New Pilgrim Treasures

By JOHN DICKINSON SHERMAN.

FALL, with its garnered harvests, reminds us of Thanksgiving day—both the feast that has become a national fixture and the thanks that should form no small part of the observance of the holiday. And Thanksgiving reminds us of the Pilgrims of the Mayflower and the tercentenary observances that have lapped over into 1921.

To listen to the proud descendants of the Pilgrims and to see the relics and furniture that "came over in the Mayflower" is to smile. As a matter of fact records and relics of the Pilgrims are much like angels' visits. For instance, Governor William Bradford's "History of the Plimoth Plantation" and "Mourt's Relation," supposed to have been written by Bradford and Edward Winslow to friends in England, contain the only accounts of the Mayflower's voyage. It was not until 1855 that Americans discovered that the complete manuscript of Governor Bradford's history was reposing in a London library. It was published in 1856 for the first time. How it came back to Massachusetts is told later.

Again there is a difference of opinion as to the identity of the Mayflower's captain—"Master Jones." Some historians say that he was one Christopher Jones and a trustworthy man; others hold that he was Capt. Thomas Jones, a sort of retired pirate. There is no authentic record of the accommodations of the Mayflower and no exact description of the vessel. Some believe she was at one time a slaver. In fact the historians get the first authoritative evidence that the name of the vessel of the Pilgrim's was "Mayflower" from the "Allotment of Lands," an official document drawn up at Plymouth in March, 1623.

It is thought that the group of autographs at the upper left, includes all the known signatures of those who came in the Mayflower, except that of Dorothy May, who was then the wife of William Bradford. Resolved White was then but a child and Peregrine White was not born until the Mayflower had reached Cape Cod harbor.

The portrait of Governor Edward Winslow is the only authentic likeness of any of the Mayflower Pilgrims. It was painted in England in 1651, when Winslow was 56. It has been several times engraved. The original, once the property of Isaac Winslow, is now deposited in the gallery of the Pilgrim Society at Plymouth.

Contrary to the popular belief the actual relics of the Mayflower Pilgrims are few.

It is believed that the celebrations of the tercentenary in America, England and Holland have brought to light some new records and relics, the authenticity of which will stand the closest investigation.

An undoubted autograph of John Robinson, pastor of the Pilgrims in Leyden, is one of the relics that has been unearthed. It was found in Leyden by Dr. Eekhof among the notarial papers in the city's archives.

John Robinson, as every American should know, was the pastor of the little group of religious radicals who first gathered at Scrooby, England, about 1606 and later became known to history as the Pilgrims. From Scrooby they went to Amsterdam and then to Leyden. When they decided to go to America the question was: How many would go and who? It was decided that Robinson should lead them, if the majority voted to go. If the majority voted not to go, William Brewster was to lead those who went. The majority voted not to go. Robinson never saw the New World. He died March 1, 1625, and was buried in Leyden.

Hitherto no wholly authenticated signature of John Robinson has been known. The two reproduced have been half-heartedly accepted by historians. The upper signature is given by Dr. H. M. Dexter in "Congregationalism as Seen in Its Literature" (1880) as from a book in the British museum, believed by the experts of that institution to have belonged to him. This book is a pamphlet, "a Persuasion to the English Recusants," by John Dove, D. D., printed in 1602. It is presumably by the same hand as the lower signature, which is upon the title page of Sir Edwin Sandys' "Relation of the State of Religion" (London, 1605,) which belonged to the late Charles Deane of Cambridge. It was supposed that John Robinson once owned the treatise. Of the new authentic signature the London Graphic says:

"The Leyden deed signed by John Robinson, of whose autograph Dr. Eekhof is assured, refers to a debt acknowledged by Robinson, Thomas Brewer, and William Jepson—the latter being also well-known members of the Pilgrim community. Brewer possessed money and position, and, jointly with another, set up a printing press in Leyden. Jepson is described as a carpenter and merchant. They covenanted to pay seven hundred and forty-four guilders by a certain date. A later entry confirms the fact that the debt was discharged before the period mentioned. In the second document, dated a week before the Pilgrim fathers left Holland in the Speedwell, William Bradford authorized two of his friends who remained behind to collect one hundred carolus guilders which were owing to him as a mortgage by a Leyden citizen.

"Dr. Eekhof's discovery also disclosed the will of John Robinson's widow. This was drawn up eighteen years after the Pilgrim fathers' pastor had passed away. She remained in the city, and at the time of her death had four children, to whom she devised her belongings. To each and all she bestowed something of value. Her son Isaac had gone out to New England with the Pilgrims, had married and settled there. To his wife his mother bequeathed the long cloak and skirt of black cloth of appearance. To the son, who was a doctor in England, was given his father's Rhenish Testament.

"Dr. Plooij, of Leyden, and Dr. Rendel Harris, Ryland's library, Manchester, have also collaborated in other researches. They have issued a facsimile edition of those portions of the official Betrothal Book at Leyden which relate to the Pilgrim fathers. These are of real historic value, because they supply legal particulars respecting the betrothals and marriages. First there is the date of the betrothal and later of the marriage itself and the names of the officiating magistrates."

A document relating to William Bradford was also found by the Leyden professor, and these three created a sensation among those who had gathered at Leyden this summer to pay their tributes to the founders. In the Boston Transcript, George H. Sargent presents translations of these documents made by A. J. F. Van Laer, state archivist of New York, and authority on Dutch notarial documents. The task of translation was not easy, as it is said:

"The document which bears the Robinson signature is an acknowledgment of indebtedness, given by Brewer, Robinson, and Jepson in behalf of Seigneur Jehan de Lalaing for the sum of seven hundred and forty-four guilders, thirteen stivers, and three pence on account of several years' accumulated interest, the last due on May day, 1621. The three subscribers promise to pay this on May day, 1621, without further delay, this agreement being drawn up by the notary and signed on January 2, 1621, at his office on the Breestraat, in the presence of the notary's clerk, Jan Jacobsz. van Tethrode and Willem Cornelisz. Ket, a former 'baryman' of the manor of Hillusburch. . . ."

The late George Frisbie Hoar, United States Senator from Massachusetts and a descendant of Roger Sherman, a signer of the Declaration of Independence, tells in his "Autobiography of Seventy Years" (1903) how he recovered the history by William Bradford, the second governor, containing the Mayflower Compact. Just how it got to England nobody knows, but for more than a century it had reposed in the library of the bishop of London at Fulham palace. Senator Hoar armed himself with letters of introduction in 1890 and made a respectful demand on Dr. Temple, then bishop of London.

Dr. Temple agreed that the precious manuscript ought to be restored to American custody, but suggested that the request should be referred to the Archbishop of Canterbury and Queen Victoria. So Senator Hoar returned to America and inspired the drafting of a formal request for the return of the manuscript in the name of the antiquarian and historical societies. Dr. Temple had in the meantime become Archbishop of Canterbury and gave his assistance, with the result that the precious manuscript now reposes in the library of the state house of Massachusetts.

AUTHENTIC SIGNATURE OF JOHN ROBINSON

World's Greatest Tunnel

In the Simplon tunnel under the Alps, which is by far the greatest tunnel in the world, the quantity of water flowing out of the southern end, from the many veins encountered in the heart of the mountain, amounted to 15,000 gallons a minute, and furnished sufficient power to compress the air by which the drills were worked, and to refrigerate the tunnel. The necessity for refrigeration may be judged from the fact that the heat in the deeper parts of the tunnel rose as high as 140 degrees Fahrenheit when not artificially reduced.—Christian Science Monitor.

Semiramis' "Fidet."

We learn that Semiramis, Assyria's imperious queen, 1965 B. C., had a fleet of 3,000 ships, with which she conquered the fleet of Sesurchates, 4,000 strong, at the mouth of the Indus. But our wonder is abated when we learn that the fleet of Semiramis was carried on the backs of camels from the shores of Syria to the Indus' banks. Those "ships" must have been smaller craft than now compete at Henley regatta, and the fleets of both monarchs could have been comfortably stored in the hold of one of Great Britain's present-day leviathan cargo boats. But the little rude ships of those far-off ages must not be despised. They were the seeds of an industry destined to be one of the greatest factors in the progress of civilization.—Whitehall Gazette.

IN ADVANCE OF THEIR AGE

There are many tragic stories of men who made great discoveries before their time. Their inventions perished, only to be rediscovered and used in later ages. Archimedes, who lived more than two thousand years ago, designed and made a steam engine which really worked. His idea did not catch on, and the world had to wait twenty centuries until steam, raising the lid of a kettle, led James Watt to rediscover an old invention.

Iron White at First.

It is a good thing for our sense of sight that iron rust is red, not white, like zinc and aluminum, metals much like iron in chemical properties. Otherwise leaves and flowers would all be white and men and women like walking corpses. Yet iron in its pure state is soft ductile and white like silver. Few of us have ever seen it so, because as soon as it comes in contact with the air it shyly veils itself with this thin film of rust and becomes first black and then red. In the 4,000 years since man discovered how to undo iron rust and get the metal out of it he has accomplished more than in the millions of years before. To save a pound of iron from corrosion today is as much a benefit to the world as to produce another pound from the one; in fact, a greater benefit, since it takes four pounds of coal to produce one pound of steel, and so coal beds will be exhausted before the beds of iron ore

BETTER ROADS

COMMUNITY BUILDING SAVES

Farmers in Alabama County Get Together and Reconstruct Washed-Out Bridge and Road.

(Prepared by the United States Department of Agriculture.)

Because of 100 yards of flooded, swampy area, farmers in Autauga county, Ala., were obliged for several years to make a detour of four miles to reach the market, the town, the corn mill, sirup mill, gin house, church, or school. There had been a road in use for many years which led across a creek at the heart of a marshy district by means of a bridge. This road was long neglected through lack of community co-operation and in the winter floods of 1919 the bridge was washed away so that the road became entirely impassable.

The county agent from the United States Department of Agriculture and the State Agricultural college felt that some action should be taken, and offered to conduct a road-building

Building a New Road.

demonstration last spring if the farmers in the district would contribute materials and labor. The response was gratifying. Nineteen men and five teams were furnished, and in two and a half days the road and bridge were completed. Everything needed was on hand in the community so that no time was lost going to the mill for anything, the only expense being $1.20 invested in nails. The road was constructed with both gravel and corduroy.

The demonstration was one of the most successful ever carried out in the country. Nothing could have met with more general approval and satisfaction. One farmer who makes two trips to market a week said he would save over $10 on every trip over the new road because of the shorter haul. About 500 people will be benefited by the improvement.

SIGN-MAPS ASSIST TRAVELER

Example Set by State of Maryland Might Well Be Followed by Other Commonwealths.

Maryland has set an example that might profitably be followed by all states, says the Pittsburgh Dispatch. Instead of the curt and usually unsatisfying road sign that leaves the traveler frequently more puzzled than before, Maryland has begun to erect sign-maps that tell the traveler where he is; that indicate the general direction to other points and the distances between such points. Thus, instead of being told a road leads to some place the tourist may never have heard of, the sign-map will show him that it is either on or off the way to the place he is anxious to reach.

Such sign-maps should not be necessarily expensive to put up, nor elaborate. In fact, the simpler the better. But how many times has a lost motorist sighed for some such simple device that would show him where he was and how he could get to the place he was trying to reach? The ordinary road signs, even when legible, are seldom of much value except to local people, who do not need them.

MINNESOTA SPENDS BIG SUM

More Than $26,000,000 Paid Out for Construction and Improvement of Highways.

Minnesota is spending more than $26,000,000 on roads this season, according to announcement by the state highway department. This big fund is made up entirely of automobile and local tax revenues and federal aid, except for $5,000,000 of county bond money. Charles M. Babcock, state highway commissioner, estimates that about $23,500,000 will be expended this year for maintenance and permanent improvements on the 7,000-mile system of state trunk highways.

Roads in South.

A stretch of hard-surfaced road in the southern states, 25 miles in length, was difficult to be found six years ago, whereas at present there are any number of hard-surfaced roads from 25 to 100 miles in length.

Aid for American Motorists.

To enlighten them upon the usually confusing foreign traffic regulations, Americans motoring through France are supplied with a "code of the road" booklet by the minister of public works.

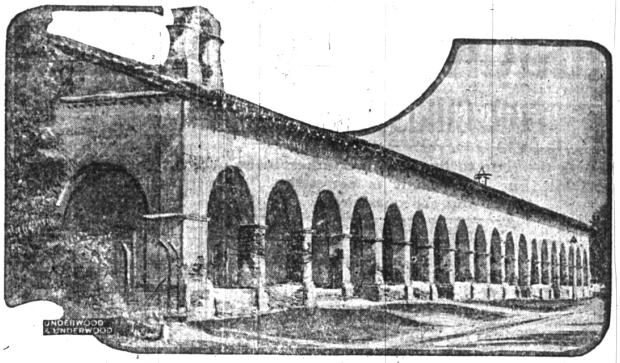
Cleaning Device for Roads.

One of the latest cleaning devices for highways is a motor-propelled vacuum street sweeper which sucks the dirt into a box, the capacity of which is two cubic yards. When the box becomes filled, it automatically dumps, leaving the dirt in a neat pile.

Provide Pullets With Nests.

Put nests in the houses occupied by the pullets. A few may begin to lay and eggs laid on the floor are likely to get broken and lead to the habit of egg eating.

San Fernando Mission Is to be Restored



A job of landmark restoration that will require two years to complete and which will cost $25,000, has been launched in the case of the famous San Fernando mission in California. Parts of the old mission, established by the Franciscan Fathers from Spain for the purpose of converting Indians in the early days of the West, have been entirely lost, through crumbling and decay. The photograph is of one of the buildings that has been kept in fairly good repair.

Coppers Learn How to Handle a Gun

Texas Jack Sullivan, whose father was the famous scout, "Broncho John" Sullivan, is shown giving lessons in gun management to police recruits at New York police headquarters. He was photographed just as he had spun the "gat" into shooting position after "offering it to the foe" butt first.

SEE WHAT SHE FOUND

Miss Mildred Lee of Los Angeles, Cal., with the two large and valuable pearls which she found recently in an oyster which she was preparing for a stew.

NOT THE USUAL LANDING

Missed in the dark, an aviator crashed his plane into a tree about a mile from the University of Virginia at Charlottesville recently. This most unusual photograph shows the plane sticking fast in the tree on the following morning.

She Ran Away From Foch's Kiss

Little Christy Luella Kissling, a pretty five-year-old of Chicago, made herself famous the day Marshal Foch was there by refusing to kiss the world's greatest war general. Little Christy was selected to present a big bunch of daisies to General Foch by the ex-service men of Morris & Co. The general was so affected by the incident that he desired to bestow the famous French greeting on the beautiful child. Miss Kissling became frightened and fled. No doubt in later years she will regret the incident.

America Taking Lead.

The collector of real antiques or merely the buyer of good furniture is all too prone to forget the "Made in America."

It is the old case or the prophet without honor in his own country. For, while the American combs every antique shop for Georgian, Queen Anne, Louis Quinze, or Italian Renaissance stuff, the continental furniture dealer scurries about for American Colonial stuff.

This is the big contribution of America to the furniture world. Our output of the Colonial era compares very favorably from the standards of design and utility with any period of any other country.

Oldest College President.

Dr. M. Carey Thomas, president of Bryn Mawr college, remarked in a public address in Washington recently that she is the oldest living American college president still in office—she has presided over Bryn Mawr continuously since 1894 and has been a member of its faculty since 1885.

Miss Thomas defined education for women and prohibition as the two outstanding achievements to mankind's credit during her life of sixty-four years, and expresses confidence she would live to see the third and greatest of them all—establishment of world peace.—Washington Dispatch in the Philadelphia Public Ledger.

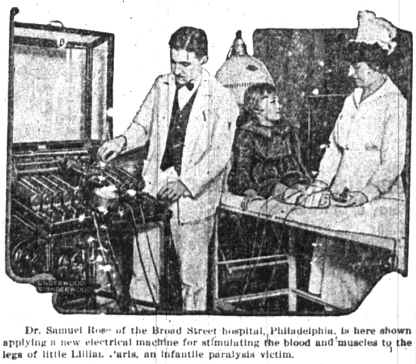
Good Thing It Stopped!

A Buffalo man who has accumulated $15,000, a house and two automobiles, is said by a physician to "have the mentality of a child of twelve." What a wonder he would have been if his brain ever had grown up.—Buffalo Express.

The Sons of Jacob.

The 12 sons of Jacob, in the order of their seniority, were as follows: Reuben, Simeon, Levi, Judah, Dan, Naphthali, Gad, Asher, Issachar, Zebulun, Joseph and Benjamin.

Electricity for Infantile Paralysis



Dr. Samuel Rose of the Broad Street hospital, Philadelphia, is here shown applying a new electrical machine for stimulating the blood and muscles to the legs of little Lillian Parks, an infantile paralysis victim.

ODDS AND ENDS

Assessed valuation of real estate in the Philippines is $571,000,000.

One pound of dried tea represents about four pounds of fresh-gathered leaves.

During one period of seven years more than 8,000 earthquake shocks were recorded in Japan.

A mile in length, and including 78,105 signatures, was a petition recently presented to the British house of lords.

No honorary degrees are given at Leland Stanford Jr. university.

Vermont is estimated to have 2,000,000 horsepower of undeveloped water power.

In Denver there is a mark, near the state capitol, which is just one mile above sea level.

A distillery for the production of alcohol from sotol, a native plant, has been built in Mexico.