

Prince Henry Aftermath

The impression left by Prince Henry of Prussia upon those who accompanied him on his whirlwind rush through the country is one of genuine admiration for his manly character and for the uniform courtesy which marked his conduct under circumstances which in many instances were sufficiently vexatious to have made pardonable, even on the part of a guest, some little expression of annoyance. Beyond protests, which were rather more plaintive than angry in their tone, against the unspeakable camera pest, not a word that was otherwise than amiable escaped the Prince.

Beyond all question the two greatest torments of his tour were photography and oratory. Against the outrageous impertinences of the photographers he did, on several occasions, protest. As to the orators his remarks were always of a humorous cast and never in any instance had a shade of irritation, unless it were at Nashville, Tenn. That was when the Fiske Institute club of colored singers were rendering some of those beautiful darky songs of which he was so fond.

"What a pity it is," he said, "that with all these speeches and noises it is impossible to hear that beautiful music."

At the banquet in Boston there was one orator who prosed on and on until all who were forced to sit and hear him there fell into a silent rage at the never ending affliction. Chief Wilkie of the secret service sat, on this occasion, not far from the Prince. As the dismal flow of words seemed to take a fresh start at a point where everybody was clinching the hope that it was coming to an end, the Prince caught Wilkie's eye and made a quiet gesture, as though to reach under the breast of his coat. The Prince knew that slung from his shoulder in a holster Wilkie carried under his correct evening coat a formidable revolver. Put in plain United States his little pantomime to Wilkie meant:

"For the Lord's sake, Wilkie, get out that gun and shoot him."

The noise at his receptions was a source rather of surprise than annoyance to the Prince as it was to all his suite. They could not quite fathom what it all meant and were in doubt once or twice whether some of the unearthly whoops and whistles were expression of good will or the reverse.

"Pray tell me," said one of the suite, while a particularly infernal din was going on, "that whistling is it the custom to whistle at people when American assemblages wish to manifest good will?"

"Certainly it is," said Gen. Corbin, who was standing near, "it means the best of good will when they whistle."

Of all his party the Prince was the most democratic, the nearest to an American in his bearing and in all that he said. There is a latent good fellowship in the man and a keen sense of humor that of a certainty made the restraints of his position irksome to him; but he never once forgot the fact that he stood there representing the dignity of the German Empire and his brother, the Emperor. Up to the limit that this ponderous responsibility would permit, he was free and familiar with those with whom he came in contact.

As he looks back over his trip it is ten to one that the occasion which he will remember with most pleasure was that springlike morning of the 1st of March when he rode down the western slope of the Alleghenies on an engine. For the first time since his arrival in America he was then out of the stiff harness of an Admiral's uniform. In dark brown tweeds and a lighter brown golf cap carelessly on his head, with just a trace of a rake in the way it was worn he strolled about the track near the engine during the interval of a short hold-up, evidently as happy in his brief respite from restraint and reception, and oratory as a boy out of school. But even then he did not escape the infernal photographers. They blazed away at him in continuous skirmish fire of clicking cameras, every time he moved. But for once he didn't seem to mind it.

He said in his Philadelphia speech that he had seen a good many more things on his travels here than some might suppose. All who were with him on the train will be quite ready to believe that. Next to his capacity for asking searching questions there was nothing in his mental habits more pronounced than his capacity for taking in with swift comprehensive glances all that there was, even down to very minute details in his surroundings at every place he stopped. Even when apparently listening with grave attention to the oratory of municipal

statesmen it was easy to see that he was getting his eyes upon everything that was within their reach, consistent with a decorous appearance of attention to the piece that was being spoken at him.

As to what general conclusions he drew on his various subjects and objects that came under his more careful attention while he was here nobody save himself probably knows or will know until he makes his report to his brother, the Emperor. What comments he made bore generally upon matters local to the place where he happened to be, or to the country through which his train was swiftly rushing. In this, as he revealed in his Philadelphia speech, he was but carrying out the instructions with which he came here, which were to keep his eyes and his ears open and his mouth closed.

One thing, however, he certainly was much impressed with, as well as surprised at and that is the magnitude and perfection of the American railroad system. That, certainly, was a revelation to him as well as to the most of his suite.

"It is a great pity," said one of the party who came over with him, "that the Prince did not have an opportunity to see some American Indians. I know he would have been much interested and I think he was disappointed that the band of music made up of reservation Indians that wanted to serenade him at Niagara Falls was not permitted to do so."

Only once on his trip did the Prince approach anywhere near to responding to his welcome at different stations otherwise than in the set formal way. That exception was at Syracuse when on his way to Boston. There was a zip and go and a sky-rocket, red-fire enthusiasm in the receptions at Rochester and Syracuse which came nearer to overwhelming the entire party than anything that occurred on the trip. It was in a measure because it was unexpected that it all so stirred the party on the train. The Prince himself caught the contagion of enthusiastic good will that was in the air.

As the train drew away from Syracuse down the blazing lane of red fire along the track, the Prince stood on the back platform of his car, repeatedly touching his cap to the cheers. At one place there was a crowd of boys who cried out shrilly as the car slowly passed:

"Where is he?"

"Which is the Prince?"

"Where's His Nibs?"

The Prince caught the fun of it and all the general jollity.

"Here I am," he sung out in his frank sailor voice, at the same time pointing his finger at his breast. "Here he is."

A little farther on some more boys broke loose:

"How are you, Prince?"

"Hello, Prince?"

"Hello," replied the Prince, "I'm all right; How are you?"

Perhaps those few moments at Syracuse may be put with those on the western slope of the Alleghenies as being an occasion when the Prince was thoroughly enjoying himself. As a whole he enjoyed the entire trip, trying as it was. It was only the ponderous ceremonies and the wearisome orations that bored him, as they bored everybody else.

During the entire journey he did not once leave his car to go through the superb train that was placed at the disposition of himself and his suite. His fellow travellers in his private car were the German Ambassador, Admiral Evans, and his aid. These sat at his table regularly, but all the others of his party on the train, as well as the heads of the different railroads who generally accompanied the train while it was passing over their respective lines, were repeatedly at dinner with him on board.

He had his own special cook, an expert of the Pullman service, with him, while his suite were served from the kitchen of the dining car. Willard, in which they all took their meals on the journey, except when they were the invited guests of the Prince.

At Chattanooga there came on board the train a newspaper which in condensed form contained about as many foolish misstatements about the Prince as could well be packed into that given amount of space. Most of them were merely silly lies, but there were one or two statements about his family and about his relations with his brother, the Emperor, which annoyed him very much. It was the first and only time during his entire visit here that he expressed himself in any way about what the papers said about him.

But in Chattanooga, or rather after he read the paper on the train just after leaving that place, he was decidedly vexed. In excuse of the

Chattanooga paper it may be said that the foolish article it printed was copied from a New York newspaper, and the Prince observed the fact. He was so disturbed by the publication that he sent one of his aides to the newspaper men on the train and asked them to send out denials of some of the more preposterous falsehoods about his family and his relations with his brother. It was represented to him, however, that the best way to have the yarns sink into oblivion was to pay no attention to them, and that the best way to keep them going was to dignify them with a denial. The Prince took this advice under consideration, decided that it was sound and so closed the incident.

Some of the misstatements in the article in question merely amused him, the one, for instance, that he always smoked pipes and cigars and never cigarettes, the fact being that he always smokes cigarettes and practically never pipes and cigars. He is an inveterate cigarette smoker and is very particular about the kind he smokes. He brought from Europe a quantity of small Egyptian cigarettes, which he smoked so constantly that those who saw him frequently from day to day will always have his image in their memories attached to a lighted cigarette. He drank no beer. Champagne was his wine of preference, and he had a robust fondness of Scotch high-balls.

Little got into print on the subject but it is not to be supposed that the Prince got through the country without receiving attention from the cranks. As a matter of fact, he was deluged with crank letters, but gave no heed or no more than a passing thought to any of them. Some of the letters were threatening and insolent and some gave warning of dark and dreadful plots against the royal visitor's life.

One of them, received out west, announced that the special train would meet with disaster at a certain point. The letter did not come on board the train until long after the alleged danger point had been passed.—New York Sun.

Riots and Revolution.

London, March 24.—It is reported here from Odessa, says the Vienna correspondent of the Daily Mail; that revolution and disorders have broken out simultaneously at Batona, on the Black sea; at Tiflis, in Transcaucasia, and at Baku, on the Cas-

pian sea. According to the reports, says the correspondent, the movement was apparently preconcerted in each town, and there were collisions between the mounted troops and the rioters. The number of casualties is not known. Several warehouses have been burned at Baku.

Forgery and Fraud.

Pittsburg, Pa., March 23.—As he was walking out of a church today at Wilkesburg, Lewis Staryer, an insurance agent employed by the Prudential Life Insurance Company, of this city, was arrested by a city detective and Postoffice Agent O'Brien, on a charge of forgery and using the mails for fraudulent purposes. He confessed to having forged at least one check, and the detectives think he is one of the leaders of a gang who have literally flooded this city and New York with bogus checks for small amounts, ranging from \$15 to \$35. Hitherto Staryer has been a respectable citizen of Wilkesburg.

When arrested he confessed to giving a forged check for \$16.50 to a Wilkesburg merchant on Saturday to pay a \$4 bill, getting \$12.50 in change. The officers say that the writing on many forged checks now in their hands bears a striking resemblance to the one Staryer has confessed to signing, and a thorough investigation is being made.

Harriman Special Back.

Eagle Pass, Tex., March 23.—The Harriman special, returning from Mexico, passed the frontier here today. In the party were E. H. Harriman, S. M. Felton, of the Chicago & Alton; Julius Kruttschnitt and Dr. Lyles, Mr. Harriman's private secretary. Their trip embraced the principal cities of Central and Southern Mexico, including Durango, Guadalajara, City of Mexico, Cuernavaca, San Luis Potosi, Tampico and Monterey.

The party was met here by First Vice President Markham and Manager Van Vleck, of the Galveston, Harrisburg & San Antonio.

The special train left for San Francisco via El Paso tonight.

Indorsed for Position.

Memphis, Tenn., March 23.—A strong movement has been set on foot in this city to secure the appointment of Rev. Thomas Gaylor, Episcopal bishop of Tennessee, as the

next commander-in-chief of the United Sons of Confederate Veterans. The N. B. Forrest Camp, of Memphis, has unanimously indorsed him for the position, and a committee consisting of the most prominent and influential sons of veterans in the South called on the bishop and prevailed upon him to allow the use of his name at Dallas next month, under the following conditions: That his election be unanimous, and that the military feature of the organization be eliminated.

Promises of support have come from all parts of the country.

Street Cars Guarded.

Norfolk, Va., March 23.—A. C. Worrell and George Wynn, strikers who were arrested at midnight last night, charged with attempting to wreck a car on the Norfolk Street Railway and Power company, were

released tonight on \$500 bond each. The police claim Wynn had a revolver on him when arrested. All cars are being looked out for tonight by guards. The suburban lines especially are being closely watched. There are fifty deputy sheriffs on duty and all pedestrians are being watched.

Will Demand Advance.

Lewiston, Maine, March 23.—At a meeting of the Mule Spinners' union it was decided to demand an advance in wages of 10 per cent. to go into effect March 31, thus giving the employers a week in which to consider the proposition. Unless the demand is granted another strike may follow.

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