



Self-Government in the Wilderness

By Rich Lowry - November 24th, 2016

Some threatened mutiny, many died, but the ‘civil body politic’ thrived.

The Mayflower had a harrowing two months crossing the Atlantic. Its mast splintered in rough water and two people died, as supplies dwindled and passengers grew sick. It arrived in the New World later than expected, on the cusp of a punishing winter.

It was this voyage, of course, that gave us one of the foundational documents in our history, the Mayflower Compact. It is easy to forget that the Compact, the first artifact of American self-government, was written at the outset of a survival challenge worthy of the TV show *Naked and Afraid*, except the stakes were real.

In his excellent history of the Mayflower and the initial settlement at Plymouth, Nathaniel Philbrick writes of the outlandishness of the Pilgrim project. The Pilgrims rejected what they considered a corrupted Church of England and wanted to found their own community, but they might as well have resolved to do it on the far side of the moon.

As Philbrick notes, all other ventures to create permanent English settlements in this hemisphere had failed, with the exception of Jamestown, which wasn't exactly an encouraging precedent. Its first year,



Mayflower Compact Signing 1620 by Jean Leon Gerome Ferris (Wikimedia)

70 of 108 people died, and the next year, in the course of a brutal six months, another 440 of 500 settlers perished.

Against these odds, the Mayflower traversed the Atlantic and was immediately confronted with what political philosophers might call a crisis of the regime. It sighted land off of Cape Cod on November 9, 1620, well north of its intended destination in Virginia. It was too dangerous to venture farther down the coast. So, its passengers would have to land in Massachusetts, even though no legal provision had been made to do so. What was the governing authority in this literally uncharted territory?

An argument ensued. In the words of the eventual governor of Plymouth Colony, William Bradford, some passengers made “discontented and mutinous speeches” and threatened to go their own way,

because “none had power to command them.” (The passengers were divided between the Pilgrims - highly motivated, closely knit believers on a mission - and others who were on board simply to increase the odds of success, the so-called Strangers.)

Against these odds, the Mayflower traversed the Atlantic and was immediately confronted with what political philosophers might call a crisis of the regime.

This created a truly ruinous prospect. Divided, everyone might well die. An agreement was hammered out and signed by the men on the ship. It provided that they would “covenant and combine” themselves together into a “civil body politic.” The compact would be “for our better ordering,” and “to enact, constitute and frame such just and equal laws, ordinances, acts, constitutions and offices, from time to time, as shall be thought most meet and convenient for the general good of the Colony.”

This wasn't a revolutionary statement. It acknowledged “our dread sovereign Lord, King James.” The Pilgrims, of course, didn't intend to set in motion the process that would create a liberal democracy. Historian Walter McDougall calls Massachusetts “an oligarchy of the devout.” And the Compact doesn't set out any explicit rights.

Yet the implication is clear. As political philosopher Willmoore Kendall put it: “The Compact is itself an exercise in freedom, and a tacit assertion of at least one right, that is, the right to be free, the right to make such a compact as the signers are making.”

Here,” John Adams marveled, “was a unanimous and personal assent by all the individuals of the

community, to the association by which they became a nation” — and in the most isolated, trying circumstances imaginable.

Half the settlers died during the ensuing winter, “sometimes two or three of a day,” according to Bradford. But they persevered, and their ranks were steadily increased by subsequent waves of settlers. William Bradford was reelected 30 times as governor of the colony (for one-year terms), and a through line runs from the Mayflower Compact to our contemporary democracy that hasn't lost its vitality or ability to surprise.

For that, and the wisdom and endurance of our forebears, we all should be grateful.

Original Article Link Below:

<https://www.nationalreview.com/2016/11/mayflower-compact-self-government-wilderness-american-democracys-roots/>



The Washington Mayflower Society donates to the Seattle Public Library in memoriam of deceased members. These funds are intended to be used for books and materials in the Genealogy Collection.

Compact Day Meeting Announcement

Out of an abundance of precaution, your Board of Assistants unanimously voted to cancel our 2020 Fall Compact Day Meeting. The cancellation of our event was our only option to continue to safeguard members.

The events of 2020 tax us heavily and test our limits. You are not alone. We are a community and a family. We have the capability to stand together and support each other.

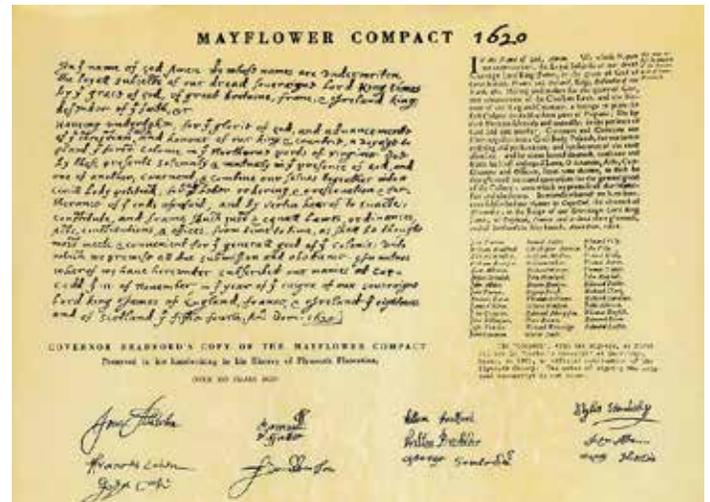
Please don't hesitate to reach out to other members if you need assistance or support as we stay vigilant in protecting ourselves, our neighbors, and our community.

You can also find more information and help on the Washington State's COVID-19 webpage at:

<https://www.coronavirus.wa.gov/>

~ Governor Harrington

Mayflower Compact



William Bradford's Copy of the Compact

Mayflower Compact: Roots of Our Democracy



The Mayflower Compact and William Bradford's "Of Plimoth Plantation" are two documents that give a window into what the men and women of Plymouth Colony went through to survive, and they hold lessons still relevant 400 years later. "1620: Beyond Thanksgiving" is produced by NBC News Learn in partnership with NBC 10 Boston.

Watch online at:

<https://www.youtube.com/watch?v=ku2BTsgvrhM>



Having been raised on the East Coast, the arrival of fall brings to mind apples, pumpkin pie, and the raking of leaves, as well as the threat of hurricanes. Having lived far enough inland that coastline

flooding was never a threat; wind and rain always did more than their share of damage.

The Great New England Hurricane of 1938 tore the steeple off the town's Congregational Church and drove it through the center of the sanctuary roof. Hurricane Carol (1954), flooded vast areas of the Northeast with driving rains and tidal surges 10 – 15 feet above normal. My mother going to take her driving test that day was riding on a city bus completely unaware of the pending storm which become so inundated by the rising waters that the National Guard needed to rescue the passengers with an amphibious vehicle.

While both hurricanes did substantial damage to the Northeast, they paled in comparison to the Great Colonial Hurricane of 1635. John Winthrop records 'high winds' and storm surges of 20 feet. William Bradford writes of the event in his journal that on 14th & 15th of August 1635, there was such a 'fearful storm of wind and rain as none ... neither English nor Indian ever saw. It blew down many hundred thousand of trees' breaking the higher pine trees in the middle. (Of Plymouth Plantation). Meteorologists hypothesize that this 1635 hurricane may have been the worst storm to strike New England since the arrival of European settlers.

I have always marveled that the Mayflower set sail across the Atlantic at what might have been such a non-fortuitous time of the year. Notwithstanding the threat of hurricanes' effects upon the waters of the Atlantic, but their arrival on the shores of the New World as winter approached seemed fool hardy at best. While I find myself marveling at the odds stacked against the survival of the Pilgrim lot from the moment they stepped foot upon the Mayflower, it only serves to emphasize the risks that the Pilgrims were willing to take in order to establish a colony under their own terms.

This year has been a year to test our fortitude – pandemic, financial worries, fires & smoke, civil unrest, and a tumultuous election cycle have all done their part to make this a very trying year. While our 400th commemorations may have been canceled, in the spirit of giving thanks, let us take pause to remember the voyage of the Mayflower, the spirit of the Pilgrims and the risks they were willing to take in the name of religious freedom.

Be safe and be well.

Bruce D. Harrington
31st Governor



The Treasurer's Note: Ouch! Gulp!

During a special Congress virtual meeting on September 26, the General Society of Mayflower Descendants (GSMD) raised its annual per capita fee. This is an annual fee that the GSMD collects from The Society of Mayflower Descendants in the State of Washington. The GSMD increased the current per capita fee from \$15 to \$35. This increase takes effect on January 1, 2021 and is due on each member on the rolls of our society on December 31, 2020. To accommodate the GSMD per capita fee increase, your individual annual membership dues have been increased to \$49 per year. Ouch!

The Washington society has a hidden "Ouch" that is even more painful. That "Ouch" is associated with our 88 life members who do not pay annual dues to the Washington society. Given recent interest rates, the Washington society's life membership fund generates barely enough money to cover the current \$15 per capita fee. According to our bylaws, the Washington society can only use the interest income from our Life Membership fund to cover the expense of life members. If the income from the Life Membership fund is inadequate, life membership expenses are paid from the Society's General Account.

To allow state societies with life membership programs to accommodate the increased per capita fee, the GSMD implemented a four-step increase. For life members, the GSMD per capita fee increases to \$20 in 2021, \$25 in 2022, \$30 in 2023, and \$35 in 2024.

Given anticipated future interest rates on certificates of deposit, the income generated by our Life

Membership fund will not be adequate to cover the GSMD per capita fees for our life members.

On that note - Attention Annual Members - the dues have been raised from \$29 to \$49. (Gulp!) Our state society has chosen not to raise the state dues. The Board asks that the dues be paid by December 15th. If your dues are not received by December 31, you will automatically be dropped. Given the Holiday season and the increasingly slow delivery of the mail, annual members are asked to mail their dues payment no later than December 15th to avoid this consequence.

You are more than welcome to send in your dues check now. Please make the check payable to WA Mayflower Society for \$49 and mail it to WA Mayflower Society, PO Box 394, Allyn, WA. 98524. Or you can wait for an invoice from the society to be emailed or mailed to you.

We hope you are safe and in good spirits!

Thank you,

Martha Music & Allen Gray



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Ken White, Kalama

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Deputy Governor General (DGG) – Open Position

Assistant General (AG) – Cheryl Eastwood

Immediate Past Governor

Judith A. Arnold

One Small Light

*“As one small candle may light a thousand,
so the light here kindled has shown unto many.”*

Governor William Bradford, Of Plimoth Plantation



For 2020 Illuminate Thanksgiving will be held Wednesday, November 25th on social media.

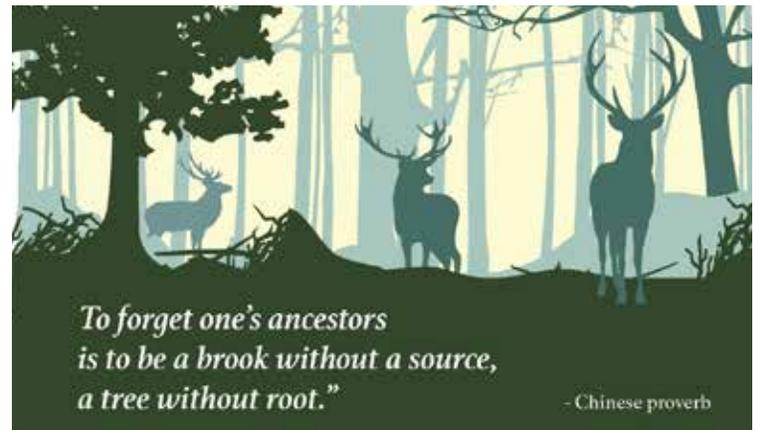
Getting its name from the quote by Governor William Bradford, Mayflower Descendants are asked to light a candle or lantern in honor of your Pilgrim ancestor.

Illuminate Thanksgiving is an opportunity to give, and give back.

Share your photos on our Facebook page.

#IlluminateThanksgiving

plymouth400inc.org/event/illuminate-thanksgiving/





Washington Wanderings

By Barb Doughty Maghirang

I threw a virtual dart at Google Maps one night and came across a place that caught my eye - Boston Harbor. I double checked the map location to make sure I hadn't accidentally landed in Massachusetts.

Yes, there is a Boston Harbor in our state! In Thurston County, near Olympia, and of course I needed to go check out this place!! Boston Tea Party anyone?!

I went online to get directions and do a little background research. Boston Harbor is located between Dofflemyer Point and Dover Point, along Budd Inlet. The community of Boston Harbor was platted in 1907 by Seattle real estate developer Clarence D. Hillman. (1870-1935) He was known as a prominent businessman and real estate developer but apparently his aggressive and questionable sales of vacant land also landed him in jail in 1911. (Someone's family has a skeleton in their closet!)

There is a nearby lighthouse, the Dofflemyer Point Light, which is on the National Register of Historic Places. The present light was built in 1934 although there has been some version of a beacon there since 1887.

This is also the home of the Boston Harbor Marina built in the 1920s. I'm sure our local sailors have heard of this place as the little marina was quite busy with boaters coming and going. I spotted a couple of US Coast Guardsmen stopping by to use the rest room and get some coffee at the marina's snack shack. I ordered a grilled cheese sandwich (delicious!) and sat out on the covered deck and watched the boaters, kayakers, seagulls and fishermen for a very relaxing lunch.

Before leaving, I wandered out on the wooden dock to get a closer look at some of the boats. I just "happened" to have some tea leaves in my pocket (thank you to my son for the idea!) so of course I had to "toss some tea into the harbor!"

For a very pleasant afternoon adventure or your own personal "Boston Tea Party," you can find the Boston Harbor Marina at 312 73rd Ave. NE, Olympia, WA. From I-5, take exit 105b Port of Olympia, merge onto Plum St. Continue on East Bay Drive NE north until it turns into Boston Harbor Road NE. Continue about 5 miles to the stop sign, turn right on to Boston Harbor Road. Turn left at 73rd Ave. NE and follow the signs.

Happy Wanderings!

Cousin Barb Doughty Maghirang

Your newsletter editor



Boston Harbor, Thurston County WA

Photo Credit Barb Maghirang

Welcome Aboard!

New Members

Congratulations on tracing your family's history to a 1620 passenger of the ship Mayflower emigrants from England and Holland, Signers of America's first self-governance agreement (the Mayflower Compact) and present at America's first Thanksgiving!

WA#	First/Last	Ancestor(gen#)	City
1885	Annette L. Wylie	Stephen Hopkins (13)	Arlington, VA
1886	John H. Wylie, Jr.	Stephen Hopkins (12)	Vancouver, WA
1887	Sarah G. Wylie	Stephen Hopkins (13)	Bellevue, WA
1888	Barbara L. (Donham) Fletcher	John Howland (11)	Seattle, WA
1889	Brian M. Brooke	William Bradford (12)	Seattle, WA
1890	Christine A. (Wilson) Chandler	John Alden (11)	Gig Harbor, WA
1891	Willem "Will" G. Coumou IV	John Cooke (12)	Marysville, WA
1892	Christopher D. Crooker	Francis Cooke (14)	Roy, WA
1893	Jessica N. Crooker	Francis Cooke (14)	Olympia, WA
1894	Joseph M. Crooker	Francis Cooke (14)	Olympia, WA

New Supplementals

WA#	Society Member	Ancestor (gen#)
1779	Andrea (Smyth) Arnold	John Tilley (14)

Junior Members Welcomed:

A great gift for newborns and juniors (in and out of state.) Junior members receive a birthday card annually through their 18th birthday. Birthday cards are mailed first class, with "Return Receipt Requested," to ensure addresses are updated. Sponsors may request application forms and send address changes to this email address: AsstHistorian-jrs@WashingtonMayflower.org

Sponsor	Junior Member	Ancestor
Holly Ardinger	Eleanor Ardinger	John Howland
Holly Ardinger	Theodore Ardinger	John Howland
David Crooker	John Crooker	Francis Cooke
Winifred Sihon	Susanna Duryee	William Bradford
Winifred Sihon	Austin Duryee	William Bradford
Gina Tsouris	William Tsouris	Francis Cooke

A Letter from the Editor

Welcome Cousins!



As fall is approaching and winter is bearing down on us, we're all still having to "Adapt, Adjust and Revise." Hopefully for most of us we're getting pretty darn good at adjusting by now.

An example of adapting - my family's annual gathering was questionable this summer but we adapted by using Zoom to meet online instead of in person - and the upside - we actually had some of our east coast family "attend" this year.

Your Board is adapting and revising also: we would like to welcome our newest BOA assistants Robert Keats and Ken White. And send a big shout out of thanks to past BOA Officers and Assistants and the Life Members who made donations to help offset the expense of their membership. Our deepest thanks to Judy Arnold. Judy has been serving as our Deputy Governor General; she stepped down in October. Thank you Cousin Judy!

Meeting in person is still more fun but until we can safely do so for all our members, stay in touch. You can email, post a comment or share a picture of your Mayflower walnut ship on our Facebook page. If you have a revised holiday activity this year, send us your pictures!

Be safe, don't forget to change the batteries in your smoke detectors, update your passwords and enjoy the holidays, however you do it this year!

Cousin Barb Doughty Maghirang
Your newsletter editor



Fall, 2020

Fall Meeting: Canceled

2021 Membership Dues - Dec. 15, 2020
2021 Life Members Annual Update of Contact Information - Dec. 15, 2020

Illuminate Thanksgiving 2020 - "One Small Candle" Ceremony
Nov. 25, 2020 - Dusk ([Social Media Event](#))
Website: <https://www.plymouth400inc.org/event/illuminate-thanksgiving/>

Winter, 2021

A Letter Home Scholarship Deadline - Jan. 15, 2021

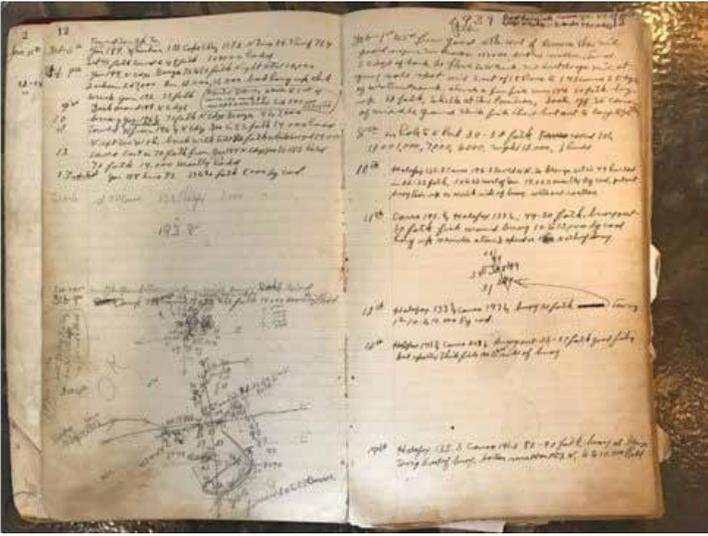
Spring, 2021

2021 Annual Spring Meeting - TBD

What is a Logbook?

By Mary McMahon - July 27, 2020

<https://www.wisegeek.com/what-is-a-logbook.htm>



A logbook is an official record book which is used to keep information about a journey. Originally, logbooks were used for ships, and the concept was adopted for aircraft as well; most pilots keep a logbook in addition to relying on the black boxes installed in aircraft. People may also keep logbooks in other contexts; for example, a logbook could be kept to record information about an exercise regimen, or about a business.

Originally, a logbook would have served as a repository for very basic information, like readings meant to determine the ship's speed and heading. Keeping a logbook was crucial for captains who wanted to know where their ships were, and logbooks could also be compared against each other for navigational information and to get general data about things like weather conditions, tides, and other regional phenomena.

Over time, logbooks became more detailed, including information about ports of call, crew complements, and events on board ship. Because a logbook served as an official record of a journey, captains tended to be careful about which information was included, as logbooks could be used in criminal trials. Many captains

took advantage of the official status of the logbook to record information about trades made for various goods on board ship, and to note the results of contact with regional government officials and tribal representatives.

Because the logbook was such a vital document, it tended to be well protected, and in the event of an accident or shipwreck, most captains tried to rescue their logbooks. This became especially important when seamen started to receive benefits after calamities at sea, as the logbook would be used to determine the nature and amount of the benefits seamen were entitled to. In the modern era, logbooks continue to be valuable records of journeys and careers; pilots, for example, carry their own logbooks, rather than leaving them with specific aircraft.

Historic logbooks can be very interesting and informative, and many people who research the history of seafaring like to rely on logbooks. These books can show readers how sailors lived, what they ate, what kind of discipline was used on ships, and how crews dealt with contact with native peoples. Many notable logbooks are on display in museums, so that people can examine them for themselves, and some have been published so that interested members of the public can read them at leisure.



Juniors Section Fall 2020

How to Make a Mayflower Walnut Ship

- Step 1. Get a nice walnut. Split the walnut apart without cracking it.
- Step 2. Fill the bottom of the walnut shell with some Play Doh, gum or wax.
- Step 3. Make a sail and attach it to a toothpick. (You can make a sail out of paper, cloth, or even a leaf.)
- Step 4. Stick your toothpick sail into the Play Doh (or gum or wax.)
- Step 5. Put your walnut ship in a tub or bucket of water and sail away!
- Step 6. Send us a picture of your Mayflower Walnut Ship!



If pilgrims traveled on the Mayflower, what do college students travel on?
Scholar ships. - Congratulations! You found the punchline.
Check out our Scholar-Ship below!

A Letter Home - Scholarship

The Washington Society of Mayflower Descendants (WASMD) invites its Junior members, 9th through 12th grades, interested in the lives of their Mayflower ancestors, to assume the life of a young person living at Plimoth.

It is 1626: the Colony is five years old. You are going to write a letter to a friend or family member telling them about your life at Plimoth. Your letter home must be from 500 to 800 words in length and based upon any aspect of life in Plimoth during its first five years. Topics might include food, clothing, housing, health problems, relationships among the Pilgrims, relationships with Native Americans, religious observances - anything of interest to you. It is your letter home.

Each 'Letter Home' will be judged based upon its historical accuracy, clarity, organization, grammar and spelling, and documentation. The deadline for submission is January 15th, 2021. The winning 'Letter' will be published in the Spring Edition of our Evergreen Log, and the \$500 scholarship will be presented at our Annual Spring Meeting in April 2021.

Much discussion was given to the creation of this scholarship, and that there are many paths to education in today's world, both formal full-time classes as well as part-time online learning. It was recognized that a scholarship 'supporting education' could mean support for the cost of classes (i.e. tuition, books, supplies) or support for living expenses (i.e. gas, food, rent) while getting an education. It is hoped that the flexibility of this Scholarship Program will meet the needs of our Junior members, expanding in the future as we increase our Scholarship Funds. The BOA is looking for members to serve on the Scholarship Committee, helping to administer this program and foster its growth in the future.

Society of Mayflower Descendants
in the State of Washington
8621 John Dower Rd SW, Lakewood, WA 98499
Return Receipt Requested

