

"Mutiny" of Stowaways Arouses British Query on Safety at Sea

Captain's SOS and Need of Passengers' Aid in Subuing Eight Disturbers Draw Criticism; Delay in Cruiser's Response Also Assailed

AN INTERESTING CASE

London.—The sea is famous for producing strange stories, but this country is yet undecided whether it should laugh off or regard as a serious reflection upon the present methods for insuring safety of a ship at sea the affair aboard the Australian Commonwealth liner Jervis Bay, which injected the sinister word "mutiny" for the first time into recent maritime history.

Fresh proof that truth is stranger than the fiction the most robust imagination would dare invent is provided by the way things happened aboard the 14,000-ton liner, with a crew of 120 and a passenger list of 600, which left Fremantle, Australia, on June 14 for Colombo, Ceylon. The ship was in the middle of the Indian Ocean when a radio message was flashed from her master, Captain Frederick Daniel, announcing "having trouble with eight desperate stowaways," and requesting naval aid.

A drama of the high seas seemed in course of unfolding, as successive S O S calls proclaimed "mutiny and incendiarism tried. Constant guard on men by volunteer passengers." Yet another message cried "Mutiny. Threatening set ship on fire. Send immediate assistance."

WIDE INTEREST AROUSED

The world rubbed its eyes and read again. Mutiny on a liner is not one of the most common vicissitudes in maritime life. The conditions in which "eight desperate stowaways" could make themselves dangerous to a crew of 120 and hundreds of passengers invited fantastic speculation, which was further fired by the fact that the sale of the Commonwealth liners by the Australian government to the White Star—the Jervis Bay was making her last voyage before transfer—was bitterly resented in Australian labor circles.

The sentences of five and one-half months' imprisonment imposed upon the stowaways in Magistrate's Court for non-payment of fares and for destroying bedding seem but a tame and sordid ending to this exciting story. All the glamor was taken out of the reports of mutiny and hurry calls for protection in mid-ocean and the request to rush bluejackets to safeguard the threatened liner, as the true tale of the stowaways was bared when the Jervis Bay docked at Colombo on schedule time. The only serious charge against the stowaways was that of attempting to set fire to the liner's decks, and of this they were not convicted.

STOWAWAYS RESENTED LABOR

According to reports from the ship's officers and passengers, the eight stowaways were discovered soon after

leaving Fremantle, were separated from the passengers and given light work, which they resented. After behaving insultingly before the women passengers they were put under the hatches in an area "barricaded off from the rest of the ship." It seems to have been inadequately barricaded, for the dreadful eight broke out and staged an unauthorized demonstration. There was a general melee with unknown results.

After a few hours, a sort of interval between acts, the eight were at it again, "running amuck along the decks." Then there was a second struggle in which "four British naval ratings amongst the passengers rendered invaluable assistance. Finally the eight were batted down again. But the desperate fellows still swore and threw things overboard and set fire to their straw mattresses." It was at this point the captain radioed for assistance, but the crew turned on a hose, the fire was quelled, and so were the stowaways, and when the marines boarded the Jervis Bay they found the desperadoes quite tame.

PRESS VOICES CRITICISM

The general newspaper reaction here is that Captain Daniel showed too much leniency or indecision to begin with and too much jumpiness later, but some commentators strike a more serious note. "This is scarcely the ideal basis on which order on a British passenger liner ought to rest," declared a typical editorial, pointing out that in a community of 600 passengers, including many women and children, provision should surely exist for putting down any eight men's unarmed ruffianism without calling on the passengers to fight for themselves and summoning naval aid.

"One can't help asking with some disquietude," one comment says, "what would have happened if the stowaways had had arms and a plan. Who knows if some dangerous international gang may not even now be asking themselves the same question?"

The affair is also read as a satirical commentary on British insistence on cruisers at the Geneva Conference. The cruiser Enterprise in port at Colombo received an S O S call at 9.30 a.m. on Wednesday. But part of her crew was hundreds of miles inland and a slow tanker, dispatched after some delay, only made contact with the liner on Saturday at midnight. The difference might have been vital if the radio messages had represented facts, one indignant editorial points out, demanding to know "what is a fast cruiser at Colombo for but to cover precisely this sort of risk?"—N. Y. Herald Tribune.

Belgians Blamed by Germany For Louvain Tragedy

Ever since the Belgian city of Louvain was burned and sacked by the German Army in August, 1914, an embittered international controversy over the question of responsibility has raged between the respective Governments of Belgium and Germany. Professor Christian Meurer of the University of Wurzburg, Germany, whose official report on the episode was recently published in Germany, sets forth in an article contributed specially to the July Current History, the whole German side of the controversy.

Professor Meurer categorically accuses the inhabitant of Louvain of beginning on Aug. 25, 1914, an insurrection against the Germans, which, he declares, was quelled only after three days' severe repressions. In the evening of this day, he charges, the citizens of Louvain, knowing of an impending drive of the Belgian Army from Antwerp, and believing the returning German soldiers to have been defeated (though they had actually been victorious), opened an attack on the German soldiers after a concerted signal. The Germans hunted down and shot the culprits whom they captured and set the houses on fire.

Bitter fighting between the Belgians and Germans went on through Aug. 26-27, according to Professor Meurer, who describes the measures taken in reprisal as fully justified by this revolt, which, he charges, was accompanied by atrocities.

Blame the Cat?

Kitty has been blamed for countless things since she was first domesticated but don't curse her roundly when your "cat" gut leader breaks and you lose a whale. For the term cat gut has nothing whatever to do with cats, domestic or otherwise. Pussy is absolutely innocent. It doesn't come from cats at all. Gut used for fishing is a product of the silkworm. Silkworm gut is really the material found in the silk gland or sac of the silkworm. This material occurs in a liquid or viscous state and it is pulled out in long strings. When it strikes the air it hardens. After being sorted and graded it becomes the silkworm gut of commerce. Whoever originated that cat gut story, points out the "Field and Stream" editor, blamed something on the feline population of which it is not at all guilty.

A Lesson in Fidal Duty



PRINCE BOWS BEFORE HIS FATHER THE KING
The Duke of York greeting his father, King George, on the latter's arrival at the Richmond Royal Horse Show held at Richmond.

200,000 See French Flier Burn to Death; His Falling Plane Kills Two Women in Crowd

Paris.—Many former pilots of the Lafayette Escadrille, who came here from all parts of the United States for the dedication of the monument to the memory of the American air volunteers who died in the World War, witnessed an accident at the Vincennes aerial meeting recently, when Captain Brager, a well-known French aviator, crashed to the ground from a height of 600 feet and was burned to death in the wreckage of his airplane.

The aeronautical engineer who accompanied him is not expected to live, and two women spectators among the huge crowd which was pressing upon the field were killed almost instantly when they were struck by the falling plane.

The tragedy so shocked the gathering of nearly 200,000 people that thousands of them left immediately for their homes. The meeting was the largest in French civil aviation and more than 100 ships were participating. Captain Brager had just completed the first tour of an aerial race from Paris to Brussels and Antwerp and return and had barely crossed the finish line when the left wing broke, causing his plane to go into a head spin.

Engineer Capy jumped with a parachute, but the distance was too short and he received injuries which are expected to prove fatal.

The Americans were guests of the

A Revival Which Should Boost Horse Breeding



BACK TO THE DAYS OF THE COACH AND FOUR
A contrast in traffic crossing Hammersmith Bridge, the Royal Engineers' Aldershot team leading in the great coaching marathon, a feature of the Richmond Horse Show.

Canadian Board Considers Control of Radio

Will Make Survey of System in Operation in England; Suggests Public Ownership

Montreal.—Organization of the royal commission to advise the Dominion Government regarding the future of radio broadcasting in Canada will be considered by the Cabinet within the next few weeks. The commission will make a survey of conditions throughout the Dominion, and may possibly go to England to study the system in operation there, where all broadcasting is under government control.

Upon the recommendation of the commission the policy of the Canadian Government will be based, and legislation along this line may possibly come at the next session of Parliament.

It is suggested in some quarters that radio broadcasting in Canada should be under public ownership rather than by private companies as at present. And one suggestion is that powerful radio stations should be established in each province, with the provincial governments assuming responsibility for the programs that are put on the air.

The Dominion Government would have certain responsibilities, and it is believed that if radio listeners would pay an annual fee of \$3 worth-while programs could be arranged with a minimum of advertising matter.

British programs are criticized by Canadian experts on the ground that they are elevating, uplifting, serious and not sufficiently varied, while United States programs have the variety which is considered the spice of life, but in many cases contain too much jazz. Perhaps a combination of the two will meet Canadian requirements.

Canada is demanding more exclusive channels for Canadian broadcasting, protesting that the United States should not have ten to one.

Jobs for Canadians

Toronto Mail and Empire (Cons.): What Canada needs is jobs. To make jobs for the growth of this country would mean the adoption of a measure of tariff protection sufficient to shield our home market from the merchandise of foreign countries that is pouring in at an increasing rate every year. We cannot build up Canada by a policy that is doing so much to promote the prosperity of the United States. Instead of leaving our markets open to the inrush of manufactured goods from across the line, we should be providing for the manufacture of such goods at home. Instead of aiding the growth of the United States by driving hosts of the most loyal Canadians and efficient producers to contribute to the upbuilding of that country, we should be affording employment to our own people. Instead of sending to the United States vast quantities every year of raw material or semi-raw material, we should be turning these into products at the hands of Canadian labor dwelling prosperously at home. It would seem to be the settled policy of the King Government to make Canada only an adjunct of the United States.

The Rat Peril

Calgary Herald (Ind. Cons.): There are no rats in the Prairie West—yet. He is coming this way. Time was when no rats could be found in Winnipeg. They are there now and moving westward. Like snow thistle and other weed and fungus pests, he is liable to appear at any time and if we once let him get acclimated we will have a hard job getting rid of him. He is no earthly good, is a disease spreader and a destroyer of our products. Kill him on sight.

The Forgotten Fighting Man

Quebec Chronicle-Telegraph (Ind.): It is easy to forget, when the crisis has passed, the generous promises made in the hour of national peril, but Canada cannot afford to forget the debt which it owes to its soldiers and which never can be fully repaid.

Dangerous Drivers

London Free Press (Cons.): Manslaughter is an ugly word, but when criminally negligent and reckless driving causes the loss of a life, then it is unquestionably manslaughter and should be dealt with as such, speedily and without favor.

Royalty Views Antiques

London.—Recently the King and Queen, together with Princess Louise, visited the Exhibition of Art Treasures at the Grafton Galleries, held under the auspices of the British Antique Dealers Association. They were shown round the galleries by Frank Partridge, who is one of the past presidents of the association.

Their Majesties took a very great interest in the exhibits. The King was specially interested in a model of a ship made in about 1700. It was sent there specially for His Majesty to see, as it was only recently sold in one of the London auction rooms and realized 3000 guineas.

His Majesty spent quite 10 minutes explaining all the details of this ship to the party.

The King was also interested in the gold enamel French snuff boxes of the eighteenth century, and in the Chinese porcelain, some of which are very beautiful specimens of the Kang Hsi dynasty. When he came to the medals, he explained all the different varieties, showing how well informed he was on this subject. The Queen took a great interest in all the old English furniture, this being her second visit to the exhibition.

Their Majesties were interested to know that over 20,000 people visited the exhibition, and asked what became of the proceeds. They were pleased to learn from Mr. Partridge that one-half was given to the National Art Collections Fund and one-half to the benevolent fund of the association.

Digging Up Past

Spain Will Exhume Prince Buried in 1568 To Test Legend That Philip II Poisoned Son

Madrid.—Nearly four centuries have elapsed since the death of Prince Carlos, son of Philip II, of Spain, but the thirteenth Academy of Spanish History, in an attempt to disprove the popular legend that the Prince was poisoned by his father, decided just before it closed its session here to exhume the body, which lies in the "Princes' crypt in the Pantheon of Escorial. The academy hopes to determine whether the body contained any trace of poison.

Academics are confident that the examination will vindicate the memory of Philip and prove false the scandal so long attached to his name.

The nearest contemporaneous allegation that Don Carlos, Prince of the Asturias, was poisoned by his father is to be found in the biography by C. V. de Saint Real, a Frenchman who wrote about a century after the Prince's death. A hundred years ago this was denied by the German historian, L. von Ranke.

The evidence that Philip was a filicide is not even circumstantial, resting in large part on the assumption that the death of the Prince was mysterious and that the King was quite capable of putting him out of the way.

Historians like C. de Mouy and Maurenbrocher remind their readers that Don Carlos was afflicted with progressive insanity. Hence, they say, his death was very likely due to natural causes, possibly induced by the depression he felt when his father married his own promised bride, Princess Elizabeth, daughter of Henry II, King of France.

The Prince was born July 8, 1546, at Valladolid. He died twenty-three years later, on July 24, 1568, in Madrid. The boy was delicate and subject to fits of depression and rage. In 1559 he was betrothed to the Princess Elizabeth, but reports of his character and mental condition at the French Court caused the engagement to be broken off. Other brides were suggested, but all declined.

Meanwhile, his mental derangement had become more acute, with homicidal tendencies more pronounced. He also showed an increasing morbid antipathy toward his father, and even contemplated taking his parent's life.

This plot was discovered and Don Carlos was arrested in January, 1568. A few days before he died the King had appointed a commission of grandees to try him. There were two charges, treason and heresy.

Ocean Liner's Cow

Those traveling on ocean liners cannot take the family cow along, but science has evolved a substitute which has proved especially valuable for ships which ply between temperate regions and the tropics. It is an emulsor, a machine which mixes powdered milk, sweet butter and water, producing by emulsification a product which in taste and nutritive properties is hard to distinguish from fresh milk. So thorough is the job that when the artificial milk is allowed to stand it produces a heavy cream.

Bad Both Ways

Pat and Mike were busy at work when they noticed an aeroplane. They were leaning on their shovels, watching it in amazed wonder.

Suddenly Pat exclaimed, "Begorra, I would hate to be up there with that thing."

Mike looked at him a moment and remarked, "Be dad, I would hate to be up there without it."—True Story Magazine.