

CAPITAL SIDELIGHTS.

Some Incidents Which Vary the Routine of Washington Life—An Impromptu Reception to Captain Clark—Senator Hansborough Reprimanded by a Policeman—Candidates For Rat Catchers.

A few days ago a constituent of Senator Helfield of Idaho was in the city on department business and of course called on the senator. He was much put out by the size of his hotel bill while here.

"Henry," he said, "this here town is something scandalous. Why, they charged me \$1 a day at the tavern where I was stopping. But I got even with the robbers, all right. I ate oysters three times a day."

"That would have been a fine revenge in Idaho," said Senator Helfield in telling the story, "for oysters out there are a pretty expensive luxury. I didn't have the heart to tell him that oysters are the cheapest thing the Washington market affords."

Speaking of economy brings up a story told of a rather impecunious representative from a western state who met five friends on the street the other day.

"Come in and have a drink," he said. They went into the newest and most elaborate cafe in the city. Each of the five friends took a Scotch high ball of the kind that costs 25 cents each. The western representative took beer.

"What's that your drinking Jim?" asked one of the friends.

"That," said the representative as he nervously fingered the check calling for \$1.35 and held up the glass of beer so all could see it, "is a lesson in deportment."

Something in the same line is this on Senator Burrows. He was at the capitol late a night or two ago and on his way down town stopped at an all night lunchroom to get something to eat. As he was finishing the waiter said:

"Will you have some coffee?"

"Yes," replied the senator, "you may bring me a demitasse."

"A what?" asked the waiter.

"A demitasse—half a cup, you know."

"Aw, gwan," replied the waiter, with fine scorn. "We don't sell no half portions of coffee—nothing less than 5 cents!"

Two little girls who attend the Force public school, where Archie Roosevelt is learning the three R's were talking about their classmates the other day.

"Just think!" said one. "He came to school yesterday with mud on his shoes and a tear in his trousers. His hat was all mussed, and his hair was rumpled up. I think the President's son ought to look nice and not like a common boy. I don't see how a person can be proud of his country when the President's son don't care how he looks."

An adverse comment was communicated to young Roosevelt, but it didn't faze him in the least.

"Huh!" he said. "Girls don't know anything!"

Senators and representatives have many strange requests from their constituents. One house representative from agricultural districts have innumerable calls for seeds, and from the cities, particularly large demands for public documents among the members is one of the features of congressional life. Hardly a day passes without a member who represents a country district will seek a colleague from the city and swap desirable public documents for garden seeds. There are several employees around the house who make handsome additions to their income by advancing seeds to congressmen. The same old garden seeds for documents and documents for seeds. But frequently the demands of constituents are not confined to seeds and documents, as witness this modest request just received by Representative Cushman of the state of Washington:

Please send me six head of reindeer. Don't cut off their horns, either. If you are coming out home soon, bring them with you, but I want them before spring sets in.

Mr. Cushman compromised by sending public documents on reindeer and an extra package of garden seeds.

In the same mail Major John F. Lacey, who represents the Oskaloosa (Ia.) district, received the following:

Dear Major—Please send me some of the volumes containing memorial addresses for dead members of congress. There is nothing I read with so much pleasure as obituaries of congressmen."

Admiral Bradford and all the other apollons of the navy could see a bill which has been reported to the senate from the naval committee, they printed copy of the bill came from the government office its title read as follows:

"A bill providing for the retirement of pretty officers and enlisted men of the navy."

The superfluous "u" inserted by error or intent by one of Uncle Sam's printers has occasioned no little facetious comment, among the most pointed being that of Senator Tillman, who remarked: "Good Ideal. Retire all the pretty ones and give Bob Evans a chance."

"WORRY" AND ITS VICTIMS.

It is Not Always a Preventable Condition.

Worry, it is said, was a prominent factor in the illness which terminated the life of Gov. Rogers. This is not improbable. The debilitating effects of anxiety are well known. In the years of financial and industrial depression they caused many a man to succumb to disease who would otherwise have been able to throw it off. This was particularly true in affections of the respiratory and circulatory system. Many a death was attributed to "heart failure" the cause of which lay back of the symptoms that characterized the disease in its later stages. The same may be said of pneumonia, and even consumption. Depressing influences in finance, the loss of property and position inducing "worry" having broken down the powers of resistance, both physically and mentally, in hundreds of cases made the subjects the easy prey of the active agencies which promote the disease.

It is notable that in late treatises on consumption as a preventable disease, great stress is placed upon the necessity of avoiding depressing and disturbing influences. It is said, however, that the vitality breaks down the resistance power of the body to cope successfully with this deadly disease in its earlier stages. The requisites of a care-free mind is one of the requisites of the open-air treatment upon which pathologists so insist. The development of the pernicious anemia that feeds upon the tissues and ultimately destroys the lives of thousands of human beings every year. This statement is worthy of careful, intelligent consideration. It has been decided that consumption is a preventable disease; that it is not hereditary except in the limited sense of constitutional tendency which furnishes "good ground" for the seed that is sown broadcast in every community. The causes, it is asserted, can be dealt with and turned aside, thus preventing the development of the disease. Among these causes is "worry," inducing, as every one knows, loss of appetite, sleeplessness and general unrest.

But is "worry" a preventable condition? Is it not largely temperamental, and to a certain extent at least, beyond the control of the individual who is likely to be responsible, and the law of whose life is to discharge and not to evade duty? We may envy the man who boasts that he "does not let anything trouble him," but can we emulate him? Is it possible at all times to confront responsibility and defy care, saying "thus far shall thou go and no farther," and make good the interdiction by sinking into restful slumber? It may be answered, "That depends." The temperament of the individual and the pressure that is upon him are conditions to be reckoned with in the fight against "worry," which is, after all, only a condition of a responsible mind wrought upon by a high sense of duty and beset by obstacles and doubts.

Perhaps, after all, it is not greatly to any man's credit that he "never worries." Certainly it does not detract from the high esteem in which the late Gov. Rogers was held that his desire to discharge honestly and acceptably the exacting duties of his office weakened his physical powers of resistance and caused him to fall prey to disease. It may be regretted that his temperamental tendency contributed through this means to the shortening of his days, but only the phlegmatic and the dull will ensure him because he felt so keenly the responsibilities of his office, or, in other words, "worried" over his perplexing obligations.—Portland Oregonian.

THE HOHENZOLLERN FAMILY. ITS HISTORY AND TRAITS.



The visit of a member of the Hohenzollern family to the United States in the person of Prince Henry, brother of the Kaiser Wilhelm, is certainly an event of social if not of political importance.

The Hohenzollerns undoubtedly deserve to rank highest of all the kingly families of Europe, their name having been written more conspicuously on its pages for the past thousand years than that of any other single family.

Prince Henry is a marked contrast in disposition to his imperial brother. He is an admiral in the German navy and possesses the medal for distinguished service, won by unusual bravery and coolness in action. He commenced his nautical career at a very early age and has been for twenty years a sailor.

"Unser Heinrich," as he is called, is about forty years old, and is much more of a favorite in Germany than is the Kaiser. It has been said that he cannot leave Kiel, where his present position in the navy compels him to reside, without special consent of the emperor.

Prince Henry was the favorite grandson of Queen Victoria, whom he delighted to visit, and was also the best beloved child of the Emperor Frederick and his imperial consort. His valor and hardihood form the theme of many oft-told stories among the men of his command and the Prussians who love most to honor him.

The prince or emperor who would live up to the highest Hohenzollern standard must be both great as a warrior and great as a man.

The greatest of all the Hohenzollerns was the grandfather of Prince Henry, Emperor William I. As a contradiction to an impression which has become general, it is remarked by a prominent historian that the Germany of today might have been without a Bismarck but could not have been without Emperor William.

It was through this great monarch that the German dream of unity and independence was realized. The once disintegrated kingdoms which constituted today were vanquished and sorrowful at the time William I ascended the throne of Prussia. They had been ground between the millstones of other powers for centuries. The war with France, which led to the coronation of William I as Emperor of United Germany, was the result of the Hohenzollerns.

From this occurrence on, the family of Hohenzollern supplies us with a series of extraordinary instances of the transmission of certain mental and moral traits from generation to generation, which have been a part of the bone and sinews of the race for the last eight hundred years.

The Hohenzollerns are of Saxonian origin and that region has a well-established reputation for being the home of canininess and thrift. These traits have been possessed so generally by rulers of the Hohenzollern line as to make the exceptions almost more forcibly illustrate the rule. It is true that the first genius who appeared in the line of descent, Frederick the Great, was an exception, but even he, although possessed of extravagant qualities, used his ingrained canininess to acquire the title of King of Prussia from the im-

WATERBURY TO ARISE FROM DEBRIS.



While the police of Waterbury and private detectives employed by the insurance companies are hard at work on the track of the incendiaries who are believed to be responsible for the recent conflagration, the people of Waterbury are already devoting might and main to the rebuilding of the city. Mayor Kilduff of Waterbury, optimistically declares that a new and improved city will soon spring up from the ashes.

MAYFLOWER LEGEND IS THE NEXT TO GO.

Alleged There is No Proof That the Ship Bore the Pilgrims—Bradford Does Not Mention the Name of the Vessel and Not Until Fifty Years After the Voyage is It Given—Another Effort of Iconoclasts.

There is an iconoclastic spirit abroad which delights in destroying or mutilating our most cherished traditions. It is in just such spirit that the question is raised: Did the Pilgrims come to this country in the Mayflower?

At first thought such a question is shocking to the patriotic, as well as to the historic sense. Such a question has never before been raised; to raise it seems almost a blasphemy. And yet, given as we are in the present day to critical researches into details of our colonial history, it is certainly not an impropriety to discuss the question of the vessel by which our Pilgrim Fathers reached these shores, and the authority upon which we have set the Mayflower before us as an object of veneration. A little volume entitled "Mayflower Essays," written by Rev. G. C. Blackland, at one time domestic chaplain to the bishop of London, and as such custodian for some years of the original Bradford manuscript, contains a brief note in which attention is called to the remarkable fact that in no place in his narrative does Gov. Bradford record the name of the vessel in which the first party of Plymouth colonists made their voyage. An examination of the history shows this statement to be correct. Bradford's description of the two ships in which the colonists set sail is exceedingly meager.

At length, after much travel and these debates all things were got ready and provided. A small ship, of some 60 tons, was bought & fitted in Holland, which was intended as to serve to help to transport them, so to stay in ye country and attend upon fishing and such other affairs as might be for ye good & benefit of ye colony when they came there. Another was hired in London, of burden about 9 score; and all other things got in readiness.

Thus hoysing sail, with a prosperous wind ye came in short time to southern parts, where they found the bigger ship come from London, living ready, with all the rest of their company. . . . All things being now ready, & every business dispatched, the company was called Together. . . . Then they ordered & distributed their company for either ship, as they conceived for ye best. And chose a Gov. & 2 or 3 assistants for each ship, to order ye people by ye way, and see to ye disposing of these provisions, and such like affairs. All which was not only with ye liking of ye masters of ye ships, but according to their desires. Which being done, they set saile from thence about ye 5 of August. . . . Being thus put to sea they had not gone far, but Mr. Reynolds ye Mr. of ye lesser ship, complained that he found his ship so leak as he durst not put farther to sea till she was mended to their liking. . . . He consulted with them, both resolved to put into Dartmouth & have her searched & mended, which accordingly was done, to their great charge & losse of time and a faire wind."

The narrative proceeds with the statement that the company again put to sea, but when "about 100 leagues with out the Land's End," the master of "ye small ship" again complained of leaks and both ships came about and put into Plymouth. Here the smaller vessel was pronounced unserviceable and abandoned, a portion of her company and of the provisions were placed on board the larger vessel, and at length a final departure was made. In all this narrative, detailed as it is in other particulars, the two vessels of the expedition are designated as the "smaller ship" and the "bigger ship," but nowhere is the name of either given. Indeed, in no place in his narrative does Gov. Bradford record the name of the ship Mayflower, save in a single instance, and this is not in allusion to the vessel in which the first outward voyage was made. It appears in a letter from Mr. Shirley to Gov. Bradford, which the latter inserts in his narrative, and refers to a vessel which conveyed a party of Massachusetts colonists in the year 1629, nine years after the initial voyage. The omission of the names of the two vessels in which the voyagers first set sail, and especially of that in which the voyage was actually made, is the more remarkable from the fact that, elsewhere in his narrative, Gov. Bradford is careful to record the names of vessels employed by the colonists. We read of the Anne, the Paragon, the Charity, the Fortune, the James, the Mary and Anne, the Sparrow, but, except in the instance already cited, the name of the Mayflower nowhere appears in the narrative.

There was, however, another of the first Pilgrim company who made a record of their adventures. This was Edward Winslow—afterward Governor—whose record under the name of G. Mount, is now known as "Mount's Relation." Careful critics do not attribute this book in its entirety to Edward Winslow. The original dedication, to John Pierce, in whose name the original patent was issued it is believed was the work of Robert Cushman. The brief address, "To the Reader," bears the signature, "G. Mount," which is believed to be the nom de plume of George Morton. "Certain useful advertisements," which are next in order in the volume were doubtless written by John Robinson. The relations which follow is believed to have been written by William Bradford, and the remaining portion of the work which comprises narratives of various voy-

HOW VAN REYSEN ENTERED THE NAVY.

Surgeon-General Van Reyssen in an interview with a Sun reporter thus described his entrance to the navy: He was a resident of Bergen, N. J., and in April, 1861, went to the war with the Second New Jersey volunteers as assistant surgeon. The regiment was mustered out in the following August, and Dr. Van Reyssen sought a commission in the volunteer navy, but was unsuccessful. Then he went to New York to be examined for appointment to the medical corps of the regular navy. "I reported at the place for examination," he said, in telling how he came to enter the naval service, "and found half a dozen young men busily writing at a table. There was another man sit-

ting at a sofa, and as nobody paid any attention to me I sat down beside him. "Going to take the examination?" he asked. "Yes," I answered. "Well, so was I," he said, but we've got no show. There are only two vacancies and those are held by fellows ahead of us. I'm going home; you'd better go, too." "All right," I said, and we started to leave, but the examining officer stopped us. "Where are you going?" he asked. "I said that we had come to take the examination, but as there were only two vacancies and so many competitors, we had decided not to try." "You sit down and take the examination," he said, and we did so. The young man who started to go home with me and I got appointments to the two vacancies. He was Dr. Charles H. White, who retired last year. We became good friends. And that's how I came to enter the navy.—Army and Navy Journal.