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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.

here.

asked one of the friends.

"Will you have some coffee?"

al Correspondence.

Washington, Feb. 11.-Captain Clark, is to represent the United States at the coronation of King Edwas the recipient of a most reble, though wholly impromptu, tration the other day. He was Senators Proctor and Dillingham mont, Captain Clark's native in the marble room at the capi-As soon as his presence became n every senator sought the honor introduction to him, and in a few ents Captain Clark found himself ded by a group of distinguished

gallant commander of the Oregon dest man and was plainly neras he listened to the compliments ed upon him, standing with one behind his back and blushing like ligiri. Senator Hale gave him a ordial greeting and, like other traised his work during the

with Spain. for making you a vice admir-

aid Senator McCamas, nk you," replied Captain Clark. Something in the same line is this on Senator Burrows. He was at the capihave heard so much of your magit work that I am proud to meet tol late a night or two ago and on his way down town stopped at an all night remarked Senator Blackburn, at Captain Clark blushed again. lunchroom to get something to eat. As he was finishing the waiter said: n Senators Clark of Montana and k of Wyoming came up and were red. "We Clarks must stand tobring me a demitasse.' " said the Wyoming senator, "A what?" asked the waiter. piain Clark laughed. "I hope I always be a credit to the family,"

ince it has become generally known the White House is infested with there has been a steady inpour m maps, rat poisons and rat killing negations from all over the country. and now there have been received five oung cats from Beverly, Mass., which sclared to be of the finest rat deing strain

his modest reply.

must think up in Massachuathat the cats we have cannot cope rats we have," commented in sniffed Steward Pinckney,

supporter of the merit system. at believe in turning out old and examts of the government for id onese no matter how highly

entary Cortelyou agreed with day, and the old cats remain on Berzelary . many strange requests from their con-stituents. Of course the representatives

Cash following the Beverly cats are at exterminator of rodents who willing to work by the day, job or ula His card reads: All Work Guaranteed.



The visit of a member of the Honzollern 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 de-serve 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 imperious brother. He is an admiral in the German navy and possesses the medal for distinguished

cities, particularly come large demands for public documents among the mem-

many, in the palace of the French kings (pecunious Emperer v.copoid. Since that

DELER

many, in the palace of the French kings at Versailles, brought about the unifi-cation of the empire which had been moulding for centuries.
William I was the descendant of a long line of great ancestors and was endowed with a character, which, but for a few rather narrow traits, was formed to achieve distingtion. This ruler reached the pinnacte of worldly fame gradually, it is true, and not with-out grave set-backs, but his career, af-ter his return to Prussia from exile, in-to which he was driven by the revolu-tion, was one of continually rising progress.
pecunious Emperor recopoid. Since that occurrence each succeeding Hohenzol-lern has added his mite toward upbuild-ing the power of Prussia, whilst other royal houses gained power by the help of the French against their own people. To understand correctly the position of the Hohenzollerns today, one must study the past, and not more particu-larly in regard to what they did than to what they purposely refrained from doing. It may justly be asserted that weighed impartially by their virtues and their shortcomings, they were far superior to the occupants of other Eu-

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.

MAYFLOWER LEGEND

There is an iconoclastic spirit abroad | ages and journeys undertaken by the 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 vehicle by which our Pilgrim Fath-ers 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. Blaxiand, 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 sall is exceedingly meager. "At length, after much traveel and these debates, all things were got ready and provided. A small ship, of some 60 tune, was bought & fitted in Holand, which was intended as to serve to help to transport them, so to stay in ye coutrie and atend upon fishing and shuch other affairs as might be for ye good & benefite of ye colonie when they came ther. Another was hired in London, of burden about 9 score; and all other things gott in readiness. Thus hoysing saile, with a prosperus winde they came in short time to southamton, wher they found the big-ger ship come from London, lying ready, with all the rest of their com-pany, . . All things being now ready, & every business dispatched, the Then they ordered & destributed their company was called Together. . Then they ordered & destributed their company for either shipe, as they con-ceived for ye best. And chose a Gov. & 2 or 3 assistants for each shipe, to order ye people by ye way, and see to order ye people by ye way, and see to ye dispossing of there provissions, and shuch like affairs. All which was not only with ye liking of ye maisters of ye ships, but according to their desires. Which being done, they sett sayle from thence aboute ye 5 of August. . . Being thus put to sea they had not gone farr, but Mr. Reinolds ye Mr. of ye have ship complement bet be found him leser ship, complained that he found his ship so leak as he durst not put farther to sea till she was mended. So ye Mr. of ye biger ship (Caled Mr. Jonas.) be-

settlers, is believed to have been from the pen of Edward Winslow. In none of these records, in the preparation of which five of the most prominent of the Plymouth company united, is there the Plymouth company united, is there any mention by name, of the ship in which the Pilgrinis made their memor-

which the Flightnis made their memor-able voyage. It is likewise to be noted that Bradford, in recording the name of the vessel in which the company ar-riving in 1629 made their voyage, does not in any manner intimate thigt this is the arrival of an old friend, which the first settlers made their home dur-ing a loss out insublement output ing a long and troublesome voyage, in which they remained for several weeks in the harbor of Provincetown, and from which they made their final land-

ing at Plymouth, John Smith, a contemporary in point of time, but not a member of the Ply-mouth company, is one of the chroniclers of the beginnings of New Eng-land: but, although he tells of the voyage and of the disasters which be-fell the Pilgrim fathers, he makes no

fell the Pilgrim fathers, he makes no mention of the name of the ship which brought them. This disposes of all contemporary narrators, and in our search for the name of the ship which brought the Pilgrims to these shores, we must turn to the "New England Memorial" of Na-thaniel Morton. This writer was a son of George Morton, born in 1613. He was, therefore, 7 years of age when the Pilgrims landed at Plymouth. George Morton was not a member of the first company, but came in 1623, in the Anne, bringing with him his five children, of whom Nathaniel was the eldest. He died in less than a year after his arlied in less than a year after his ar-

rival. Nathaniel Morton's "New England's Memorial" was published in 1669, when its author was 53 years of age, and forty-five years after the death of his father. Gov, Bradford records, how-ever, that in 1673 twelve persons of the old stock were still living. Morton, therefore, must have often heard the story of the voyage and original set-tlement from the lips of those who were "w great part thereof," Hence when we take up his "New England's Memorial" we do so with a full as-surance that if he may hot know of surance that if he may not know of his own knowledge whereof he writes. he certainly had ample opportunity to learn the truth. In his dedication of his work to the "Right Worshipful Thomas Prince, Esq., governor of the Thomas Prince, Esq., governor of the jurisdiction of New Plimouth," he con-resses that the greatest part of his in-telligence has been borrowed from his much honored uncle, William Bradford, and such manuscripts as he left in his study. He scarcely needed to have told us this, for there are many passages which are copied literally from the work of Gov, Bradford. There is, how-ever, this variation: Whereas Gov. Bradford says, "a small ship of some sixty tons was bought and fitted in Holland," Morton has interpolated the words "called the Speedwell," and a few lines farther on, in making record of nes farther on, in making record of the larger vessel hired in London, he here also follows the governor's phrase but interpolates the words "called the Mayflower. This, then, is the first mention in any historical record of the name of the vessel in which the Pilgrims made their earliest voyage, and this is made nearly fifty years later than the date of the voyage, and by a person whose infor-mation must have been at second hand. That there was a ship Mayflower which was engaged in the New England emigrant service during these years is undoubted. As we have al-ready seen, Bradford mentions her as ready seen. Bradiora mentions her as bringing the colonists of 1629, but lets fall no word to indicate that this is the vessel in which he himself and his company made their voyage. Morton gives the names of the ships which set out upon the first voyage as the Speedout upon the first voyage as the Speed-well and Mayflower, but he does not mention the Mayflower as having made another voyage in 1629, Cotton Mather follows Morton with exactness --having evidently used his book as material for a portion of his "Magnalla Christi Americana." Thomas Prince in his "Chronological History of New England." makes mention of a ship Mayflower engaged in the New Eng-land emigrant service. He quotes the letter of Shirley to Bradford, recorded by the latter, and likewise records the by the latter, and likewise records the arrival at Charlestown in 1630 of a fleet of ships of which the Mayflower was one. But in all these records there is no hint that this vessel was identical with that which brought the first party from Southampton. Gov. Win-throp makes a similar record. The iconoclast then would raise the question: Why are Bradford and Winslow silent concerning the name of the vessel in which the colonists sailed? If the Mayflower of 1629 and 1630 was the ship which brought over the original colonists, would it not have been natural for Bradford to have stated that fact in his mention of that Might not Morton, writing, in 1669, easily have forgotten the name of the ship-if he had ever heard it-or might he not have sasily confounded it with the vessel which brought the party of Is the testimony of later writers, who received their information from Morton, more reliable than that of If the Mayflower of 1629 and 1630 was the pilgrim ship, is it not remarkable that neither Bradford, nor Winslow, nor Morton, nor Mather, nor Winthrop, nor Prince mentions such an interest-Is there, then, any direct evidence that the Mayflower was the ship in which the pilgrims came to New Engand?-E J. Carpenter in Boston Transcript.

W. B. LINTHICUM.

which is from Baltimore and is uent of Representative Wachde called on Mr. Wachter and of-to send at once for his "instrumis" eleven ferrets and five dogs Tor heaven's sake, don't bring them e capitol!" pleaded Mr. Wachter at once wrote Secretary Cortelyou, ing that the president consider Maryland in distributing any patronmaneeted with the rat killing in-

Setator Hansbrough was rather vig-" "called down" by a capitol poman the other evening, but the latwas somewhat crestfallen when he ned the identity of the North Dako-Hatesman. The senator was leavit the capitol after attending an eveession of the committee on irri h and stopped in the corridor leadfrom the building. Tave you a match?" he asked of a

resplicement, at the same time tak-sta cigar from his pocket. Te sh" said the policeman as he able a match to the senator. Sator Hansbrough walked over to so the markie columns and academic

e of the marble columns and coolly

fruck the match upon it. id on there!" exclaimed the policehan rather excitedly. "You mustn't at I gave you that match to cigar outside. You can't

th here. During the policeman's excited prothe elevator conductor was doing automime war dance in a vain enor to attract the officer's atten-

, there!" shouled the elevator an "That's a senator." "Eruse me," chattered the police-

an "Here's a handful of matches. Smith 'en anywhere you like." "Here's a handful

WORRY" AND ITS VICTIMS.

It is Not Always a Preventable

Worry, it is said, was a prominent

heter in the illness which terminated

the life M Gov. Rogers, This is not

Eprobable. The debliitating effects of

anisty are well known. In the years

financial and industrial depression

by caused many a man to succumb

ben able to throw it off. This was per-

has particularly true in affections of

De respiratory and circulatory system.

Many a death was attributed to "heart

Mure" the cause of which lay back of

te symptoms that characterized the

bease in its later stingers. The same

my be said of pneumonia, and even

ament is worthy of careful, intelli-

disease who would otherwise have

Condition.

bers is one of the features of congres-slonal life. Hardly a day passes but the members who represent a country district will seek a colleague from the city and swap desirable public docu-ments for garden seeds. There are several employees around the house who make handsome additions to their income by arranging exchanges of seeds for documents and documents for seeds.

But frequently the demands of constitu-ents 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 reindeers

This adverse comment was communi-

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

Senators and representatives have

from agricultural districts have in-numerable calls for seeds, and from the

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. cey, who represents the Oskaloosa (Ia.) district, received the following:

Dear Major-Please send me some of the volumes containing memorial addiesses for dead members of congress. There is nothing I read with so much pleasure as obituaries of congressmen. If Admiral Bradford and all the other apollos of the navy could see a bill which has been reported to the senate

from the naval committee, they would quake in their shoes. As the 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 "r" 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 Idea! Retire all the pretty ones and give Bob Evans a chance."

gent consideration. It has been decided that consumption is a preventable dis-ease; that it is not hereditary except in

the limited sense of constitutional ten-dency which furnishes "good ground"

for the seed that is sown broadcast in

every community. The causes, it is as-serted, 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 gen-

But is "worry" a preventable condi-

tion? Is it not largely temperamental.

and, to a certain extent at least, be-yond the control of the individual who

is keenly alive to responsibility, 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 em-ulate him? Is it possible at all times to confront responsibility and defy care.

to confront responsibility and defy care.

saying "thus far shalt thou go and no

farther," and make good the interdic-

eral unrest.

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 kalser. It has been said that he cannot leave Kiel, where his present position in the navy compels him to reside, with-

Prince Henry was the favorite grand-son of Queen Victoria, whom he de-lighted to visit, and was also the best Don't cut off their horns, either. If you are coming out home soon, bring them 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

o honor him. The prince or emperor who would ve up to the highest Hohenzollern standard must be both great as a war-

rior 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.

was through this great monarch that the German dream of unity and independence was realized. The once disintegrated kingdoms which constitute it today were vanquished and sor-rowful at the time William I ascended the throne of Prussia. They had been ground between the millstones of other wers for centuries. The war with

exception, but even he, although possessed of extravagant qualities, used France, which led to the coronation of his ingrained canniness to acquire the a Von Buelow to William I as Emperor of United Ger- I title of King of Prussia from the im- readiness to do so.

WATERBURY TO ARISE FROM DEBRIS.

superior to the occupants of other European thrones.

The father of Prince Henry, the be-loved Frederick, seems scarcely to have The court of the Hohenzollerns was been a Hohenzollern of the convention-al type, having been too ideally romanpeculiarly clean and free from venialty, or worse taint. But freedom from tic and cosmopolitan of sentiment for such distinction. The present emperor rascality was not the only conspicuous trait of the Hohenzollerns. They proved is a typical Hohenzellern, in disposition themselves true to the greatest motio of them all-that the King is first ser-vant of the state. It was the constant ambition of these sovereigns to work if not in achievement. It is a long hark back to the first Hohenzollern of note. He was a certain Count Thassilo, who lived about the beout the development and welfare of the nation, independent of class distinc-

ginning of the ninth century. The count founded a castle near Hechingen on the Zollern Heights, whence his descend-ants derived their patronymic. In the eleventh century the family became split into two branches. The representative of the younger branch, who was the first burgrave of Nuremberg, purchased the margravate of Branden-burg from the impecunious Holy Roman Emperor Sigismond, and founded the family fortunes.

From this occurrence on, the family of Hohenzollern suplies us with a series of extraordinary instances of the transmission of certain mental and moral traits from generation to genera-tion, which have been a part of the bone and sinews of the race for the last ight hundred years. The Hohenzollerns are of Suabian ori-

gin and that region has a well-estab-lished reputation for being the home of canniness 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 was done, to their great charg & losse of time and a faire winde."

tions. This the people have always felt, from the humblest upwards. No better example of this fact could be given than the reply of the miller to Frederick the Great, when that monarch threatened to expropriate him unjustly: "There are still judges in Berlin, your maj-The Hohenzollerns, at the commencement of the last century, were intro-ducing compulsory education amid the derisive sneers of rival nations and abolishing serfdom among the agricul-tural class by assisting peasant farmers to exist by means of second to be a second to be agriculexist by means of government loans. t the beginning of the twentieth cenry we find them breaking fresh ound in new industrial directions and pnomic measures for the welfare of As ever, the present representative of the house shows that he understands a nation does not consist of a small minority of privileged persons, but in a sovereign people who deserve the great-est solicitude of the one who has been placed in sovereign power over them. It is the response of the people to the Hohenzollerns that enables Germany to face her enemies in arms and inspires sels employed by the colonists. face her enemies in arms and inspires a Von Buelow to assert her constant,

ing consulted with, they both resolved to put into Dartmouth & have her ther searched & mended, which accordingly

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 "ye small ship" again complained of leaks and both ships came about and put into Plymouth. Here the smaller vessel was pronounced unseaworthy and abandoned, a portion of her com-pany 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 aliu-sion to the vessel in which the first outward voyage was made. It ap-pears in a letter from Mr. Shirley to lov. Bradford, which the latter inserts in his narrative, and refers to a vessel which conveyed a party of Massachu-setts 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, else-where in his narrative, Gov. Bradford is careful to record the names of ves-Wa read of the Anne, the Paragon, Charity, the Fortune, the James, the Mary and Anne, the Sparrow; but, ex-

cept 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 Mourt, is now known as "Mourt's Re Careful critics do not attrilation." bute this book in its entirety to Ed. ward Winslow. The original dedication, to John Pierce, in whose name the original patent was issued it is ba-lleved was the work of Robert Cushman. The brief address "To the Reader" bears the signature, "G. Mourt," which is believed to be the nom de plume of George Morton. "Certain useful advertise-ments," 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-

NAVY.

Surgeon-General Van Reypen 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 Reypen 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- | Navy Journal.

HOW VAN REYPEN ENTERED THE | ting at a sofa, and as nobody paid any attention to me I sat down beside him "Coing to take the examination?" he asked

'Yes,' I answered.

"Well, so was L he said, but we've got no show. There are only two va-cancies and those six fellows are ahead if us. I'm going home; you'd better gu, too.

'All right,"I said, and we started to leave, but the examining officer stopped

"'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 exam ina,' he said, and we did young man who started to go home with me and I got appointments to the wo vacancies. He was Dr. Charles H White, who retired last year. We be came good friends. And that's how I came to enter the navy."-Army and

assemption. Depressing influences in ce, the loss of property and posiinducing "worry" having broken pressure that is upon him are conditions to be reckoned with in the fight against powers of resistance, both ally and mentally, in hundreds of made the subjects the easy prey "worry," which is, after all, only a con-dition of a responsible mind wrought upon by a high sense of duty and beset active agencies which promote botable that in late treatises on by obstacles and doubts. autable that in late treatises on sption as a preventable disease tress is placed upon the necessity siding distressing and disturbing and conditions. Depression of it is said, lowers the vitality set over the resistant power ary to cope successfully with this fid disease in its earlier stages. being true, a care-free mind is one 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 dis-charge 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 temperaa usease in its earlier stages. sing true, a care-free mind is one s requisites of "the open-aff treat-" of tuberrulosis that is now de-ast upon by pathologists to arrest development of the pernicious as that feed upon the tissues and the that feed upon the tissues and matery destroy the lives of thou-east human beings every year. This fumeric to more than the tissues and the tissues and the tissues of the tissues of

tion by sinking into restful slumber? It may be answered, "That depends." The temperament of the individual and the

may be regretted that his tempera-mental tendency contributed through this means to the shortening of his days, but only the phlegmatic and the dull will censure him because he felt so keenly the responsibilities of his of-fice, or, in other words, "worried" over its perplexing obligations.—Portland Corporate. Oregonian.

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 Kildan of Waterbury, optimistically declares that a new and improved city will soon spring up from the askes.

