

FRENCH DEPUTIES CONSIDERING THE PROPER HOUSING OF THE POOR

Eagle Bureau.
13 Rue Cambon.
PARIS, July 23.—There are quite a number of deputies who are doing better work than wrangling over questions which are never settled, and which would not better the country if they were, for they are seriously thinking of what to do to ameliorate the condition of the poor laborers. There are at present 365,000 Parisians who are suffering for want of room to keep themselves and their children decent and clean. In the populous quarters, one finds man and wife with five or six children huddled into one room, which is wanting in light and air. It is not surprising that the man after a hard day's work seeks a few hours' quiet at the marchand de vins, and there spends a part of his week's wages. There have been several private enterprises for building lodging houses. One philanthropic society built four large houses containing 192 lodgings, but unfortunately the greater number of these rooms are occupied by clerks, small retailers, employees of every kind, and the poor manual laborer is left out in the cold. A grand philanthropic



MISS META WARRICK.
An American Colored Woman Who Gives Great Promise as a Sculptor.

scheme would be to destroy the fortifications which in the last war proved useless, and on that ground all around Paris build houses for the laboring classes.

Now, these deputies are seeing to the building of houses on vacant lots, whose rooms will be rented to hand laborers only. It is they who are the most interesting of the laboring poor, and it is they who in France have the largest families.

There are innumerable proprietors of houses in Paris, who positively refuse to rent to people who have children. No children, no dogs. Children are as obnoxious as dogs. No wonder, then, that all Parisians object to having large families. Children are expensive to bring up and no room can be found to rear them.

One of the interesting features of the review of July 14 was the decoration of the firemen's flag with the cross of the Legion of Honor. Cities and flags are sometimes awarded the much coveted cross. When all the soldiers of a regiment have done some brave feat, and naturally they cannot all be rewarded, their flag is given the cross.

The origin of the Fire Department and the manner in which the men are chosen are somewhat different in France from what they are in America. At first, almost three centuries ago, there was a law which required masons, carpenters, hodcarriers, roofmakers, to give their addresses to the Commissaire de Police, so that they could be called in case of an alarm of fire. They were paid by the city for the time they spent at a fire. There was also a heavy penalty for those who tried to shirk that duty. In 1699, a rich merchant who was fond of getting up enterprises, proposed to the City of Paris that he get up a company of firemen, to consist of all the masons of his firm and stores. He had been to Holland and Germany and seen the fire system there, and new engines with pipes. His system succeeded so well that he afterward recruited men to do nothing but extinguish fires, and that is the beginning of firemen in France.

From time to time the number kept on increasing, and during the reign of Louis Philippe the number of firemen recruited in the old way becoming insufficient, it was decided that a certain number of newly recruited soldiers, who were above the medium height, should serve for a certain time as firemen. However, this system did not work, and in 1808 the firemen themselves were enrolled in the army and formed a regiment with its own regulations.

There are now 1,500 firemen in Paris, including officers, when officers and soldiers, with a major and captain as engineers, who attend to the technical business. The engines have never been up to the standard of those in America, although recently automobiles have been introduced. There is also much time lost in getting to a fire, but the Parisian pompier cannot be rivalled for general maneuvering at a fire. Their courage, pluck and total disregard of danger are proverbial. An American fire chief who had seen the pompier at a fire on one of his visits to Paris, said: "All if with our engines we had your men, there would be much less loss from fire in America."

I had the pleasure of seeing Mr. Halsey C. Ives, the chief of the Department of Art for the world's fair at St. Louis, come to Europe to see the American artists who live on the continent. He conferred with the principal ones in Paris, was much entertained by them, and, naturally, they promised to send their best work to the St. Louis exposition. In one of the notices it says: "It is hoped that the artists of every country will realize the great advantage of representation in this first international exposition to be held near the geographical center of the United States, an exposition which, it is believed, is destined to have

great influence upon the artistic growth of the entire nation, and to bring the people not only in closer relationship with the artists of their own country, but with those of other countries."

The Department of Art of this fair has adopted a classification arranged upon a broader plane than that established by former international exhibitions, and, for the first time, there will be no distinction between what is considered as "fine art" and what is termed "industrial art." All art work, whether on canvas, in marble, plaster, wood, metal, glass, porcelain, textile or other material, is recognized as equally deserving of respect in proportion to its worth from the standpoint of inspiration and technique.

For the first time, then, there will be on exhibition installments of models of buildings, with sculptural decorations, mosaics and wood carving, giving an idea of the tout ensemble.

Groups of noteworthy construction peculiar to every country will be shown, so that intelligent comparisons can be made.

Those of you who are interested in American art, must remember the name of Meta Warrick. Meta Warrick is a colored American girl, and a sculptor. She came here two years ago. She had hardly enough money to travel and keep herself in a half-starved way, for a year, then her mother managed

to get her to Paris, and she has since then been in plaster and some of her works, I must repeat, are marvelous. She herself is not at all morbid in disposition. She talks well, has a certain education. She is so much wrapped in her work that she said to me, "I might stay with my mother in Philadelphia and be well clothed, have a good table, and a better roof than the rickety one of a studio over my head; but no privation can keep me from my work."

It is a curious sight to see the exodus of Parisians on a Sunday morning, filing in before the ticket offices of the tramways and omnibuses, sometimes by the hundreds, to get a pass number for a car which will be "complet" long before their number will be called.

The Parisians are the most patient and the most good natured of all the people on the globe. They leave their homes to have a good time, and they think they might as well begin having it while the regulations of the tramways require them to wait like schoolboys, one behind the other, until it comes their turn to jump into a car, which will wait for at least half an hour for the preceding cars, full of people, to go in their turn. "Why do not the cars that are full go on?" you will ask. You put that question because you are not bothered with a world of regulations. Each car must go at a certain minute, it does not matter if there are ten waiting behind. "Is it, during business hours, just the same?" Yes, indeed, the Parisians are never in a great hurry, or at least, they do not know that rapid transit transportation enables them to get home, and that time is money, until the metropolitan taught it to them.

Parisians will start on an excursion at 8 in the morning with their luncheon baskets, the whole family together, and think nothing of taking two hours to reach a place that is only three or four miles from Paris. They begin their picnic, have their fun when they lock their house door. They do not know how they are going to smuggle the dog in the car. The poor creature must also have a whiff of fresh air, and the conductors do not allow the dog to play the part of passengers. Jules, the little boy, will conceal him in a basket, and most probably the dog will jump out of it just as Jules is about to skip into the car. That will be an occasion for a good laugh on the part of the crowd, together with the conductor, who leniently shuts his eyes to the contents of the basket, when Jules at last succeeds in putting the dog back again in his hiding place.

The whole of Paris lunches out on a fine Sunday morning. They prefer a piece of bread and cheese, with a bottle of cheap wine, sitting on the green, to a dinner at the Ritz, even if they could afford the latter. The children play all the afternoon, father and mother snooze, read the papers, and in the evening they file in again to ride home in the crowded cars. They do not think anything of waiting from 9 to 10:30 for their number to be called out so as to have a place on the top of the car or omnibus.

There is hardly ever any fussing, and when there does happen to be an altercation about precedence, for instance, the men look as if they were about to swallow or kill each other, and when they have taken their seats side by side they suddenly become the best of friends, and perhaps conclude to picnic on the same green together. There is nothing like taking life easily, and when on a picnic with their families, the men would utter an emphatic "No" if a Pierpont Morgan were to come along and ask them to change places with him.

EMMA BULLETT.

ILLEGITIMATE STRIFE.

The Real Name of the Competition in Railroads.

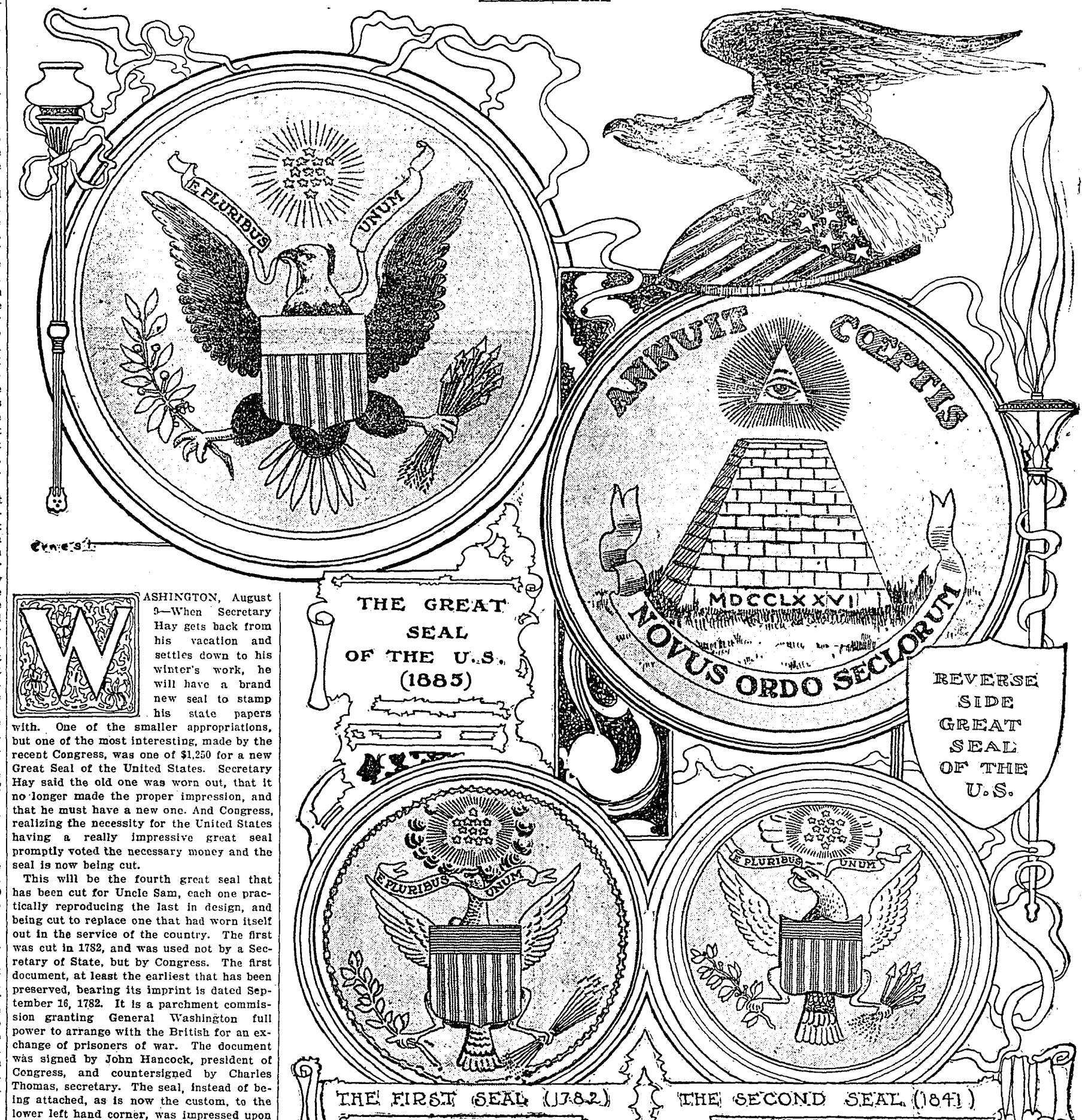
(From the Railway Age.)
Gradually but none the less surely is the press of this country coming to realize that what is ordinarily called competition, but what is in reality illegitimate strife, is harmful to the interests of the people. The technical journals which make a study of this subject have long maintained the truth of this proposition, but it is only within the past year or two that other papers were willing to admit it. As a matter of fact, there can be no such thing as legitimate competition in rates. The very term denotes disparity, and that, under the interstate commerce law, is impracticable.

The law provides for the fullest publicity of all rates, and, as a matter of course, the change of rates by one company is immediately followed by a corresponding change in all others interested in the same or corresponding traffic. In order that there may be no omission in this regard, a man is employed in Washington whose business it is to advise concerning all changes in rates received by the Interstate Commerce Commission, to whose files he has free access.

It is just here that the absurdity of the anti-trust laws, as applied to railway rates, is most readily apparent. The representatives of two railroads operating between two given points may not meet and agree upon a common rate of charges for the service. If, however, one determines upon any change in such rates he is obliged to at once notify the commission, which immediately results in an advice to the other railroad, and the adoption by that road of the same rate.

Here, then, are two laws intended to effect exactly opposite results, and as might be expected, confusion obtains. It is also being generally perceived that secret rate cutting is harmful to the public and that rate wars provoked by such means fail to realize as much in the saving of freight charges from their cost in the general disturbance of commercial conditions which inevitably attaches to them. It is in this intelligent appreciation of actual conditions that the railroads had hope for relief in the future. Honest journals everywhere now voice the changing sentiments in regard to these matters. It is not expected that those which trade upon the prejudices of the people will join in this movement, but it will tend to make headway, in spite of such opposition. Meanwhile, the new condition of things affords no small satisfaction to those papers which for years have sought to publish the truth concerning railway operation.

NEW GREAT SEAL BEING CUT FOR UNCLE SAM.



WASHINGTON, August 9.—When Secretary Hay gets back from his vacation and settles down to his winter's work, he will have a brand new seal to stamp his state papers with. One of the smaller appropriations, but one of the most interesting, made by the recent Congress, was one of \$1,250 for a new Great Seal of the United States. Secretary Hay said the old one was worn out, that it no longer made the proper impression, and that he must have a new one. And Congress, realizing the necessity for the United States having a really impressive great seal promptly voted the necessary money and the seal is now being cut.

This will be the fourth great seal that has been cut for Uncle Sam, each one practically reproducing the last in design, and being cut to replace one that had worn itself out in the service of the country. The first was cut in 1782, and was used not by a Secretary of State, but by Congress. The first document, at least the earliest that has been preserved, bearing its imprint is dated September 15, 1782. It is a parchment commission granting General Washington full power to arrange with the British for an exchange of prisoners of war. The document was signed by John Hancock, president of Congress, and countersigned by Charles Thomas, secretary. The seal, instead of being attached, as is now the custom, to the lower left hand corner, was impressed upon the parchment, over a white wafer fastened with red, in the upper left hand corner.

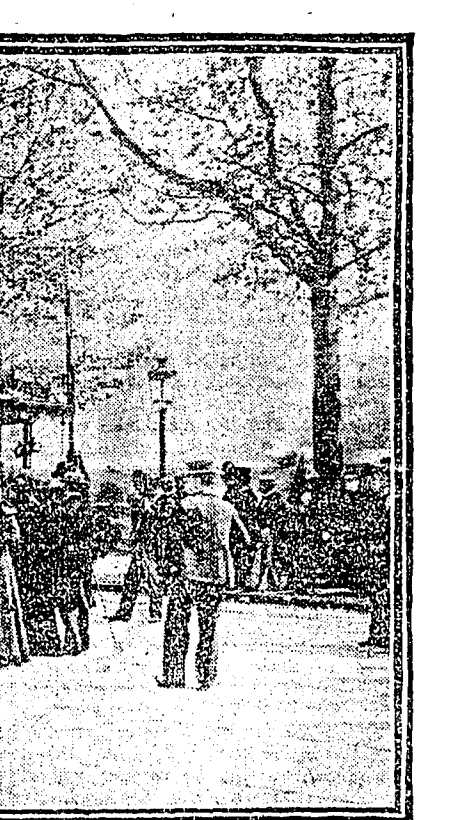
The act of Congress, which created the Department of State on September 15, 1789, also authorized the use of this old Congressional seal, and gave it into the custody of the newly created Secretary of State. It continued in use until 1841, when a new one was cut for Daniel Webster, Secretary of State under Tyler. This in its turn was discarded, and the third, the one now in use, was cut for Frederick Frelinghuysen, who was head of the department under Arthur. The design has remained practically unchanged except for a slight variation in the form of the "glory" over the eagle's head. The seal of 1841, however, Webster's seal, was notable in that the eagle's left talon grasped only six arrows instead of the thirteen required by law.

The new seal now cutting will have thirteen olive branches, and the eagle's claws will be turned forward, not back, as they have in the old seal. This does not mean, when studied out, mean that the new eagle is to be what the children call pigeon foot. It sounds that way, but for the comfort of the patriotic he said, it is not so. Except for these trifling details the new design will follow closely that of the present great seal. Its details will naturally be treated more artistically, and, thanks to the progress of modern engraving, the whole will be far better executed.

It is interesting to note that the first seal lasted nearly sixty years; the second forty-three, while the third has only lasted seventeen. This wearing out of cut steel bears eloquent testimony to the increase of Uncle Sam's business, and it is fair to conclude that

THE NATIONAL GAME.
"I hold a full hand," murmured the swain, as he squeezed the lily white fingers of the fair maid.
Here a royal flush mounted to her brow.
A royal flush beats a full hand every time.
(See Hoyle.)
She won.—Baltimore American.

ITS CORRECT CLASSIFICATION.
Gobag—I hear that your son has a snug berth in the consular service.
Grymes—Well, hardly a snug berth. Rather a folding bed. It only pays five hundred dollars a year.—Brooklyn Life.



PARIS HAS A MILD IMITATION OF THE BRIDGE CRUSH.

the seal that is now being cut will hardly last a decade. Evidently in the early days there were not many papers of the first importance to which the great seal had to be affixed, for it was then the custom to affix it to all civil commissions of United States officers, whether appointed by the President alone or with the advice and consent of the Senate, after they had received the President's signature. That custom, however, fell into disuse, and the great seal is only affixed to the commissions of Cabinet officers and of diplomatic and consular officers, to ceremonial commissions from the President to foreign governments, to treaties, pardons, proclamations, exequaturs to foreign consular officers in this country, and to miscellaneous commissions of certain civil officers. The President's signature is no longer regarded as warrant in itself for affixing the great seal. Nowadays the department seals are affixed to the commissions of the different departments, and the state seal reserved for documents of real state importance.

Although the United States never formally adopted a seal until the Revolution was finally over, the matter was brought up for consideration as soon as the Declaration of Independence had been signed, even on July 4, 1776. A resolution was passed and passed then providing "that Dr. Franklin, Mr. J. Adams and Mr. Jefferson be a committee to prepare a device for a seal of the United States of North America." This committee reported about six weeks later, recommending a design which embodied the rose of England, the lily of France, the thistle of Scotland, the eagle of Germany, the lion of Belgium and the harp of old Ireland, the countries which had mainly contributed to the

population of the United States. The shield which bore all these emblems, in addition to a few other things, was supported by two female figures, the Goddess of Liberty and the Goddess of Justice. The motto was "E Pluribus Unum," and the whole was to be encircled by a border in which were thirteen small shields bearing the initials of the thirteen original states, and surrounded by a crest consisting of the "Eye of Providence" looking out from a radiant triangle. The design was not approved, but two features of it, the crest and the motto, were eventually retained, the former appearing on the reverse of the seal.

Another committee, consisting of Messrs. Lovell of Massachusetts, Scott of Virginia and Houston of Georgia, tried its hand at concocting a seal. Their device was as simple as the previous one had been complex. It contained among other details thirteen alternate red and white stripes, placed diagonally across a shield surmounted by thirteen stars. These two features, it may be remarked, were also preserved in the final design, but the device as proposed was not accepted.

A third committee was named. This time Messrs. Middleton and Rutledge of South Carolina and Boudinot of New Jersey were asked to see what they could do. Later they were reinforced by Arthur Lee of Virginia, but even with his help accomplished little until they called in William Barton, a cultivated Philadelphian, who was thoroughly familiar with the mysteries of heraldry. He is responsible for the pyramid of thirteen layers, which with the "Eye of Providence" goes to make up the reverse of the seal. Finally Thomson, secretary of Congress, took

a hand and submitted a design which included a bald-headed American eagle with a shield on its breast and bearing in its right talon an olive branch, in its left a bundle of thirteen arrows. Above the bird he drew a constellation of thirteen stars, and in the eagle's beak he placed a scroll with the words "E Pluribus Unum."

This, after being "edited" by Barton, was finally accepted and the seal with the two mottoes, "Annuit Cœptis" and "Novus ordo Seclorum," added to the design for the reverse, was complete. The reverse, by the way, is a mere formality. It was not cut in 1782, when the face was cut. It has never been cut since. It could not possibly be used for the purposes of a seal. It was a mere formality, which gave our fathers a chance for the sentiment, and a little self-glification. The mottoes being translated, respectively, "It (the Eye of Providence) favors our undertakings," and "A new order of the centuries has begun." were considered particularly appropriate.

Uncle Sam has at least simplified the use of the seal. In various countries nowadays the authenticity of a treaty with another power is attested by a large pendant wax seal, the seal which runs through the paper being carried through the wax. As the wax would otherwise be quite certain to break and the cords become detached, a metal box, usually of gold or silver, is used to cover and protect the wax impression. Our own great seal was thus attached to treaties up to the year 1859, when the practice was abandoned. The impression on the paper itself, with a thin white wafer, is used upon treaties as well as other instruments to which the seal is affixed.

emblematic. They can become a part of themselves, an expression of their ideas, of their personality."

Thinking the Oath—Some time ago there appeared in this column the story of a meeting between Major General Tucker of the British army and Bennett Burleigh, the war correspondent. Tucker is an adept in the use of profane language, and on the occasion in question wanted to know, with many blazes and dashes and asterisks and exclamation points, what that thing was which Burleigh carried in a leather case slung across his shoulders. Burleigh meekly explained that it was a camera, but added that he would have brought a phonograph instead had he expected to meet the General.

On one occasion, when Tucker had just been gazetted to a district command, a visitor, passing through the district, asked a wagish lieutenant if the new general had arrived, and begun work.

"Oh, yes," returned the subaltern; "he swore himself in yesterday."

AN OLD ONE RECALLED.
The fact that an Irish story, though trite, is always pat, was illustrated yesterday, when District Attorney Reeves told this anecdote:

"Some people object to releasing prisoners on a float because of the fact that the renegades are turned loose upon other communities. That reminds me of the Irishman who, after reaching America, was full of homesick brag, in which nothing in America ever approached things of a similar variety in Ireland. In speaking of the bees of the old land he grew especially resentful and said:

"'Whoy, th' bees in that country is twice as big as in this. Indade, they're bigger than that. They're as big as th' shape ye have in this country!'

"'Bees as big as sheep!' said his incredulous listener. 'Why, what kind of hives do they have to keep them in?'

"'No bigger than the ones in this country,' was the reply.

"Then how do the bees get into the hives?" was asked.

"'Well,' replied the Irishman, 'tho'their own dunn lookout.'—Los Angeles Herald.