

**One Legged Parrot Is Never Peg Leg Polly**

Cleveland, O.—"Come on, Polly, one-two-three-jump. One-two-three-jump! One-two-three-jump!"

It is Dr. F. W. Shaffer, 7012 Carnegie avenue, S. E., teaching a parrot to navigate on one leg. The other leg was amputated after the bird caught its foot in the wire of the cage and twisted the bone into a compound fracture.

Polly squawks as he tries to walk, but he is progressing nicely, thank you, and his physician predicts 100 per cent navigation within the week.

In his practice Doctor Shaffer has recovered combs, nails, buttons, button hooks, and—whisper! a diamond necklace from the inwards of household pets.

"But Polly probably is the most interesting patient I've ever had," the doctor added.

**SAILORS SWEAR LESS**

As Term in Navy Extends Profanity Decreases.

Boys New in the Service Are Most Profane, Noted Chaplain Declares.

Santa Barbara, Cal.—The profanity of the average sailor—if he is profane at all—decreases as his service in the American navy lengthens, according to Capt. E. W. Scott, chaplain of the new Pacific fleet.

"The boys who have just entered the service are usually the 'most profane,'" according to Captain Scott, who has been in the naval service 15 years, and who is, besides Capt. M. C. Gleason of the Atlantic fleet, the only fleet chaplain in the American navy.

"The boys try to make the older men already in the navy believe they, too, are old and experienced, and they think the use of profanity the surest way to accomplish the result."

The work of the chaplains in the navy, Captain Scott said, is along a "big brother" line. They deliver talks at the Sunday services aboard ship that might not be recognized by regular church attendants ashore. They speak to the men in the service in what they know are the terms of the men in the service. They try to solve their problems and to direct them to clean thinking, clean speaking and clean living.

They urge them to industry and to take advantage of the advantages offered for promotion.

Until three or four years ago, according to Captain Scott, there were only 24 chaplains in the navy. He was one of them, having some years before left the Yale divinity school for a naval post. In 1914, a ruling provided for a chaplain to every 1,200 men, so the number grew to 180 during the war. It is expected the new Pacific fleet when complete will have 20 or 25 chaplains of various religious denominations.

Captain Scott formerly was stationed at San Francisco.

**EVERY COACH A SMOKING CAR**

English Railroads Make Concessions to the Increasing Use of Tobacco by Women.

London.—So many Englishwomen have become confirmed smokers that in recent months railway employees have hesitated to enforce the rules against smoking in certain carriages, and it has come to be accepted that if the women passengers do not object every compartment becomes a "smoking car."

The Great Eastern railroad, whose general manager is Gen. Henry Thornton, formerly of the Pennsylvania and Long Island systems in America, is the first of the railroads to change the existing order and move for a return to prewar conditions.

By a recent order only such compartments as are designated "smoking" can be used for that purpose, and even though all the passengers may consent, no concessions are made to women. If they want to smoke they are to be referred to regular smoking compartments.

**\$100 A WEEK FOR YANKS HURT**

Colonel Woods Tells of Opportunities for Disabled Service Men in Shipyards.

New York.—Men disabled in the United States service during the world war can become proficient shipworkers after a short apprenticeship and earn salaries ranging from \$75 to \$100 a week, according to a statement issued here by Col. Arthur Woods, assistant to the secretary of war.

Colonel Woods, who is in charge of the re-employment of former service men, said that the best opportunities were provided by the Submarine Boat Corporation of Newark, N. J., which offers from 40 to 56 cents an hour to men while they are learning the shipbuilding trade. Members of the shipbuilding school become competent workers within six weeks to two months, Colonel Woods declared.

Men interested are asked to communicate with Colonel Woods at the war department, Washington.

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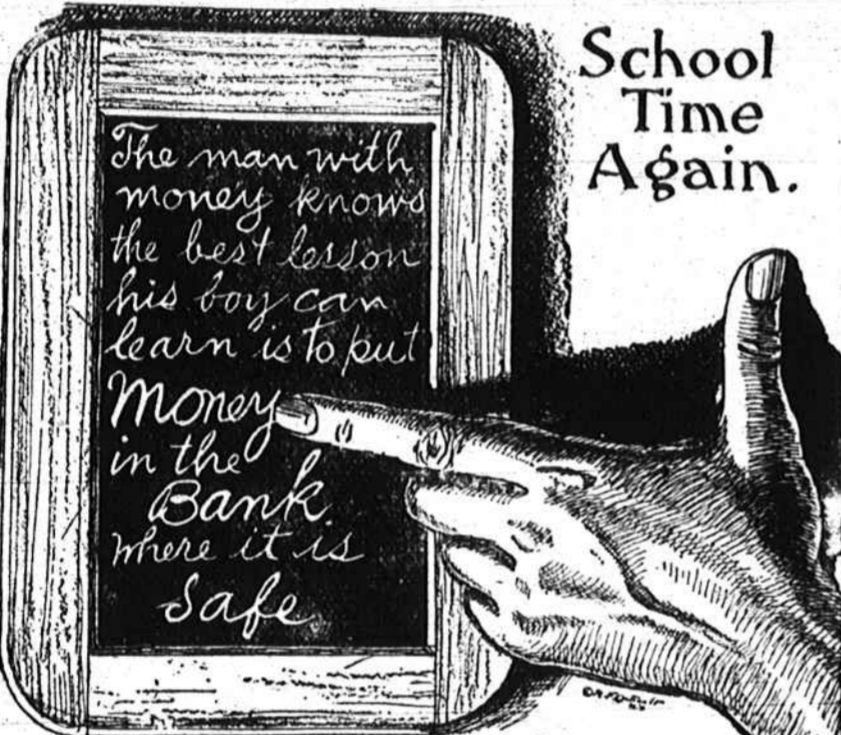
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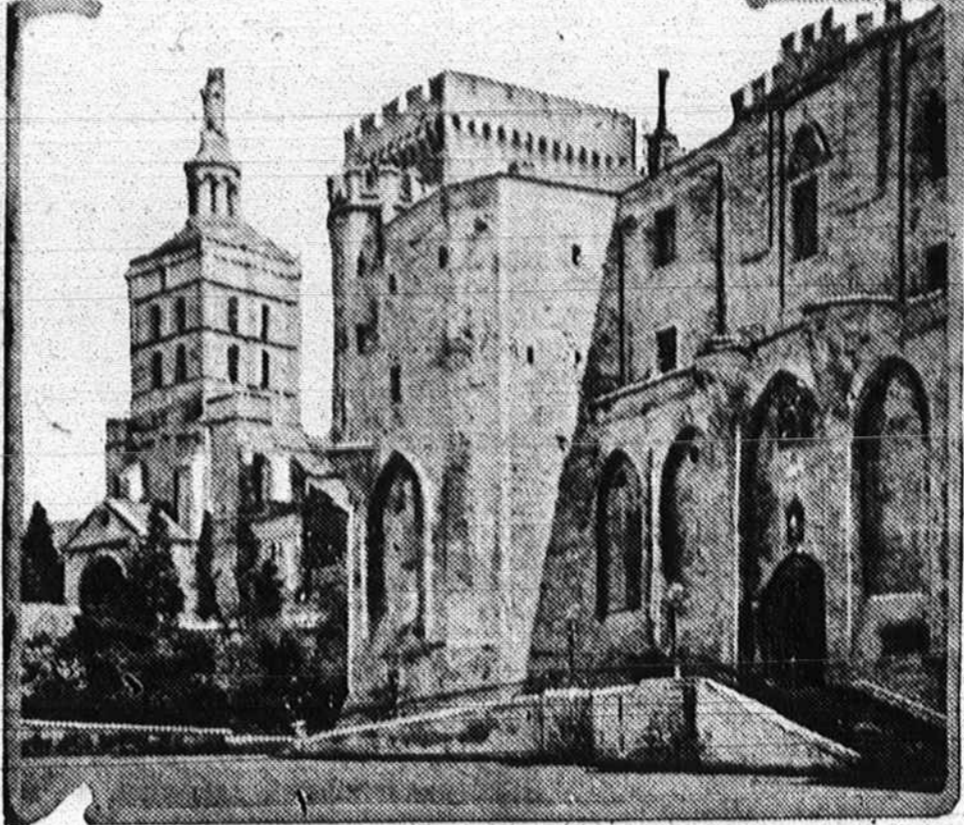
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**PALACE of the POPES at AVIGNON**



Western Facade of the Palace.

IT IS more than 20 years since I first saw that mighty Palace of the Popes at Avignon which Froissart called "the finest and strongest house in the world;" and the most important occurrence in that period, from the point of view of the architect and the historian, is that in 1907 the huge building was at last relieved from its dangerous task of sheltering soldiers, who cared as little for its beauty as for its associations, writes Theodore Andrea Cook in Country Life. It was, perhaps, better to be the barracks of a regiment than to be a prison like Tarascon, or a disintegrating ruin like Beaucaire. But none of these three glorious relics of Provençal history deserved so ignominious a fate, and the department of historic monuments earned the thanks of every scholar by its change of policy toward these splendid castles of the storied Rhone.

One invaluable result of clearing the Palace of Avignon has been that for the first time it is possible to compare the actual constructions of this extraordinary building with the records preserved in the Vatican and investigated by Eugene Muntz, Maurice Faucon and F. Ehrle. This comparison was carried on by Felix Dignonet, the learned guardian of the museum at Avignon, and when again the continent is free ground for the curious traveler I hope that visitors will be able not only to see the whole of the palace, but to understand the original intention of its builders, and to realize the skill and care with which all the ancient masonry is being preserved or reproduced after the century of de-facement and neglect which followed the most deliberate vandalism of the Revolution.

**Color and Massiveness.**

The vast and deserted esplanade in front of this giant block of masonry is a fitting framework to so massive a memorial of dead majesty, and the whole atmosphere of the scene is as different as possible from anything you have passed on your way through the modern town from the railway station of the republic. The exquisite color of the pale gold masonry—"teinte uniforme de feuille seche," said Henri Beyle—is one of the loveliest attributes of the buildings of Provence, as it is of our own Dorsetshire houses; but it is the titanic strength and elemental pride of this enormous building which first impress themselves on the beholder who stands before its ruined western entrance gate. The huge and bony carcass of some creature of the prime, fossilized in bygone ages of the world, and couchant still within its ancient lair, seems brooding like some monstrous menace over the Valley of the Rhone. Ruined and mutilated, as it is, of all its former splendor, this cliff of cut stone stands stupendous above the petty highways of our smaller life.

The octagonal turret jutting from the tower immediately on your left of the main entrance preserves, in its name of "The White Cardinal," the memory of that humbly born Cistercian monk who, in December, 1335, assumed the title of Benedict XII, and really began the foundation of the palace as we see it. Two-thirds of the whole, at any rate, he planned; and his is the portion that is the simplest and strongest of it all.

No marble was used anywhere in the palace, which was wholly of French workmanship and Provençal design, with the square towers which mainly differentiate that school from the round-towered style of the French kings which is so massively exhibited in the contemporary Fort St. Andre just across the river. The deeply carved machicolations, still to be seen here and there and originally placed on every tower and wall, had only just been introduced by the end of the fourteenth century. Those on the great facade are the largest in the world, sometimes two yards in length by 18 inches deep, sufficient to hurl down timbers that could sweep a dozen storming ladders off the wall or crush a whole company of sappers.

The only luxury observable in the palace was to be found in its interior

furniture, which has wholly disappeared. Nothing but the solidity and imposing strength of its exterior walls remain to hint at what Froissart so much admired.

The old pontifical chapel of John XXII, enlarged by Benedict XII and since restored, is now the repository of the archives of the province, and forms the extreme northern line of buildings between the Tour de Trouilhac at the northeastern corner and the Tour de la Campanie at the northwest. Benedict's work was built above the older structure, originally the parish church of St. Stephen, by Pierre Poisson of Mirepoix in 1335. For some time it was turned to the base uses of a common gaol, and it was Revoll who designed its present barrel-vault at a height from the ground which is equivalent to that of the two original buildings one above the other. Their frescoes by Pierre du Puy have all disappeared; but we know that his workmen were paid four shillings a day of our money, while he had nearly 20; and that their colors were white, green, sky blue, indigo blue, vermilion, saffron, and so forth, laid on with white of egg, with olive oil and linseed oil, and garnished with fine gold. In 1336 Benedict XII finished the tiling of the floors, and some remains of them are preserved in the Musée Calvet in the town. This chapel was not used for more than 30 years, and was gravely damaged by fire in 1392. Its place was taken by the far more splendid building of Clement VI on the south side of the main courtyard.

**Tour Des Anges.**

Returning to the courtyard we find in the Tour des Anges, at the angle of the eastern wall, one of the best preserved of all Benedict's buildings. It was originally entered from the interior of the palace only, and the steep slope of the rock outside enabled the architect to build two more stories there than are visible from the courtyard. It forms a building 40½ meters high on the plan of a perfect square, with a strong buttress pillar at each angle and walls more than ten feet thick and nearly 60 feet long. Its cellars contained the pope's private stock of wine. Above the wine cellar was the lower treasury, with its four-pointed vaults resting on a central pillar without base or capital, all strongly guarded by huge locks and ironbound doors.

Immediately above this was Benedict XII's bedroom, which was used by Clement VII in 1370, and called the "Chamber of the Flying Stag," from one of the many frescoes still discoverable beneath multitudinous layers of military whitewash. Two windows with stone seats in their embrasures look out over the entrance court, and by a third you see across the valley of the Rhone to the blue shadows of the distant Alps. Several of the secret stairways, carved in the thickness of the walls, by which the Pope reached various parts of his palace, can still be clearly traced. Above his holiness was a library filled with precious manuscripts, and higher still is a larger apartment from which soldiers could defend the whole tower against attack, called the chatelet. This tower, the work of Pierre Poisson, may be taken as typical of the rest, and was two years in the building from April 23, 1335. The roof was paid for on March 18, 1337.

On the left of the spectator, and continuing the east wing of the courtyard toward the north, are the other private apartments of the Pope, designed by Bernard Canelle of Narbonne. The appalling reconstructions necessitated by the barracks have almost entirely destroyed the original conception, but the minute details recorded in the Vatican are more than sufficient to replace Canelle's design in good time. This comprised the Pope's private kitchen and wardrobe, his dining room, his study and his oratory. Behind it, and in the angle of the Tour des Anges, is the little Tour des Etuves, where his holiness took his bath, above the chamberlain's council room.

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