

the rock, loudly proclaims, over the great highway of the nations, that, in our age of scepticism, religion has its venerators and faithful supporters." The commanding position, the site hallowed by the veneration of ages, the lavish expenditure of wealth and labour, and unquestionable excellence of most of the workmanship, are points which may well disarm criticism; but it must be confessed that, architecturally, it is only successful as a great step in the right direction; and one is led to regret that so much of generosity and good feeling could not have had the benefit of the more advanced studies and greater experience of later years.

The old chapel having become ruinous, the new church has been raised as a place of deposit for the relics of Saint Apollinaris, who, if tradition be true, was a companion and disciple of our Lord himself, first Archbishop of Ravenna, and a martyr to the faith. A very ancient church at Ravenna is dedicated to his memory. It is related that the relics of the saint were transferred from Ravenna to Milan, A.D. 334, and thence, A.D. 1164, when Frederic Barbarossa ravaged Northern Italy, carried off by the Archbishop of Cologne, and by him presented to the Abbot of Liegburg, who caused the shrine to be erected for their reception at Remagen. The shrine was more than once deprived of its treasures,—on the last occasion in 1793, to escape the French Revolutionary armies. On the return of the relics in 1826, the old chapel was become so ruinous that a temporary place had found for them in the church of St. Martin, at Remagen, where they now await the completion of the new church of St. Apollinaris. G. M. H.

#### THE STRIKE IN LONDON.

We are gratified to be informed that this strike is at an end, and that Mr. Myers's workmen have returned to his employment on terms agreeable to both parties. The arrangement, we believe, is—

"That any man may be allowed to lose ten hours in the week, at any time, without losing the privilege of the four o'clock on Saturday; and if any further amount of time is required by him in the course of the week for business, he shall not lose the said privilege, providing he acquaints his foreman of his inability to attend his work; also, if he should lose any time through inclement weather, sickness, or want of material, he shall not lose it; or if he is set on to work at any time in the week, he shall not be deprived of it; and that all past grievances be laid aside."

#### THE QUESTION OF A DOME IN GOTHIC ARCHITECTURE.

As to the dome controversy, be so good as to permit me to remind your correspondents who have treated of the subject, that some of the most important points connected with it still remain to be discussed. "R." settles the question by a theory of his own, that in pure Gothic a dome is not admissible; and takes no notice of the other questions bearing upon the subject. He admits that it is a grand and imposing feature, but considers that by carrying out the design on Gothic principles, its magnificence would be marred. "K." followed by "H. T. B.," takes the opposite view as regards the claims of the dome. But I would respectfully suggest to these gentlemen, that none of them have settled the point at issue.

Hitherto they have considered the dome only as an external feature; yet surely that of the Pantheon, the earliest of European domes, one that was doubtless admired by Michelangelo, from his memorable boast with reference to it, when he was employed upon St. Peter's at Rome, should be viewed, and was intended to be viewed, from within. And yet as regards its construction, its actual appearance externally would be greatly improved by a decorative abutment, in the place of the solid mass which now gives it stability; and such ornamental abutment, if it did not exhibit Gothic features, must nevertheless be constructed on Gothic principles. Again, most,

if not all, modern domes are surmounted by a superstructure of some sort, which, if the dome is to be made of the same material, must greatly influence its construction; and unless Sir Christopher Wren's expedient of basing it upon a cone concealed within, he resorted to, there will of course be a great practical difficulty in equilibrating the dome beneath, if the form of the latter at all approaches to that of a hemisphere. It appears to me, therefore, that the question of the dome mainly turns upon its construction; and that your correspondents should first determine what are, and what are not, lawful expedients to have recourse to in order to insure its stability, and at the same time to exhibit its proportions internally as well as externally to most advantage; also to what extent the outline of the interior may be allowed to differ from that of the exterior; and that having been done, it will then be soon enough to come to a decision upon the question, "Why may we not have a Gothic dome?" C. B.

#### RAILWAY JOTTINGS.

The passenger carriages belonging to the London and North-Western afford eleven miles of seat room, and would accommodate 40,196 individuals, or the whole population of two such towns as Northampton. The loading surface of the goods equals eleven acres, and would convey 40,000 tons. If the tires of all the company's wheels were welded into one ring, they would form a circle of seventy-two miles.—At the Oldham County Court, Mr. J. Duncraft, M.P., lately sued the Lancashire and Yorkshire Company for 11s., expenses incurred by him in reaching his destination in consequence of the delay for a quarter of an hour of the train in which he was travelling. Counsel for the company contended that the delay was unavoidable, being occasioned by a certain derangement of the machinery of the engine, for the entire prevention of which scientific men had not yet discovered a remedy; but the judge, nevertheless, decreed for the full amount claimed, with costs.—The directors of the South Wales line, on a report by Mr. Brunel and Captain Claxton, have decided on making their grand terminus, or principal station, at Neyland, opposite the royal dockyard at Pembroke-dock, with a three-mile run to Milford. The works between Swansea and Carmarthen are rapidly progressing. The foundations for the Langhor-bridge, near Llanelly, are being laid.—The Treasury, it is said, are inclined to advance 300,000*l.* for the construction of the railway from Athlone to Westport, through Tuam, on terms similar to those on which the extension from Athlone to Galway was constructed. The reason assigned is the desire to open up a complete system of railway transit through the province of Connaught.—A line of railway is immediately to be constructed in Brazil between the mouth of the river Moya and the foot of the Serra, a distance of about fourteen miles. The survey has been made by an English engineer.

#### INVIOIABILITY OF THE GRAVE.

It is thought even by some who mean the best, that a provision to leave graves undisturbed for eighty years is sufficient. They have no right to be disturbed as long as there are two yards of ground in the country not buried in. I believe there is no country or island but this, where they cannot afford their dead a grave in perpetuity; by which I do not mean the surface kept from cultivation or other uses, but the grave from invasion. Even in the smallest of the Antilles I never heard of burying twice in the same ground, and some of these islands are more thickly peopled than Great Britain, and more cultivated than Surrey. But those who say there is any place where men cannot afford their dead each two yards of ground for ever if they choose, are not worth answering but by giving them the lie direct.

Which is the more essential to "Christian burial"—a ridiculous acting and aping of a

mediaeval baron's finery, or a decent treatment of the body for a generation or two after?

Which is the more indecent treatment, re-converting the ground into a common cultivated field, or into an English so-called "burial-ground?" Is the heaping up and stowing away bodies on these piles burial at all? or the pile itself ground at all?

Any use or cultivation of the ground again would surely be more Christian and reverent than this pestilent and abominable mockery. But cultivation is nowhere necessary, at least nothing nearer to it than timber-growing, which is the very kind of cultivation this country can never get from selfish enterprise, and therefore needs continually more and more, as Evelyn and others have said. G.

#### FALL OF CORNICE-CORE AT KENSINGTON.

OUR remarks last week on the mode of building pursued in some of the suburbs of the metropolis, and its sad results, were scarcely published before a fearful accident occurred at some houses now building, at the north end of the Gloucester-road, on the site of the old Kensington workhouse, which caused the death of one man, and serious injuries to five others, plasterers. They were engaged running the cornice on the top of the front wall, when the core, which was formed for it, surmounted by an open parapet, gave way, and brought scaffolding and men to the ground. The inquest on the sufferer has been adjourned, and we postpone further particulars until next week.

#### TRAINING FOR ARCHITECTS AND ENGINEERS.

In a former communication the present anomalous position of architects and engineers was noticed; the possibility of submitting them to an examination, as a test of proficiency, was considered; the desirability of restricting the practice of these professions to those only who had received a diploma from the corporate body was insisted on; and the beneficial results which such a change would bring about, not only to the members themselves, but also to the public, their employers, were briefly alluded to. A few other remarks now occur to me on this subject.

It seems almost a task of supererogation to be arguing on the advisability of such a measure, when nearly every class of persons requiring a certain specific amount of education is already submitted to similar regulations; and the only wonder is, that architects and engineers have been allowed so long to pursue their vocation, as if it were a mere empirical art, having no laws by which the judgment could be guided, or the intellect instructed, instead of these being well known and ascertained. We may trace in this, perhaps, the prejudices of some of the senior members of these professions, who from having risen from the humblest ranks, from having acquired their knowledge and experience as workmen with only a limited education, look upon any measure of the kind with distrust and suspicion, and others, as well as themselves, are very apt to draw the inference that the workshop is the only school from which architects and engineers can proceed. Now, without attempting to deny the value of this kind of knowledge, it may fairly be doubted whether it is entitled to such unbounded praise as some give to it, and whether the possession of the practice without the science, where both are necessary, should be taken as all-sufficient. Look again at certain other senior members of these professions who have had the advantage of sound scientific training, and in addition practical acquaintance with work, with the use of tools, and what and how much can be done with them in a given time: mark the difference between the two orders of men: see how readily—how fully—how, without an effort—the one appreciates and understands what is laid before him,—how the other has to wade through a dull routine of what he has done, or seen done,—how sceptical gain of success,—how