

## THE DAILY BEE.

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CARRIAGE TIME TABLE.

THE CARD CHURCH, ST. PATRICK, MINNESOTA AND

CATHOLIC RAILROAD.

Leave Omaha—No. 1, through passenger, 9:30 a. m.

No. 2, freight, 1:30 p. m.

Arrive Omaha—No. 1, through passenger, 5:15 p. m.

No. 2, freight, 10:30 a. m.

LEAVING OMAHA FOR THE SOUTH.

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## CROFFUT PRINTS.

Observations of Personal

Adornment, Household

Embellishment, Etc.

Some Singular Experiences in

Travel on the Continent

Across the Sea.

Mr. A. Croffut writes to the St. Paul Pioneer Press the following results of his observations on the architecture, fine arts, mode of travel and hotels of Europe compared with America:

First—The buildings: While gardens are not exactly the same as farms, or lawns the same as stone-scattered and hives-and-hives, or nice hedges the same as tumble-down stone walls or a line of rail fences, yet it is still true that a European and an American landscape differ chiefly in their buildings. Almost all of the buildings in Italy are of stone, or of concrete or brick, that, covered with stucco, present the same solid aspect to the eye. Not only the walls but the partitions and the floors are of masonry, hard as rock. Rome and Venice are wooden cities during their early history, but after devastating fires had time after time reduced them to ashes, and the slopes of the Appennines had been denuded of timber, ingenuity and necessity combined in raising cities of natural and artificial stone throughout all southern Europe. Most of the larger buildings, such as palaces, hotels, etc., are built around an inner court from thirty to fifty feet square, which is entered from the street by a carriage through a large stone portal. The parlors, dining rooms, smoking and reading rooms, etc., open off this court, and doors open upon inner rooms from balconies higher up. No where out of Switzerland is a shingle to be seen; all roofs are tiled. In Great Britain the tiles, like the multitudes of chimneys, are made of red pottery, and they are sometimes flat and sometimes slightly curved, and overlap each other like shingles. In Germany these tiles are merely shingles laid side by side and emptying into each other, but in Venice they are of two and sometimes of four thickness, one layer of tiles with the concave side being covered with another layer with the convex side up, so that the upper one shed the rain into the lower ones. This roof is impervious and practically imperishable. I think the time is at hand when all the best buildings in our cities will be covered with tiles instead of shingles, or metal; and when the floors will be as solid as the walls. I saw a roof in Geneva about three feet thick—loose stones piled one on another. But this seems superfluous.

Second, Mosaics—Mosaics seem to be regarded with mingled admiration and awe, but it is no more difficult to make one of these pictures in stone than to make a good piece of embroidery. Indeed, the greatest mosaic in the world—the battle of Issus, found in the ruins of Pompeii, and now in the Neapolitan museum—is not more so handsome as a fine Gobelin tapestry. A mosaic is composed of small bits of various colored marbles, cut symmetrically about a quarter of an inch square at the top and three quarters of an inch deep, set in by side by side. It would not require prodigious labor or ingenuity to duplicate the battle of Issus or Cave Canem, or to reproduce in colored stones some of the great masterpieces of painting. The time is not far distant, I think, when work in mosaics will be introduced into the decoration of the floors and walls of our public buildings, our hotel lobbies and dining-rooms and our churches. They are not difficult; they last forever ("pictures for eternity" Russia calls them), and no country on earth is so rich in colored marbles as the United States.

Third—In fine arts and in the more elegant and delicate of the industrial arts, Europe is as far ahead of us as we are of the Chocktocks. No comparison can be instituted. In all the finer varieties of work of art, glassware, in filigree, in the jewelry, in mosaics of Venice, Florence and Rome, in almost all bric-a-brac and objects of personal adornment and household embellishment, the National exhibition which I visited in Milan was immeasurably beyond all exhibitions ever held in this country. For the next generation certainly—for the next century, perhaps—we must obtain our highest aesthetic knowledge from "the old world."

Fourth—We are as far ahead of Europe in comforts as we are behind her in the production of work of art. European hotels and European houses alike have a stiff, cold and naked aspect, because of the absence of certain little things which Americans deem essential. One of the little dishes, so requisite to an American dinner. Here we take the beef or mutton or fowl upon the plate, perhaps, with small dishes of mashed or fried potatoes, sweet potatoes, turnip, egg plant, macaroni and sauce, and so on, conveniently and subversively arranged. The European table d'hôte permits no such trifling. There must have your plate changed for everything you eat; fish—change your plate; beef—change your plate; chicken plate—change your plate; macaroni—change your plate; salad—change your plate; turnip—change your plate, etc., etc. One tires of it. I don't see why turnip—which is only bristled food anyhow—should be raised to full rank and put in command. And why the earth should be so divorced from meat and set before you ridiculous solitude? Then there are no small butter dishes in Europe—not one, you must let the butter melt on your hot plate, or else spread it all on your tough bread, or hold it in your hand while your plate is changed. Always passing the hot coffee-pot around instead of bringing the liquid in cups is a good idea, one which American hotels ought to imitate. Another thing: In the seven kingdoms and two republics through which we traveled from July to September, I never saw a closet to hang up clothes in. There are scarcely any in European hotels, and very few in European homes. The substantial rack stretches out its omnipresent arms everywhere. One that has more arms than Bocheina generally stands directly at the foot of every bed in an attitude of supplication.

Fifth—Steam cars. There is no doubt that the system of European steam traveling will speedily undergo

changes, tending towards the American plan. Already American cars are adopted upon several roads in Switzerland and one in Germany, and we may next look for their substitution in France now that the Republic is "solid" and class distinctions are becoming pronounced. The European baggage system, which remains precisely the