Any kind of a job except a political one can be secured through "the pull" of a want ad.

DESERET EVENING NEWS.

PART TWO.



withal to pay their fares. He ex-

ve. Humanity will be satisfied with

to church whose borders are marrowed

Unique Claim to Distinction of Prelate Who is Coming to America.

HE LEADS THE STRENUOUS LIFE.

England's Most Eloquent Pulpit Orator-Never Puts on Airs and Partial To Wearers of Hob-Nailed Boots.

special Correspondence. we could only fight together," he says again, "how irrestatible we should ONDON, Sept. 29 .- Among the many claims to distinction possessed by William Boyd Carpenthan the world. The religion of the ter, bishop of Ripon, who will future will be, I am convinced, neither Protestant nor Catholic, but simply soon leave for the United States to deliver the Noble lectures at Harvard, is 1 Christian. ների որունություն ունունություն ունունությունը հայտներին հայտներին հայտներին, հայտներին, որունունունունություն Հայտներին հայտներին հայտներին հայտներին հայտներին հայտներին հայտներին հայտներին, հայտներին հայտներին հայտներին հ

respected by them. On one occasion The Kaiser Aims at Yachting Supremacy. he found himself, with Mrs. Carpenter, in a London 'bus without the where-

TRUTH AND LIBERTY.

SATURDAY, OCTOBER 8, 1904. SALT LAKE CITY, UTAH.

He Now Owns More Sailing Yachts Than Any Man in the World, is a First Class Skipper and Has Done Wonders in Popularizing the Sport in the

Fatherland-Imperial Family Follows His Example.

within to pay their fares. He ex-plained his difermina to the conductor and was about to get out when a work-lingman tonched him on the shoulder. "Till make that all right, sin," he said: "don't you and your good fady trouble." Hefore the bishop could thank him he had made his way to the door and alighted. Then the bishop learned from the conductor that the man had paid the fare of himself and Mrs. Car-penter to the end of their journes. At a church congress the bishop related Special Correspondence. Berlin, Sept. 30 .- "The kalser can handle a yacht as well as any seaman a church congress the bishop related the incident, and referred to his un-known and humble friend as a splendid type of the English gentleman. affoat. He is a born sallor, and if he were not an emperor he might be the skipper of a crack racing yacht." This statement was made to an

Dr. Carpenter is popular with, all classes—with men in patient leathers equally with gentlemen in bob-nalled hoots. He is a man of profound learns-ing. He won an open scholarship at Cambridge. He is a keen student of liv-crature and an authority on Dante. He American newspaper representative during the Kicl regatta of 1903 by the British yachting expert, Ben Parker, who was then skipper of the German erature and an authority on Dante. He has gone deep into theology and has reached the conviction that distinct emperor's yacht Metcor. If is up empty compliment, but a plain statement tions of creed count for very little. "The struggle of the future," he says. "will not be between this form of rellor fact, which is corroborated by all competent judges who have had opportunities of seeing William II sailing on gion or that, but between religion and no religion." Wherefore he is an ardent believer in a union of the churches. "If beard his own yachte.

Yachting as a fashionable pastime was almost unknown in Germany before the presbut kalser ascended the throne, but during the sixteeu years of his reign he has made it one of the most popular . national amusements, When the kaiser succeeded to the crown there was not a first-class racing yacht

belonging to any German owner or sailing under the flag of any German club. Only a few regattas were held every summer along the German coasts, and these were insignificant affairs which passed unnoticed outside the immediate localities in which they took place. The kaiser changed all this with the

impulsive energy which, characterizes all branches of his versatile activity. So well has he succeeded that a high class British sporting journal rounded out its account of the Kiel regatta this year with this prognant comment: "English yachtsmen who were present will frankly admit that much improvement must take place in the sport in British waters if this country is to maintain its supremacy at the game." Willam was a very small shaver when with his younger brother, Henry, he had his first sail. The two little staving with their mother

sapes through his passion for yacht racing. When sidling the Orion in a race a year or two ago the kaiser clapped on more sail than could be safely borne in the gale that was blow-ing. Suddenly the topmast was car-ried away and came down with a crash close to the spot where the kaiser was standing.

During this year's Kiel regatta the kaiser had another close shave when the American schooner ingomar came within an ace of running down the Meleor and cutting her in two. This Incident took place in a race between the Meteor, Induna, Hamburg and In-gomar from Kiel to Eckernforde. The Meteor and Ingomar were sailing unpleasantly close to one another, and the Ingomar, being on the starboard tack, had the right of way and it was the Meteor's duty to concede the

seemed impossible for a collision to be avoided.

canvas in a heavy wind straight for the Meteor and in another 20 seconds yould have crashed into the kaiser's vacht. The Meteor certainly would have been cut clean into two parts and the kaiser, who was below at the time, maritime policy. But the empress needed no urging to take to the sport. She is almost as fond of it as her hus-band. She devotes three weeks of every nevitably would have been drowned. The sensation of the kaiser being sent to the hottom of Kiel bay by an Amer-ican racing yacht was fortunately avoided through the smortness of Charles Barr, who was sailing the In-gomar. Although he would have been tas along the German coast emperor and empress are keen rivals. When the kalser sails on the Metcor, the en-press sails on her own yacht Iduna. justified in holding on his course, he avoided a collision in the uick of time by putting about, at the same time hoisting a protest flag to indicate that he had only done so under compulsion. press sails on her own yacht Jduna. Dressed in a simple blue yachting cos-tume, with a picturesque sailor cap, the empress lies on the deck of the Iduna from the beginning of a race till the end, watching all the technical details of the contest with practised eye. At the end of the Kiel regatta the emperor and empress cruise in company on board their respective yachts. Meteor The kalser, who has the genuine sport ing instinct, was excessively annoyed when he learned of the mistake which his skipper had made. How it happened that so experienced a yachtsman committed this unpardonable blunder board their respective yachts. Meteor and Iduna, eastward along the Balto remains a mystery, but he paid for his mistake dearly, for the kaiser dia-missed him the same day.

Prince Henry, as becomes a naval officer, is a elever skipper, but he pre-The kaiser began his yachting career by purchasing the Thistle, which had been defeated by the Volunteer for the the Empress Frederick, then crown America's Cup in 1887. He rechris-Princess of Germany, at a watering tened her the Meteor, a name which he always bestows on the reigning faplace on one of the Fristan Islands. covite among his yachts. It is frankly That rare creature in those days, a suggestive of his own position in the German yachtsman, happened to be monarchical firmament. He raced her persistently and on board of her mas-tered most of the tricks of yachting, cruising in the vicinity, and the crown princess asked him to take the boys but in British waters she always had to trail after the Britannia, owned by for a sail. They were delighted with King Edward, who was then Prince of To be thus continually beaten by his ancle was not at all to the liking of William II, and he began casting around for another craft, and commissioned Watson, the designer of the Thistle, to build him another big cutter close up to the 90-foot limit. This Meteor kept the emperor's yachting dag well to the fore for six years, proving a much speedler boat than the Britannia, which may have had something to do with King Edward's de-cision to retire from the yacht racing The first Meteor meanwhile, regamel thristened the Comet, was turned over the naval authorities at Kiel to be used as a training vessel for yachting hands, for heretofore German yachts, the emperor's own included, had been for the most part dependent on British kippers and British crews, Spurred on by the kaiser's example, many wealthy Germans bought racing mehts, most of which at this period vere designed and built in England. roup of Hamburg merchants, headed by Director Ballin of the Hamburg-American Steamship company, pur-chased a speedy boat designed Watson, and rechristened har the Hamburg. Much longer than the Meteor, she proved rather more than a y match for her, and the kaiser, determined to be at the head of the proceshis own waters at least, sought mother yacht.

board to demand satisfaction for the in-sult effered to him. The officer, who was in plain clothes, went on to the coptain's bridge and said: "That yacht carries his imperial high-

ess, the German crown prince. Some ing remark at his imperial highness. His imperial highness orders that you shall not proceed until that man has been identified and arrested."

The course taken by the crown prince was controly illegal, but the captain nevertheless, as a matter of courtesy and respect, asked the officer to iden-tify the offender. The officer thereupon proceeded to walk through the crowd o perhaps 500 passengers in the hope of discovering the man who had should After half an hour's search he was still unsuccessful. While the search wa proceeding, the crown prince lay along-side and once should to the officer: "It was a man with a red flower in

s button

Finally the crown prince's entiseary bft the steamer without identifying the man. Toward the end of his enforced delay, the passengers began to grow restive and clamored for the captain to proceed, crown prince or no crown prince. When the crown prince veered Germany's best yacht builder. Herr Muller of Kiel, to submit suggestions, which he will revise and supplement. A reconstructed Meteor would thus be the joint product of the shipbuilding off without accomplishing his aim, he was followed by jeers from hundreds of lusty throats. The newspapers took up the scandal and public opinion servely condemned the crown prince's ill-judgtalent of the kaiser and Herr Muller. It ed action. Prince Adalbert, the kalser's third

son, owns a small racing yacht, the Samoa LII, and bids fair to become a much better skipper than his elder

The kalser's Interest in yachting has stimulated other members of the im-perial family to go in for it. They have Following the example of the emperor several German yachtsmen have purchased American racing yachts. George W. Watjen owns the Navahoe, the famous yacht designed by Herreshoff which defeated the Britannia for the Cape May cup. The Betty VI, owned by Lieut, yon Stum, was also designed y Herreshoff.

In addition to the mint of money his own fleet of yachts has cost him the kniser has expended large sums in othervise encouraging yachting. He has made (ruly royal contributions to the rection of yachting club houses at sevral ports on the Baltic coast, and it s estimated that he has spent fully 250,000 for gold and silver cups which to has offered as prizes in various ncht races

With the exception of his principal acing yacht, all the kaiser's yachts are ent to the imperial navy when they are not taking part in regattas. They are used to instruct picked hands of the navy in sailing. When they race, they are also manned by sailors of the imperial navy, who thus learn to be smart handy me

The zeal displayed by the kaiser and is family in sparing neither nains nor



The people in this city who first "got acquainted through a want adver-tisement" would make a pretty big

FIFTY-FOURTH YEAR.

PLAY LORD IVEAGH

AGAINST MORGAN.

munication identical in tone is sent to Lord Iveagh advising him to secure the rare specimen before it is offered to Mr. Morgan. Patriotic considera-tions, they state, always prompt the dealers when offering articles to Lord Iveagh while Mr. Morgan is assured that his generous patronage of their establishment cannot really be forgot-ten when a good article is going cheap. CAUSED KEEN COMPETITION.

There is no doubt about it the method has succeeded in causing the mil-lionaires to compete keenly with each

other when a really genuine article is to be secured. One day the two men

happened to be in a well known curlo

dealer's place in Bond street at the same hour. They were not aware of each other's identity although the

reputation of the one as a judge of bric-a-brac was well known to the other. Mr. Morgan left without mak-

ing a purchase, and when he had gone the dealer handed down several ar-

ticles to Lord Iveagh for inspection,

informing him at the same time that they had been seen by Mr. Morgan,

'the gentleman'who had just gone out."

Lord Iveagh eyed the dealer keenly and remarked that if they had been

worth purchasing at the price asked

Mr. Morgan would not have left them

behind. Lord Ivengh would not make any offer and left the shop too, An hour afterwards Mr. Morgan re-

turned and was told that Lord Iveagh

had made an offer and was coming again that evening. Mr. Morgan had the articles packed immediately, paid

A MAORI PRINCESS.

Glenveigh Castle, her place in Ireland, one of the most interesting personali-

ties that has visited England for many

years. She is the chieftainess of the

great Maori tribes who was deputed to

present the compliments of her people to the Prince and Princess of Wales when they

visited New Zealand, a year or two ago. The Princess Alfrini, as the Maori

lady is known in her own country, is married to an Irishman named Don-

nelly, who emigrated to New Zealand

Mrs. Adair has been entertaining at

his check and departed.

a serious hitch has occurred. It is said that Herreshoff submitted plans of which the kaiser did not optirely approve. The kaiser so the atory goes, nade suggestions and alterations and returned the plans for Herreshoff to carry out his imperial recommenda-tions. Herreshoff declared that if he built a yacht for the kaiser at all he must build according to his own ideas exclusively, and that he could tolerate

interference from no one, not even at emperor. It is stated that on receipt of this communication the kaiser said that he would cancel the order given to Herreshoff to build him a yacht The Lokalanzeiger, a semi-official journal published this story, and added that the kalser has decided to have the Meteor reconstructed. He summoned

course to her. Ben Parker was salling the Meteor and he held on in his course, contrary to all the rules and regulations of yacht racing, until it may be, however, that the differences with Herreshoff will be adjusted. As soon as the kaiser has a new yacht he

THE KAISER NEAR TO DEATH.

The Ingomar was sailing under full



THE BISHOP OF RIPON.

one that is unique. He is the sole occupant of the Episcopal bench who wears trousers in lieu of gaiters, which the sartorial conventions of the English church prescribe as the proper nether garments for those who attain to the dignity of spiritual lordship. Yet according to those who have been privileged to see them, Dr. Carpenter has a much finer pair of canonical calves than most of his brother prelates. He has no reason, therefore, for seeking conceal their graceful proportions, while other members of his exalted order so freely avail themselves of the dvilege of displaying their legs, be they shapely or otherwise, to devout and admiring scrutiny.

THE DEMOCRATIC SPIRIT.

With Dr. Carpenter this preference for the nether garb of the every day man must be accepted as the outward and visible sign of his democratic spirit. Re s pre-eminently the bishop of the masses-a working bishop. He keeps in close touch with the humbler members of his clock. In his diocese dwell considerably over a million souls, and in cutent it embraces a million acres. Within this area he is said to travel between 10,000 and 12,000 miles a year. weds, the chief town of his spiritual bailiwick has over 50 parishes. From each of these he has chosen five workng men to form a committee of management, making a body of 250 stalwart tollers on whom he can depend to assist him to the utmost to keep him posted on the needs of the poor and Far and wide the bishop is known

among the workingmen and liked and

As the greatest pulpit orator of the church he was chosen by the house of commons to deliver the Jubilee sermon it St. Margaret's church, Westminster, He is as gentle in his manner as he is invincing in his utterance. There is not the faintest suggestion about him of what the English call "side," and Americans call "swelled head." He owes nothing to the influence of royalty, though many royal personages are and have been his friends. At one time he was one of the chaplains of Queen Victoria, who thought highly his preaching. When her daughter, the Empress Frederick of Germany, hay dying, it was Dr. Carpenter whom she summoned to minister to her. PRIMACY OF CANTERBURY.

their experience. "When I grow up to be a big man I are going to have lots of yachts-big ones, too," said William to his mother when they returned. "And I should like a yacht, too, some day," piped up the more modest little Henry. The emperor of Germany has fully realized his childish ambition. He owns lots of yachts, and big ones, too. In fact, he owns more of them than any man in the world. Not counting steam raft, his fleet numbers nineteen, rang-ing from the Meteor, third of the name -120 feet on the water line and the largest racing schoner ever turned out largest racing schooner ever turned out of an American shippard-down to lit-tle twenty-toorers. But it is not for the sake of yachting alone that he goes in for sport so extensively and encour-ages his subjects to do likewise. His object is to foster a mautical spirit among his people, and thereby arouse a popular feeling which will support his ambitious scheme to create a navy that shall rival that of England.

shall rival that of England.

When the primacy of Canterbury beame vacant through the death of Dr. Temple, it was generally thought that the choice of his successor lay between Dr. Davidson, then bishop of Winchester, and Dr. Carpenter. Had the choice been left to the decision of a popular vote there is no doubt that Dr. Car-penter would today be Archbishop of Centerbury, primate and metropolitan of all England, "by divine providence." It may be that the question of gaiters versus trousers had something to do with influencing the king in favor of during the Klel week. the younger man who is now in America. For the king, in his way, is a great stickler for established conventions, forms and ceremonies. He recog

nizes the fact that stripped of them the throne itself would have so little left to stand on that the swelling tide of democracy would soon sweep if Eway The bishop of Ripon is now 63 years (Continued on page eighteen.)

HE'S A DAREDEVIL SKIPPER. The kaiser is not an amateur, but an expert in yachting. Every summer he devotes three weeks solely to this pas-time. First he proceeds to Heligoland on board his steam wacht Hohenzollern to watch the conclusion of the annual race from Dover to Heligoland. He then boards the Meteor and sails on her in the Elbe regatts, which takes place off Cuxhaven. The Meteor then goes off Cuxhaven. The Meteor then goes to Kiel and the kaiser sails on her in all the races in which she participates

During the races the kaiser often takes a hand at the wheel and shows himself an udept at all the tricks of the game. When he is not at the wheel he lies on the windward side of the deck with the crew and obeys the skipper's commands with alacrity. He hauls in the ropes and helps to trim the sails with an enthusiasm which stimulates the crew to equal exertions. He has had some hairbreadth 'es-

NAMEROS CONSIGNATION CONSIGNATI



RIPON CATHEDRAL FROM THE RIVER.

WHY HE CHOSE AMERICAN YACHT.

Meanwhile, the superiority of Ameri-can over English designed boats had been demonstrated in German as well as in English waters. The kalser's brother, Prince Henry, had purchased the Wenonah, a Herreshoff boat about 30 feet on the water line, that had defeated everything in her class in Eng-land. Rechristened the Gudruda, with Prince Henry at the helm, she showed her heels to everything of her size in Germany. The Niagara, a larger fin-keel racing craft, built by Herreshoff. after decisively defeating every 20-rater opposed to her in England had been sold by her owner. Howard Gould, a German yachtsman and had repeated her triumphs in Germany. IB the schooner Yampa, a magnificent sea craft of the cruiser type, which he bought from William Suydam Palmer. the kaiser was already the owner of an American boat. But she had not heen especially designed for speed, and was not big enough to meet the Ham burg on equal terms. So when he had determined to regain his yachting su-premacy, he presented the Yampa, which he had renamed the Iduna, to the empress, and gave an order for higger boat to her designer, A. Cary

Smith. He chose a schooner because he re cognized that the day of the big singlestick racers is over, and he insisted or a vessel of wholesame type that should be far from a mere racing machine like the cup challengers and defenders of re-cent years. All the plans were submitted to him before they were carried out. The interior arrangements were largely of his own devising. His minute attention to details, which is characteristic of him, is shown by the fact that the supplementary mushro tilutors were made from designs draws by himself.

With this third Meteor he again defeated the best boats in Germany and was entirely satisfied with her until Commodore Plant's Ingomar, fresh from America, defected her so signally and frequently at Kiel. It was natural, therefore, that he should have given the order for a fourth Meteor to the designer of the Ingomar-the great Herreshoff.

THE HITCH WITH HERRESHOFF.

he excitement of rachig craft in which he can make his own individual skill count for more than in big boat with a large crew. At present his favorite yacht is the Tilly VI, a smart little flyer of about 23 feet water line length, in which he has won many He does not now own a prizes, yacht of his own, but when he wants to take a cruise he borrows one of his brother's, usually the Orion, formerly Meteor II.

coast, touching at Travemunde, Warne-

munde and Swindemunde.

intends to make a present of Meteor III

to do this to stand well with him. He

regards it as quite an essential part of

their training as his attendant satel-lites and upholders of his ambitious

summer to yachting, and at the regat

crown ppince

CROWN PRINCE A POOR YACHTS. MAN.

The crown prince owns a small rac ing yacht, the Angela, of about 22 feet on the water line, but thus far he has not been a success as a yachtsman, al-though he has received much coaching in the art. He made his debut at the Kiel regatta this year with the Angela, but his performances were not brilliant. He steered her himself, but in all the races in which she took part she was invariably the last to cross the finishing line. His method of sailing caused spectators to fear for his safety, for crammed on excessive sail in squally weather, when he ought to have taken in a reef or two. The experts who watched the races from the umpires' steamer declared that it was almost a

miracle that he escaped capsizing. The crown prince was the hero of a curious affair on the Wannsee, the large lake lying between Potsdam and Berlin, He was salling the Angela on Sunday afternoon and handled her with such land-lubberly lack of skill ahat he incurred the danger of being run down by a passenger steamer which was compelled repeatedly to stop, back astern and change her course to avoid a collision. The steamer was crowded with Sunday excursionists, and suddenly a voice was heard on deck shouting

'Why can't that fool steer straight and keep out of our way?" The crown prince immediately put the

Angela about, contrived to come along.

in sparing neither expense to foster yacht racing in Ger many affords a striking contrast to the utter neglect of the sport by the Eng-lish royal family, not a member of which now owns a racing yacht, the king himself having transformed the Pritannia into a cruiser.

COMMODORE PLANT'S BAD BREAK A strange story is in circulation in

German yachting circles regarding a comical encounter between the kaiser and Commodore Plant, the owner of In-gomar. During the Kiel week the kaiser invited Commodore Plant, among 500 other guests, to an afternoon tea on board his steam yacht Hohenzoilern. During the tea the kaiser wishing, like a true sportsman, to do honor to his successful rival, walked u) to Commodore Plant and addressed some friendly words to him. All the world knows that European etiquet requires every man to bare his head in the presence of a monarch, but, accord. ng to the story in circulation, Commo-lore Plant not only kept his hat on but gave it a rakish tilt on the back of his head. With his hat thus askew, and his

hands thrust deep into his trousers pockets, Commodore Plant listened to the friendly and complimentary words which the kaiser addressed to him. The kaiser, however, was so annoyed 'ommodore Plant's lack of respect that he suddenly broke off the conversation, turned on his heel and walked away Commodore Plant, it was afterward

explained, had no intention whatever of being rude, but simply desired to lemonstrate that he as a free-born cit con of the American republic was not under the obligation of imitating Eurocan servility toward monarchs. This is the story going the rounds of the clubs here, and I repeat it for what

It is now freely admitted that the

nany years ago, but she has a very high opinion of her own importance and considers that she confers an honor on Mrs. Adair by becoming her guest during the Irish season. it may be worth. GEORGE WEISS.

ROYAL LOVE MATCH-CROWN PRINCE EMULATES THE KAISER.



The crown prince of Germany has profited by the example of his father , Kaiser Wilhelm, and chosen for the future empress of the kingdom, a woman he loves. The Duchess Cecilla is reported to be a very democratic sort of Recently, however, it is reported that | young woman, little given to the affectations of royalty.

