

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

# DESERET EVENING NEWS.

The people in this city who first "got acquainted through a want advertisement" would make a pretty big crowd.

TRUTH AND LIBERTY.

PART TWO.

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

FIFTY-FOURTH YEAR.

## The Saturday "News" Special Foreign Service.

### BISHOP OF RIPON CLINGS TO PANTS

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 Aids and Partial  
To Wearers of Hob-Nailed Boots.

Special Correspondence.

LONDON, Sept. 29.—Among the many claims to distinction possessed by William Boyd Carpenter, bishop of Ripon, who will soon leave for the United States to deliver the Noble lectures at Harvard, is

respected by them. On one occasion he found himself, with Mrs. Carpenter, in a London "bus without the where-withal to pay their fares. He explained his dilemma to the conductor and was about to get out when a workman touched him on the shoulder. "I'll make that all right, sir," he said. "don't you and your good lady trouble." Before 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. Carpenter to the end of their journey. At a church congress the bishop related the incident and referred to his unknown and humble friend as a splendid type of the English gentleman.

Dr. Carpenter is popular with all classes—with men in patent leathers equally with gentlemen in hob-nailed boots. He is a man of profound learning. He won an open scholarship at Cambridge. He is a keen student of literature and an authority on Dante. He has gone deep into theology and has reached the conclusion that distinction of creed count for very little.

"The struggle of the future," he says, "will not be between this form of religion or that, but between religion and no religion." Wherefore he is an ardent believer in a union of the churches. "If we could only fight together," he says again, "how irresistible we should prove. Humanity will be satisfied with no church whose borders are narrower than the world. The religion of the future will be, I am convinced, neither Protestant nor Catholic, but simply Christian."



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 these 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 to conceal their graceful proportions, while other members of his exalted order so freely avail themselves of the privilege of displaying their legs, he 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. He is pre-eminently the bishop of the masses—a working bishop. He keeps in close touch with the humbler members of his flock. In his diocese dwell considerably over a million souls, and in recent times he has visited five million acres. Within this area he is said to travel between 10,000 and 12,000 miles a year. Leeds, the chief town of his spiritual bailiwick has over 50 parishes. From each of these he has chosen five working men to form a committee of management, making a body of 250 stalwart fellows on whom he can depend to assist him to the utmost to keep him posted on the needs of the poor and the lowly.

Far and wide the bishop is known among the workmen and liked and

As the greatest pulpit orator of the church he was chosen by the house of commons to deliver the jubilee sermon at St. Margaret's church, Westminster. He is as gentle in his manner as he is convincing 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 of his preaching. When her daughter, the Empress Frederick of Germany, lay dying, it was Dr. Carpenter whom she summoned to minister to her.

### PRIMACY OF CANTERBURY.

When the primacy of Canterbury became 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. Carpenter would today be Archbishop of Canterbury, 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 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 recognizes 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 it away. The bishop of Ripon is now 62 years

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### The Kaiser Aims at Yachting Supremacy.

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.

Special Correspondence.

Berlin, Sept. 26.—"The Kaiser can handle a yacht as well as any seaman afloat. He is a born sailor, and if he were not an emperor he might be the skipper of a crack racing yacht."

This statement was made to an American newspaper representative during the Kiel regatta of 1903 by the British yachting expert, Ben Parker, who was then skipper of the German emperor's yacht Meteor. It is an empty compliment, but a plain statement of fact, which is corroborated by all competent judges who have had opportunities of seeing William II sailing on board his own yacht.

Yachting as a fashionable pastime was almost unknown in Germany before the present Kaiser ascended the throne, but during the sixteen 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 coast, 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 off its account of the Kiel regatta this year with this pregnant 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."

William was a very small shaver when with his younger brother, Henry, he had his first sail. The two little princes were staying with their mother the Empress Frederick, then crown Princess of Germany, at a watering place on one of the Prussian islands. That rare creature in those days, a German yachtsman, happened to be cruising in the vicinity, and the crown princess asked him to take the boys for a sail. They were delighted with their experience.

"When I grew up to be a big man I am 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 craft, his fleet numbers nineteen, ranging from the Meteor, third of the name—120 feet on the water—line and the largest racing schooner ever turned out of an American shipyard—down to little twenty-footers. But it is not for the sake of yachting alone that he goes in for sport so extensively and encourages his subjects to do likewise. His object is to foster a nautical 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.

### 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 pastime. First he proceeds to Heligoland on board his steam yacht Hohenzollern, then to the conclusion of the annual race from Dover to Heligoland. He then boards the Meteor and sails on her in the Elbe regatta, which takes place off Cuxhaven. The Meteor then goes to Kiel and the Kaiser sails on her in all the races in which she participates during the Kiel week.

During the races the Kaiser often takes a hand at the wheel and shows himself an adept 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-

capades through his passion for yacht racing. When sailing the Orion in 1891 a year or two ago, the Kaiser clipped on more sail than could be safely borne in the gale that was blowing. Suddenly the topmast was carried 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 Meteor, the cutting her in two. This incident took place in a race between the Meteor, Indiana, Hamburg and Ingomar from Kiel to Eckerförde. 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 course to her. Ben Parker was sailing the Meteor and he held on in his course, contrary to all the rules and regulations of yacht racing, until it seemed impossible for a collision to be avoided.

### THE KAISER NEAR TO DEATH.

The Ingomar was sailing under full canvas in a heavy wind straight for the Meteor and in another 20 seconds would have crashed into the Kaiser's yacht. The Meteor, certainly, would have been cut clean into two parts and the Kaiser, who was below at the time, inevitably would have been drowned. The sensation of the Kaiser being sent to the bottom of Kiel bay by an American racing yacht was fortunately avoided through the smartness of Charles Barr, who was sailing the Ingomar. Although he would have been justified in holding on to his course, he avoided a collision in the nick of time by putting about at the same time, thus holding a protest flag to indicate that he had only done so under compulsion. The Kaiser, who has the genuine sportsman's instinct, was excessively annoyed when he learned of the mistake which his skipper had made. He was so angry that he ordered the Ingomar to be sent to the bottom of the bay. The Ingomar, however, was not so easily intimidated. She sailed on to the end of the Kiel regatta the emperor and empress cruise in company on board their respective yachts, Meteor and Indiana, eastward along the Baltic coast, touching at Travemünde, Warnemünde and Siedemünde.

Prince Henry, as becomes a naval officer, is a clever skipper, but he prefers the excitement of racing in a small craft in which he can make his own individual skill count for more than in a 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 prizes. He does not now own a big 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.

### CROWN PRINCE A POOR YACHTSMAN.

The crown prince owns a small racing yacht, the Angela, of about 22 feet on the water line, but thus far he has not been a success as a yachtsman, although 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 third or crossed in finishing line. His method of sailing caused spectators to fear for his safety, for he crammed on excessive sail in squally weather, when he ought to have taken in a reef or two. The experts who watched her race, from the emperor's 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 sailing the Angela on a Sunday afternoon and handled her with such land-lubbery lack of skill that 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,

a serious hitch has occurred. It is said that Herreshoff's limited plans of which the Kaiser did not entirely approve. The Kaiser so the story goes, made suggestions and alterations and returned the plans for Herreshoff to carry out his imperial recommendations. 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 an 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 Kaiser had decided to have the Meteor reconstructed. He summoned 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 masterpiece of two of the greatest of the Kaiser and Herr Muller. It may be, however, that the differences with Herreshoff will be adjusted. As soon as the Kaiser has a new yacht he intends to make a present of Meteor III to the crown prince.

The Kaiser's interest in yachting has stimulated other members of the imperial family to go in for it. They have to do this to stand well with him. He regards it as quite an essential part of their training as his attendant satellites and upholders of his ambitious maritime policy. But the empress needed no urging to take to the sport. She is almost as fond of it as her husband. She has expended large sums in otherwise encouraging yachting. He has made truly royal contributions to the erection of yachting club houses at several ports on the Baltic coast, and it is certain that he has spent fully \$250,000 for gold and silver cups which he has offered as prizes in various yacht races.

With the exception of his principal racing yacht, all the Kaiser's yachts are lent 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 hands men.

The zeal displayed by the Kaiser and his family in sporting neither pains nor expense to foster yacht racing in Germany affords a striking contrast to the utter neglect of the sport by the English royal family, not a member of which now owns a racing yacht, the King himself having transformed the Britannia 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 Ingomar. During the Kiel week the Kaiser invited Commodore Plant, among other guests, to an afternoon tea on board his steam yacht Hohenzollern. During the tea the Kaiser, wishing, like a true sportsman, to do honor to his successful rival, walked on to Commodore Plant and addressed some friendly words to him. At the quires every man to bare his head in the presence of a monarch, but, according to the story in circulation, Commodore 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 by Commodore Plant's lack of respect that he suddenly broke off the conversation, turned on his heel and walked away without completing the conversation.

Commodore Plant, it was afterward explained, had no intention whatever of being rude, but simply desired to demonstrate that he was a free-born citizen of the American republic was not under the obligation of imitating European servility toward monarchs.

This is the story going the rounds of the clubs here, and I repeat it for what it may be worth.

GEORGE WEISS.

### PLAY LORD IVEAGH AGAINST MORGAN.

How English Curio Dealers Increase Their Profits by Competition.

### A LETTER OF LONDON COSSIP

Mrs. Adair Entertains a Maori Princess—Confession Albums of an American Duchess.

Special Correspondence.

LONDON, Sept. 29.—English curio dealers have discovered a clever method of enhancing their profits by stimulating competition between Lord Iveagh, the wealthy Dublin brewer, and J. Pierpont Morgan. Both are notoriously good judges and great buyers of such articles, and the dealers usually obtain a higher price from them than from any of their other customers. It is a common trick in the trade to play one man against the other when any rare or interesting specimen in antique furniture or old tapestry is on the market. The dealer will, in a confidential way, offer the article to Mr. Morgan assuring him that there is very little doubt Lord Iveagh would snap it up immediately it was submitted to him. At the same time, a communication identical in tone is sent to Lord Iveagh advising him to secure the rare specimen before it is offered to Mr. Morgan. Patriotic considerations, 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 forgotten when a good article is going cheap.

CAUSED KEEN COMPETITION.

There is no doubt about it the method has succeeded in causing the dealers 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 curio 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 making a purchase, and when he had gone the dealer handed down several articles 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 Iveagh would not make any offer and left the shop too.

An hour afterwards Mr. Morgan returned and was told that Lord Iveagh had made an offer and was coming again that evening. Mr. Morgan had the articles packed immediately, paid his check and departed.

A MAORI PRINCESS.

Mrs. Adair has been entertaining at Glenview Castle her place in Ireland, one of the most interesting personalities 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 Alfrida, as the Maori lady is known in her own country, is married to an Irishman named Donnelly, who emigrated to New Zealand many 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 is now freely admitted that the

### 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 Cecilia is reported to be a very democratic sort of young woman, little given to the affectations of royalty.

### THE HITCH WITH HERRESHOFF.

Recently, however, it is reported that



RIPON CATHEDRAL FROM THE RIVER.