

RECENT DISORDER IN THE BRITISH NAVY RECALL REVOLT WHICH OCCURRED IN 1797

The recent disorders in the British fleet which have caused so much alarm in England, have a precedent. Disturbing as was the situation created by the refusal of the men to obey orders until their demands for restoration of pay were granted, it is nothing as compared with that in 1797 when the entire British Navy was taken over by mutineers because dissatisfaction over pay and food. The mutiny of 1797 resulted in fighting and bloodshed before it was ended. It was at a critical time in England, at a threatened attack by the French and Dutch fleets were giving Pitt a bad year. Wolfe Tone, the famous Irish leader, said later that if he had known of the widespread disaffection in the navy the whole course of history might have been changed. Fortunately for England, during all the time that the mutinies lasted, there was no outside attack.

The most serious aspect of the mutiny took place at the Nore, at the mouth of the Thames, but the disorder started with the Channel and North Sea fleets which were stationed at Portsmouth and Spithead. Conditions on ships, even on naval ships, were different from what they are to-day; the old-time wooden battleship was often crowded and dirty, and the crews were made sea until they received the King's pardon. This was too much for the sailors, who enlisted to get the bounty, and men pressed into service by press gangs. Such conditions brought men to the service who nowadays would not be accepted.

Trouble Long Brewing

The mutiny had been brewing for months because of bad bread, bad water, low pay and want of leave while in port. Lord Bridport had just taken over the Channel fleet from Lord Howe, and Admiral Duncan had command of the North Sea fleet. Petitions were sent by the men to Lord Howe, who was one of the most popular naval commanders England ever had, but for some reason he failed to realize the seriousness of the situation. The usual idea being that sailors were better off when at sea, the fleets were ordered to weigh anchor. The men refused to obey. Dilettantes were lectured on the futility and they rowed from vessel to vessel telling the officers that they would be left in command, but that there passive resistance until some action was taken on the petitions.

Consternation reigned in the Admiralty when the revolt was known and there was a immediate conference with the mutineers. Earl Spencer, First Lord of the Admiralty, with two other high officers went down to Portsmouth to attempt to conciliate the men. Many of the sailors' terms were granted, but they refused to put to sea until they received the King's pardon. This was too much for the sailors, who enlisted to get the bounty, and men pressed into service by press gangs. Such conditions brought men to the service who nowadays would not be accepted.

bustling him over the rail. However, they finally came to terms. The other outbreaks, at Spithead and St. Helens, were also ended by granting terms, but not before there was some fighting between men and officers on the London.

While these mild revolts were taking place in the main fleets trouble started at the Nore, where a chance collection of small ships were stationed under Vice Admiral Buckner. There was the same election of delegates, and Richard Parker, a sailor who had long before had been in a debtor's prison, was elected president and became "admiral" of the fleet. The Captains were reduced to midshipmen and with all the formality of commanders the mutineers made the doctor take off his hat when he approached them to report. The settlement at Spithead was a blow to Parker and his fellow delegates, many of whom showed considerable ability in organization.

The Admiralty made the mistake of ordering the North Sea fleet to attack the Nore mutineers, but no sooner was this fleet at sea than the men again took it over and joined the Nore fleet. There were some ships however, in which the loyal men were in a majority, and they became so appalled at the extent to which the rebellion was spreading that they aided the officers in slipping the cables and getting away from Parkers' ships. Some of these escaping vessels were fired upon. The mutineers had difficulty in obtaining supplies, as always when naval vessels are taken over by their men. So they blockaded the Thames and seized every merchant ship which came along, a proceeding which proved embarrassing

when they acquired 200 or more merchantmen. The mutiny did not turn out as happily for the mutineers as Parker and his men had expected. Defection started among the men themselves. It was proposed to sail the fleets to sea and go to some other country, but the men vetoed this plan, and finally surrendered. Parker was tried and hanged. The forbearance of the Admirals in command was the only reason why the mutiny did not become a much more serious matter, although Bridport always contended that it would never have taken place if Lord Howe had acted upon the petitions.

The Mutiny at Odessa

Another famous mutiny was in the Russian Navy, at Odessa, just after the Japanese war and during a period of revolution and fighting in Russia. While the land forces were trying to put down rebellion in the city of Odessa the crew of the Potemkin, a battleship, revolted, killed their captain and most of the officers, and hoisted the red flag. They eventually turned up at the Rumanian port of Kusteni, where they surrendered the vessel to the authorities, who permitted the crew to leave and go home. Later the ship was handed over to Admiral Kruger.

German Mutiny

The mutiny of the German fleet in the last days of the war did much to bring on the revolution which forced the Kaiser and his family to flee the country. There were a number of direct causes of the naval revolt—protest at the arrest of some sailors, who refused to obey an order, consternation at the plan of naval officers to take out the fleet to a sacrificial agreement with the Allied fleets, and

HAILSTONES AS BIG AS

ELEPHANTS FALL IN INDIA

Just how big are those hailstones that we read about in the news now and then?

Two or more pieces of ice, melting at the surface, placed in contact with one another, soon freeze into a single mass, even in a warm atmosphere. The process is called regelation, says "Nature Magazine," of Washington. Hailstones lying closely packed together on the ground may thus form lumps of almost any size.

It is an open question whether regelation or imagination is responsible for the tale of a "hailstone" as big as an elephant, said to have been found in southern India in the days of Tipu Sahib. India is notoriously a hail-ridden country. Tremendous hailstorms occur there every year. The hailstones that fall in these storms, though certainly never as big as an elephant, might conceivably kill one, for they have actually killed cattle by the hundred in a single storm. It is not impossible that a large quantity of these stones, lying together in a hollow of the ground might become a solid mass of elephantine dimensions.

Block Twenty Feet in Diameter

The Indian tale is matched by another one which relates that a block of ice twenty feet in its largest diameter fell at Dharwar in 1838. Huc, the French missionary, tells of a storm in Mongolia during which a piece of ice "larger than a millstone" fell near his house. During the reign of Charlemagne, according to the old chroniclers, there was a fall of hail in which some of the stones were fifteen feet long.

There appears to be, the magazine points out, no authentic record of hailstones as big as pumpkins, though they are something bigger than oranges, and decidedly bigger than the standard major league baseball, which is from nine to nine and a quarter inches in circumference.

Comparatively few hailstones have been measured or weighed. That larger and heavier stones than any of which we have statistics have occasionally fallen is a plausible inference from the havoc wrought by some of these icy missiles.

According to narratives that appear to be worthy of credence, houses were crushed under "blocks of ice" at Cazorla, Spain, on June 15, 1829, and vessels were sunk by hail at Cete, France in October, 1844. At Pietermaritzburg, Natal, on April 7, 1874, hailstones are said to have "passed through corrugated iron roofs as if they had been made in paper," and in southern Nebraska on June 20, 1881, we are told that "Great rocks of ice," falling during a high wind, riddled the sides as well as the roofs of houses, breaking dishes and smashing furniture.

A hailstone is built up of ice and snow in a series of up and down

the knowledge, long withheld by the high command, of submarine losses. The revolt started on November 3, 1918, at Kiel, and in a few days spread to all the naval centres. The red flag was hoisted, and representatives of the Soldiers Council took over the command. Some loyal ships fired on the mutinous crews, but the resistance was futile. By Nov. 8 the whole fleet was under control of the revolutionists, and it was with their representatives that the Allied naval commanders made arrangements for the spectacular surrender at Scapa Flow.

There was one attempted mutiny in the American Navy before the Civil War. The brig Somers was on her way home from Africa, under Commander Mackenzie, when a midshipman named Spencer and two boatswains, Cromwell and Small, planned to seize the ship, kill the officers and turn pirates. A midshipman to whom Spencer revealed his plot told the commander, and in a short time enough evidence of Spencer's guilt was known to warrant the captain in putting him and several other men into irons. But so much dissatisfaction had been caused by Spencer that Commander Mackenzie feared his control over the men might not last until he reached port. To end the difficulty he hanged Spencer, Cromwell and Small from the yardarm, and there was no more mutiny.

travels at the front of a thunderstorm and the size it eventually attains depends upon the strength of the up-rushing air current that supports it just before its fall to earth; also upon the density of the hailstone, which may be from about 0.5 to more than 0.9 the density of water.

With the aid of data supplied by wind-tunnel experiments, Dr. W. J. Humphreys, of the Weather Bureau, has calculated the force of the up-draft necessary to support spherical hailstones of various size and densities. For a hailstone five inches in diameter the figures range from one hundred and eighty-five miles an hour up to about two hundred and fifty miles an hour, according to the density of the ice. For a three-inch stone the range is from ninety two to one hundred and twenty five miles an hour. Thus all big hailstones imply the existence in the thunderstorm of vertical hurricane blasts which are fraught with deadly danger to aircraft.

Emancipation establishes the right of each individual to get himself into his own kind of bondage.

GOOD PROGRAM TO BE ON THE AIR TUESDAY

The following is the list of radio programs for Tuesday evening of stations easily picked up in Fredericton: CFNB FREDERICTON

8.30—Weather Forecasts, News, Columbia Records.
12.30—Columbia Records.

1.15—Stock Market.
7.00—Weather Forecast, Stock Market Report.

WOR, NEWARK

9.00—Footlight Echoes.
9.30—Orchestra.
10.15—Organ Orchestra.
10.30—Globe Trotters.
11.00—News; Dance Music.

WLW Cincinnati

8.30—Amos and Andy.
9.00—Sisters of Skillet.
9.30—Work Bubble Blowers.
10.00—Maxwell House Coffee.
10.30—To Be Announced.
11.45—Sport Slices.
12.00—Los Amigos.
8.00—Hymn Song.

WEAF, NEW YORK

7.45—Swift Program.
8.00—Hymn Song.
8.45—The Goldbergs.
9.00—Blackstone Plantation.
9.30—National Dairy Production.
10.00—Musical Magazine.
11.00—Lucky Strike Orchestra.
12.00—Little Jack Little.

WJZ, NEW YORK

7.45—Literary Digest.
8.00—Amos 'n' Andy.
8.30—Phil Cook.
8.45—Back of the News.
9.00—Armstrong Quaker.
9.30—Heal Hugger.
9.45—Skillet Sisters.
10.00—Household Evening Program.
10.30—Life Insurance Program—Calvin Coolidge.

11.30—Clara, Lu and Lin.
11.00—Old Stager's Memories.
12.45—Waves of Melody.

CKAC, MONTREAL

8.25—Piano Recital.
8.45—Clark's Entertainers.
9.00—L'Heure Provinciale.
10.00—General Electric.
11.00—DeForest Crosley Hour.
12.00—Orchestra.

CNRA MONCTON

2.00—Ocean Limited Hour.
8.15—News Bulletin.
6.15—Stock Reports.
6.30—Dinner Period of Music.
10.00—French-Canadian Hour.

WTIC, HARTFORD

8.45—Sisters of the Skillet.
9.00—Fuller's Orchestra.
9.15—Icecast Jamboree.
9.30—Work Bubble Blowers.
10.00—Crimelights.
10.30—Chevrolet Chronicles.
11.00—The Cotton Queen.
11.30—Variety.
11.45—Bob Newhall, Sport Slices.
11.58—Estate Weather.
12.00—Los Amigos.
12.30—Moon River.
11.45—Bob. D. A91? 3S 8.U? 10
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there's
where it
washes better

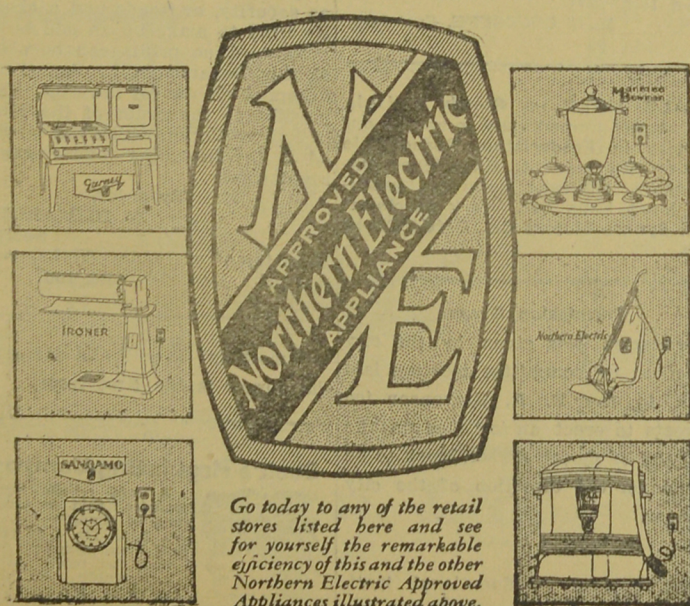
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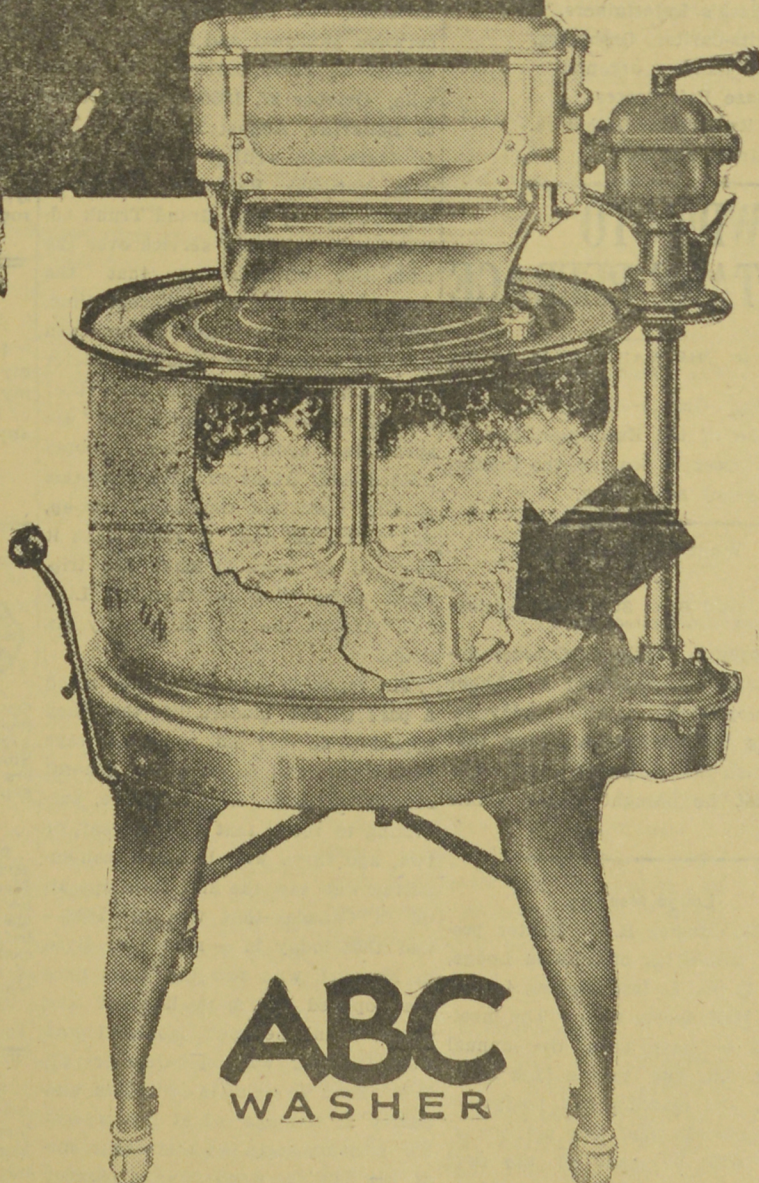
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