

Correspondence.

ECHO CITY, May 5, 1899.  
Editor Deseret News:—The bridges in Weber Canyon are on the rampage.

The past few days' sun has sent the liquidizing snows in torrents through their rugged courses. First went under the wagon-crossings. The impetuous torrent, gathering force from its momentarily accumulating volume, next assailed the most stupendous railroad crossings. The bridge at Devil's Gate commenced giving way last night. The 300 feet of trestle-work at Strawberry Ford next evinced signs of "caving."

The first bridge below the Narrows, or Slate Point, next succumbed. In consequence of these disasters, no train passed through the canyon yesterday and to-day. "All hands and the creek" have been summoned to the rescue. Car loads of timber have rolled from the construction yard as on wings of lightning to the point of fracture, and every requisition has been made that could in any degree facilitate the work of repair. Vice Presidents Durant and Dillon and the Commissioners were also at the front to observe the situation and direct the repairs. To-day passengers were conveyed in the trains to near Devil's Gate and then transferred in wagons to trains below the bridge.

Some excitement and personal indignation towards Mr. Dillon has been the consequence of a recent reduction of the wages of the "gravel-men," from \$3.00 to \$2.50. The U. P. seems rather disposed to retrenchment. Their pertinacity in clinging to funds is not a very sweet morsel to squads of contractors, some of the enterprising mercantile gents of Echo being also rather crusty over it. Yesterday I had the pleasure of a short run in the "Lincoln car"—now Mr. Dillon's. This is the car in which the remains of the assassinated President were brought from Washington to Springfield. Since that eventful, mournful excursion, this elegant coach has been on the Union Pacific road. It was manufactured at the Military Car Works, Alexandria, Va., in 1864. Within the narrow confines of a railway car are comprised sitting and bed-room, hall, reception room and closets; in addition to superb toilet and parlor furnishing throughout. It is an institution around which cluster the most thrilling memories.

An exceedingly polite young gentleman recently ventured into a school-room in Ogden upon the almost sacrilegious mission of drumming up recruits for a "restaurant" at Corrinne. He applied for "half-a-dozen Mormon girls." His assurance was not inferior to that of the fellow who resolved to shear the wolf. "But have you considered the difficulty, the resistance, the danger of the attempt?" "No," cried the infatuated, "I have considered nothing but the right. Man has a right of dominion over the beasts of the forest, and therefore I will shear the wolf." This fellow's unquestioned right to have "water-girls," girls to sit in the dining-room, or to "wash dishes," does not seem to have been at all appreciated either the school-teacher or the young lady pupils. His brazen faced persistence, with spacious pretexts about his "wife" being a "lady," etc., and were unheeded. He was gently, and very promptly, too, informed that "this is no nursery for restaurant waiters," and was at last pungently referred to Wasatch, Echo, or some other of the score of "shoddy contrivances," whence have successfully graduated the "nice," "mauve," the "blue," and the "pure white" "calicoes" of modern Christian Cyranism.

Major Russell, photographer for the U. P. R., late from New York City, has just shown me the advance pages of Vol. I of a magnificent illustrated work now about ready for publication. It is entitled "The Great West," illustrated in a series of photographic views across the continent, taken along the line of the Union Pacific Railroad, west from Omaha, Nebraska, by A. J. Russell, published by authority of the Union Pacific Railroad Company. It is a model of mechanical excellence, printed on exquisitely finished Bristol-board 13 by 14 inches, each page having a unique border in magenta, representing, at the lower corners, a train of cars on a curve.

A man was crushed to death in coupling the "Lincoln Car," at Wasatch, last week.

ANON.

GOLD BEATING.

The art of gold-beating is a very ancient one. There seems great probability that, like some other arts, it has been known and practised and forgotten. Homer refers to it; Pliny, more practically, states that gold can be beaten, loz, making 550 leaves, each four fingers square, about four times the thickness of the gold now used. This is most probably such gold as was used in the decoration of the Temple. "It was covered with plates of burnished gold." The Peruvians had thin plates balled together. It is possible that if decorations of this character were used in these parts, their insecurity would so trouble some folk that they would have no rest till they were effectually nailed. The Thebans have in their wall histories some gold characters done with leaf, said to be as thin as the gold of the present day. Coming down with a jump from the long past to the present age, we find our country celebrated for its gold-leaf, Italy used to export, but Italy has been in a long sleep, and is only just awakened. It is one of the last things our overgrown offspring undertook to make for herself. Until very recently she imported all the gold-leaf she required from this country. The gold-beater's skin made here is still the admiration of the world (of gold-beaters). This skin is gut skin, stretched and dried on frames, after which each surface is very carefully leveled, a labor intrusted to the delicate hands of young girls. A mould, as the number of square pieces of skin beaten at one time in gold-beating process is called) is an expensive article, costing from \$20 to \$100, and when useless for gold-beating is still of some value. Fifty or sixty years back a workman made 2000 leaves of gold from 18 or 19 dwts. of gold; now, by better skin and skill, he is enabled to produce the same number from 14 or 15 dwts., showing a considerable reduction in the cost of produce, and, as may be expected, a deterioration in the quality of the article. Onegrain of gold

beaten between this skin can be extended to some 75 square inches of surface, the thickness of which will be 1-36750th part of an inch. These figures represent what may be done. What is done for the purposes of trade is somewhat less—viz., 601 square inches per grain, 1-280000th of an inch in thickness. To give an idea of its thinness, it would take 120 to make the thickness of common printing paper, 367,650 sheets of which would make a column half as high as the Monument. —E.

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