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Bull Dog Gazette



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B. A. Walker
1908

The Bull-Dog Gazette

VOL. 1

NO. 6

HOMeward BOUND NUMBER

United States Battle-Ship Oregon

"Only the shots that hit count"

SAN FRANCISCO, CALIFORNIA, APRIL 1, 1906

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VOL. 1.

SAN FRANCISCO, APRIL 1, 1906.

NO. 6.

Dairy of Oregonian Happenings

February 9th, to April 1, 1906

- February 9th.—At Cavite.
- February 10th.—Left for Hong Kong, China.
- February 11th.—At sea, latitude 17° , $16'$, $00''$; north; longitude 118° , $20'$, $00''$ west. Distance made good; 174 miles.
- February 12th.—At sea, latitude 20° , $06'$, $00''$; north; longitude 116° , $10'$, $00''$, east. Distance made good; 211 miles.
- February 13th.—Arrived Hong Kong, China. Distance 653 miles.
- February 14th.—At Hong Kong, China.
- February 15th.—Entered drydock, Kowloon, China.
- February 16th.—In drydock.
- February 17th.—In drydock.
- February 18th.—Came out of dock and anchored in stream.
- February 19th.—At anchor Hong Kong, China. Coaling ship.
- February 20th.—At anchor Hong Kong, China. Coaling ship.
- February 21st.—At anchor Hong Kong, China. Coaling ship.
- February 22d.—Left Hong Kong, China. Washington's Birthday.
- February 23d.—At sea, en route Yokohama, Japan; latitude 23° , $47'$, $40''$; north; longitude 120° , $118'$, $12'$, $00''$. east. Distance made good; 195 miles.
- February 24th.—At sea; latitude 26° , $27'$, $42''$ north; longitude 121° , $57'$, $12''$, east. Distance made good; 247 miles.
- February 25th.—At sea; latitude 28° , $14'$, $18''$; north; longitude 125° , $02'$, $30''$. east. Distance made good; 202 miles.
- February 26th.—At sea; latitude 29° , $27'$, $00''$; north; longitude 126° , $57'$, $00''$. east. Distance made good; 124 miles.
- February 27th.—At sea; latitude 30° , $44'$, $00''$; north; longitude 129° , $37'$, $00''$. east. Distance made good; 158 miles.
- February 28th.—At sea, latitude 32° , $00'$, $00''$; north; longitude 133° , $30'$, $00''$. east. Distance made good; 212 miles.
- March 1st.—At sea; latitude 33° , $27'$, $00''$; north; longitude 137° , $03'$, $00''$. east. Distance made good; 201 miles.
- March 2d.—Arrived at Yokohama, Japan. Distance 1495 miles.
- March 3d.—At anchor, Yokohama, Japan.
- March 4th.—At anchor, Yokohama, Japan.
- March 5th.—At anchor, Yokohama, Japan.
- March 6th.—At anchor, Yokohama, Japan.
- March 7th.—At anchor, Yokohama, Japan.
- March 8th.—Left Yokohama, Japan, for Honolulu, T. H.
- March 9th.—At sea; latitude 35° , $03'$, $00''$; north; longitude 142° , $16'$, $00''$. east. Distance made good; 117 miles.
- March 10th.—At sea; latitude 34° , $40'$, $00''$; north; longitude 147° , $53'$, $00''$. east. Distance made good; 276 miles.
- March 11th.—At sea; latitude 34° , $27'$, $00''$; north; longitude 153° , $50'$, $00''$. east. Distance made good; 294 miles.
- March 12th.—At sea; latitude 34° , $12'$, $00''$; north; longitude 158° , $46'$, $00''$. east. Distance made good; 245 miles.
- March 13th.—At sea; latitude 33° , $52'$, $00''$; north; longitude 163° , $42'$, $00''$. east. Distance made good; 247 miles.
- March 14th.—At sea; latitude 32° , $55'$, $00''$; north; longitude 169° , $26'$, $00''$. east. Distance made good; 294 miles.
- March 15th.—At sea; latitude 31° , $45'$, $00''$; north; longitude 174° , $30'$, $00''$. east. Distance made good; 267 miles.
- March 16th.—At sea; latitude 29° , $59'$, $00''$; north; longitude 179° , $57'$, $00''$. west. Distance made good; 305 miles. Crossed 180th meridian; take up same day.
- March 16th.—At sea; latitude 28° , $29'$, $00''$; north; longitude 175° , $06'$, $00''$. west. Distance made good; 270 miles.
- March 17th.—At sea; latitude 26° , $52'$, $00''$; north; longitude 170° , $19'$, $00''$. west. Distance made good; 273 miles.

Never jump at a conclusion—it might knock you down.

- March 18th.—At sea; latitude $25^{\circ}, 18', 00''$, north; longitude $165^{\circ}, 32', 00''$, west. Distance made good; 275 miles.
- March 19th.—At sea; latitude $23^{\circ}, 07', 00''$, north; longitude $161^{\circ}, 10', 00''$, west. Distance made good; 272 miles.
- March 20th.—Arrived at Honolulu, T. H. Distance 3399 miles.
- March 21st.—At anchor; Honolulu, T. H.
- March 22d.—At anchor; Honolulu, T. H.
- March 23d.—At anchor; Honolulu, T. H.
- March 24th.—Left Honolulu, T. H., for San Francisco, California.
- March 25th.—At sea; latitude $22^{\circ}, 54', 00''$, north; longitude $154^{\circ}, 01', 00''$, west. Distance made good; 240 miles.
- March 26th.—At sea; latitude $25^{\circ}, 25', 00''$, north; longitude $150^{\circ}, 02', 00''$, west. Distance made good; 266 miles.
- March 27th.—At sea: latitude $27^{\circ}, 49', 00''$, north; longitude $145^{\circ}, 52', 00''$, west. Distance made good; 266 miles.
- March 28th.—At sea; latitude $30^{\circ}, 10', 00''$, north; longitude $141^{\circ}, 20', 00''$, west. Distance made good; 277 miles.
- March 29th.—At sea; latitude $31^{\circ}, 58', 00''$, north; longitude $137^{\circ}, 50', 00''$, west. Distance made good; 255 miles.
- March 30th.—At sea; latitude $34^{\circ}, 00', 00''$, north; longitude $132^{\circ}, 28', 00''$, west. Distance made good; 255 miles.
- March 31st.—At sea; latitude $35^{\circ}, 39'$, north; longitude $128^{\circ}, 02'$, west. Distance made good; 238 miles.
- April 1st.—Distance made good; 258 miles.

At 2:45 P. M. came to anchor. 7,707 miles from Manila to San Francisco by the way of Hong Kong, China, Yokohama, Japan, and Honolulu, Territory of Hawaii. Time consumed, 50 days and five hours. Average speed per hour for running time; 10.1 miles.

YOKOHAMA



YOKOHAMA is the largest treaty port in Japan, and is also practically the seaport for Tokio, the capital, which is about nineteen miles distant by railroad. Yokohama is situated on the eastern coast of the Island of Hondo, and has a population of about 200,000, the American and European residents being about 2,000. The entrance to Yokohama Harbor is strongly fortified by both land batteries and three island fortifications at intervals across the bay, and which are armed with modern guns.

The inner harbor is protected by large breakwaters, which enclose a space of over 1,000 acres. The eastern breakwater extending from Honmoku Point for a distance of 5,390 feet, while the northern breakwater extends from Kanagawa Flats for a distance of 6,705 feet toward the end of the eastern breakwater. The entrance between these is about 800 feet across, and a lighthouse marks each side. The first object to be seen upon approaching by sea is the sacred Fuji-yama or "Pride of Japan." This majestic mountain is about seventy miles from the coast and towers 12,365 feet above the sea level. Fuji-yama has not been in a state of eruption for many years. It is a very pretty sight to see the snowcapped peak far out at sea, the sun's rays reflecting and sending a

shower of brilliant radiance over the scene. On a clear day at sea the peak can be seen from a distance of fully 100 miles, and is a sight once seen never to be forgotten.

The American and European residents of Yokohama mostly reside on "The Bluff," a large bluff which overlooks the harbor on the eastern side. Upon this hill are the German, English, and United States Naval Hospitals; also a general hospital for all classes.

The streets and houses of Yokohama are very clean—cleanliness being characteristic of the Japanese people. An Imperial order compels every householder to thoroughly clean his home every Friday, and anyone disobeying this order is severely punished. Sanitary policemen are specially detailed for this purpose all over the entire empire. Numerous large public bathhouses are well patronized by all classes. Most all visitors usually engage a "jinriksha" at 20 sen (10 cts. U. S.) per hour. The Japs in charge of these conveyances convey their fares around and will maintain a peculiar dog-like trot for hours. Several large parks and flower gardens can also be found in many parts of the city. At a summer resort, Kamakura, formerly one of the capitals of Japan, 14 miles from the city, can be seen a great Buddhist temple, where sits the great "Daibutsu," the famous "God of

Duty calls and finds most men holding nothing but a four flush.

Peace." This is one of the largest idols in the world. The following history of this image will be found of interest. In the year 737 A. D. "Mikado" Shoun of Japan, who was a firm adherent of Buddhism, caused numerous temples to be erected throughout Japan. Among these the principal one is the "Ko-to-ku-in," Kamakura. In the grounds of this temple stands the high bronze image of the great "Daibutsu" (Buddha), which was cast 1252 A. D. by a celebrated artist named Go-ro-ye-on. It was much injured by a tidal wave which swept over the place in 1495, but is still in a fine state of preservation in spite of the elements. It is about 50 feet high, 98 feet in circumference; length of face, 8½ feet; the eyes of pure gold are 4 feet across; ears, 6½ feet, and nose, 3 feet 8 inches. The image sits in a squatting position. The distance from knee to knee is 36 feet; the mouth over three feet across, while the circumference of the thumb is over 3 feet. In the center of the forehead is a silver boss. This small ball weighs 30 pounds, and is emblematic of wisdom.

Yokohama was originally surrounded by canals which formed the bounds of the city, but has now grown far beyond these limits. The climate is temperate and healthy, with an occasional outbreak of smallpox and plague, which are soon stamped out by the sanitary police. There are also several large theaters, which are well patronized. The city has a large commercial trade, and ships of all nations are constantly arriving and departing.

Twenty miles up the eastern coast is located the large drydocks of Yokoska, which at present writing are very busy repairing the naval vessels since peace was declared between Japan and Russia.

Yokohama is fervently believed by many newcomers, especially those who are soon discovered to be either verdant or genuine fools, to be the very worst place in the world for iniquity, gossip, and all manner of rascality. In this they most clearly mistake. Since the same reputation attaches to at least a thousand places, I think the error lies in a defect in the mental vision of the newcomer. Some temporary attack of moral color-blindness, strabismus, or disarrangement of the moral lenses, must be the cause of such an erroneous opinion. Long residents and traveled men agree in the belief that the moral status of Yokohama is fully equal to most other ports in the East, if not in the world. Some optimists even hold the opinion that it is better than many other places that boast loudly of their morals. Certain it is that gambling hells have been purged away. Rum "mills" and lewd houses, though numerous enough, are not more common than in other ports. The white woman in scarlet drives her carriage on the Bluff and in the town, but her sisters are not abnormally numerous. Where heathen women are cheap, and wives from home are costly, chastity is not a characteristic trait of the single men; but the same evil and the same resultant curse rests on all such places where "Christians" live side by side with "pagans." Given a superior race with superior resources, and poor natives who love money more than virtue, and the same state of things results.

Space will not permit us to describe all the places of interest in and around Yokohama. A visitor can spend days in visiting places of interest and enjoy seeing the quaint architecture, costumes, and habits of the people of the "Land of the Chrysanthemum."

RECORD OF CAPTAIN FREDERIC M. WISE.

United States Marine Corps, Commanding Marine Guard, United States Battleship *Oregon*.

Born in New York. Quartermaster Department, United States Army, Chickamauga Park, Georgia, and Havana, Cuba, August, 1898, to April, 1899. Entered Marine Corps, July 1st, 1899; Boston Barracks, July to October, 1899; en route to and served with 1st Regiment of Marines at Cavite, Philippine Islands, from November, 1899, to May, 1900; ashore with allied forces in North China, June to November, 1900, at the capture of Tien-Tsin and Peking; ashore at Subig, Subig Bay, December, 1900, to

August, 1901; New York Barracks from November, 1901, to November, 1902; Naval Station San Juan, Porto Rico, December, 1902, to September, 1903; Marine Barracks, Annapolis, Maryland, December, 1903, to February, 1904; en route to and served with 1st Brigade Marines at Cavite, Philippine Islands, March, 1904, to June, 1905 (staff Adjutant General, August to May); Command Marine Guard, U. S. S. *OREGON*, July, 1905, to date, Captain, March 3d, 1903.

The best thing for anyone to say who has nothing to say, is to say nothing.

THE BATTLESHIP "OREGON."



Y Act of June 30, 1890, Congress authorized the construction of "three seagoing coast-line battleships," the *Indiana*, the *Massachusetts*, and the *Oregon*. They were the first of our battleships, and they were for a time the pride of the Nation. While all proved themselves worthy of praise, the record of the *Oregon* is one that places her in the first rank of the battleships of the world.

The *Oregon* was launched in 1893 and commissioned in 1896. She is of 10,524 tons displacement; steams 16.79 knots; mounts four 13-inch, eight 8-inch, and four 6-inch guns in her main battery, and twenty 6-pdr., six 1-pdr., and one 3-pdr. rapid-fire guns in her secondary battery, and has a complement of thirty-five officers and 505 men. Such is a brief description of this illustrious ship.

At the time of the destruction of the *Maine*, all our battleships, with the exception of the *Oregon*, were in the Atlantic. The geographical situation rendered the Pacific slope safe from the Spanish fleets operating from Spain, and as there was need of all our armored ships to be within striking distance of Cuba, the Navy Department ordered the *Oregon* to reinforce Sampson's squadron. "In view of the present critical condition of affairs," her commanding officer was advised, under the date of March 12, 1898, "the *Oregon* should leave San Francisco at the earliest possible date." Capt. Charles E. Clark was then in command of the monitor *Monterey*, but owing to the illness of Captain A. H. McCormick, the commander of the *Oregon*, he was detached and Captain Clark was immediately transferred to the command of the *Oregon*. He entered upon his new duty on the 17th of March, and two days later the *Oregon* began the voyage which "has no parallel in history."

From the day the *Oregon* left the Golden Gate behind her until her safe arrival at Jupiter Inlet, Florida, was a period of anxiety, not only to her officers and the Navy Department, but to the country at large, who watched her course with the greatest interest. Never before had a vessel of her class made a sea cruise of the nature that

was required of her, and many were doubtful of her ability to encounter the heavy seas and to weather the storms she was sure to meet about Cape Horn. All went well until she approached the entrance of the straits of Magellan, where the ship ran into a violent gale, and the *Oregon* was subjected to a test which once and for all silenced the sceptics who maintained that a low, heavily armored ship would be unable to outride a storm, but must from her construction and weight become a prey to the elements. Not only did she outride the storm, but she suffered no damage. "Tons of water swept her decks, and so dense was the fog and rain that it was impossible to distinguish the frowning shores. The situation of the *Oregon* was very dangerous. Captain Clark let go his anchor on a rocky shelf, and with the wind howling and the waves thundering upon the reefs, the gallant ship rode out the storm." To add to the dangers of the sea, it was known that the Spanish torpedo boat *Termerario* had been reported at Montevideo. There was a possibility that the Dons might be enterprising enough to conceal themselves in one of the many inlets of the tortuous and narrow straits of Magellan, and discharge a torpedo as the *Oregon* passed. Those of us who remember the great fear the Spanish torpedo boats excited at the opening of the war, and how little we knew about them, can well understand the anxiety that was felt for the safety of the *Oregon*. When the *Oregon* arrived at Rio Janeiro, her officers first learned that war had been declared, so every precaution was taken against sudden attacks. All lights were screened and the gun crews slept by their loaded guns. At sea the engineers doubled their watches when speed was required, and the firemen, often suffering from exhaustion, responded cheerfully to the call of duty.

As the *Oregon* approached our shores, the concern of the Navy Department was intensified by the fact that Cervera's squadron of armored cruisers had left the Cape Verde Islands; and it was thought that perhaps their purpose was to surround and sink the *Oregon*. Had they met, there is now little doubt that the *Oregon* would have been superior to them all, and, in a small way, the counterpart of the battle of the Sea of Japan might have been enacted. Cervera was, however, drawing nearer, and on Captain Clark's arrival at the Barbadoes, he learned of the sighting of the Spanish fleet off Martinique, one hundred miles

Charity begins at home and ruins its health by staying there too much.

away. Coaling as quickly as possible, he hurried to his destination, and on the 24th of May the country learned with feelings of relief that the brave old ship was off Jupiter Inlet, Florida, and the memorable voyage was ended. In sixty-eight days the *Oregon* had completed a voyage of fourteen thousand miles, had surmounted all difficulties, and now, in perfect condition, she took her place among the ships of Admiral Sampson's command. Her addition to the fleet at once gave it great superiority over the Spaniards and assured their destruction. Truly a remarkable record in view of the type of ship, the distance steamed, and the weather encountered—a credit alike to her builders, her country, and her officers and crew.

The *Oregon*, on joining Admiral Sampson's squadron, which was blockading the Spanish fleet before Santiago, entered upon her duties in as fit condition as if she had just left a Navy Yard and was not at the end of a voyage around the continent; and on that momentous 3d of July, when the long-looked for event happened and Cervera's squadron came out to their destruction, the *Oregon* again demonstrated her mastery of the situation. She was the only ship of the fleet prepared for full speed;

always ready, her furnace fires lighted, her engines in perfect order, when the signal was given. "They are coming out," she started in pursuit, and never relaxed her efforts until the last Spanish ship surrendered. To the *Oregon* and the *Brooklyn* belong the capture of the *Colon*—they easily outstripped the other vessels of the fleet. "The *Oregon* with a great white bone in her teeth, soon overhauled the *Colon*," and a shell from her forward 13" gun caused the *Colon* to run ashore, forty-five miles from Santiago—and so the fight ended.

After the war was over and the victorious ships returned to home waters, none received a greater ovation than did the *Oregon*. She was the pride and joy of the Nation. She has since the war been constantly in commission, and has made another voyage to the Pacific, and is to-day once more back at the point from which she started on the 17th of March, 1898, after having finished a three years' cruise in Asiatic waters. Even now, after having been in commission continuously since 1896, a longer period than any other battleship in our navy, she is ready for any service that may be demanded. Well may the Union Iron Works be proud of this masterpiece of workmanship! May the old "Bull Dog" long be spared to us!

"EVERY LITTLE BIT HELPS."

(As Sung by the "Bull Dog's" Genuine Jewish Comedian. W. Rapoport.
Words by S. C. Burnett.)

I went to sea, for a sailor to be,
For four long years the sun-of-a-guns got me,
But now, you bet your boots, I'm going home.
When I get ashore, I'll open up a store,
Get the sailor's trade, sell pea-coats galore,
You can bet your boots, with your money,
I'll soon get rich;
And when you pass my door, I'll say with
the Sem-a-pore.

Chorus.

Oh, sailor, shipmate, come inside, and see
what I got, see what I got,
If you'll come inside I'll take you around
and show you my stock, show you my
stock,
Let me sell you an over-coat, please, try it
on, then, you won't freeze,
Let me buy your pea-coat, please,
Every little bit helps.

I got ashore, started up my store,
Waited for business, but it passed my door,
And I could see myself going on the bum,
I said, "Ike, this will never do,
If it keeps up, back to the navy for you."
Then into my head came a first-class scheme,
My stock I did insure, so I should not get
poor.

Chorus.

Sailor, shipmate, listen to me, listen to me,
Such a fine blaze, you never did see, never
did see,
At 2 A. M. she started to burn, then my
aching heart did yearn,
For that insurance I certainly did earn,
Every little bit helps.

People who live in glass houses should pull down the blinds.

BILL OF FARE.



THE below is an official bill of fare furnished by Paymaster H. H. Balthis, U. S. Navy, aided by the "King of Commissary Stewards," W. A. Crouse, to the General Mess of this vessel, from

Hong Kong, China, to Yokohama, Japan. This is not an exceptional bill of fare, but

one taken at random, as the *Oregon* has on her files numerous others just as good. The editor does not think that he exaggerates one iota when he says that the "Bull Dog" has served in her General Mess, since Paymaster Balthis has been at the helm, a greater variety and quantity of food than any other vessel in the United States Navy, or for that matter, in the world. To substantiate the above statement, one has to but ask the question of any man that has ever served on board her. These are facts that we commend to the consideration of croakers and pessimists in the Navy, who are forever harking on the one thing—that the General Mess cannot be run satisfactorily.

Day.	Breakfast.	Dinner.	Supper.
Mon.	Beef steak and onions.	Roast veal and gravy.	Liver and bacon.
Feb.	Boiled potatoes.	Stewed tomatoes.	Sweet potatoes.
19th.	Bread, butter and coffee	Mashed potatoes. Bread, butter and coffee.	Ginger cake. Bread, butter and tea.
Tues.	Scrambled eggs.	Chicken fricassee.	Fresh sausage.
Feb.	Boiled potatoes.	Green peas.	Sweet potatoes.
20th.	Bread, butter and coffee.	Mashed potatoes. Bread, butter and coffee.	Oranges. Bread, butter and tea.
Wed.	Baked pork and beans.	Vegetable soup.	Pork chops.
Feb.	Hot rolls.	Roast beef and gravy.	Fried potatoes.
21st.	Bread, butter and coffee.	Boiled potatoes. Bread, butter and coffee.	Cornstarch pudding. Bread, butter and tea.
Thurs.	Oatmeal mush and milk.	Roast turkey and dressing.	Cold corned beef.
Feb.	Boiled eggs.	Cranberry sauce.	Sliced tomatoes.
22d.	Bread, butter and coffee.	Celery. Sugar corn. Mashed potatoes. Jelly cake. Raisin pie. Oranges and walnuts. Bread, butter and coffee. Cigars and cigarettes.	Tinned fruit. Cheese. Bread, butter and tea.
Fri.	Corned beef hash.	Bean soup.	Pork chops.
Feb.	Boiled eggs.	Salt pork.	Fried potatoes.
23d.	Bread, butter and coffee.	Boiled cabbage. Boiled potatoes. Bread, butter and coffee.	Raisin cake. Bread, butter and tea.
Sat.	Beef steak and onions.	Vegetable soup.	Hamburger steak.
Feb.	Boiled potatoes.	Roast beef and gravy.	Fried potatoes.
24th.	Bread, butter and coffee.	Stewed onions. Boiled potatoes. Bread, butter and coffee.	Rice pudding. Bread, butter and tea.
Sun.	Baked pork and beans.	Chicken fricassee.	Vienna sausage.
Feb.	Bread, butter and coffee.	Sugar corn. Mashed potatoes. Bread, butter and coffee.	Potato salad. Apple pie. Cheese. Bread, butter and tea.
25th.			

A guilty conscience needs no accuser if you catch him at it.

The Bull-Dog Gazette

Printed ashore about the 10th of the month.

And published on the U. S. S. *Oregon*.

A. ROSENBERG, F. BARCLAY JOHNSTONE,
Editors.

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DOG GAZETTE, U. S. S. *Oregon*.

Copies, 25 cts.

No subscriptions taken.

We invite items that will be of interest for such a paper as THE BULL DOG GAZETTE, and shall pay, if desired, for such matter as we find suitable for publication, at the rate of

A DOLLAR A COLUMN.

NO. 6. VOL. 1. SAN FRANCISCO, CAL. APRIL 1, 1906

This number of the "Bull Dog" is essentially a homeward bound number, published by homeward-bounders for homeward-bounders, and printed in a home port. If any criticism herein has hurt any one's pet "bunion," or held any one's particular hobby up to ridicule, we humbly beg pardon; console yourself with the thought that some people's names will only appear twice in public print before they are laid away with their fathers—once in the "Bull Dog" and the other time in the mortuary column of some daily newspaper. You won't care when the last appears. A great number of us will probably seek new fields in life for the exercise of his particular talent, and enter the walks of civilian life. If we all re-enlisted, you know, there would be no need for the Navy Department to go to the expense of keeping recruiting parties throughout the land—lassoing embryo sailors in the wild mosquito bushes of Squeedonkville, Texas. Four years of good hard training has, if you are made of the right stuff, done you no harm, but will have benefited you in more ways than one. A sound mind and body should be your heritage from your service. You should be proud to say that you have worn the uniform of blue, and no one will think any the

less of you for having served your country honestly and faithfully. We can't all be officers. Remember, those of you who will go to your homes to enter walks of life where the conventional sack coat of the civilian is the uniform of the day, that good men are wanted in every walk of life—do not shirk, but pull off your coat and dig in and make men accept you for your true worth. Just imagine you are coaling the old "Bull Dog," and the sooner you finish the sooner you will get liberty. If this does not prove an incentive to make you put forth your best efforts to succeed, why you might as well quit and take the "Dutch route" for a happier land. You are too fragile a rose for this mundane sphere. Some of us will re-enlist at once and try and put in the necessary thirty on a C. S. C., and considering the pay of the different branches of the service, when compared with the pay received in civilian life for the same amount of work, why it looks pretty good to some of us, and a man who has ever tasted of the bitter and sweet of the service, sooner or later hunts up a recruiting office and swears in for four more. There are exceptions to all rules, however. Some of us have been in the service so long that we are content to follow the line of least resistance; you can't teach an old dog new tricks. To those who intend to re-enlist and to those who intend to leave forever and aye, the "Bull Dog" extends its best wishes for a long, happy and prosperous life, and when we meet in after years let us not forget that we were shipmates together on one of the greatest old ships in the annals of the American Navy, and let us, with hand clasped in hand, and glass to glass, offer the following toast:

If we ever meet them in the world's breath
o'er,

Brothers by bond are we,

Dowered by birth with the great green earth,

Heirs of the open sea,

Gladly we welcome them hand to hand,

And if at the Pole or the Line,

Empty a glass e'er along we pass,

To the memory of Auld Lang Syne.

Laziness generally attacks every part of a man except his tongue.

A SHORT DESCRIPTION OF THE HAWAIIAN ISLANDS.



THE Hawaiian Islands lie in the North Pacific Ocean, between 18°, 54', and 22°, 15', north latitude, and 154°, 50', and 160°, 30', west longitude. The islands were discovered by Captain Cook in the year 1778. There are eight inhabited islands in the group, the largest being Hawaii (from which the group takes its name). The other islands are Maui, Oahu,

Kauai, Molokai, Lanai, Niihau and Kahoolawe. Honolulu, the principal seaport, is on the island of Oahu. This city is also the largest city in the islands and is the capital. The population of Honolulu is about forty thousand, and is modern in every respect, being equipped with electric car systems, electric lights, water supply, telephones, wireless telegraph, and railroad lines. Fine hotels, both in the city and at Waikiki, a beach suburb five miles out, afford ample accommodations for visitors. At this place the sea bathing is world famous and the surf bathing and boating unique. The Nuuanu Pali, about six miles from Honolulu, is generally visited by strangers. This great cliff is at the eastern limit of the valley of Nuuanu, which extends several miles from the sea and narrows from a mile wide at its mouth to 200 feet at the top, where it falls away sheer 1,000 feet. The valley is very pretty and picturesque, and is famous as the scene of the last battle fought by Kamehameha the Great. Back of the city of Honolulu rises the mountain Tantalus, at the base of which is the tufa cone, "Punchbowl," so named on account of its peculiar shape. This mountain is 800 feet in height. An excellent drive passes around its summit. Another roadway passes through a forest of eucalyptus to an elevation of 1,600 feet on Tantalus, from which an ascent is easily made to the summit, where a fine view of the whole island can be found. Along the beach in Honolulu is Kapiolani Park, in which a remarkable collection of tropical growths can be seen. In this park is an aquarium, one of the most unique features imaginable. While some aquariums may be larger, none can boast of a collection of fish as pretty in coloring as is to be found here. Bishop's Museum is another point of interest. Here are gathered a collection of Polynesian and Micronesian curiosities and relics that are

second to none in the world. The building, which was formerly the Royal Palace, is situated about three blocks from the business center. The building contains a fine collection of oil paintings, and stands upon a well-cultivated plot about three blocks square. Opposite the Palace is a fine statue of Kamehameha the Great. Made of black marble, it stands as a fitting tribute to the memory of Hawaii's greatest ruler. A few words about Pearl Harbor. This landlocked harbor is on the south coast of the island and has an area of about 12 square miles. Under the terms of the reciprocity treaty between the United States of America and the Kingdom of Hawaii, the former acquired possession of it in 1870. Nothing was done towards improving the harbor until after the annexation of the islands in 1898. A channel has been dredged through the canal reef 200 feet wide by 31 feet wide by 31 feet deep, which will give access to the largest ships. There are three locks in the harbor that converge to a common entrance channel. Plans have been prepared for dry-docks, machine shops, barracks, quarters, hospitals, storehouses, magazines and other buildings. Congress has appropriated \$260,000 for the carrying out of these plans and the work will commence at once.

Honolulu is a cosmopolitan city—all she asks is that you have the necessary wherewithal; all other questions are superfluous. There are four newspapers in the city, which go a long way towards educating the native to the ways of the white man. The Hawaiians are a stalwart, healthy race. They are a generous, pleasure-loving people, and in consequence of same, hate to work—this accounts for the 60,000 Chinese and 50,000 Japanese in the island of Oahu. The climate does not vary the year around, the days being warm, and the nights cool, and the Hawaiian Islands are well named "The Paradise of the Pacific."

The two sketches appearing in this issue of the "Bull Dog Gazette," "Home Again" and sketch of Captain John Porter Merrell, were drawn by the staff artist of the "Gazette." Mr. G. Anthony Whan, yeoman third class, U. S. Navy, and made by "The Pacific Commercial Advertiser" of Honolulu, T. H. Mr. Whan, prior to entering the Navy, was a member of the staff of the "Chicago American" and "Leslie's." A great many of our readers will remember some of his drawings in "Leslie's."

Money is the root of much friendship.

RECORD OF CAPTAIN JOHN PORTER MERRELL, U. S. N., COMMANDING
U. S. S. "OREGON."

Born in New York. Entered Naval Academy, July 20th, 1863; graduated, 1867; "Ticonderoga" and "Franklin," European Fleet, 1867-68; "Plymouth," European Station, December, 1868, to April 26th, 1870; "Guard," Fishing Banks, and Darien Expedition, July 22d, 1870, to August, 1871; torpedo duty January 25th, 1872, to September 13th, 1875; "Swatara," North Atlantic Fleet, September 13th, 1875, to Au-

gust 24th, 1877; in charge of naval ordnance proving grounds, September 24th, 1877, to February 6th, 1879; "Marion," North Atlantic Fleet, and South Atlantic Fleet, February 6th, 1879, to October 18th, 1881; "Shenandoah," South Atlantic Fleet, October 18th, 1881, to May 22nd, 1882; Naval Academy, September 1st, 1882, to August, 1887; flag-ships "Pensacola" and "Quinnebag" and "Lancaster," European



Captain John Porter Merrell.

Pleasure travels with a brass band, but trouble sneaks in on rubber shoes.

Station (staff of commander-in-chief), August 24th, 1887, to June 24th, 1889; Naval Academy, August 12th, 1889, to June, 1893; June, 1893, to March, 1896, "Baltimore," Asiatic Fleet (staff of commander-in-chief), and as a member of a State Department Commission to investigate certain anti-foreign disturbances which occurred in the Province of Szechuen, China, and as member of commission, made overland journey from Tien Tsin to Chentufu; thence to Chungking; thence by Yangtse river to Shanghai, China (at this time longest journey made into interior of China by white man since 14th century); Lighthouse In-

spector 13th District, May, 1896, to January, 1898; Navy War College, January to May, 1898; Commanding "Glacier," May to October, 1898; Equipment Officer, Navy Yard, New York, October, 1898, to April, 1899; Commanding "Montgomery," April, 1899, to August, 1900; Equipment Officer, Navy Yard, Norfolk, September, 1901, to November, 1901; Commandant, Naval Station, New Orleans, November, 1901, to May, 1904; Commanding "Oregon," August, 1904, to date. Promoted to Master, 1870; Lieutenant, March, 1871; Lieutenant Commander, May, 1888; Commander, October, 1896; Captain, September, 1901.

OUR BAND



AFTER the transfers were over on February 10th, in Manila Bay, great disappointment came to the crew, when they realized that the long stretch home would not be enlivened by

the sweet strains of "Home Sweet Home," "Under the Bamboo Tree," etc., as not enough bandsmen were ordered home to make up the requisite number needed for a band. With the characteristic "I'll get there or bust" spirit of the American sailor and marine, a canvass was made among the crew to supply the deficiency. A band of thirteen pieces was finally secured, when another obstacle presented itself. There was no "B flat" cornet or bass drum on board. Bandmaster Albaugh and Master-at-Arms Nolan proceeded to take up a subscription, limiting the amount to be subscribed by an individual to 25 cents. The necessary amount was soon secured and the instruments purchased in Hong Kong. After three rehearsals our band could compete with any other band of its size in the American Navy. The band did good service during our trip home, and was very popular

both among the men forward and the officers aft, and strangers who had occasion to visit the ship complimented the captain on his excellent band. Thirteen may be an unlucky number in some cases, but with our band, it proved there were exceptions to all rules. The editors on behalf of the crew, take this occasion to thank each member of the band individually for the part he took in furnishing entertainment for the "man behind the gun" on the long trip home. Below is a complete roster of the band:

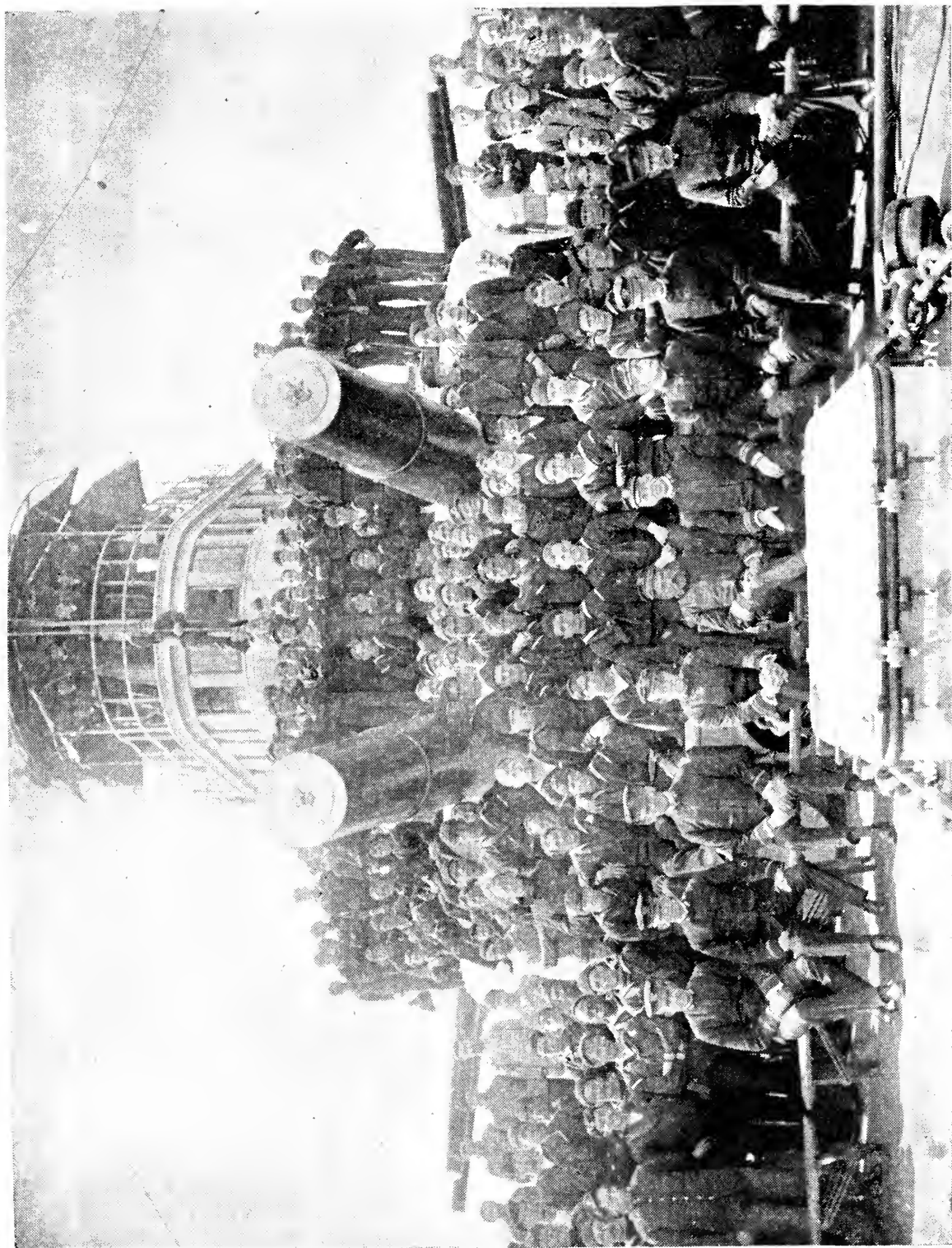
W. S. Albaugh,	Bandmaster.	Cornet.
T. Burke,	Musician.	Traps.
J. Dorn,	Mus'n.	Slide Trombone.
E. F. Reilly,	Musician.	Baritone.
A. J. Berg,	Musician.	Bass.
L. Chapuy,	Musician and	
	Asst. B'dmaster.	Alto.
V. Colucci,	Musician.	Piccolo.
T. Esposito,	Musician.	Trombone.
L. S. Pierce,	Musician.	Clarinet.
G. A. Schneider,	Painter.	Alto.
J. J. Gilroy,	Corp., U. S. M. C.	Alto.
R. B. Norris,	Drummer, U. S. M. C.	
		Bass Drum.
J. Coons,	Trump., U. S. M. C.	
		Cornet.

ACCIDENT IN DRYDOCK.

While doing sentry duty on the port side of the dock at Kowloon, China, on the night of February 16th, Private S. P. Bronson, U. S. Marine Corps, met with a very painful accident, which might have resulted very seriously. While patrolling his post, about 1:45 A. M. on the above date, Bronson stumbled over an exhaust pipe near the edge and plunged headlong down the side into the dock, a distance of fifty feet. He was found soon afterward by the Sergeant of the Guard, who immediately carried him to the

sick bay, where it was found that beyond several scratches and contusions on various parts of the body, that Bronson had escaped without any serious injury. A rest of several days in the sick bay had the desired effect and he was soon doing duty again. Bronson states that he does not care to go through the same experience again, but will do the "My dear Gaston" act next time. Also, that he attributes his narrow escape from being buried in Chinese soil to the world-famous good luck of the dear old "Bull Dog."

Rolling stones gather no moss, but look at the fun they have.



Unfortunately many a Prince of Good Fellows loses his title when his pocket-book runs dry.

NAMES OF OFFICERS AND CREW.

Captain Jno. P. Merrell.....Commanding.
 Lt.-Comdr. W. W. Buchanan..Executive Officer.
 Lt.-Comdr. L. D. Miner.....Engineer Officer.
 Lt.-Comdr. G. W. Williams.....Navigator.
 Lieut. J. G. Church.....Ordnance Officer.
 Ensign E. J. Marquart..Watch and Div. Officer.
 Ensign G. J. Roweliff...Watch and Div. Officer.
 Ensign J. P. Lannon...Watch and Div. Officer.
 Ensign F. C. Martin...Watch and Div. Officer.
 Ensign O. C. Dowling...Junior Engineer Officer.
 Ensign C. W. Early...Watch and Div. Officer.
 Ensign J. C. Townsend..Watch and Div. Officer.
 Ensign O. F. Copper...Watch and Div. Officer.
 Ensign C. S. Kerriek.....Navigator's Aide.
 Ensign K. B. Crittenden..Junior Eng. Officer.
 Ensign R. S. Holmes.....Junior Eng. Officer.
 Ensign F. H. Sadler.....Junior Eng. Officer.
 Ensign C. A. Richter.....Junior Eng. Officer.
 Surgeon A. Farenholt.....Senior Med. Officer.
 Asst. Surgeon F. W. Dean..Junior Med. Officer.
 Asst. Surgeon J. R. Dykes..Junior Med. Officer.
 Paymaster H. H. Balthis.....Pay Officer.
 Captain, U. S. M. C., F. M. Wise...Com Guard.
 1st Lieut., U. S. M. C., W. E. Smith..M. Guard.
 J. S. CroghanBoatswain.
 H. RieckGunner.
 W. O'NeilCarpenter.
 J. HickeyWarrant Machinist.
 W. C. GrayWarrant Machinist.
 D. PurdonWarrant Machinist.
 F. HuntPay Clerk.

CHIEF PETTY OFFICERS.

E. A. Crossin.....M. at A.
 W. M. Fitzpatrick.....M. at A.
 M. McLaughlin.....M. at A.
 J. JansenB. M.
 M. MallinB. M.
 W. R. HinesG. M.
 J. LuthyG. M.
 C. E. NorenG. M.
 H. GotliebG. M.
 F. EdwardsG. M.
 R. StarrC. M.
 F. RamspergerC. M.
 W. SkoogC. M.
 F. BellC. M.
 J. B. DouglassC. M.
 L. W. BleilerElec.
 J. T. MooreElec.
 P. F. LearyC. M. M.
 C. H. MarkhamC. M. M.
 J. E. HareC. M. M.
 F. C. CottleC. M. M.
 F. M. HarperC. M. M.
 F. J. Lamb.....C. M. M.
 J. A. WengC. M. M.
 F. S. BullardC. M. M.
 A. GrueterC. M. M.
 B. K. BrownC. M. M.
 J. T. RiceC. M. M.
 F. E. HarterC. M. M.
 F. SchneiderC. M. M.
 O. C. JonesC. M. M.
 C. L. St. ClairC. M. M.
 R. M. ThompsonYeo.
 W. RappeportYeo.
 W. L. HagenbaughYeo.
 F. B. JohnsteneYeo.
 J. W. JohnsonYeo.

H. M. FinleyYeo.
 T. A. CulhaneYeo.
 H. G. HollmanH. Std.
 A. D. RorexH. Std.
 F. P. KelleyH. Std.
 W. A. CrouseCom. Std.
 T. SextonCom. Std.
 T. CaulfieldCom. Std.
 P. DuffyC. W. T.
 M. PetersonC. W. T.
 L. TurnerC. W. T.
 T. AndrewsC. W. T.
 M. McAnlevC. W. T.
 T. L. O'SheaC. W. T.
 F. T. WilsonC. W. T.
 G. Burford.....C. Turret, Capt.
 W. S. AlbaughB. Master.

FIRST-CLASS PETTY OFFICERS.

S. PlantM. at A.
 O. OlsenB. M.
 W. H. LightfootB. M.
 A. TiedmanB. M.
 A. GrantB. M.
 W. BrucksT. C.
 J. K. CampbellG. M.
 O. P. SwensenG. M.
 J. SullivanG. M.
 G. D. KingmanG. M.
 J. BacchusG. M.
 J. C. MinerQ. M.
 W. W. GeeryElec.
 E. G. MandyElec.
 E. E. FerrisC. M.
 H. MeadeB. S.
 J. CarterB. S.
 R. H. CathcartB. S.
 J. H. ConwayS. F.
 P. F. SmithS. F.
 A. G. CheshireS. F.
 J. P. O'DeaP. & F.
 J. SeversonS. M. M.
 A. W. McLeanS. M. M.
 C. E. WhiteM. M.
 A. HengstM. M.
 C. C. EvittsM. M.
 M. T. CrouchM. M.
 W. H. LoftinM. M.
 F. B. NowakM. M.
 L. S. RothschildM. M.
 F. A. McKeeM. M.
 M. BayerM. M.
 C. C. CurtisB. Maker.
 G. A. BullensC. Smith.
 A. L. WalliusC. Smith.
 J. J. FosterW. T.
 J. LafortW. T.
 G. E. TiptonW. T.
 A. J. GlasinW. T.
 F. W. ShieldsW. T.
 P. ScheweW. T.
 L. StupkeW. T.
 C. DempseyW. T.
 C. BuchmanW. T.
 W. I. ApplebyW. T.
 O. JohnsonW. T.
 A. S. LupoW. T.
 F. PetersonW. T.
 G. BradyW. T.
 J. J. FosterW. T.
 T. KirkW. T.

Experience teaches some people to go and do the same fool thing over again.

J. Sheehan	Yeo.
J. Rohl	Painter.
W. G. Harrington	Painter.
W. Proctor	B. M.

SECOND-CLASS PETTY OFFICERS.

A. H. Nolan	M. at A.
F. J. Gunn	M. at A.
H. A. Thorup	M. at A.
H. T. Scott	B. M.
F. Krause	B. M.
A. H. Jonson	B. M.
W. Smith	B. M.
F. C. Nigg	B. M.
T. H. Stuart	B. M.
G. R. Marks	B. M.
J. A. Gaynor	B. M.
H. Edwin	B. M.
F. N. Pero	G. M.
A. J. Hoelle	G. M.
P. E. Simmons	G. M.
R. E. Franklin	G. M.
A. J. Shaw	Q. M.
H. G. Beagle	Q. M.
F. Schweigart	Q. M.
S. C. Burnett	Q. M.
W. W. Dodd	Q. M.
C. V. Hendricks	Q. M.
J. J. Kaspar	Q. M.
C. Kathary	Q. M.
G. H. Schnebele	Q. M.
L. W. Nygaard	Q. M.
F. J. Leyere	Q. M.
W. C. Corns	Q. M.
D. W. Knott	Q. M.
T. H. Borders	C. M.
F. P. Kelley	C. M.
J. Blom	C. M.
G. A. Schneider	Painter.
C. Petranek	M. M.
W. A. Nunlay	M. M.
H. P. Hall	M. M.
C. A. Nelson	M. M.
G. Davis	Elec.
C. H. Getzandauner	Elec.
J. A. Smith	Oiler.
J. H. Jacobs	Oiler.
J. D. Powers	Oiler.
L. M. Beebe	Oiler.
H. O. J. Busch	Oiler.
P. Collins	Oiler.
F. Harrington	Oiler.
O. A. Amnes	Oiler.
W. Grogan	Oiler.
J. Dolan	Oiler.
L. Kehoe	Oiler.
J. Keegan	Oiler.
T. H. Sullivan	Oiler.
R. J. Crombie	Oiler.
C. D. Wilcox	Oiler.
E. L. Wessberg	Oiler.
L. E. Arvin	Oiler.
B. R. Hill	Oiler.
W. J. McGill	Oiler.
A. D. Woodruff	Oiler.
J. Colligan	Oiler.
J. Sherlock	Oiler.
C. Snyder	Oiler.
M. G. Ware	Yeo.
H. M. Pratt	Yeo.
G. Dougherty	S. F.
G. A. Wood	S. F.

THIRD-CLASS PETTY OFFICERS.

W. Himmelbach	M. at A.
J. S. Mitchell	M. at A.
W. Anderson	M. at A.
S. C. Stevens	M. at A.
F. O. Bye	M. at A.
O. A. Pregenzer	M. at A.
S. Mottershead	Cox.
M. M. Kaehler	Cox.
J. M. Edinger	Cox.
F. Earle	Cox.
E. V. Hilton	Cox.
R. Brauer	Cox.
J. T. Klauch	Cox.
R. W. Osborne	Cox.
J. H. Singer	Cox.
O. J. Dahl	Cox.
R. Hellman	Cox.
L. M. Watson	Cox.
C. Bruning	Cox.
A. J. Thedus	Cox.
C. L. Abney	Cox.
S. C. Washington	Cox.
G. Ahlborg	Cox.
F. J. Marquardt	Cox.
L. Metke	Cox.
J. W. Lawson	Cox.
F. R. Spillman	G. M.
D. B. McPhail	G. M.
P. A. Skillman	G. M.
F. A. Grimes	G. M.
W. J. McDonald	G. M.
F. A. Freels	Q. M.
A. C. Wessmer	Q. M.
A. J. Waters	Q. M.
J. C. Hall	Q. M.
O. E. Bennett	Q. M.
L. Smith	Q. M.
C. A. Brownlee	Q. M.
A. K. Jensen	Q. M.
W. L. Tribbe	Q. M.
W. J. Weltin	Q. M.
W. H. McKinney	Q. M.
T. R. Duff	Q. M.
C. O. Evens	Q. M.
F. W. Feldt	Q. M.
S. Hussey	Q. M.
C. V. Brown	Q. M.
A. R. Gibson	Q. M.
C. L. Tibbals	Q. M.
F. D. Lawton	Q. M.
D. A. Murphy	Q. M.
G. C. Ferris	Elec.
D. J. Fitzsimmons	Elec.
W. L. Carvel	Elec.
J. Johnson	Elec.
A. Ast	Elec.
A. H. Schock	Elec.
C. H. Abbey	C. M.
G. A. Whan	Yeo.
J. W. Henry	Yeo.
J. F. Kiernan	H. A.

SEAMEN.

J. B. Nickles	E. Johnson
F. M. Boggs	R. E. Young
W. E. Pettersen	J. C. Rauh
G. T. Lawson	C. Van Nest
M. E. Johnson	L. Hardeman
E. F. Pope	L. Meyer
J. W. Pfeifer	G. E. Abers
C. R. Albrecht	E. J. Horan
G. Delhery	F. Kirchgessner

Some say that money isn't everything in this world, but it takes a man with money to believe it.

W. Fergodo	J. E. Fredericks	B. Snyder	B. Antmann
W. Koeh	J. A. Whitman	G. B. Strile	G. H. Wilkinson
C. Eckhardt	E. Neilson	J. Smiler	B. H. McDonald
J. L. Landreth	G. A. Fuchs	A. H. Magnussen	W. D. Schweitering
J. J. Moore	E. D. Freeman	F. Troxell	H. Behme
E. P. Metz	H. T. O'Brein	A. D. Davis	J. F. Donnelly
J. Plattau	C. H. Jensen	W. T. O'Leary	R. T. Elliott
B. J. Wrinn	W. E. Petersen	H. P. Earl	A. Gayer
E. Dietzel	V. V. Dinwiddie	J. H. Keith	A. Duffy
R. Hoit	F. H. Maroney	J. Fisher	C. G. Huss
R. E. Kinney	J. E. Phelps	H. R. Rennwanz	
T. G. Hebson	L. L. McKeever		
C. C. Melville	H. T. Hanson	S. Weil	O. S.
C. H. Baker	A. Cabantons	J. C. Quigley	O. S.
C. S. Bluhm	H. W. Thorkildson	C. A. Bradshaw	O. S.
F. Hohl	E. Hohl	P. Kleiber	O. S.
S. Saetelle	J. A. Ritchie	M. Nelson	O. S.
E. E. Hindmarch	W. E. Thorogood	D. W. Radican	O. S.
F. W. Fisher	P. A. Green	E. O. Jenson	O. S.
A. Gibbons	J. W. Hunter	E. A. Brown	O. S.
J. J. Herlehy	G. R. Washburn	W. H. Keebler	O. S.
W. Heaver	C. H. Burnett	J. Smith	O. S.
G. H. Doane	F. H. Leavy	W. Downas	O. S.
W. Miller	F. J. Lewis	J. Schmitt	O. S.
R. S. Vanstone	J. Bauschatz	W. Davis	O. S.
A. G. Aquatero	B. F. Melody	C. L. Baylis	O. S.
C. E. Gibson	C. J. Spencer	J. Davidson	O. S.
J. H. Albert	W. F. Berman	C. W. Martin	O. S.
C. Faber	H. C. Paygman	A. H. Mitchell	O. S.
C. O. Barker	C. H. Wolf	A. Porter	O. S.
F. H. Grabbe	S. C. Hall	A. R. Stoddard	O. S.
J. Cunningham	F. Anderson	C. Barnes	O. S.
O. L. Jarrard	J. Fox	J. L. Buckley	O. S.
A. C. Handley	G. Sperle	J. D. Newman	O. S.
W. Brauwell	D. L. Airy	E. T. Meyers	O. S.
H. R. Haer	G. A. Fuessel	R. Ellsworth	O. S.
P. H. Harris	C. Hampton	W. Moss	O. S.
J. T. Huggard	F. Fletcher	T. Burke	O. S.
J. Lund	S. McConnell	T. E. Vogan	F. 2el.
L. A. Nohr	F. H. Krueger	R. Styles	F. 2el.
T. Dodds	J. J. Oxegovick	A. Warden	F. 2el.
J. Monaco	J. Brandt	M. A. Ferry	F. 2el.
H. Dobbs	J. W. Spence	C. Faul	F. 2el.
W. F. Miller	J. G. Moesch	C. E. Krouse	F. 2el.
H. F. McCans	H. H. Brantigan	A. C. Meaker	F. 2el.
F. O. McNail	H. Thorp	R. Nelson	F. 2el.
R. E. Donnelly	M. Burke	J. Reap	F. 2el.
J. Haughn	E. F. Rintleman	J. Gayton	F. 2el.
J. M. O'Brien	F. C. Luebke	J. C. Flaek	F. 2el.
C. O. Brown	A. J. Stuart	P. Collins	F. 2el.
D. E. Healey	A. F. Stearns	L. W. Ogden	F. 2el.
S. L. Irish	J. H. Van Allen	E. O. Marks	F. 2el.
F. B. Petersen	C. E. Guthmann	H. P. Brittion	F. 2el.
C. J. Solberg	E. Hater	D. K. Fraser	F. 2el.
A. F. Sanchez	J. M. Dillon	J. A. Vaughn	F. 2el.
H. Paton	C. W. McNally	G. W. Cook	F. 2el.
W. C. Smith	E. W. Colt	G. Paoli	F. 2el.
J. L. Laffin	C. E. Rumage	V. H. Meadows	F. 2el.
		T. W. Wright	F. 2el.
		M. N. Marsh	F. 2el.
		T. R. Ryan	F. 2el.
		B. G. Vinson	Bugler.
		H. Linton	Bugler.
		J. D. Norton	A. S.
		A. Ruiz	A. S.
		S. M. Camden	A. S.
		C. Paglenea	A. S.
		F. Hudson	A. S.
		A. E. Hutton	A. S.
		C. Stritch	C. P.
		J. A. Harrington	C. P.
		J. H. Sargent	C. P.
FIREMEN—FIRST-CLASS.			
H. E. Gill	J. C. Matthews		
J. May	A. J. Flood		
W. M. Andrews	F. Harm		
J. E. Renner	J. Mulvihill		
L. C. Anderson	J. Nicles		
J. J. Dufour	W. H. Waggenor		
T. Gilligan	J. R. Page		
J. Keber	W. G. Slaughter		
W. H. Hendricks	R. J. Montauge		
T. Vance	E. E. Simons		
A. F. Mullins	F. W. Ribonson		
J. Gould	A. J. Doucette		

Before marriage a woman is an angel; after marriage she is still an angel, but her husband is now from Missouri, and she has to show him.

R. J. Shepherd	C. P.	J. A. Stewart	Drummer.
D. Earlyn	C. P.	J. R. Coons	Trumpeter.
C. Richmond	C. P.	H. B. Thompson	Trumpeter.
T. J. Dunn	C. P.	L. J. Aubin	Private.
G. Bestoso	Ship's Cook.	W. Allen	Private.
R. Tranipp	Ship's cook.	R. B. Baylor	Private.
B. Newby	Ship's cook.	J. C. Behm	Private.
J. Nuss	Ship's cook.	P. B. Beidler	Private.
J. S. Searcy	Ship's cook.	F. Bennett	Private.
F. Czernewski	Ship's cook.	J. E. Berghower	Private.
J. Eaton	Ship's cook.	L. A. Brohl	Private.
C. J. Wild	Ship's cook.	S. P. Bronson	Private.
F. McDonald	Ship's cook.	J. C. Burke	Private.
J. N. Lindsay	Ship's cook.	F. E. Clark	Private.
J. McDaniels	Ship's cook.	P. H. Clark	Private.
M. Komatsu	Cabin Steward.	F. J. Conway	Private.
G. Shimahara	Cabin Mess Att.	C. Crockett	Private.
K. Yoshida	Wardroom Cook.	F. Daigle	Private.
K. Mayeta	Mess Att.	J. J. Dean	Private.
Tom Mop	Mess Att.	C. E. Eberle	Private.
Joe Thom	Mess Att.	J. Ellson	Private.
Woo Di	Mess Att.	A. J. Estes	Private.
M. Kaku	Mess Att.	S. Z. Fadoski	Private.
T. Kasuya	Cabin Steward.	A. R. Fields	Private.
Ham Man	Mess Att.	A. J. Flynn	Private.
Wing Gim	Mess Att.	J. Foster	Private.
T. Kayanaga	Mess Att.	J. J. Freeman	Private.
G. Harra	Mess Att.	O. I. Frikstad	Private.
T. Hocibe	Mess Att.	C. R. Graham	Private.
J. Mauricio	Mess Att.	R. Galvin	Private.
T. Ogiso	Mess Att.	G. W. Griffin	Private.
T. L. Pan	Mess Att.	G. A. Handy	Private.
W. Wada	Mess Att.	B. H. Harper	Private.
C. T. Randall	Mess Att.	C. J. Hawkins	Private.
D. Fuller	Mess Att.	P. F. Healy	Private.
E. Morris	Mess Att.	J. L. Howard	Private.
W. H. Bright	Mess Att.	P. J. Henry	Private.
		T. J. Johnson	Private.
		I. B. Larson	Private.
		M. Lieberman	Private.
		A. Leach	Private.
		L. H. Lowe	Private.
		W. Madelung	Private.
		E. Mapes	Private.
		H. G. Membry	Private.
		W. J. McIntyre	Private.
		G. O'Connor	Private.
		R. O. Odenwelder	Private.
		D. Polly	Private.
		A. Rosenberg	Private.
		R. Ruhe	Private.
		T. C. Ryan	Private.
		W. S. Stanley	Private.
		L. Stratton	Private.
		L. H. Taylor	Private.
		J. Thor	Private.
		H. F. Tilley	Private.
		F. J. Wahl	Private.
		M. Walter	Private.
		E. Wertz	Private.
		J. J. White	Private.
		W. Wineberger	Private.
		F. Wittkowski	Private.
		E. E. York	Private.

BAND.

T. Burke	Mus. 1e.
J. Dorn	Mus. 1e.
E. F. Reilly	Mus. 1e.
A. J. Berg	Mus. 1e.
L. Chapuay	Mus. 1e.
V. Colucci	Mus. 1e.
T. Esposito	Mus. 1e.
L. S. Pierce	Mus. 1e.

MARINE GUARD.

J. A. McDonald	First Sergeant.
R. F. Barry	Sergeant.
W. S. Newton	Sergeant.
C. E. Bigler	Sergeant.
G. Haws	Sergeant.
F. C. Ingalls	Corporal.
J. W. Hyndman	Corporal.
T. J. Quigley	Corporal.
J. J. Gilroy	Corporal.
G. S. Watson	Corporal.
L. A. Faris	Corporal.
E. Long	Corporal.
P. Salvas	Corporal.
R. B. Norris	Drummer.

Life is a tragedy, and that's the best reason why it should be well acted.

THE HONORABLE DISCHARGE.

MR. LAWRENCE R. WOLFF, editor of "The Southern Cross," of Cavite, P. I., calls our attention to a matter which we believe has never before been treated in a service paper, viz.: the cheapness and the insufficiency of the "honorable discharge" issued to men upon expiration of enlistment. By the average American citizen our Navy and the men who man our ships are considered with proper respect, and it is not believed that there could exist a better testimonial of a man's worth than a discharge from a service where strict discipline is maintained, and which is awarded him for "fidelity and obedience." Such a paper, if for no other reason than that it is a recommendation to a possible employer, is well worth preserving; there are few who would

not be proud to display such evidence of faithful service to their country. The present discharge is hardly appropriate; it easily becomes soiled or torn by handling; they rarely are preserved with other papers. Why not give us honorable discharges on parchment similar to the form in use in the army and marine corps? Protected by a leather covering the discharge given the soldier or marine remains clean and properly creased, and can be preserved in good condition, indefinitely, with appointments, records, etc. The enlistment record now in use, and its system of marking, is inadequate to the needs of the modern navy and four year cruises; no doubt a change will soon be ordered in its form, when it is hoped that the honorable discharge will be considered sufficiently valuable to deserve more than a paper backing.



DEPRESSING.

"I am told that he is her fifth husband."
"Sav, it must be awful to feel that his wife looks on him as a mere habit."

Little Toto—"Mamma, may I go out and look at the cclipse of the sun?"

Careful Mother—"Yes, dear, but be careful not to go too close."—*Le Journal*.

SMART DOG.

I had a little doggie once—
A clever little pup—
He'd stand upon his hind legs, if
You held the front ones up.

HOW IT AFFECTED THEM.

A lunatic asylum keeper in an Eastern watering-place not far from Newport, R. I., was showing the regulation inquisitive visitor about the plant. A large room with about twenty cots was reached, but the place seemed empty.

"This is where the crazy chauffeurs are kept," said the keeper.

"Oh, is it?" asked the visitor, "but where are they?"

The guide replied: "Well, you can't see 'em. They're all under the beds examining the springs."—*Pittsburg Despatch*.

WITH THE FUNNY MEN.



ON THE SEA WALL.

They were sitting side by side;
He sighed, and she sighed;
Said he, "My dearest Idol";
He idled, and she idled;
"On my soul there's such a weight";
He waited, and she waited;
"I'd ask your hand, so bold I've grown";
He groaned and she groaned;
"You shall have your private gig";
He giggled, and she giggled;
Said she, "My dearest Luke";
He looked, and she looked;
"I'll have thee if thou wilt";
He wilted and she wilted.

DEFENSE OF THE STAGE.

("Legs count as much as brains these days."
—Senator Hale.)

Sen-a-tor our Wash-ing-ton
Cor-res-pond-ents tell us
Of your deductions, which the same
"Involuntaire" compel us
To say we comic-operaed once—
With its memories still before us,
We beg to differ—they count MORE,
If you're thinking of the chorus!

The man who puts his character in pawn will probably never redeem it.

HIS TRANSFORMATION.

She thought he was a demi-god until
The honeymoon was gone;
And then he seemed to evolute downhill
In a demi-john.

AFTER THEY HAD BEEN MARRIED FOR A YEAR—THE UNFEELING BRUTE!

Frank—"Do you remember the night I proposed to you, dear?"

Sadie—"Yes, only one!"

Frank—"We sat for one whole hour and you never opened your mouth."

Sadie—"Yes, I remember, precious."

Frank—"Believe me, that was the happiest hour of my life."

"De way ob de transgressors is hard," yelled Parson Turner from the pulpit.

"Dat's sho' so," replied old Cato, "kase I fell off'n a lim' las' night while er furragin' fer chickens, an' I lak ter bus' myself wide open!"

DEADLY WEAPON.

Reporter—"How did the prisoner procure the means of committing suicide?"

Warder—"A bride gave him one of her first mince pies and he cut his throat with the crust."

Dinner was a little late. A guest asked the hostess to play something. Seating herself at the piano, the good woman executed a Chopin nocturne with precision. She finished, and there was still an interval of waiting to be bridged. In the silence she turned to an old gentleman on her right and said, "Would you like a sonata before dinner?" He gave a start of surprise and pleasure. "Why, yes, thanks!" he said. "I had a couple on my way here, but I think I could stand another."

APPROVED PRESCRIPTION.

Sufferer—"I have a terrible toothache and want something to cure it."

Friend—"Now, you don't need any medicine. I had a toothache yesterday and went home and my wife kissed me and so consoled me that the pain soon passed away. Why don't you do the same?"

Sufferer—"I think I will. Is your wife home now?"

Gov. Walter Harriman of New Hampshire in his earlier years was a Universalist min-

ister, and was noted for his frankness of speech. One time, in talking with a friend about the advisability of continuing preaching, and relating his shortcomings, he wound up by saying: "I can preach all right, but I can't make a prayer worth a d——n."

FAMILY RESEMBLANCE.

"Daughter of Satan!" hissed Sir Guy.

The adventuress started violently.

"I must look like the devil in this new Fall hat!" she muttered, much disturbed.

AS SAM KISER SINGS IT.

Everybody drinks but mother;

She works out by the day;

She married pa to reform him,

But it hasn't turned out that way,

Pa makes me rush the growler;

The leavings are always scant;

Everybody soaks at our house,

But ma—she can't.

HER MISTAKE.

After he had tasted the sweetness of her honeyed lips he drew back and asked:

"Sadie, have you ever kissed a hero?"

"No, Frank," she earnestly replied, "never!"

After he had gone away despondent it occurred to her that she had said the wrong thing, for he had just returned from China on the *Oregon*.

UNANSWERABLE.

Watts—"It seems to be human nature for a man to get more satisfaction out of winning a dollar than from earning five by honest labor."

Potts—"It is not human nature at all; it is just common sense. The man who wins a dollar is a dollar ahead, and the man who earns five dollars by honest labor is loser about five dollars' worth of work."

CARRIED OUT.

Dinks—"Was Growler's purpose of whipping the editor carried out?"

Danks—"No; but Growler was.

IMPLACABLE.

Attorney—"You can sue him for breach of promise, but it seems to me preposterous to claim \$250,000 damages."

Fair One—"But I want to get so heavy a judgment against him that he'll just have to marry me—the scoundrel."

Some men tell themselves a lie to fool their conscience.

CRUISE OF THE HOMEWARD-BOUNDERS.

From February 9th, 1906, the date before sailing from Cavite, Philippine Islands,
to April, 1906, the date of arrival in San Francisco, California.

February 9th was a very busy day aboard the "Bull Dog." Shortly after dinner the short timers began to arrive from the *Ohio*, *Wisconsin*, *Baltimore*, *Cincinnati*, *Rainbow*, and the torpedo boats. The transferred men were at once assigned their various billets, and by the manner they assumed their new duties, it would have been hard to tell that most of the crew had arrived that day. About 5 P. M. the Homeward Bound Pennant was broke from the masthead. This pennant is 554 feet long, and as its silken folds straightened in the breeze each officer and man cheered. The "Bull Dog" stood her last watch with the Asiatic Fleet as though nothing unusual was happening.

On Saturday, February 10th, at about 9:30 A. M., our mud hook was on the billboard and we were underway. Passed astern of the *Ohio* and *Wisconsin*, while on our port hand we passed the *Baltimore* and *Cincinnati*. Each of these ship's crews cheered us, while the bands on the *Ohio* and *Wisconsin* played "Auld Lang Syne" and "Home Sweet Home." As we passed our old homes many of us felt rather sad at the thoughts of the many happy days spent in the Orient, but we felt very, very happy at the thoughts of being on our way to "God's Country." As we passed the Target Range in the bay the *Piscataqua* gave us three cheers which were returned by our men. By noon we were passing through the channel between Corrigedor and Marvales. The coast of Luzon was in sight all afternoon and evening.

The next day, February 11th, we passed two very large water spouts, several miles away on our starboard side, which were watched with great interest by the crew.

After good weather and a smooth trip, land was sighted on February 13th, and soon afterwards we were passing through the familiar channel that leads to the harbor of Victoria, Island of Hong Kong. Dropped anchor at about 8:45 A. M. Our ensign and jack and at once half-masted in honor of the King of Denmark, deceased, the same honor being rendered every day until January 18th by all men-of-war in the harbor. Sampans and bumboat men sculled around the ship and were well patronized during our stay. As there is an excellent description of the

harbor in No. 3 of the "Bull Dog Gazette," we shall omit what has already been published. At about 10:30 P. M. all hands were awakened by the salute of 19 minute guns, which honor was tendered to H. R. H. Arthur, Duke of Connaught and Strathearn, as he passed on H. M. S. *Diadem*. The Duke was en route to Tokio, Japan, to confer the "Order of the Garter" upon the Mikado, and is a special representative of King Edward. There were several men-of-war in the harbor. The Cruisers *Andromeda* (11,000 tons), *Sutlej* (12,000 tons), surveying ships *Rambler* and *Waterwitch*, torpedo boat *Hecla* and dispatch boat *Alacrity*, all of which fly the flag of the British Isles, The German gunboats *Luchs* and *Tsingtau*, the French gunboat *Vigilante*, and the U. S. torpedo boat *Bainbridge* were anchored close to the bund.

On February 14th all hands were paid.

February 15th we entered the Kowloon Dock No. 1. Soon after entering drydock liberty was granted to the starboard watch. On their return on February 15th, the port watch went on liberty, the "Classed men" being granted the same privilege on the day following.

On February 18th dressed ship in honor of President Follieres, the new French Executive. About noon on this date water was turned into the dock. At 3:30 P. M. all preparations were completed, whereupon the *Oregon* was towed out and we were soon at our former anchorage in the outer channel. The afternoon was spent in rigging ship for coaling. In the evening all hands turned out to enjoy the first public appearance of our band, which was greatly applauded—especially the master manner in which Assistant Bandmaster Chapuy handled the baton.

On February 19th all hands were busy in coaling ship. A Chinese lighter is not the easiest thing in the world to work in and on this account we did not finish coaling until the next morning. After finishing coaling on the 20th the rest of the day was spent in cleaning ship.

At 10 A. M. on February 21st: saw us pulling out, but did not proceed very far on account of the dense fog in Half Moon Pass. Our anchor was dropped about 11

Remember you can fool some of the people all the time if you care to spend
your money that way.

A. M. and here we remained until about 10 A. M. on February 22d. when the fog lifted enough to allow us to proceed slowly on our way. Promptly at noon 21 minute guns were fired in honor of our first President. Pipe down for dinner also came at this time. A special menu had been prepared for the "man behind the gun," as follows: Roast turkey, dressing, cranberry sauce, celery, mashed potatoes, green peas, sugar corn, nuts, raisins, oranges, cigars and cigarettes. All hands did full justice to the dinner. Great credit is due the Commissary Department for the excellent manner in which the meal was prepared and served. The Chief Petty Officers were out of luck, as their turkey spoiled in the refrigerator, so they had to be content with sausages. The weather was clear throughout the day though somewhat misty, the sea being very smooth. Sea-going Chinese junks were passed during the afternoon and evening. During the night the misty weather continued, which caused our siren to work overtime.

On February 23d, the weather changed rather suddenly; large swells began to run.

On February 24th, the quarterdeck and forecastle were shipping water at regular intervals. When hammocks were piped at 6 bells in the evening the marine guard were treated to a shower bath, on account of a huge wave breaking over the superstructure. On account of the water forcing its way through the apron of the forward 13-inch turret and the anchor engine hoist, it became necessary to detail regular watches below. These men kept bailing the water, but at times waist-deep was no unusual thing.

On February 25th, a short stop was made in order to put new packing in the fore-castle hatch, which was leaking badly. After this was done very little water came in from this source, but the watch below had to keep at it until we reached Yokohama. At times the water from the turret resembled a miniature Niagara. By noon of this date we left the Straits of Formosa and were about nine hundred miles from Yokohama. The swells continued, several large waves breaking over the superstructure and bridge.

By noon on February 26th, we were 776 miles from Yokohama. Toward evening the weather was somewhat clearer, although we continued to take large waves over superstructure and bridge. About 3 A. M. we were opposite the entrance to Nagasaki and could see the "White Light"—the name of

the lighthouse at this point—which is situated on an island about 200 miles from Nagasaki. When daylight appeared we were cruising among a number of small islands, and while among these the weather and sea calmed down a bit. At noon we were about 600 miles from Yokohama and steaming through Van Dieman Straits. During the whole of this day we passed many small islands which showed traces of volcanic origin. One small island on our starboard hand, passed at about 5 P. M., created a great deal of interest among the crew. This island continued to smoke from its crater, sulphur and steam gushing from its side, and was indeed a very fine sight. By evening our ship was in very smooth water, which was greatly appreciated by the crew, on account of being able to enjoy the evening on the superstructure without getting a shower of salt water.

When daylight appeared on February 28th the island had disappeared and we had run into another choppy sea. At noon this date we were about 386 miles from Yokohama. March 1st was clear and cold; during the morning we steamed through the choppiest sea experienced since leaving Hong Kong. At noon we were 186 miles from Yokohama. The choppy seas began to disappear in the afternoon and soon after supper we were steaming through a very smooth sea. At daylight, the 2d, we passed the island fortifications, which guard the entrance to Tokio Bay, and steamed to an anchorage opposite the entrance to the inner harbor. The U. S. S. *Rainbow* was in port. At colors we broke our homeward bound colors. The starboard watch was given liberty for twenty-four hours. A heavy fog hung over Fujiyama, so we missed one of the really fine sights of Japan. As usual curio-men were allowed on board and did a very fine business with the short timers. During the evening the weather turned much colder; a little after midnight the fellows on watch were treated to the first snow-fall that they had seen for a long time. At daylight on March 3d, the housetops of Yokohama were covered with snow; the weather continued clear and cold and most of the men found overcoats very comfortable. The *Rainbow* left the harbor about 10 A. M. At 3 P. M. the port watch went over the side for a twenty-four hour liberty; at the same time the starboard watch returning.

On Sunday, March 4th, divine service was held on our gun deck by representatives of the Seaman's Institute in Yokohama. The

A mob was never made of educated men.

services were well attended by the officers and crew.

March 5th, the weather was very cold and overcoats were not uncomfortable. After dinner the ship was rigged for coaling.

March 6th, at daylight, the lighters came alongside and coaling commenced with a will. After putting on three hundred and sixty-five tons the sea became so rough that we were forced to knock off.

March 7th opened up fine and coaling recommenced, putting in the bunkers five hundred and seventy-two tons, and on the superstructure one hundred and twenty tons. The latter in bags.

March 8th found that fifty tons more could be carried in our starboard bunkers, so we started in about 9 o'clock to put this amount on. One hour consumed in this. Total amount of coal on board, 1600 tons. At noon a crowd of curio-men came on board and did a rushing business, trading tea sets for old clothes—homeward-bounders don't need clothes. Everything, from a watch cap to a pair of socks were acceptable to the dealers, so no one has a right to kick if he did not load down with curios. In the afternoon sea stores were taken on board. At 6:20 P. M. we got underway. As we pulled out a great many of the boys came on deck to take a last look at old Fuji-yama for the last time. At about 8:30 P. M. just outside of Yokohama, a Japanese fishing junk suddenly changed her course and sailed across our bows. For a few minutes it looked like that fishing junk was destined for match wood. The signal was instantly given to full speed astern and she just missed going to Davy Jones' locker by a few feet.

March 9th, the day was considerably warmer and the sea was very calm, so we took advantage of it and started in swinging ship to test compasses. By noon we had covered 117 miles. This left us with 3,250 miles to Honolulu. Small stores were served out during the day, also canteen checks issued. Everybody was out of smoking tobacco, so the latter came in the nick of time. All you could hear all the afternoon was, "I would be tempted to ship over if I thought all paymasters were like Paymaster Balthis."

March 10th, the good weather continued. Distance covered since noon the 9th, 275 miles, making 2,975 yet in front.

March 11th found us still steaming well. Nothing of importance happened. Distance covered, 295 miles. Distance to be covered, 2,680 miles.

March 12th found us running in rainy

weather, which kept everyone below decks. To-day we placed the last of the deckload of coal in the bunkers. At noon had covered 246 miles since noon the 11th. This left us 2,450 yet to do.

March 13th saw us delayed early in the morning on account of the forward boat fall of the starboard lifeboat giving away, causing the boat to sag in on the ship's side. The boat was damaged a great deal, a large hole being punched in the side. The ship was stopped so that she could be rigged in with the crane. Distance covered in the past twenty-four hours, 247 miles, leaving 2,200 miles to cover.

March 14th, the weather continued very good, only occasional swells breaking over the superstructure. Distance covered, 294 miles; distance to cover, 1,900 miles.

March 15th, early in the morning, we passed a large mail steamer headed for Yokohama. Distance covered, 269 miles; 1,625 miles yet to do.

March 16th found us crossing the 180th meridian. Position at noon, 290°, 59' N., latitude. 179°, 57', east longitude. Distance traveled, 305 miles; left, 1,300 miles. As we had crossed the 180th meridian, called the International Date Line, the day was continued 24 hours longer in order to correct our calendar. At eight bells fire quarters was sounded, all hands taking their position like the veterans they are. The following day (same date) dawned very bright and warm. Early in the morning several schools of flying fish flew past the ship, some of them dropping on the fore-castle. Distance covered since noon the day before, 270 miles. Distance from Honolulu, 1,040 miles. After supper the band gave their usual performance on the superstructure.

March 17th (St. Patrick's Day)—This date dawned with the sea shimmering bright. There was scarcely a ripple on the water. The fore-castle hatches were opened. That Ireland's patron saint was not forgotten was shown by the numerous flags that fluttered from the clothes of most of the crew. Distance covered in the past 24 hours, 270 miles. Distance left to Honolulu, 770 miles.

March 18th was an ideal day, with the sun shining brightly. Sea as smooth as a dye. All hands mustered on the quarter-deck for muster, "Articles for the Government of the United States Navy." Distance traveled, 275 miles. Distance to go, 490 miles to Honolulu and a rest up. The band rendered their usual concert on the superstructure.

There would be no labor troubles if every man had a job on Easy street.

March 19th, at daylight, two high rocks were sighted off our starboard bow and were in sight nearly all day. Our position at noon was latitude $161^{\circ} 21'$ minutes north; longitude $23^{\circ} 14'$ minutes east, with 220 miles to travel to Honolulu. During the afternoon the ship was rigged for coaling. At evening quarters a great deal of interest was caused by the antics of a large whale off our starboard quarter. After supper the famous "Bull Dog" minstrels, assisted by a string orchestra and the band, entertained the crew on the superstructure. Shortly after 9 o'clock the first island was sighted of the Hawaiian group.

March 20th, the harbor of Honolulu was in sight. The uniform was here changed to white—the first white clothes worn since leaving Manila. Anchored off the entrance of the channel at 8:30 A. M., so the quarantine officer could board us. He found everything in good shape, so at 10 A. M. we started in for the dock and tied up. The *Iroquois* and the Revenue Cutter *Manning* were in port. At 11 A. M. Rear Admiral Lyons raised his flag with the two stars, receiving the customary salute of thirteen guns from the *Oregon* and *Manning*. At 2 P. M. Captain Merrell paid his official call on the Admiral.

March 21st was a very busy day for all hands. Coal commenced to come in at 7 A. M. Continued to coal all day.

March 22d the remaining coal was placed in the bunkers, making a total of eight hundred and fifteen tons taken on. At noon the ship was clean and it would be hard to imagine that six hours previous we were all more or less black as they make them. At 1 o'clock monthly money was served out and the first liberty party went over the side to see the sights of Honolulu. Acting Governor Atkinson made an official call on Captain Merrell and was rendered the usual honors. At night a ball was given at the Alexander Young Hotel in honor of the officers.

March 23d was visiting day, and most of the population of Honolulu availed themselves of the opportunity of visiting the old "Bull Dog" for the last time. At 1 P. M. the second liberty party left the ship.

March 24th found everyone busy getting on sea stores and preparing to get under way. At about 12:30 a very enthusiastic crowd of exiles—also natives—came down to the wharf to waive a last farewell. At 1 P. M. first call was sounded and the *Oregon* slowly pulled into the stream, the crowd on

the dock making the air hideous with their cheers—did you ever hear a native Hawaiian halloo? It is something to remember when you have the nightmare.

March 25th found the weather slightly cooler and the uniform of the day was changed to blue. Our position at noon was latitude $22.54'$ N.; longitude $153.01'$ W. Traveled last 24 hours, 240 miles. Distance to San Francisco, 1,826 miles.

March 26th, the weather was cool and pleasant, although occasionally a sea would break over our quarterdeck and forecastle: the sea was rather smooth. Our position at noon was latitude $25^{\circ} 25'$ N.; longitude $150^{\circ} 62'$ W. Traveled last 24 hours, 266 miles. Distance to San Francisco, 1,560. Distance from Honolulu, 540 miles. During the evening several flying fish fell exhausted about the decks.

March 27th, to-day the weather was very pleasant; large swells caused the ship to take water over our quarterdeck and forecastle. Our position at noon was latitude $27-49$ N.; longitude $145-52$ W. Traveled last 24 hours, 260 miles. Distance from Honolulu, 800 miles. Distance to San Francisco, 1,300 miles.

March 28th, the morning was rather misty, with a promise of rough weather later in the day. At noon our position was latitude $30-10$ N.; longitude $141-20$ E. Traveled last 24 hours, 275 miles. Distance from Honolulu, 1,075 miles. Distance to San Francisco, 1,025 miles. Soon after dinner the seas were very rough, while rain fell at different intervals during the afternoon and evening. All hands made the gun-deck their resting place on account of the superstructure being wet. After 8 o'clock the weather became clearer.

March 29th, the weather was clear and cold on this date. Rain fell at several periods during the morning. At 11:00 A. M. the U. S. A. T. *Thomas* passed us on her way to Honolulu and the Philippines. At noon our position was latitude $32-26$ N.; longitude $137-09$ W. Traveled the last 24 hours, 255 miles. Distance from Honolulu, 1,330 miles. Distance to San Francisco, 770 miles. Rain fell at different intervals during the afternoon and evening, while the seas were rather choppy, causing the ship to take water over forecastle and superstructure. At 8 o'clock our fourth boiler was put on, after which our speed was increased.

March 30th.—At 12:45 A. M. it became necessary to stop the port engine on account of some defect in the machinery. Our

If some people were paid only for what they know they would never possess
more than thirty cents.

speed was on this account decreased considerably. Upon investigation it was found that the damage was in one of the high pressure valves and machinists immediately began repairs and were working all day, with the expectation of starting the port engine in the evening. Our position at noon was latitude 34-04 N.; longitude 132-28 W. Distance traveled in last 24 hours was 255 miles. Distance from Honolulu, 1,575. Distance to San Francisco, 525 miles. After supper the crew witnessed the last performance of the vaudeville troupe, which is described in another column. The repairs to our port engine was completed early in the evening and the engine was put into operation about 8:37 P. M., after which, with four boilers working, a high rate of speed was accomplished.

March 31st.—To-day was clear, but rather cold. Just before dinner a great deal of interest was caused by a sailing vessel which crossed our course at a distance of about 10 miles. Our position at noon was at follows: Latitude 35-39 N.; longitude 128-02 W. Traveled last 24 hours, 238 miles. Distance from Honolulu, 1,799 miles. Distance to San Francisco, 301 miles. After supper the band gave their usual concert on the superstructure.

April 1st.—Soon after midnight heavy swells began to appear which caused the ship to roll considerable. About 5:30 A. M. our port lifeboat was carried away by a heavy swell which filled the lifeboat and broke it in two, besides splintering it for safety; the boat was cut adrift. About 7:45 A. M. "Shorty" Bennett, on the look-out watch, reported "Land Ho!" Soon after the land became more distinct to all, which proved that our look-out was not playing "April Fool" on us. At 11:30 A. M. our ship was passing the Farallone Islands. Gradually as we approached the shore the Cliff House came to view. At 1:30 P. M. we were passing through the "Golden Gate." Several ships and tugs greeted our arrival with whistle and sirens. We proceeded up the channel as far as Folsom Street, and opposite Goat Island, where we dropped anchor at 2:45 P. M. After all details with the Quarantine Officers were completed, friends of our crew were allowed aboard for two hours. Quite a large number of our former shipmates who went home on the *Lawton* were among the number; also relatives and parents of several of the crew came aboard to welcome them back to their native soil.

PHILIPPINITIS

(A Recent Disease.)

Definition: A generalized inflammatory pervertism, caused by serving on board ship in the Philippines.

History: Well known to officers and men of the Navy and Marine Corps.

Etiology: A mere incident, probably due to loss of interest in life, in addition to isolation and solitude. Occurs in the male, irrespective of age and is predisposed by home ties and affections. In some cases auto-suggestions play a strong part in bringing on the disease early.

Diagnosis: No mistake can be made, symptoms pathognomonic.

Symptoms: Apathy, mental hebetude forgetfulness, perturbability. Work is out of the question and the patient has a constant anxiety as to when his cruise will be over in the Philippines. Talks in his sleep: "God's

country." "Capes of Virginia," "In the good old summer time," etc. All these symptoms make him a very disagreeable person. His mind is perturbed and he has a chronic "grouch." If he has any mind left after the disease is fully developed, it will be an exceptional case. The patient is constantly worrying and fretting, especially with trivial affairs. If he has any intelligence when he first arrives in the Philippines, it will deteriorate and even the best of men return with less intellectual ability (this accounts for so many men shipping over after returning from the Philippines), even though he may have escaped one of the numerous other tropical diseases which are very prevalent and indigenous to this climate. He, also, when inadvertently coerced into forgetting his "grouch," by

No woman cares to be a silent partner in a matrimonial firm.

friends who offer him strong drink, will suddenly assume a grandiose mien and swear loudly at those in authorized power at Washington.

Prognosis: Generally good, when the treatment is carried out, though it may require considerable time and kind treatment to restore him to his former condition.

Treatment: Under present conditions, is to assure him that after three years in the Philippines he will be sent home. In this way he will naturally exert every effort merely to exist during the time, fully realizing that he will be allowed to appreciate some of the good things of life, and in a cooler climate, before he goes to the "extreme hotness" forever and a day.

Complications: Fifty-seven varieties; such as dhole itch, bamboo knee, beri-beri, smallpox, cholera, dengue, leprosy, tropical ulcers, "bothriocepholous latus," etc. NOTE: If the patient ever has a complication of the latter disease, it is all off but singing "Meet Me at the Pearly Gates."

Remarks: After arriving in the States, it will depend a great deal how he is treated by his friends as to the time that will elapse before his ultimate recovery. If his "better half" has "flew the coop" with some "counter-jumper," taking with her his "pay day," it will be a hopeless case. He will then go around singing, "Send Me Back to that Dear Cavite."

THE ARMY CANTEEN

Apropos of the agitation now in Congress over the canteen bill introduced by a member from Philadelphia, we print the following editorial from the San Francisco "Call." This mooted question is a little too touchy for an enlisted man to pass an opinion upon, for it might conflict with "The Powers that Be," but we feel perfectly safe in printing the published opinion of others. We believe it safer to follow—as we are "short timers"—we simply demonstrate the unbroken law of "Follow the line of least resistance," and keep our opinions to ourselves, for even if we did express them they would not be worth the paper they were printed upon:



A COURAGOUS member of Congress from Philadelphia has introduced a bill to restore the army canteen, and it is now before the House Military Committee. The official reports of army officers and that of the Secretary of War disclose the appalling effects that have followed the abolition of the canteen. Disease and degeneration appear among the enlisted men at every post. They resort to the deadfalls that sprang up when the canteen was abolished, and drink poison stuff and are demoralized by the debauchery that follows. Discipline suffers, and the whole service is injured.

"In the canteen the men had the use of beer and light wines, with such food refresh-

ments they needed to eke out the army ration. But that was not all. The canteen was the enlisted man's post club. Its profits provided a library and reading-room and the recreation of games. Man is a social being. He craves the contact and company of his fellows. If these be within his reach under circumstances that make the association innocent, his craving is satisfied, and he is made a better man, whether he be a citizen or a soldier. If his social instincts cannot be gratified in an innocent way, especially the soldier will seek that gratification under conditions that drag him down into vice.

"Wise parents let their children play while at home and play with them, and permit to them other needed recreations innocent in themselves. It is a safeguard of good habits and a preventive of immoral and degrading contacts. The same principle goes through life, from childhood through manhood. Army officers have their post club and find in it relief from the monotony of post life in time of peace. The enlisted man has the same social instincts as his officer. He has the same craving for relief from the monotony of post routine. If he cannot get such relief innocently, he will have it viciously.

"What would the enemies of the canteen have the soldier do? In his barracks there are no means of amusement, no chance even to instruct his mind. There is no post school in which he can strengthen the weak

How many people in this world are being coaxed when it is a club they need.

places in his education. He must be an exceptional man if he does not recklessly seek a break in the monotony by means that finally destroy him morally and physically. He will not occupy his mind reading tracts upon the dangers of alcohol and tobacco, nor will he satisfy himself in the perusal of pious tracts. Many think, however, that he should find such occupation sufficient to satisfy his social hunger, and it was believed by the good and well-meaning people who carried on the anti-canteen crusade that they would be able to turn the army into a great and pious camp, where tracts and hymns would fill in the giddy round of recreation.

"They were wrong. The medical statistics and reports of the officers show how wrong they were. We do not expect that any preponderance of testimony will convince them. They will go up like an army with banners against the bill to restore the canteen. They will be supported by the vicious element that profits out of the sale of bad whisky in the deadfalls that fringe every army post. Cunning vice and simple-minded virtue will go hand in hand to beat the Philadelphian's bill. Vice will know just what it is doing and virtue will be deaf and blind to the sure consequences.

"But against this the common sense of the country should assert itself. San Francisco has a great army post within its borders. Every citizen of this city who has taken the trouble to observe, knows that when there was a post canteen the moral and physical condition of the soldiers was immeas-

urably better than it has been since. We are assured that the same testimony is given by citizens at every army post in the country.

"Give the men their post club again, where they are in the association of gentlemen. Give them their library and reading-room and recreation again. Give them the light wines and beer that satisfy their appetite for the social glass, and keep them away from the distilled liquors that are poisoned to increase the profits of their sale. The chairman of the military committee has been a soldier and many of its members have seen military service. They know how entirely impracticable and impossible are the expectations of the people who fight the canteen on prohibition principles. They know that the enlisted man may be led but he cannot be driven. They know he must have the opportunity for reasonable indulgence or he will find a way for unreasonable indulgence. They know that the canteen as a post club for the enlisted men will be a boon to many that do not drink at all. It will improve their surroundings by making better men of their fellow soldiers.

"We appreciate the good motives of the prohibitionists who oppose the canteen, but they proceed against all human nature, of which there is a great deal in a soldier. With his post club the enlisted men takes an interest in military life. Without it he is diverted by vice from the pride he should feel in his profession."

THE BADGER BANQUETS GUN POINTERS.

(Extract from the "Badger," February 28, 1906.)

THE banquet promised by "The Badger" to the men who made the highest score on the various guns at target practice was given Monday evening at the Cafe Weismann. That the success of the event was far more than was expected, is attested by all who attended and that the excellent effect of the function will be far-reaching, stands beyond the peradventure of a doubt.

No greater honor could have been paid to the "men behind the guns" than that by Captain Drake in honoring the event by gracing the head of the table with his presence.

At the appointed hour, 7 o'clock, the board

was spread; and punctually at that time, the Captain entered the hall, where he was received by four side-boys.

Two great American Ensigns were draped over the table which was beautifully decorated. The scene was one which sent a thrill of patriotism through the heart of every man present.

During the dinner, the conversation was much devoted to the duties of gun-pointers and the mechanism of guns. The Captain solicited suggestions from the men, who by their actual practical knowledge of the guns and their working, were in a position to know where possible mechanical fault might be corrected. Many rational and philo-

Be a sport and buy the "Bull Dog"; the editors need the money as they are both "short timers."

sophical suggestions were made, of which the Captain highly approved, and of which he duly made note.

Captain Drake soon removed the feeling of constraint which the men naturally felt, and the happy conditions of the *Wisconsin* were freely discussed.

The Captain arose and proposed a toast to The President, and "The Badger" bore the distinction of being toasted in the same glass, an honor to which we gracefully bow.

In response to a toast to "Our Captain," Captain Drake addressed the gathering such as a father might address to his family—a talk which went straight to the heart of every man present, and there it will indelibly remain. Anecdotes were related, which contained that sense of appropriate humor which is characteristic in oratorical eloquence.

No officer enjoys a more profound respect and love from the men whom he commands than does Captain Drake. A sailor's expression of feeling cannot be more sincerely avowed than by cheers, so three enthusiastic cheers were given to the Captain.

Now "The Badger" will "throw out its chest" a little. We made a "call-it-what-you-will," which may or may not have been appropriate or pleasing, but, at any rate, it appeared to us that it was well received.

Spokesman J. W. Jansson said some very pretty things about us, to which we gracefully bow very low, indeed; and then three cheers were given for "The Badger."

Captain Drake bade good-night to every man with a hearty shake of the hand, and the party repaired to the Opera-House to see The Bandmann Opera Co. in "Aladdin, or the Wonderful Lamp."

Those present were: Captain J. F. Drake, C. Chandler, F. R. Wheeler, J. A. Rosengren, R. S. Schreiber, W. Jenkins, A. Erickson, G. Wasson, F. Gartenschlager, F. T. Reed, H. Geiger, J. V. Anderson, H. S. Meikle, R. G. Breckenridge, J. T. Egan, J. W. Jansson, and "The Badger."

THE AMERICAN NAVY.

By F. P. Kelley.

The American Navy, from the day of its inception until the present, has ever been noted for its heroism and valor. Even before the regular navy was organized, in the days of the privateers, American seamen

waged a warfare against the powerful navy of Great Britain that has never been surpassed in the annals of sea-fighting. The United States Navy has never been found wanting and has ever met every emergency with a brilliancy and dash that has ever won for us the respect of the entire civilized world.

Follow the pages of history and what man among you but what will find his blood coursing through his veins faster and his bump of vanity increase in size as he reads of the daring and dash of the men of our Navy. Who can read without emotion the fight of the "Bon Homme Richard" and the "Serapis," Perry's heroic attack on Lake Erie, Decatur's hurling defiance to the Barbary pirates, or Farragut's "Damn the torpedoes." It is indeed a grand inheritance that has been bequeathed to us of the present navy, and it behooves us to always live up to the lofty ideals that have been set for us and keep the naval arm of our national defense in such a state of efficiency as to be ready to meet any emergency that may arise.

Our flag is to-day respected by all the people of the world as it has never been before, and our Navy can justly claim her share in bringing this condition about.

It is left but for few of us to leave our names emblazoned on the Scroll of Fame, but we can all live forever on the Roll of Honor in the hearts of the old folks at home.

May the day never come and duty calls, but that we will be ready and willing to sacrifice ourselves, if need be, that the Republic may live, and we can all show in handing down to our posterity the blessings and privileges of free institutions and a spotless flag.

ROBBERY.

While returning from liberty in Honolulu about 11 P. M. on March 22d, W. W. Geary, electrician first class, was attacked by thugs, whose intentions, no doubt, were for the purpose of robbery. The attack occurred near the gate of the Naval Station. The sentry on watch hearing the scuffle came to Geary's assistance, whereupon the thieves broke and ran, snatching the neckerchief and hat from the unconscious man. The sentry at once secured assistance and had Geary carried on board ship. About one-half hour later, at the same spot, An-

Be sure you are ahead—then go right.

dreas L. Wallin, coppersmith, was struck down. A custom-house officer hearing the cry of Wallin, rushed to his assistance and found him almost insensible. He was at once carried on board ship, where prompt medical attention was given the unfortunate man. After the last attack the officials were notified, but after a thorough search no one could be found around the premises. Both men were able to be about next morning, although they looked a little worse for wear. Wallin was relieved of about ten dollars. To say the least, Honolulu does not seem to offer the best of protection to visitors, as the police were very slow in investigating.

HO, FOR VANITY FAIR!

By A. J. Waterhouse.

Ho, for the gold uncounted, millions for
pomp and show,
The gems of the mine that sparkle and
shine o'er bosoms as white as snow!
Ho, for the daily glitter, and ho for the
nightly glare,
And the shallow pretense where they pitch
their tents, the players in Vanity
Fair!
Ho, for the mad, mad domain where Self
is the king on high,
Where our dancing feet miss never a beat
till the spectral Death draws nigh!
The diamonds of matchless luster o'er bos-
oms that heave and swell—
And, ho, for it all! and, hey, for it all! for
the world doth love it well.

Still the starveling brood skulks ever
Just over the border there—
But, ho, for the gold uncounted!
And, ho, for Vanity Fair!

Virtue and love and honor—these are a
three divine!
But, ho, for the gold of a worth untold torn
from the dusky mine!
Those were the trio honored by the fathers
who gave us birth.
But we ask instead when a man is dead,
“What was our neighbor worth?”
What was he worth in bonds at par? And
what was he worth in stocks.
In metal he kept, while his conscience slept,
sequestered by bars and locks?
These be the weighty questions, or, faith!
we would ask them not—
So, ho, for the glare of Vanity Fair and its
players who scheme and plot!

Still lieth the City of Sorrow
Just out of the glitter and glare—
But, ho, for the gold uncounted!
And, ho, for Vanity Fair!

The dream of a day and its glory forever is
haunting me,
When the spell of a love that is woven above
shall set His little ones free;
When brother shall care for brother and
peace shall with each abide,
And we'll go our way through an endless
day, with the word of a Christ to
guide,
But still do we heed the glitter and glamour
of Vanity Fair—
And, ho, for the souls a-weary and the
hearts that are breaking there!
Ah, still we must learn, as learn we will in
a time that is writ above,
That the only bliss which our lives ne'er
miss is the bliss that is born of love.

The millions kin to Worry,
The babes who are born to Care—
And still there is gold uncounted!
And still there is Vanity Fair!

OVERHEARD IN “HANK’S BUNK-
HOUSE.”

[NOTE: The following is printed for the edification of those who have the erroneous idea that the enlisted personnel of our Navy does not contain, to a great extent, men from the higher strata of society. Men who have sacrificed their dearest ambition for the love of the Flag, and who are known as “The man behind the gun.”]

The following was accidentally overheard in the Navigator's Office (otherwise known as “Hank's Bunk-House,” where the same old crowd were gathered that has made this place an eyesore since the *Oregon* left Cavite—“Handsome Harry” (J. T. Moore), “Fatty” (T. A. Culhane), “Hank” (W. Henry, Proprietor), and “Willie” (S. C. Burnet). The conversation was waxing fast and furious when the writer happened along, and his sense of the serio comic was regaled by the following dainty pieces of “hot air”:
“Handsome Harry”—“Yes, sir, I was employed by the General Electric as an Electrical Consulting Engineer just before I enlisted, drawing down in the monthly envelope just 265 cold bucks, but me and the General Manager could not get along together, so I ups and quits me job and comes

Don't go among doers if you do not want to be did.

in the Navy, but I have just had an offer from that same G. M. to run the business for him at an increase of 300 per month, but—"

This was about all the "bunch" could stand, so "Fatty" cut in on the wire with something like this: "Yes, she was the loudest bunch of rags that ever stepped in horse leather. Bright golden hair, teeth like pearls, and a complexion like cream of wheat, but, Gee! you should have seen that shape! Why Cleo de Merode could not have touched her with the jib-boom! Something divine! Well, the old man saw me and her out spinning down 5th Avenue in me automobile, and he almost threw a fit. That night he said he would stop me allowance of one-half century of saw bones per twenty-four hours for fizz money, if I was ever seen out with her again. Of course, I got on me ear, and, rather than give her up, I enlisted, but I have just heard from the old man, and he says—"

"Hank," with a kind of pained expression on his face, thought it was about his turn, so between puffs on a "coffin tack" the following gushed forth: "The remunerative consideration which I was receiving at this particular time was not commensurate with my ability as a confidential adviser to such a large business firm, so I tendered my resignation to take effect at once; and, after seeing my affairs in such a condition that they would not require my personal attention for a period of four years, I enlisted; but I have just received a letter from the head of the firm offering me a partnership, but—"

This was about all the writer could stomach, but, as he staggered away, "Willie's" treble siren could be heard coming in something like this: "Yes, you know, a bank cashier's salary would not allow me to keep a valet and an automobile too, so I discharged James and—"

We have no comments to make on the above as it is not necessary, but the address of anyone of the four for the next twenty-six years will be—Care Navy Department, Washington, D. C.

"FOUR YEARS MORE, OR THREE MEALS A DAY FOR NOTHING."

It is understood that Mr. William Rappeport, late of the *Cincinnati*, will present for the approval of the critics another new play from his versatile pen. It is a melodrama and will be given its initial performance at

the "Baxter Street Theater." It is entitled, "Four Years More, or Three Meals a Day for Nothing." The play has the usual aids to a sea-going atmosphere, with real "Leather Necks," "Flatfeet," and "Wind-Jammers," and everything else that goes to the making up of the conventional melodrama of the sea. There is provided an almost continuous chain of incidents to thrill every sailor's heart, including a realistic scene "At the Mast," "Jimmy-Legs" being "Keel Hauled," and the officers "Splicing the Main Brace."

Mr. Rappeport has selected the quarter-deck, forecabin, and wardroom of the famous "Bull Dog" as the scene of action. The story is that of "Neverwash," Hagenbaugh, the ship's writer of the "Bull Dog," who tries to defraud "Fourth Class" Loftin out of a "Class Liberty." When "Fourth Class" appears on the scene and discovers the deep-dyed villainy of "Neverwash," he threatens to go to the "Mast" and interview the "Skipper," but while talking to "Neverwash" is suddenly confronted by "Pop" Hines with a "Dog," and is forced to imbibe of its vile contents. This soon places "Fourth Class" in a fit condition for the "Red House." "Jimmy-Legs" Fitzpatrick, better known as "Old Sleuth," camps on the trail of "Fourth Class," smelling out his hiding place in the "Chain Locker," through following the scent of his heavy, shellac-laden breath, and soon ferrets him out. After a desperate "Chewing Match," "Old Sleuth" promises to let "Fourth Class" go, if he will not kick all the paint off the "Ash Chute." Later "Old Sleuth" regrets letting "Fourth Class" go, and tries to besmirch his fair character, but his plans are cleverly frustrated by the timely arrival of "Nellie" Thompson, the sweetheart of "Fourth Class." Thwarted in his attempt, "Old Sleuth" kidnaps the fair "Nellie" and incarcerates her in the "Shellac Chest," and attempts to drown her by pouring in seven and one-half gallons of "Anheuser-Busch." "Nellie," realizing her perilous position drinks the "Busch" as fast as it comes in. "Old Sleuth" attempts to escape after putting the "Quietus," as he thought, to "Nell," by crawling in the muzzle of the after-starboard 13-gun, but is caught by "Old Clothes" Rappeport, who forces "Old Sleuth" to the "Mast" with the aid of the business end of a marlin spike, where the "Skipper" sentences him to be "Down Hauled in the Port Bunker." "Nellie" is rescued from the

Not what you are getting out of the world, but what you are putting into the world.

"Shellac Chest" by "Fourth Class," and is found to be "Soused to the Booby Hatch," and is placed on the orlop deck for safe-keeping, while the officers celebrate the narrow escape of "Nell" by "Splicing the Main Brace" and singing "The Pride of the Bull Dog is Our Dear Nellie."

Mr. Rappeport will hold a reception in the starboard after torpedo tube, which will be loaded with gun cotton for the occasion, after the performance.—F. B. J.



ANSWERS TO CORRESPONDENTS.

K. B. V., Alameda.—(1) No. (2) The *Oregon* is not the only submarine boat in the service. "There are others," but we have never seen one stay under as long as the *Oregon*.

R. S. V. P., San Francisco.—(1) Yes, red shellac can be made into a very palatable drink. For directions as to formula of mixing see W. L. Hagenbaugh.

J. K., Seattle.—(1) Certainly you can. You should be able to make first class quartermaster very easily this cruise. See the ship's writer and tickle his mitt with a ten spot.

J. M. C., Olongapo.—(1) J. McDonald is the "top" on the *Oregon*. (2) He did not marry "Minnie" at Olongapo. (3) Captain Wise gave him the cot.

Bunch from the Wisconsin.—(1) Yes, Sgt. Barry has charge of the Marine Quarters on the *Oregon* but the Master-at-Arms chases the Marines just the same.

C. P. O., Oregon.—(1) You made a mistake, his name is Caulfield and not "Caulliflower." (2) No, he did not starve the C. P. O. Mess.

Orderly Bulldog.—(1) "Life on the Ocean Wave" was not written by Bennett but he is always humming it while at sea.

H. K. B., Hong Kong.—(1) Yes, Farris is a Corporal. (2) No, he never goes ashore without those red stripes or golden chevrons on. "Maggie" would not know him if he did not.

K. B. C., Cork, Ireland.—(1) No, Stritch does not intend to ship over. (2) He did not overstay his liberty in Yokohama, he simply "busted" it and went "busted" too.

B. V., Cavite, P. I.—(1) Yes, Coxswain Scott must have a pull. (2) I do not know where he gets it. (3) He came home with 3 years to do.

Pratt, Oregon.—(1) No, Hagenbaugh is not a Jew name, but might be "squarehead."

THE BELOW PUBLICATIONS ARE JUST FROM THE PRESS OF THE "BULL DOG."

"The Wandering Jew, or Running a Pawn Shop on Baxter Street." By W. Rappeport.

"How to be Honest, or One Year a Ship's Writer." By W. L. Hagenbaugh.

"6 for 5, or How to Take your Shipmate's Money." By P. Auesserese.

"How to be a Gunner on Your Second Cruise." By J. K. Campbell.

"6 Months' Overtime, or How I Missed the Decatur at Shanghai." By "Pop" Hines.

"Hot Air, or How to Send a Wireless Message." By J. T. Moore.

"The Mystery of the Open Work Hose, or She was Warm Stuff." By R. M. Thompson.

"Bugleing Taught by Mail, or Four Years of Hot Air." By B. G. Vinson.

The girl who hesitates is left at the hitching-post.

MINSTRELS.

On Friday evening, the 30th instant, the homeward-bounders were given the chance of once more seeing the all-star cast of the "Bulldog." Under the able direction of Mr. Michael Lieberman and "Strong Arm" Monaco, the greatest show ever seen on the boards of an American man-of-war was pulled off. We cannot help calling attention to the most excellent work done by some of the troupe. Dodd, as Col. Sinclair, carried one back to the blue grass of old Kentucky. Bullens, taking the part of Nellie, his daughter, brought down the house. Some of the crew were just stopped in time from getting mixed up on the stage. One fellow, I won't mention his name, kept repeating, "She is mine." Keeler, taking the part of Daisy, a bareback rider, was the sweetest looking thing that we have seen for many a day. Some of us haven't seen but about two white women for the last four years, and we agree with "Bill" Johnson when he made the remark: "She can have my pay day." Munday, as usual, kept the house in a roar from the time his handsome face appeared until the tail of his full dresscoat disappeared under the curtain. Kelley's monologue was short and to the point. Everyone of the cast did himself proud. Monaco, in his wonderful feats of strength, was really worth seeing. When a man can juggle a two hundred and fifty pound shell—VIII inch—there is something doing in his vicinity. One of Mr. Monaco's great feats is to grasp a rope between his teeth, and allowing six husky coal-passers to pull until the rope breaks—this is the "limit." Mr. Monaco will be seen after April 1st at the Orpheum. Mr. Michael Lieberman is too well known to the pleasure-loving public to need any mention. Mr. Lieberman has just had to refuse an offer of \$500 per month from Weber and Fields—on account of having made a previous contract with another party for "four years more." The thanks of the whole crew goes out to each member of the company for his part in killing some of the tedium of a long journey to God's country.

PROGRAM OF THE ENTERTAINMENT GIVEN ON THE SUPER-STRUCTURE DECK ON FRIDAY EVENING, MARCH 30, 1906.

SKETCH—THE TRAINED ELEPHANT.

- Col. Sinclair (A Circus Owner) Dodd
- Nellie, His Daughter Bullens
- Richard White, Wealthy Merchant's Son Mitchell
- Daisy, a Bareback Rider Keeler
- Sammie, a Bootblack Brown
- Mugsy, a Newsboy Huggard
- Happy Trapp
- Gloomy Monaco

Two Unfortunates Out of a Job.

- Montgomery, Circus Trainer Rauh
- Dod, a Circus Clown Berman
- Monologue Kelly
- Dutch Sketch Thorkildsen & Bauschatz
- Electrical Club Swinging Norris
- Song (The Two Floral Wreaths) Shepherd
- Acrobatic Sketch Harper & Van Nest
- Recitation Mundy
- Chuck Connors and His Bundle Redican & Leavy

HOMEWARD-BOUND QUARTETTE.

- Bauschatz Kernan
- Jensen Fraser
- Two Irish Politicians Fox & Gibbons
- Lightning Sketch Artist Whan

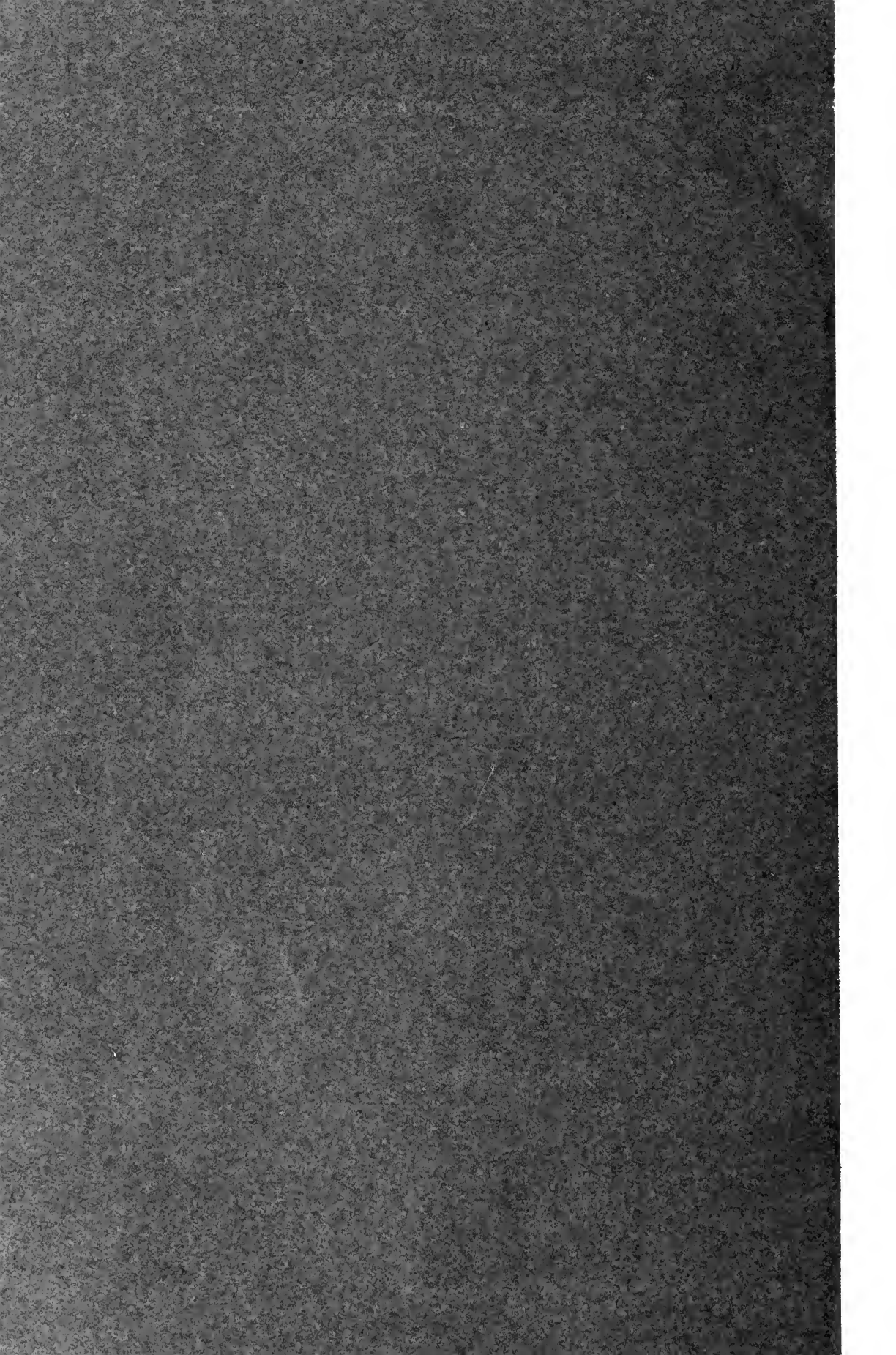
SKETCH—A FEW MINUTES ON BAXTER STREET.

Cast of Characters.

- Mose Levy, Proprietor of the Blue Front Rapperport
- Jake Goldstein, His Clerk Lieberman
- O'Brien, a Typical Broadway Cop Fox
- Rasper Johnston, a Colored Customer Dinwiddie
- Lieut. Spitzberger, Green Goods Man Hoelle
- The Sailor Who Leaves His Pea-coat Brown
- Mrs. Moroney, Buying Bargains for the Old Man Moroney

MUSIC BY THE HOMEWARD STRING BAND.

- Nolan, Marquardt, Schweitering, Norris, Davis, Luebeke, Bright.



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Manufacturers

Syracuse, N. Y.

Stockton, Calif.

