CY WARMAN IN THE CAB

A Trip f.om London to Paris on Nativ Locomotives.

AMERICAN CONVENIENCES LACKING

Differences in Engineers and Engine Driving Here and in Europe—The Roads, the Country and the Company.

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PARIS, Jan. 13.—Hundreds of hansom cabs, countless carriages and myriads of omnibuses came out of the fog and filled the ample grounds in front of Victoria Station. A solid stream of men, women and children was pouring in at the gates to the platforms where the trains stand. Long lines of people were waiting in front of the windows in the booking office. Trunks, bags and boxes fairly rained into the luggage room; but the porters (short, stout fellows) picked them up and bore them away, as red ants run away with crumbs at a picnic.

To the train titled people came in carriages behind splendid horses, with coachmen in high hats and footmen in yellow trousers. American millionaires came also, coaches and tally ho's, and mingled with the plain English nobility.

You can tell the American women by their smart dresses, and the English by their heavy boots, red cheeks and heaps of hair. You can tell the London swell from the New Yorker, for there is something the matter with one of his eyes. And you can pick out the duke and the lord, for they are, in most cases, plain and modest men. There is a noticeable absence of poor people, for the train is not going to the hop fields of Kent, but to Paris and the Riviera.

The faded carriages that stretch away in a long line towards the locomotive look singularly small to those who are accustomed to seeing the heavy trains of America.

THE ENGLISH LOCOMOTIVE.

And now we come to the locomotive. The stoker touched his cap when I stepped aboard, and I noticed that he did this every time he addressed me. If asked a simple question he invariably touched his cap before he answered.

The absence of a pilot or "cowcatcher," as it is sometimes called, makes the English locomotive look awkward and unfinished to an American. There are no cylinders, crossheads or main rods in sight, and at first glance she reminds one of a well made stationary engine. Even her beautiful high wheels are half covered with steel. Like a well dressed Englishman, the English locomotive looks best from her knees up.

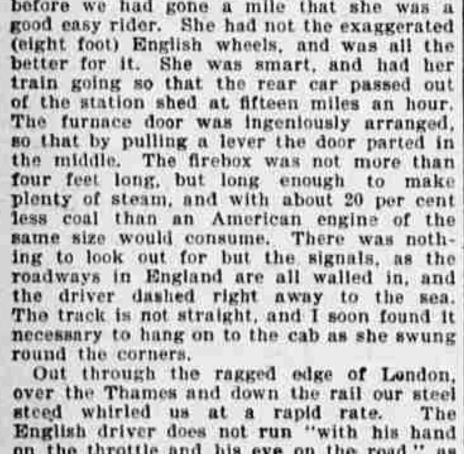
Above her running board she is scrupulously clean, bright and interesting. But even here she has a vacant look. There is but one steam dome and no sand box or bell; she looks as though she has been driven under a low bridge, had her back swept bare and then had had nothing rebuilt but one dome and the stack.

In the cab, where ought to be comfortable seats for the driver and stoker, there are high boxes, that come nearly to the window sills. No matter how long he remains on duty the driver must stand up; nor has the stoker, who in descending a long bank might get a moment's rest, any place to sit, but must stand the whole way on his weary feet. This is simply disgraceful. The precious lives of thousands of people are placed in the hands of the engine driver, and yet no thought is given to his comfort. I read, with considerable amusement, an article in an English journal urging the Board of Trade to provide medals as a reward to engine drivers "for duty ably done." I would suggest better wages and seats in cabs. Medals are all right as a mark, but even titles are no good when we are dead. Think of a man spending years in learning a trade, and then doubling the road between London and Dover, 160 miles, for 7 shillings—$1.75, or ninety miles for $1—just $3 less than an engineer gets for covering the same distance on a mountain road in the United States. The risk is about the same, for the English driver runs four times as fast as the mountaineer.

THE ENGLISH EXPRESS.

Engine 17, designed by William Kirtley, locomotive superintendent of the London, Chatham & Dover railway, was attached to the Paris train, and when we got a signal to go she started the eleven light carriages, all filled with people, as easily as a good horse starts a hansom. The fog that hung over the city in the early morning had all blown away and the sun shone brightly on the glistening steel. Our engine was nearly new, and I saw before we had gone a mile that she was a good easy rider. She had not the exaggerated (eight foot) English wheels, and was all the better for it. She was smart, and had her train going so that the rear car passed out of the station shed at fifteen miles an hour. The furnace door was ingeniously arranged, so that by pulling a lever the door parted in the middle. The firebox was not more than four feet long, but long enough to make plenty of steam, and with about 20 per cent less coal than an American engine of the same size would consume. There was nothing to look out for but the signals, as the roadways in England are all walled in, and the driver dashed right away to the sea. The track is not straight, and I soon found it necessary to hang on to the cab as she swung round the corners.

Out through the ragged edge of London, over the Thames and down the rail our steel steed whirled us at a rapid rate. The English driver does not run "with his hand on the throttle and his eye on the road," as we are wont to picture a locomotive engineer, for the throttle is at the top of the boiler-head, and must be sought out by the driver before he can shut off steam, no matter how great the emergency. It does not require a practiced railroader to understand that if the driver had his hand on the lever he could shut off without taking his eye from



THE CHANNEL STEAMER.

the rail, and in less than a quarter of a second.

NEAT STOP, HALTING START.

Five miles out we stopped at a small station and picked up four more carriages. Our train was equipped with the matchless "Westinghouse" air brakes; and they do work delightfully on these light cars. So perfectly were they adjusted, and so smoothly did the quiet old seven shilling a day driver apply them, that the train came to a dead stop with as little jolt as would attend the stopping of a baby carriage.

Already I had learned to like our locomotive, but when we got a signal to go, and the driver gave her steam, the fifteen carriages refused to start. Here I witnessed, for the second time in my life, the working of the slowest, clumsiest piece of machinery in use today in any civilized country—the "reversing wheel." I had seen it once before, when the London & Northwestern's prize engine was leaving Chicago. When the locomotive fails to start her train it is always necessary to reverse her to get what there is of slack between the cars. In this way the engine starts a car at a time, so that by the time the last car is started the locomotive has made a quarter of a turn or more and the front part of the train is in motion. With a quick-working reverse lever this is accomplished easily, but with a wheel that must be given from seven to eleven revolutions to reverse the machinery the process is painfully slow, without the saving grace of being sure. As the wheel revolves the locomotive creeps forward, stealing the slack from car after car, so that by the time the machinery is in the forward motion the slack is gone, and you are just where you were before you began to reverse. There was a serious collision on the Great Northern not long ago; a double-head express train dashed into a goods train that was being shunted, and if the locomotives had "wheels" the wonder is that more people were not killed.

75 MILES WITHOUT A STOP.

From Herne Hill, where we got the last four carriages, it is seventy-five miles to Dover, and we were to make the run without a stop. Just about the time our smart steed got them going she dashed into a tunnel half a mile long. The great drivers hammering the rails and the rattle of the carriages made a deafening roar, and to add to the torture the driver pulled the whistle. The English locomotive whistle is the shrillest, sharpest, most ear-splitting instrument of torture ever heard. It is about as musical as a Chinese fiddle accompanied by a lawn mower.

How bright the sun looked—for I had been in London four weeks—when we leaped out of the other end of the tunnel. Although it was now the middle of October the sides of the cuts were beautifully carpeted with green turf. The whole right of way was perfectly clear, and here and there were neat brick and stone stations between the up and down tracks.

As the smoke of London began to grow dim in the distance, a beautiful panorama of fields and farms opened up before us. As far as the eye could reach, on either side, were rolling meadows and brown fields, dotted with thatch roofed stacks. If the speed slackened as we ascended a long "bank" these rural pictures claimed my attention and made me forget for the moment that we were at the front of the Paris express. But, when we had reached the summit, and the world began to slip beneath us till the keen air cut our faces, we were made to realize that we were not losing any time. Now we were rolling along the top of a high hill, from whose flat summit we looked down the chimney pots in the village houses; and now dashing into a deep cut, where flocks of frightened quail rose up and beat the bank, or, caught by the eddying wind, were dashed against the sides of the flying train, as a man standing near the track and grown dizzy throws himself beneath the wheels.

A sharp curve throws our train out on the brow of a gentle hill. Below, through a green valley, winds a lazy looking river—the Medway. This is the old town of Rochester, the land of Dickens, and beyond the river stands the old Norman castle.

A SMOOTH DASH INTO DOVER.

Away, away, the engine flies and the dull town is left for the sunny fields. We are now entering the great hop fields of Kent, one of the fairest counties in all England, I am told. Ours is not the only locomotive abroad, for almost every moment we can see another train flying across the country, always crossing either above or below our track. Out in the fields are other engines, great awkward machines pulling plows, and sometimes trains of wagons through village streets. At the end of a long curve, around which we swing at a mile a minute, rise the great spires of the cathedral of Canterbury.

But there is no time to dream, for we are now whirling away toward the water edge. At last the driver shuts off steam, the stoker washes the deck with a water hose connected with the injector pipe, and remarks that his work is done. His labors, like his salary, is light, for although we have been on the road nearly two hours he has not burned a half ton of coal. The trains, of course, are light and that makes light work for the engine men. It is all down hill now, and we fairly fall through the tunnels and deep cuts till all at once the "silver streak," as they call it here, is seen, and this is the end of the first heat.

THE STATION IN PARIS

ABOARD THE VICTORIA.

Many things bear the name of "the widow at Windsor," and I was not surprised to find the "Victoria" rocking restlessly by the dock at Dover.

It is surprising to an American to see how quickly fourteen English carriages can be emptied. I should say that in two minutes from the time our train stopped we were all aboard. In eight minutes the baggage was transferred from the train to the boat and in ten minutes we were leaving the dock.

The channel has not the reputation of being particularly pacific and this was one of her busy days. In ten minutes after the whistle sounded the "Victoria" was capering out towards the coast of France just as an untamed broncho capers with a cowboy across a corral. To the disgrace of the London, Chatham & Dover Railway company, she is a side wheeler. Except the reversing wheel and the seatless cab of the 17, this is the only disgraceful thing I found on the Dover route.

In spite of the rough sea we made the run from Dover to Calais, twenty-five miles, in a few minutes over an hour.

IN FRANCE.

"Chemin de Fer du Nord" is the first French sign seen by the voyager from England. It is the name of the railway—or "Road of Iron" as the French put it, over which we are to pass to Paris.

The captain of the "Victoria" had given me a letter which contained a pass—a "Permis de Monter sur les Machines," and this pass went on to say that I would be "permitted to circulate or promenade on the machine drawing the quick express during one voyage between Calais and Paris." This little surprise had been arranged for me through the kindness of Mr. Morgan, secretary of the London, Chatham & Dover, an able manager and an agreeable gentleman.

Those who had recovered sufficiently from the uneasiness of the channel went into the buffet and had breakfast. In London it is always morning till you have dined at night, and in France all that you eat, no matter how often, is breakfast until dinner, which is seldom before 7 p. m.

Sliding back into my engine clothes, I went forward to where the locomotive stood steaming and sizzling, ready to be off.

Just as I reached her the driver began to whirl the reversing wheel, for he had heard the signal bell, and the long train moved away. I showed my pass. The driver smiled and waved me out of the fireman's way. The cab was the same wretched, comfortless cavity that I had seen on the "Dover," only not so clean. The tank, or tender, where the coal is carried, was filled with slack and dust. As fast as he shoveled into the heap where the slack was dry the fireman turned the hose on it until it was a puddle of mush, and to my surprise he shoveled this slop into the firebox and kept the locomotive howling hot. It would be impossible, of course, to fire an American express locomotive with such fuel for there the engines are worked so much harder to draw the heavy trains. When we had whipped around a few curves I saw that the best place for me was behind the driver, and I stepped over to his side.

IN A STRANGE ENGINE.

There existed between the engine, the enginemen and me a feeling of estrangement that was almost melancholy.

I missed the sleepy panting of the air-pump and the click of the lotch on the reverse lever. There was no bell to relieve the monotony of the rasping, phthisicy whistle. I wondered if we could ever understand each other—if she would respond to my touch, for the driver talked to her in a strange tongue.

Aye, and these twin threads of steel stretch away through a foreign land; but it's all God's world. The same sun lights up the fields with that matchless brilliancy so missed by Americans on the English isle.

The trains here, as in Great Britain, are light, and it requires only a few moments to get them going. The country is rough, or rather rolling, and there are deep curves, heavy hills and deep cuts, whose scooping sides are paved with the native stone, cut smooth as the walls of a house. The track is good and the riding easy. The country grows more beautiful as the town of Calais is left further and further behind; but all so strangely new. The fields are small and well cultivated, and here and there on the terraced downs women trudge by the side of ox teams that are hauling heavy harrows by their heads, having sticks lashed to their horns.

The line runs along the coast, and the happy peasants toiling in fields that tip gently to the west, watch the sunset in the sea. Some of the little vales that face the water are strangely beautiful, lit by the mellow light of the dying day. And now my new strange horse of iron quickens pace, for we are descending a long hill, and the fields wheel and whirl by so rapidly that I can scarcely count the horses in the long tandems that draw the high-wheeled carts.

The engine men wore no gloves and handle the door chain and hot levers as though they were wood. The driver held a piece of burning waste in his hand to furnish fire for his cigarettes. I did not reproach him nor blame him for smoking cigarettes—it was the "wheel" no doubt that drove him to it.

If the cabs had seats, running a locomotive would be much easier in Europe than in America. The ways are all walled or fenced in, and there is no necessity for the constant straining of the eyes and nerves from which American drivers suffer so much.

WOMEN SWITCH TENDERS.

The first stop is at Amiens, eight miles out. There I saw what I had never seen before—women working the switches in a signal tower. There were two of them, and they appeared to have the station quite to themselves. I make no doubt they find their work very agreeable and interesting; that they are faithful, that their homes are happy, and that they consider themselves very superior and refuse to exchange calls with their sister, the "bullwhacker," over in the field.

At Amiens we met night on her way to the west, and I gave up the engine for the more comfortable carriage. This compartment was very like the one assigned our party on the Chatham & Dover, except that it was a trifle wider, and done in tan instead of blue.

Here as in England the stations are ample with all the tracks under cover. The train stops but five minutes, but the European carriages soon discharge their passengers—the first class in the buffet, the second, as a rule, into the buvette. A brass hulled yard engine was bustling about uttering shrill shrieks in the great sheds. The yard men worked without lamps, and wore horns over their shoulders, through which they "conched" signals to the engineers. The locomotives have no headlights in Europe, such as are used in the states, but there was a hand lamp or a lightning bug chained fast on the pilot of the "shunter" at Amiens.

After trembling away in the twilight for an hour, and an hour into the night, the street lamps of Paris began to thicken by the way, and in a few minutes we stopped in the great station of the Nord, and we were in Paris—the woman's heaven and the horses' hell.

CY WARMAN.

RELIGIOUS.

A negro preacher in Oklahoma was killed the other day by his pistol dropping out of his hip pocket and exploding.

The biggest congregation as well as the poorest, is the Italian Catholic church of New York. It numbers 10,000 souls.

The appropriations of the Methodist Episcopal church for foreign missions for the coming year are $592,940, and for home missions $478,205.

An account has just been received by the officers of the American Bible society of the presentation to the dowager empress of China at the recent celebration of her 60th birthday, of a magnificent and costly copy of the New Testament, from 10,000 Christian women of the Flowery kingdom. The book is inclosed in a solid silver casket, which rests in a teakwood case. The cost of the book and casket is said to be $1,200.

English Congregationalists owned 4,592 places of worship in England and Wales in 1894, with accommodations for 1,613,722 persons, but with only 2,804 ministers. In Scotland they had ninety-nine churches, with 112 ministers, and in Ireland only twenty-seven churches, but a minister for every church. In London alone there are 375 Congregational churches, seating 220,000 people. Wesleyan Methodists number 2,337 ministers and 493,504 members in Great Britain and Ireland. Including colonies and heathen lands the number subject to the British conference is 702,509. The Primitive Methodists have 1,115 ministers and 195,750 members, and the smaller sects of the church 1,283 ministers and 174,296 members.

The Rev. Yung Kiung Yen, a native Chinese clergyman, of the Episcopal church, preached in St. Peter's Episcopal church, Germantown, Pa., recently. He was born in Shanghai in 1839, and came to this city to prepare for the ministry. Afterward he went to Kenyon College Gambier, from which he was graduated in 1861. In 1864 he became a candidate for Holy Orders under Bishop Boone, and was ordained by Bishop Williams in 1867. In 1889 he was appointed rector of the Church of Our Saviour in Hong-Kew, Shanghai, of which he still has charge, as well as of the Episcopal church in the town of Ying-Zang-Kong, the two churches having eighty-four regular communicants. He is the senior priest of the Church in China.

Washington's Odd Street Names.

In examining the directory one cannot help but notice the confusion of names of streets, alleys and courts, says the Washington Post. For instance, there are four Pleasant alleys in Washington, two Pleasant streets, and Pleasant Plains thrown in. There are six Prospect streets, hills, alleys and courts in various parts of the town, and Prospect hills are as numerous out in the District as Fairview school houses are out in Indiana. Washington has six Washington highways, including the alleys of that name.

Coming down to alleys alone, there is a simplicity about the names of them that is certainly refreshing. While the people of Washington are quarreling as to whether the name of one of its streets is Stoughton or Staughton, they have allowed some of the alleys to be named as follows: Pigsfoot alley, Cabbage alley, Louse alley, Zigzag alley, Truck alley, Pig alley, two of them, Cow alley, Fighting alley, Blood alley, Tincup alley, and so on.

800 PEOPLE TO THE ACRE

The American Metropolis the Most Crowded City on E rth.

PACKED LIKE SARDINES IN A BOX

Water on Every Side, Yet Uncleanliness is the Rule—Startling Investigations of the New York Tenement House Committee.

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Four-fifths of the people of New York City live in tenement houses, and suffer more or less from the evils of the tenement house system. How large a number this is is better shown by giving figures. New York's population now amounts in round numbers to 2,000,000. This gives a tenement house population of 1,500,000—larger than the total population of any other city in the United States, Chicago's population is 1,099,850; Philadelphia, 1,046,964; Brooklyn, 853,945; St. Louis, 451,770; Boston, 448,477; Baltimore, 434,439; San Francisco, 298,997; Cincinnati, 296,908; Cleveland, 261,353; Buffalo, 255,664; New Orleans, 214,039; Pittsburg, 238,617; Washington, 230,392; Detroit, 205,876; Milwaukee, 204,468. Thus New York has several hundred thousand more people living in her tenements than live in the entire city of Chicago. Her tenement dwellers outnumber the total population of St. Louis, Boston and Baltimore, three to one; and of San Francisco, Cincinnati, Cleveland, Buffalo, New Orleans, Pittsburg, Washington, Detroit and Milwaukee, respectively, by a great deal more than five to one. Therefore, the problem of their proper government and the proper management of their homes becomes one of the most serious in American municipal life.

THE TENEMENT HOUSE COMMITTEE.

This population in New York inhabits, in round numbers, 39,000 tenement houses. A tenement house in the eyes of the law is a building containing living apartments for three or more families. Of course under this heading many high class apartment and flat houses are included, but they do not number in all more than 3,000. This leaves a total of 36,000 buildings which came directly under the jurisdiction of the tenement house committee appointed last fall by Governor Flower at the request of the New York press and now just dissolved. This committee was headed by Richard Watson Gilder, editor of the Century magazine, poet and sociologist. Its report is a voluminous document and covers greater ground than was ever before covered by a similar investigation, either in America or abroad. Its inspectors looked expertly into the conditions existing in more than 9,000 houses, making a detailed report on each separate family in about 2,500 tenements. The buildings themselves were most carefully examined and their faults of construction and maintenance as shown by this report will form an example of incalculable worth to every city on the continent. Engineers and sanitationists, architects and physicians studied every phase of the tenement house building as it exists today, worked out the probable future of the tenements if the present system is continued, and, what was more to the purpose, devised a new system to be followed in the future by which many existing evils will be done away with.

STARTLING CONDITION.

A condition of startling import which this committee has discovered, but concerning which it has but little to say, lies in the presence among the tenements of immoral women. During the last year and a half the police raids inspired by Dr. Parkhurst have closed most of the resorts hitherto devoted exclusively to the residence of that class. But these people have not been driven from the city. They have been scattered among the flats and tenement house. Where in the past they were concentrated in groups under single roofs, which sheltered no one not of their kind, they now occupy by ones and twos apartments in the great tenement buildings, of which they must to some extent become a part of the routine daily life. Thus, while in the past they separated themselves as far as might be from those who did not seek their society, today they are forced by the very powers supposed to regulate their doings, into contact with not only hundreds of respectable people who have no desire to meet them, but with unnumbered thousands of ignorant and impressionable children upon whose minds the comparative luxury that comes from evil lives cannot well fail to have dangerous effect. This condition opens again one of the vastest problems with which civilization has to deal, and it is not surprising that the committee, hampered by lack of time, confined itself to the statement of the condition. It is true, however, that the results of this investigation show all too plainly that serious thought and active effort must be directed along this line.

Another amazing discovery which this committee made concerns the lack of breathing spots in the metropolis. New York has been supposed to be fairly well supplied with parks. The report of the committee shows, however, that in a district of the east side a population as numerous as the total population of San Francisco is entirely without park accommodations. It is scarcely probable that this is true of any other city where modern ideas and progressive improvements prevail.

Study of the school system brought out extraordinary things. In the first place it revealed the gratifying fact that the problem of child labor in sweat shops and factories has been practically solved in New York City, and investigation carried on by the sociological department of Columbia college under the charge of Prof. Giddings shows that the proportion of children of school age at work in factories and other places is almost infinitesimal. The number of children below the school age at work for recognized employers is not worth noticing. This is most gratifying. Another side of the story, however, was told by Dr. Annie S. Daniel, who is the tenement house visiting doctor of the New York infirmary for women and children. Her study has been largely devoted to the employment of women and children in tenement house sweat shops. She found in one year fifty-six children under 13 years of age working in sweat shops among the families which she visited in her regular line of work as a physician. The youngest of these was only 3 years old. It was busy covering with silk a bead ornament for women's dresses, which its mother finished and the child worked daily as many hours as the mother worked. Said Dr. Daniel: "It is not uncommon for children of 4 and 5 years to be found hard at work pulling out the basting threads and helping to sew the buttons on pantaloons which their mothers are finishing. I also found two children of 3 years of age who posed during the day as models for artists, and at night did most of the housework. Many of the evils of the sweating system are connected with the spread of contagious disease. In one place where coats are made I attended children with the measles. There were in the room two sewing machines and a table for pressing. The children were lying ill on a lounge and were covered with the unfinished clothing on which the family was at work. Besides the family other operators were in the room and they slept there at night on shelves hung from the walls. It is extremely difficult to trace contagious disease communicated by clothing made in infected houses, but I have been able to follow one case with absolute certainty. In that shop children were ill with scarlet fever and were covered with the uncovered clothes. A woman took a pair of trousers to work on and the children in three families—her own and two others in the house where she lived—were attacked with the disease.

PROPOSED PUBLIC BATHS.

Another immense advance likely to grow out of this committee's work will be the introduction of public baths into the tenement districts of New York. In many European cities the public baths have had really extraordinary effects upon the cleanliness of the people. In Glasgow and Edinburgh the advance has been noted. In the former city public laundries are operated in connection with the baths and there are six of them constructed at a cost of $150,000 each. The buildings hold first baths for men and women, large swimming tanks for adults, accommodations for children of both sexes and the laundries, and thus they have become almost self-supporting. They are crowded at all available times by the poorest people in these cities, and have literally worked a revolution in the personal sanitary condition of the residents. How necessary some plan of this sort is in New York is indicated by the testimony of Dr. Jane E. Robbins, a member of the College settlement. The College settlement opened two small bath rooms and offered them to the women of the neighborhood. They came in such numbers when the price was 5 cents a bath that the settlement was obliged to put the price up to 10 cents. In one day with these two bath rooms, more than fifty baths were sold. One or two other enterprises of this sort have been started in New York, but no important action has been taken by the municipality. In urging the importance of the establishment of public baths, Dr. Robbins said: "It may as well be distinctly understood that the men and boys living in crowded tenements do not, as a rule, take baths during the winter. The children are put into the tubs and sometimes washed. The men wash their faces and hands. I asked a 13-year-old boy if the people did not get dirty. He said of course they did. Another boy of superior family told me that two baths in the course of the winter would do for him. Many of these children are taught cleanliness in their schools and they would be glad to avail themselves of public baths. The people in the tenements can be readily taught the necessity and comfort of keeping clean. The neglect to bathe often changes a small cut into a suppurating sore." The tenement house committee will recommend the establishment of public baths by the city and it would be well if every American municipality did likewise before its condition grew to be as bad as that now existing in New York.

A CONFUSION OF NATIONALITIES.

Vastly more striking than the statistics on overcrowding which I gave at the beginning of this article are the detailed instances as set forth by the committee's examiners and the witnesses at its public hearings. New York's problem is vastly complicated by the heterogeneous nativity of its population. There is scarcely any nationality which is not represented among the inhabitants of New York's tenements, and it took sixteen shades and colors to indicate in a general way the original nationality of the city's various districts on the map which the committee has prepared.

COURT IN THE ITALIAN QUARTER.

The residents of the 5,000 worst houses reported by the committee's examiners range from 30,000 Germans down to 310 Chinese and four American Indians, covering almost every intermediate nationality. In framing legislation which will regulate the lives of all these people it becomes necessary to consider all their national characteristics. It must be remembered that the Irishman will drink whisky and shirk his work when he is drunk, that the German will stupefy himself with beer, but that on the other hand he is a good husband and his wife is the best of mothers; that the Italian will run his death rate up to the highest in the city by devouring decayed fruit and vegetables, and that he will drink hard and that the drink will kill him where it will only weaken another man; that the Jew will live in untold squalor and that because of the low wages which he receives he will crowd his home with lodgers, no matter how tiny it may be or how many members there may be in his immediate family, but that because of his marvellous physical vitality, his observance of the Mosaic law in the preparation and selection of his food and his disinclination toward dissipation in any way, his death rate will be the lowest in New York.

All these things have their influences and all must be considered. The peculiarities of the Irish quarter are mad drunkenness and wife beating; the peculiarities of the Italian quarter are gambling, drunkenness, deadly fights with knives and child labor; the peculiarities of the negro quarter are petty gambling, either extreme filth or extreme cleanliness, the lowest forms of debauchery where debauchery exists at all, prompt payment of rent, intermittent employment and invariable good nature; the peculiarities of the German quarter are moderate cleanliness, steady drinking rather than drunkenness, the best family life that can exist in the tenement, a low average of general intelligence (due doubtless to the influence of beer), thrift, regular employment and great fellow feeling; the peculiarities of the Jewish quarter are squalid rooms and clean food, superhuman work, good health, high morals, overcrowding, intermittent employment, sweat shops and the conditions growing therefrom, complete sobriety and a general abstinence even from the tobacco habit, rigid fidelity of husband to wife and wife to husband, of children to parents and parents to children, general submission to outrageous oppressions by landlords or whoever has the mind to make them, a high average of intelligence with ambition such as is not found elsewhere in New York, a desperate desire for education and a tendency to slyly violate the sanitary code in small ways for no other purpose than the satisfaction of having broken the law. The districts inhabited by native Americans in New York are so small as to scarcely deserve comment by themselves. An article in the last issue of the Forum described the anatomy of a tenement street and remarked cleverly that there was a strong analogy between tenement streets and country villages. This is particularly true of those streets on the west side, whose low buildings and quaint old rooms are filled principally with native Americans.

The greatest evil of the tenement districts of New York—and it would be well for all other cities to note this fact now—is the presence of tenement houses only twenty-five feet wide, but built for occupation by four families or more on each floor. The present committee has not in any place forbid this, although the sentiments are clear upon the point, but it has so hedged the construction of tenement houses around about with wise restrictions that it will be practically impossible in the future. The gaining of this point is the most important work which this committee has done or could do.

EDWARD MARSHALL.

Washington Star: "So you don't like this country?" said the native of America.

"Not a bit," replied the distinguished visitor from abroad.

"You're down on the way we run things, aren't you?"

"Teetotally."

"Well," the native replied after a pause, during which the melancholy cleared from his brow, "we can be happy, nevertheless. Everybody concerned can give thanks that you don't have to live here."

The Salvation army publishes twenty-eight War Crys, printed in fourteen different languages, whose united circulation is 15,000,000 copies a year.

NEBRASKA IRRIGATION LAWS

Practical Suggestions in the Interest of the Drouth Section.

WYOMING LAWS REFLECT EXPERIENCE

"Cinch" Contracts and Other Frauds for Legislators to Squelch—Bond Schemes Also Condemned—A Timely Communication.

Hon. I. A. Fort of North Platte, who has made the subject of irrigation a scientific study, recently addressed the following letter to Captain William H. Ijams of this city. Mr. Fort says:

"In response to your inquiry relative to what I believe would be the best and most practical law for Nebraska to adopt for the purpose of aiding, encouraging and promoting the cause of irrigation in our state, I will say, first, for the general law we should follow the laws adopted by Wyoming. When that territory first created and accepted a code of laws her people were compelled to make certain experiments. Nebraska has been compelled to do the same.

Wyoming for an irrigation law adopted as a whole the code of her neighbor Colorado. As time went on the people of Wyoming discovered many defects in the Colorado law. One peculiarity connected with it was that if an irrigation case ever went into the courts it was sure to remain there for a number of years. Colorado had also adopted the California system of water measurement. This was a prolific cause of trouble and misunderstanding, as it would be simply impossible to prepare or draft a perfect law to meet all cases that might arise and as conditions that call for a law change rapidly in western America the people must also keep these laws in harmony with their own movements and conditions. The people of Wyoming, finding that there should be a change made in their irrigation law, and having already tried the law of an older state, appointed a commission of experts to visit the different states and territories and inquire into and examine the workings of their respective laws bearing on this question. On the return of the commission they prepared a new law, and by its enactment a greater portion of the old or Colorado law was repealed.

As the question of irrigation involves the food supply of a people, and an irrigation case, if detained too long in court, would frequently put this food supply in danger, they engrafted a section in the new law whereby an irrigation case could on motion take precedence over and above all other cases on the docket, so that judges could legally advance an irrigation case over all others.

OUR PRESENT LAW.

Our present Nebraska law is very brief and terse, and has some very good points, but the state, the people, and the conditions have changed so rapidly since it was enacted that it has been outgrown, and a law applicable to our present condition is now required. With the majority of the states and territories to the west, their laws are made to conform almost solely to arid countries, but Nebraska is not an arid state. We have three divisions in the length of our territory that reach back from the commencement of our base line corner in Nohar, in Richardson county, to the edge of the Rocky mountains in Wyoming, a distance of 456 miles, giving us three belts of territory to be divided in relation to its atmospheric conditions into humid, with the twenty-eight to thirty-six inches of rainfall annually, thence with the semi-arid belt that includes the great proportion of our state, that extends from the 97th meridian at Schuyler to the 103d at Sidney, Neb., where the average rainfall does not exceed fourteen inches per annum. On a mean average temperature west of Sidney, we have arid Nebraska. Our present law was made, or created, solely in the interest of the arid section and to encourage investment by corporations in irrigation enterprises. But now that the people have taken up this question themselves, and our own people, especially, and our farmers desire to add to the present value of their lands an artificial water supply, a new law is required that will directly benefit and encourage the farmers themselves in the construction of their own canals.

At the North Platte irrigation convention in December, 1893, the question was asked where are we going to secure the capital to construct these canals. Here in Lincoln county our people have answered that question themselves. They have discovered that in spite of crop failures and disadvantages of various kinds they have had the capital in themselves, and as canals in Nebraska are from 80 to 90 per cent labor, they have now under construction over 250 miles of canals that have not to date called in a dollar of outside capital.

PROPER LAW FOR NEBRASKA.

What we require in Nebraska is a law somewhat similar to the Wright district law of California. This will enable the acutal owners of the land that will be irrigated and the actual users of the water to form their own companies, and build, own, manage and control their own water supply. The Wright act is in itself a right act to the people, and it will be of an immense advantage to Nebraska. It will prevent the system of water slavery or peonage from being carried on in Nebraska, that tends to make the people who are dependent on great foreign water companies for their water, with which they insure themselves crops; we want no slavery in Nebraska. The Wright act will also tend to prevent the carrying on of the cut throat water contract business. I refer to contracts being made with the persons who are entirely ignorant of farming, in relation to the artificial water supply that is obtained by irrigation. These contracts are very nicely worded, but they are so devised that the purchaser of land agrees to take all the risk, bear about all the expenses, and the company all the pay; if the farmer fails to make his payments, even though the company is to blame, through negligence or intent, fails to furnish water, or the farmer has failed through some natural unavoidable cause to raise a crop and is thereby in want of funds to make the payment, the corporation can step in after he has broken up the land, built himself a house, constructed his laterals and made himself a home that has an actual intrinsic value, and eject him from his land. This practice has become common in some sections where great companies, who are always demanding their pound of flesh, are operating works.

I make this extract from a circular sent out by the Rhone Fruit Land company of Colorado, who have probably been compelled to defend themselves in advance, owing to the frequency of this class of legal thievery that has been carried on there:

"NO GOLD CLAUSE."

"There will be no gold clause in our notes, neither will there be any 'cinch' notes or 'cinch' mortgages, but every man will be given a fair chance to pay his balance out of the products of his land. Our notes and mortgages will not be negotiated east, hence a purchaser can pay off his indebtedness or pay any amount thereon at any time."

As this business of cinch notes and cinch mortgages has only, so far as I can learn, just started in our state, our legislature will be wise if they at once, where it refers to irrigation or any other business, sit down hard on that class of individuals who may attempt anything of this kind. A clause in our irrigation law to that effect would greatly aid the farmer who is ignorant of how to apply or to secure water until he learns how to profitably manage an irrigation farm. The Wyoming law, combined with the Wright act of California, is what our state requires, as a wise and beneficial law, and badly, to prevent frauds and rascally schemes. From a prominent citizen of our state I received in a letter the following:

"The unfortunate condition of our state opens a wide field for speculative projects of irrigation. I earnestly hope that none such will be enacted into law by our present legislature, and that all acts of that character now in force may be repealed.

"Give the bona fide resident and land owner, in conjunction with his neighbors, every facility to own and control his means of irrigation. If this is done the development of the west will be established on a sound and independent basis and will surpass the expectations of the most intense enthusiast."

In connection with the excitement created over discussion of this irrigation question there has already been many frauds perpetrated. Parties have gone out over the state and have asked the people to vote bonds to build them canals, the parties asking for the bonds to own, manage and control the canals and the farmer to pay them for the water after they have furnished them the money to supply the same. In some cases the people have been fools enough to do so, and in some cases the bonds voted have been more than enough to build the canals and have furnished a handsome bonus to the projectors and owners.

I have two cases in mind. One where $10,000 was voted to build a canal, and another where $24,000 was voted. The canal where the $10,000 was voted I think can be duplicated for $7,000; where the $24,000 was voted, if I am informed rightly, can be built for $12,000. I have been informed that the dry Ogalalla canal, on which $35,000 bonds were voted, can be duplicated for $8,000 easily at the present time, even less, it is possible. To show the mode and intent of some of these companies I clip the following from the editorial column of the Orange Judd Farmer of December 8, 1894:

"We have been invited to go into an irrigation scheme in southern California, which is to cost $2,000,000, but is to be capitalized at twice that sum, while water rights at $20 per acre are to be issued to the tune of $8,000,000. Thus the poor settlers are to pay for their water a sum that will yield a big revenue on six times the actual investment. It was represented that our share in the profits would be $400,000, simply for booming the scheme. We are urged to join a large party of agricultural editors who start next week to view the site of this fabulous wealth. Yet we decline."

Canals can be constructed in Nebraska at a cost of from $1 to $2 per acre per the irrigating capacity of the canal; they can be maintained at a cost to the users of the water of from 15 to 25 cents per acre annually, the further west in the state the greater proportionate cost.

Owing to the present law preventing parties from crossing the lands of others provided there is a canal already constructed, a person who desires to build a canal to water his own land cannot do so without the consent of the owner or owners of the original canal.

A plan adopted by the old North Platte company in selling their water is to rent the water for a term of years at so much a year. After so many annual rentals have been paid the land that pays the rental owns a perpetual water right in the canal. In some of the western states this form of contract is made obligatory or the canal is heavily taxed as a forfeit to compel the issuing of such contracts. There should be laws that will prevent fraudulent speculation, for somebody will lose heavily if they are not prevented by legislation. And Nebraska's good name will be injured as well as her credit. In an arid county the control of the water carries with it the control of the land. In a semi-arid or a humid country this is not the case, so if canals are built with the idea that there is profit to be derived from them by speculators, and about the time the canal is finished there ensues a series of years similar to the cycle between 1877 and 1889, some one will be abused and ridiculed for cutting up so much good Nebraska land with fool canals. Whereas, if the canal can be attached to the land, and the farmers secure water at cost, our state will have entered a new era that will cause her to excel all her sister agricultural states. Failures, drouths and losses will be unknown, and the words prosperity, success, comfort and reliability of her crops' return year by year will be synonymous with the word Nebraska. Let us all work for this era as good and loyal Nebraskans. I. A. FORT.

The Millard Courier has changed hands and is now owned and edited by Crane & Martin, who also publish three other papers in Douglas county. They know how to run a neat paper.

A company has been formed for the purpose of prospecting for coal in Cass county. A number of leases have been secured and active operations will shortly be begun.

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