

glass, two stories in height. The first story, 20 feet high, will be divided into a music and lecture-room, 220 by 30 feet, shape nearly semi-circular. The reading-room and library will be of the same shape. The dimensions of the parlor will be 180 feet by 30; the natural history room and picture gallery will be 90 feet by 30; and the smoking-room will be 90 by 30; all of these may be united if desired. On this floor will be a number of stores and offices, say, at least, seventy, varying in size, but averaging about 20 feet by 4.5, with entrance from the interior arcade, as well as from the street. There will be located the business offices, two in number, 28 feet by 24 each, and four more of like size for janitors and stewards. Space will be reserved for a chapel, 100 feet by 24; for four vestibules, 20 feet by 26 feet, and six hall entrances 45 feet by 9 feet; two schoolrooms, 75 feet by 24; and sixty suites of rooms for families who may be in the city temporarily to visit friends residing within the edifice. From this floor to the upper story will ascend eight broad stairways, and four steam elevators will be in constant operation to serve those who prefer this mode of ascent over the more laborious one by stairways. On this, as on each other floor, ample provision will be made for water-closets and bathing-rooms, and every suite of rooms will be supplied with a faucet for water and a waste-pipe.

In the annexed plan of the second floor of this gigantic "palace of the people," A represents a court-yard, 280 feet long by 28 wide, with five glass domes to light the kitchen, which is located in the basement. B indicates an oval building constructed of glass and iron, two stories high, surrounding the court-yard; the first story will be divided into a number of public rooms, and the second will be used as a grand dining hall. Above the second story both A and B combine to form another and larger court-yard, 300 feet long by 100 wide; the marginal portion (built over the roof of the dining-hall) is to be used as a conservatory, and the central portion will be adorned with a grass plot and fountains. C is an oblong area designed to convey light and air to such rooms as have windows opening on the same; the rooms on the first story are to be appropriated for offices, schoolroom and chapel. Another similar area is visible in the other wing of the edifice. In each wing are also seen two parlors for general use, D D; the location of these will be changed to the center of the front, and each pair will be united into one apartment, 92 feet long by 26 wide. E E are two corridors, each 9 feet wide, intended to eventually extend from one end of the building to the other, and to pass through those portions now occupied by the rooms, D D, in order to secure thorough ventilation. F indicates a steam elevator and stairway; the former being for the use of invalids and others desiring a mode of ascent easier than the usual means; there are four of these, and also four other stairways, one near each of the parlors, D. The water closets and bathing rooms (of which there are four sets) are marked G. H represents various suites of rooms, comprising, in most cases, one parlor and two sleeping rooms; each of the latter containing a couple of closets. Every suite has four windows fronting on the street, and one (in the rear chamber) opening on an area, 26 feet by 7; there are, in all, 46 areas, which, in the annexed plan, are shaded to distinguish them from apartments. There are 186 suites on this floor, but some changes are to be made in the size and structure of the rooms. J, J, J, J, are four steam elevators for hoisting cooked provisions from the kitchen to the dining-hall, together with flues for carrying away the steam and odors from the kitchen.

On the second floor the dining room will be located. This will be a half-oval shape, 22 feet high, located over the music and reading rooms, covering a space 800 feet by 30, lighted from the side and top. Meals will be served here three times daily, on the European plan, the American plan (or *table d'hôte*), and after the manner of the English club houses, so that families may choose between these, or have their meals in their own apartments if they prefer. This department will be in the hands of an experienced manager, under whom will be secured thorough neatness in the serving as well as cooking of the food. Also it is intended to introduce a system which shall effectually do away with opportunities for dishonesty, even on a small scale. The food will be pure and fresh, and will be served at prices far below that now paid by housekeepers. As an illustration may be cited the price and quality of milk, which can be sup-

plied pure and fresh for 3½ cents per quart, throughout the year; eggs at 15 cents per dozen; and butter at 15 cents per pound, from farms and dairies conducted, organized and kept expressly to furnish these supplies. This floor will also contain four parlors for general use, each 46 feet by 26, and the remainder of the space will be appropriated for single rooms and suites; the single rooms varying in size, but occupying about 20 feet by 12; the suites containing two or more rooms, averaging 20 feet by 12, for the parlor or sitting room, and 12 feet by 10 for the sleeping rooms.

The other four stories will be divided in the same manner, except that the central area will be 300 feet by 100, and as there is to be a conservatory on the roof of the dining hall, 800 feet by 30, the top of this area will be covered with glass during the winter season.

The height of the rooms will be each about 15 feet on the first floor, 14 on the second, 13 on the third, 12 on the fourth, 11 on the fifth, and 10 on the sixth. Ventilation will be so thorough that every room can have a stream of pure air from without, with facilities to expel impure air at the will of the occupants.

The building will be rendered thoroughly fire-proof throughout. The use of iron girders and iron beams, with brick-arching for the floor to rest upon—put in the place of the ordinary wood beam, joist and plank—prevents the possibility of danger in this respect. Every room in the edifice will be heated from apparatus centering in the basement; and each room will be lighted with gas. Efficient heads to the several departments will be obtained, that the order and system necessary to an organization of this character may be preserved.

Among the marked advantages which promise to grow out of this enterprise may be enumerated:—

1st. A family will obtain, for \$1.50 per week, or \$75 per year, a better home than can now be obtained in any part of New York city, for \$250 per year, and the location of this edifice will be the best the city affords. A single man or woman, who now pays an average of \$2 per week for an attic chamber, will have a better room for 75 cents per week. The difference between these prices will, in five years' time, pay for a sufficient number of shares to secure a permanent home.

2d. By the terms of arrangement for payments, it is within the reach of persons of very moderate circumstances to become shareholders; and when their shares are once paid for, the dividend thereon will pay their rent, which is tantamount to living rent free. In other words, the tenant becomes his own landlord, and the body of tenants choose their executives from among their own number.

3d. Servants may, to a considerable extent, be dispensed with; also the care of stoves, fires, ashes, back doors and barred windows, ash barrels and offal tubs, cockroaches and Croton water pipes, gas and fuel bills, grocers' and butchers' books, milk accounts, diseased children from the use of impure and unclean milk, door bells, beggars, burglars, hall thieves, kitchen thieves, rats and mice.

4th. The economy in expense for food will be to the extent of about one half the cost under the present system; an estimate carefully made, and based upon experiments made expressly to ascertain these points, proves that a family of four persons may live upon the ordinary run of hotel fare at an expense of about \$12 per week, rent included.

Young men and young women, who find but inferior accommodations in boarding-houses, may here enjoy many home comforts which at present are denied them. The condition of children will become elevated from their present routine. Danger from fire may be averted; and in insurance alone, the economy will exceed \$50,000 per year in the aggregate—a fact proved by calculations already made.

A suitable number of watchmen will be employed to guard the building by day and night.

The schools and gymnasiums for the children will be located in an eligible part of the building, adjacent to which will be an extended play-ground promenade in the open air.

More than one hundred individuals have already signified their wish to become regular inmates of this edifice.

Any further information in relation to the enterprise may be obtained by calling at the rooms (Nos. 13 and 15) of the association, in Appleton Building, 346 Broadway, this city.

FRESH AIR IN RAILROAD CARS.

The Court of Massachusetts has lately been called upon to decide a case arising out of a passenger persisting in letting a draught of fresh air into a railroad car against the wishes of the other passengers. The conductor remonstrated, and put the window down; the passenger broke the glass, and got ejected from the car. He brought suit for damages, and got \$5, the price of the ticket; the Court ruling that the railroad company had a remedy by law against the passenger for destruction of property, and could not put him out except for persistent violation of the rules of the company. The New York *Journal of Commerce* reports a case nearly similar, in which a lady refused to close a window, though requested by an elderly gentleman, who sat on the next seat to her. The *Journal* remarks:—

"The comforts of railway passengers depend more on the courtesy and politeness of the parties than upon mere abstract legal rights. A proper regard for their convenience and of others will prompt either gentleman or lady to conform to their wishes in all ordinary circumstances, but if any are so rude as to refuse this, it is far better to allow them the enjoyment of their perverseness than quarrel over it. And when there is a lady in the case, the only prudent course is to surrender at once."

A better expedient than any mentioned by the *Journal* is for railroad companies to compel their employees to pay proper attention to the heating and ventilation of cars, after having provided the best facilities therefor. At present these important matters are left almost to chance, and cars are too frequently at an oven heat a portion of the time, and during the rest the atmosphere is of an Arctic frigidity.

Again and again have we directed attention to the necessity of properly heating and ventilating our railroad cars, and yet no good method has been adopted generally by our railroad companies. It is not because there are not efficient systems of heating and ventilation known, for several good plans have been brought before the public through our columns, but it is because there is such a conservative spirit prevailing in regard to old adopted systems, that changes are resisted even though founded upon the best and most approved principles. We remember well that when we first advocated the use of coal as fuel for locomotives on our railroads, there were plenty who defended the employment of wood, and it was a long time before our railroad companies could be driven from their old notions and practices. But now coal-burning locomotives are becoming the rule, and wood-burning engines the exception, especially in the eastern and middle States. On the Providence and Worcester Railroad coal alone is used on all the engines, and the cost for fuel is not quite one-half what it was five years ago.

BOILER EXPLOSION—ROTTEN IRON.

On the afternoon of Saturday, the 31st ult., a steam boiler on the sunken steamship *Granada*, which was used for working the draining pump, exploded with terrific force, and one man was killed by a fragment of the iron. The pump was used for pumping out the water in the vessel, and the explosion took place just after the furnace had been supplied with fresh fuel. The Coroner's jury, in the case of the person killed, rendered the following decision, on the 2d inst. :—

"That Luke Flannigan came to his death by the explosion of a boiler on board the steamer *Granada*, in the harbor of New York, on the 31st of December, 1859, and the jurors say that said boiler was defective and unfit for use previous to the explosion."

Here is a decision which crimines the owners of the boiler and steam pump, and the engineer in charge, yet what will be done to them? Nothing—nothing at all. Those who are placed in our courts to dispense justice, and are elected or appointed to execute our laws, are to blame for the great number of explosions which take place. If they did their duty, those who use steam boilers would not be so reckless in their management.

TO REMOVE CLINKERS IN STOVES.—Persons troubled with "clinkers" adhering to the lining of their stoves or furnaces may be interested in knowing that by placing a few oyster shells into the grate, while the fire is ignited, the clinkers will become loosened so as to be readily removed without the danger of breaking the lining. We have tried this remedy; and while the chemical action is involved in mystery, it accomplished the result to our satisfaction. Who will explain the theory of the action of the gas emitted from the decomposition of the shells upon the clinkers?