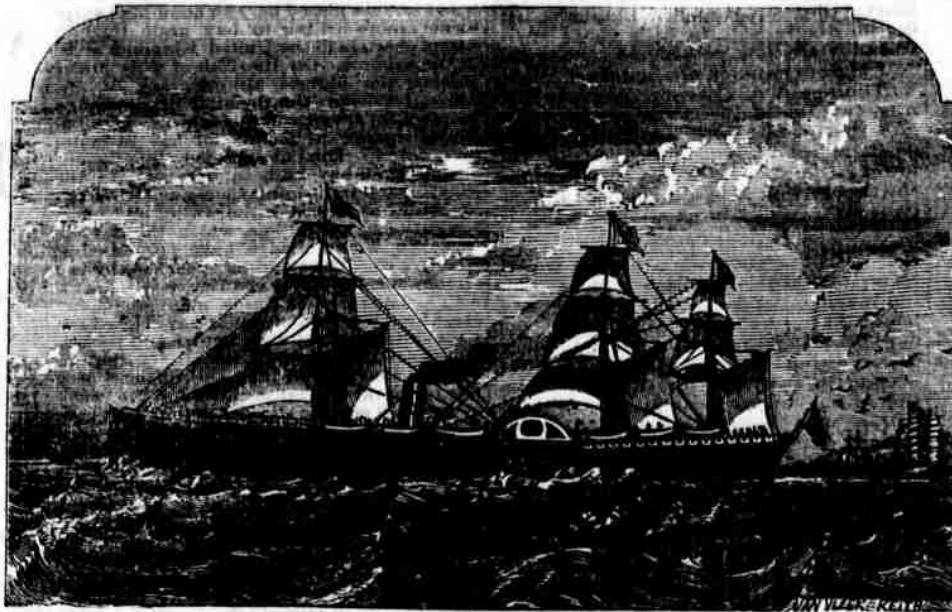
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