

Adriatic Battled With Hundred Mile Gale

ENGINES GOING FULL SPEED DID NOT MOVE THE 25,000 TON LINER.

New York, Nov. 18.—With a sheath knife between his teeth, Fourth Officer John Collins of the White Star liner Adriatic crawled along the hurricane deck while a cyclone was raging last Wednesday to cut adrift the starboard emergency lifeboat that was hanging from the after davit. A sailor was blown overboard and drowned, another lifeboat was stove in and for six hours the 25,000 ton liner was hove to with her engines going at full speed to keep her head on to the precipitous seas.

The Adriatic arrived yesterday with her forward deck coated with ice. Her passengers spoke highly of the skilful seamanship of Captain Frank Beadnell, R.N.R., and his officers for the way they handled the ship during the terrific storm last Wednesday, when only members of the crew were allowed on deck. The passengers were battened down below and watched the heaving seas through the glass ports.

On Tuesday, November 11, at 5 p.m., the glass began to fall and a fresh gale started to blow from the south-east, which increased during the night, and by 4 a.m. the next day, as Chief Officer William Weston and Fourth Officer John Collins relieved the bridge, it was blowing at a velocity of seventy-five miles with high head seas.

At 6.30 the wind veered to the northwest and blew at a ninety-mile rate, and later to 100 miles.

It was evident that the Adriatic was near the centre of a cyclonic storm and Captain Beadnell, who was on the bridge, relieved the two officers in order that they could see the lifeboats were properly lashed down. Number 2 boat on the starboard side was lifted from its solid wooden chocks by the cyclone which carried them over the side and the stern of boat No. 15, aft on the same side, was torn from the chocks and hung over the side of the second cabin island, as it is called.

Fourth Officer Collins went aft with eleven men of the port watch and H. Strickland, the bosun, to make the boat fast. Just as they had completed the job, boat No. 20, on the opposite side, broke adrift and had to be secured. John Edward Nelson, a sailor, was told to climb under the boat to catch the gantline when it was passed over from the deck top by the bosun from the deck. There was a collapsible boat lashed to the deck under the swaying lifeboat, and Nelson lay on it face downward with his head aft.

As he raised his right arm to catch the rope the wind got under his oil-skin coat, which filled out like a balloon, and before the members of the crew could realize what had occurred, the unfortunate seaman was whisked out from under the lifeboat and blow overboard like a piece of paper.

Two lifebuoys were thrown overboard from the island where the port watch were standing and another was thrown over by Quartermaster Thomas Ryan from the after bridge. The seaman said that Nelson was beyond all aid. He had on a pair of rubber sea boots which would have filled immediately, they said, and which would have dragged him down. The Adriatic was then barely keeping head-on to the seas and could not have turned round without endangering the ship. Besides pitching forward the stern went down at intervals and took over waves which swept over the after bridge.

At seven bells, 7.30 a.m., the emergency boat swinging at the davits on the starboard side, just aft the bridge, was torn away by the wind at the forward end and left hanging against the side of the ship.

Fourth Officer Collins had an old sheath knife, a relic from sailing ship days around Cape Horn, which he had sharpened on the stone two days previously to cut up two plugs of tobacco. Anticipating that some gear might have to be cut away before the storm had spent its force, he had wrapped a towel around the blade, having no sheath, and placed it in the pocket of his pilot coat.

When Captain Beadnell gave the order to cut away the boat, the chief and fourth officer started to crawl along the starboard side of the hurricane deck to get at the after fall. Collins held the knife between his teeth and the captain followed him to clutch him by the legs and act as anchor so that the wind could not blow the fourth officer overboard. It was a hazardous task and well done. The spray came right over the crew's nest on the foremast and the wind shrieked so that it was impossible to hear oneself speak.

The velocity of the wind began to abate about 10 a.m. on Wednesday, and by noon it had dropped to seventy-five miles, which is a whole gale. The passengers described the motion of the Adriatic in the heavy waves like being on a continuous switch back.

The ship behaved well and rode out the cyclone without doing any damage except to the lifeboats.

The Ward Line steamship Monterey arrived to-day from Vera Cruz, Tampico, and Havana, with her decks

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and superstructure coated with ice and many of her passengers shivering in their light clothing. Capt. McGinnis, the master of the Monterey said that the temperature had dropped between 35 and 40 degrees.

NO KICK.



WALT MATHEW

The other day I read a book in which there was no slaughter, and no detective chased the crook who'd kidnaped someone's daughter. No coroner pursued his quest, no cops dispensed their bullets, or said, "The knave we will arrest who swiped the widow's pullets." The hero didn't wade in gore, he had no warlike spirit; he didn't measure forty-four around his chest, or near it. And yet this story was intense, a wondrous grip possessing; it had the merit of suspense which keeps the reader guessing. A story of a haysed town, with all its jaspers striving to hold their little corners down, some falling, some surviving. When old Aunt Sarah winds the clock the action seems as fateful as any drama now in stock, with villains fierce and hateful. And when old Uncle Hiram sticks a mortgage on his dwelling, it discounts tales of gory thicks, pivoting, shooting, yelling. It had no kick, this little tale, it kick means lawless doings, as lynchings by the county jail, prize fights or basement brewings. And yet it bound me with a spell, with hoops of steel it bound me; I did not hear the dinner bell or mark the boarders round me. But few will read it or admire, it is too mild a story; the hero doesn't wade through fire, his whiskers are not gory.

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Democracy and Despotism

London Morning Post: Democracy is found to be much more akin to despotism than freedom. It is one of those elements, known to chemistry, which cannot exist except in combination with something else. It is always in process of degeneration towards its opposite—tyranny. This character of democracy is inherent in its circumstances for two reasons. In the first place, it means majority rule; and majority rule means the subjugation of minorities. The ascendancy of the common mind implies the bondage of convention at the expense of originality; and, as John Stuart Mill discerned, the encouragement of every form of eccentricity is essential to true progress, because it is only through infinite variations from type that evolution achieves itself. How far democracy may be repugnant to liberty we see in America, where a majority impose the most despotic restraints upon purely self-regarding actions, and where an executive enforces them with a high-handed disregard of the individual which the Tsardom would have shrunk from.

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Turks Persecute Greeks

"The Turks continue to behave with equal folly and cruelty in their treatment of the Constantinople Greeks," says the New Statesman. "We always deplored the arrangement for 'exchange of populations' though in all the circumstances it was, no doubt, the only thing to be done. But Turkey has not behaved fairly in the carrying out of it. "It had been agreed that Greeks 'established' in Constantinople before October 30th, 1918, were not to be expelled; but the Turks disputed the meaning of the word 'established,' and eventually withdrew from the Mixed Commission whose duty it is to supervise the business. Now, it appears, all the unfortunate Greeks are subject to arbitrary arrest and expulsion. Large numbers of them have, in fact, been rounded up by the police and stuffed into a concentration camp. The Greek Government has appealed to the League of Nations, and it is expected that the Council will consider the case at its meeting in Brussels.

Battleship Texas Difficult to Sink

Norfolk, Nov. 21.—Twice withstanding bombardments yesterday by 14 inch shells and bombs from the battleship Texas, the uncompleted dreadnought Washington still was afloat through the night about thirty miles off the Virginia Capes. To-day it is planned to subject her to an aerial attack with nine bombing planes taking part. It was said, and should she survive this attack, the Texas gunners again will try their hand at sending her to the bottom.

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