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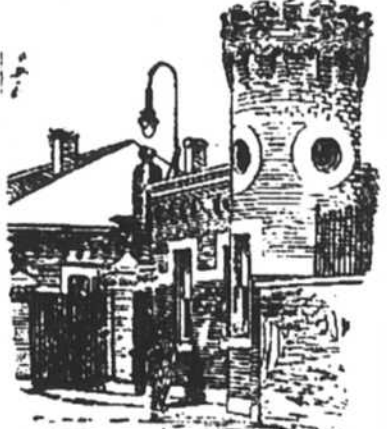
MAKING A BLUEJACKET.

How Uncle Sam Turns Landlubbers into Able Seamen.

ONLY THE BEST MEN PICKED OUT.

What Awaits the Patriot Who Goes to a Recruiting Office to Offer His Services. Qualifications Which the Men Who Man Our Warships Must Possess.

Within the next few months about 2,000 men will don the navy blue and sign articles to give their whole attention for the next three years to the manning of Uncle Sam's fighting ships. Possibly the number may be increased to 3,500. Ordinarily the annual appropriations allow the adding of only 1,500



THE DOOR TO THE NAVY—ENTRANCE TO BROOKLYN NAVAL YARD.

men and boys to our naval forces each year, but the \$50,000,000 emergency appropriation makes the extra enlistment possible. Hereafter recruiting for the United States navy has been done exclusively on the receiving ships. These are stationed at the navy yards in Brooklyn, Charlestown, Norfolk, Washington, Philadelphia and San Francisco. Now, however, the fresh water sailors are to be given a chance. By a recent order from the navy department naval recruiting stations are to be established at various river and lake ports in the west and south.

Although Uncle Sam is badly in need of men for the navy, even in these times when the wave of patriotism has swelled the number of applications to more than ten times the usual size, he is not willing to accept anybody that comes along. The man who is under 5 feet 4 may be a great deal braver and much more patriotic than the halting big fellow who stands 5 feet 10 in his stockings, but the little man will be rejected and Uncle Sam will wait until the big fellow makes up his mind to serve his country at \$10 a month.

No matter where he signs articles, the naval recruit finds that the real door to the navy is the imposing Sands street entrance to the Brooklyn navy yard, for it is to that point that all newly enlisted men are shipped. Before he gets a mess number on one of the new warships he must first take a course of training on Cob's Island, which is a part of the Brooklyn navy yard. While there he makes his home in the picturesque hulk of the old Vermont, which for nearly a score of years has done duty as a training ship.

The man who aspires to wear a blue shirt and draw government pay soon discovers that Uncle Sam is a critical employer. The first representative of the government whom an applicant meets after he has passed the vigilant marine doing sanitary duty is the recruiting officer. This individual is apt to have a keen eye and a sharp tongue, and if the patriot has acquired the idea that he is about to confer a favor on his country he soon forgets it.

He is first asked to state his age and nationality. No man who does not understand and speak the English language can be enlisted, and preference is given to those who can read and write. Those who are American citizens by birth or naturalization or have declared their intentions of becoming citizens are always desired rather than foreigners. Recently this has been more strongly insisted upon, and the man who has



AHEADWARD SQUAD BILLING OF THE OOB.

been enlisted in the last two or three weeks have been almost without exception American citizens. Those among them who are of foreign birth are mostly "northern countrymen"—Norwegians, Swedes and Danes.

After the word is recruit has satisfied the officer upon the above points he is examined as to his knowledge of the sea or of some trade required on shipboard. This is to determine what his rating shall be. If he is over 18 years old and under 25 and has no knowledge

HOW CANNONS ARE MADE

Building Peace Compellers an Intricate Process.

UNCLE SAM'S BIG GUN FACTORIES.

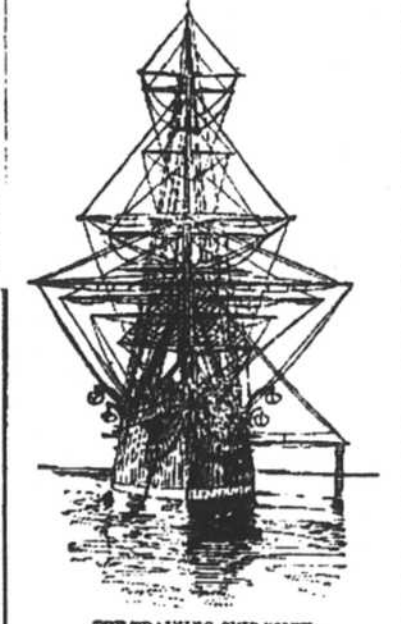
The Huge Rifles of Modern Warfare Cast in One Piece, but Made Up of Many Sections—Some Interesting Features of the Work.

Whenever the distant growlings of the dogs of war mutter through the medium of big headlines you are sure to read that "the work on big guns for battleships and coast defenses is being pushed along." Don't you believe it. No one ever undertook to rush work on a big gun and made a success of it.

The construction of a fort or a battleship can be hurried by putting big

forces of men to work, but none of the steel monsters which guard our coast line was born in a hurry, nor will any of their future comrades be rushed into existence.

Gunmaking, when the guns weigh thousands of tons, is a deliberate art. With ponderous dignity the huge rifles come into being, and all their later movements are correspondingly slow until the time comes for them to set in real earnest—the supreme moment when with a mighty roar, a tremendous belching of flame and smoke, they hurl their gigantic missiles across miles of sea to seek out and sink the audacious invader.



THE TRAINING SHIP ARIZONA.

Uncle Sam has two big shops where he turns out peace compellers. One of these is near Washington, where the big guns for the navy are made. The other is at Watervliet, N. Y., where are made the smooth rifle, siege guns, mortars and other pieces of heavy ordnance. It is at the latter that the biggest gun in the world, destined for the defense of New York harbor, is now in course of construction. There is another arsenal at Watertown, Mass., near Cambridge, and there the new disappearing gun carriages and heavy projectiles are made.

The post at Watervliet was established in 1807, and the reservation embraces a tract of 47 acres. It was then called Gibraltar. This name was changed to Watervliet in 1817. It is only within recent years that the government has been making any of the most modern of the large guns. A board of officers, acting for the ordnance department at Washington, was directed by act of Congress March 3, 1882, to investigate and report on the needs of this country for coast defenses. In accordance with this act a report was submitted Jan. 23, 1886, recommending that about 1,000 guns be mounted for protection at 37 points along the Atlantic and Pacific coasts. The new building is 1,000 feet long, with an average width of about 150 feet. The annual output is twenty 12 inch, fourteen 10 inch and twelve 8 inch guns.

The guns made in the Watervliet factory are the same in their essential construction as those made in the great European factories. The forgings are brought to the factory ready for use, coming chiefly from the Bethlehem and Midvale works in Pennsylvania. An excellent steel is used entirely.

The modern gun differs from the old

HORNETS OF THE SEA.

Men Who Man Torpedo Boats Trained to Kill and Die.

In Peace These Narrow Craft Are Fleeting Tugboats—In War They Are Almost Certain to Become Steel Coffins For Crew and Crew.

No matter how much in dispute, the value of the torpedo boat in modern naval warfare one thing is agreed upon unanimously—in peace they are most uncomfortable craft on which to serve one's country.

The other day the Winslow was ordered from Norfolk navy yard to join the flotilla cruising off Key West. A heavy sea was breaking as she reached the cape, but she pluckily stuck her nose into it and turned outward with hardly more than the top of her smokestack out of water. If you know how a long, narrow boat behaves in a sea-way, you can imagine how little comfort her crew had during the trip.

So little is there to make life bearable on these torpedo boats that in the English navy they are obliged to pick men for torpedo boat service and give increased pay to the entire crew and officers of the flotilla.

It is impossible to avoid this discomfort. The torpedo boats are constructed primarily for speed, and their lightness, narrow beam and shallow draft, while enabling them to make fair speed in calm weather, makes them almost unhabituable in bad weather.

In a recent trip of a torpedo boat across the Atlantic it was found impossible for days at a time to light a fire in the cook's quarters. The officers were so cramped in their cabins that they were forced to sit with their feet propped up against the sides of the boat. Every one on board during rough weather



THE TORPEDO BOAT WINDLOW.

or was hurled from side to side of the narrow steel tub until all were a mass of bruises and contusions. To cap their troubles they slept with the unpleasant knowledge that beneath them were stored explosives sufficient to blow them beyond the clouds.

The discomforts in time of peace are had enough, but in wartime the torpedo boat may well be called the fiercest hope of the sea. Enough has been seen of the dangers to show what small chance there is of the boat's crew living through a torpedo duel. The most tragical event of recent naval battles in which a torpedo boat took part occurred on the night following the battle of the Yalu, when the Chinese ships had sought shelter in a convenient bay, with only a small outlet to the sea. Through this opening a Japanese torpedo boat stole during the night to the attack. The commander of the Chinese vessel Ting-yuen and a number of his crew were on deck expecting some attack. When signaled by other vessels that the torpedo boat had been sighted, the Ting-yuen began to fire in the direction from whence she came. The smoke from the guns made it impossible to see the attacking boat, and the command was given to cease firing. The Chinese commander next discovered the torpedo boat about half a mile distant, coming at full speed toward the ship. The gun crew immediately opened fire upon her with all their machine and rapid fire guns.

The Japanese succeeded, however, in discharging her torpedo. A dull, muffled report announced the explosion under the quarters of the ship. The result was a hole in her bottom that practically wrecked the ship. All her compartments were filled with water and the fires extinguished. As the weather was bitter cold—30 degrees below zero—the ship had to be abandoned.

The fate of the crew of the torpedo boat was simply appalling. She was discovered the following morning floating in the bay. The first man who boarded her found what was left of the crew frozen to death on her deck. The engineer, machinist and fireman had been scalded to death through the cutting of the steam pipes by one of the smaller shots from the machine gun. They were all below decks. The chief engineer was found near the hatchway of the engine room, frozen stiff. It was evident, however, that he had died from the cold and burn. Out of the entire crew of 14 men not one escaped.

Do you see that these hornets of the sea do not have things all their own way even in war. That they fully realize this is shown by a recent remark of Lieutenant Commander Kimball, who has charge of the torpedo boat flotilla.

"How to kill and how to die," says Lieutenant Kimball, "must be learned in the trade of war. A knowledge of the latter is considered more important than the former. Men are trained to kill effectively; they are disciplined to die properly. The men of the flotilla know how to accomplish the first part of their trade; they can be relied on to do the latter."



ARSENAL AT WATERVLIET.

After the last hoop has been put on it goes to the boring lathe, after which the breech thread is cut and the breech screwed on. There is but one step of essential importance yet necessary—it must be made a rifled gun. Its inside must be grooved with a spiral groove, which will set the shot whirling when the time comes for it to speed on its destructive errand. Again the gun is put into a lathe. Three days are needed to rifle it. The muzzle end is finished and its sharp edges are smoothed and polished. The breech plate is finished and sighted and put on. The gun is weighed and marked. Its logbook is packed away for reference, and some five days the gun will be taken to Sandy Hook to be tested. It has probably been eight or ten months since the tub was taken from the car which brought it, a steel forging, from Pennsylvania.

Six weeks is practically the minimum of time for the making of a modern gun, and to finish one within that space everything would have to go marvellously well. The "treatment" of the steel would have to be a success at the very first attempt—something that does not often happen—and the first tests would have to show that the government standard had been reached. Of ten or twelve otherwise these results can only be obtained through much trying and the expenditure of time. A batch of guns may thus take months in the making, while good luck may bring it down to weeks.

None of the guns is named. They are all numbered, and even the woodwork of the tub is numbered until the gun becomes old iron for the government. Its number sticks to it. Sometimes a successful shrinking job takes place on a great gun has gone out to make its way in the world the men who have done the most work on it christen it after their own fancy, but official cognomina of names has never been given.

WHEN COLORS GO UP.

WHAT OCCURS WHEN A WARSHIP GOES INTO COMMISSION.

A Naval Ceremony Full of Interest to Officers and Crew—To the Lieutenant Is It Apt to Be Impressive and Poignant.

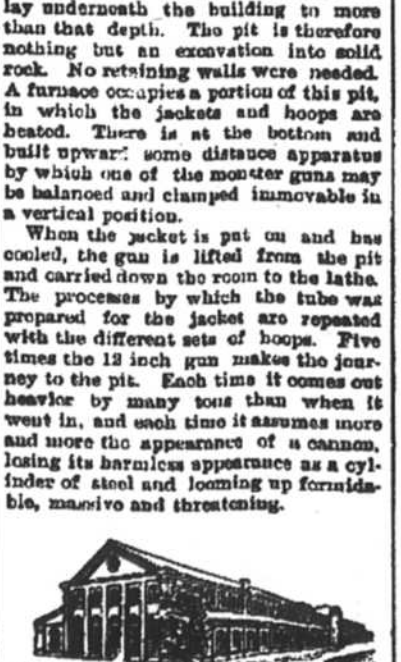
A warship "goes into commission" when the officers and crew take formal possession of the ship and get ready for sea. The ceremony is usually an impressive and inspiring one, especially if the craft is a new and important addition to the naval force. Just now, when we are acquiring a new warship every day or two, the ceremony is quite a common one.

It usually takes place at some navy yard, almost always, in fact, although in the case of the vessels bought from foreign countries, crews are sent to the port where the boats are lying and there the official act occurs. Generally, however, a ship which goes into commission is either a new ship which has never had either officers or crew or an old one which for some reason has been laid up for some time and which has consequently been out of commission.

Briefly the ceremony consists in the reading by the new commanding officer of his orders or authority for taking charge of the ship and the hoisting of the national colors. But as the event is usually not an everyday occurrence the naval officers have managed to make out of this simple act a ceremony full of dignified solemnity and not lacking in picturesque qualities.

When an officer is given command of a ship, it is often the practical result of a recent promotion and this in itself adds interest to the affair. Many of his subordinate officers, too, have received new commissions. The members of the crew, who perhaps have been assembled for the first time, naturally look with some interest on the ship which is to be their home for years to come and take a mental measure of the men who are to be their messmates. Each man feels like a new boy at school.

The first thing to be done is to rump the crew, generally in triple formation, on the deck of the main deck. The officers are all wearing their dress uniforms and are resplendent in gold braid and brass buttons. The high officials of the navy who are present wear their chapans with waving crests and plumes and walk about as stiff as ramrods. At a respectful distance the invited guests, numbering among them the wives and cousins and sisters and sweethearts of the officers,



HOISTING THE COLORS.

look on in admiration, while still beyond and kept back by a line of haughty marines are the self invited spectators, ready to unbottle their patriotism when the time arrives.

The new commanding officer opens the proceedings by reading the orders by which he is authorized to take charge of the ship. This done, the official who is appointed by the navy department to formally hand over the vessel steps forward and makes a little speech. He expresses the hope that the ship and the men who are about to man her may have all sorts of good fortune, perhaps he adds a few words of advice, and he winds up by telling the captain that he is now in charge of the ship.

At these words a waiting bugler blows a spirited call, the band, if there is one, starts in on some appropriate air, and the stars and stripes are run up to the mainmast peak. At the same time the union jack is broken out at the foremast, and the captain's pennant hoisted from the fore peak.

Then the captain is really in command. From that moment until he is relieved he is personally responsible for his ship. If she runs aground, collides with a mud screw or is blown up by an enemy, he is liable to be court-martialed.

Within the last few weeks this ceremony has been gone through at the League Island navy yard no less than three times, the vessels to go into commission being the cruiser Minneapolis and Columbus, the ram Katahdin and the monitor Missonnach.

Of these new ships the Katahdin is the most interesting, for she is the first boat of the navy. She is a heavily armored whaleback steamer, with a washed steel prow as her principal weapon of offense. No modern vessel of this kind has ever been used in actual warfare, and, in fact, the Katahdin is about the only craft of her kind in the world. The minister was the idea of Admiral Daniel Ammen, now retired, and she is regarded as a sort of masterpiece in naval construction. She was built at Bath, Me., in 1885, by the Bath Iron works.

THE ARTILLERYMAN.

A GREAT DIFFERENCE BETWEEN THE LIGHTS AND THE HEAVIES.

The former must be as flexible as an Acrobats and as Good a Mountman as a Circus Rider—Why the Heavy Artillerymen Don't Ride—The latter.

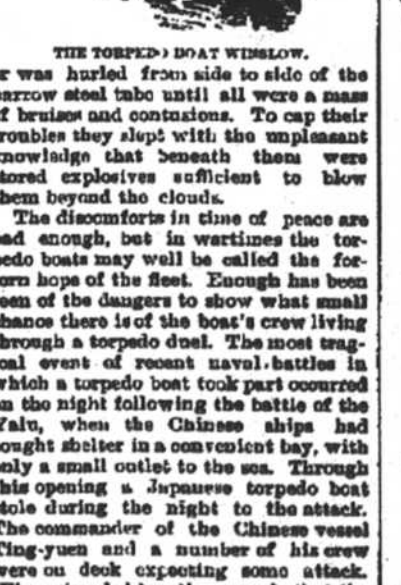
With the mounting of many new guns for coast defenses work and the strengthening of the army, all of which is now in full swing, comes the necessity for organizing several new artillery regiments. This means that thousands of civilians will be asked to enlist and learn to handle cannons, big and little.

The average conscript citizen knows as much about the work an artilleryman is expected to do as he does about Chinese etiquette. If he thinks of enlisting, he is probably moved to apply for either the light or the heavy branch of the service, not by any definite preference, but from some trivial and superficial observation of the work of one or the other. Perhaps he has seen a light battery in the field scouting professions for the benefit of a swimming crowd. He has seen the spirited dash of the gun horses as they come at full speed down the road to wheel and stop at the word like machines. He has envied the young fellows who sit on the galloping horses like statues, but who showed they could move like acrobats when the time came to unlimber, load and fire. He has observed the light artillery branch and learned only after an interview with the recruiting officer that not one man in 100 has the qualifications which fit him for the work.

Light artillery soldiers, as it is considered in the United States army, is largely a matter of horsemanship, and the light artillerymen are picked for their natural skill and aptness with horses. The light artilleryman's drille are many and his duties are heavy, but he is content for this to the reflection that he belongs to the crack branch in the whole military outfit.

Foreign military critics of our own batteries of light artillery of the army of the United States to be unaccountably in the world for horsemanship and rapid and scientific handling of the piece. But while the American light artilleryman has got to be as nimble as a circus rider and an absolute master of horsemanship, he does not have to see his head nearly so much as his "in bar, leave," commands in the heavy artillery ranks.

Then the prospective recruit may have watched the men who fire big guns and aspired to do likewise. He



GOING INTO ACTION—LIGHT ARTILLERY.

will find less difficulty in entering this branch of the service than the other, but once in it he will probably wish himself well out of it.

It is commonly known among military men that by the time an American artilleryman in the heavy branch has put in a three year enlistment he has picked up only a smattering of the many duties and drills that are imposed upon him as the heavy artilleryman is at present organized. If all artillerymen who put in one enlistment in the heavy branch would take on again in that branch, the heavy artillery force of the United States army would be on a par with any in the world. But men in the heavy artillery have of late years been getting enough of it in one enlistment, and when they enlist again a great many of them join the "dough boys" in the infantry regiments for the sake of the comparatively easy "one soldier, one gun" duty therein.

In the first place, the United States heavy artilleryman has got to become as good an infantryman as the man in the infantry regiments. He receives any amount of infantry drill and it is a fact that the heavy artillery soldier in the regular army learns the business quite as well in infantry formation as the regular infantryman.

It requires about one-fifth of an entire battery to man one of the big siege guns, and the men are drilled upon them by the numbers—that is the general gives the commands, and the man performs the movements called for by their numbers in the formation of the gun's crew. But each man is required to master the duties of every member of the gun's crew, and for this purpose he is shifted about to the different numbers as every drill. As there are a thousand and so movements to be executed in getting a great gun served and into firing position, the mastery of this big gun drill, even on the old fashioned pieces of ordnance provided for the purpose in the United States army is no minor matter for a recruit.

Chiefly the heavy artillery recruit happens to be sent to a post that is designated as a training station, he does not see the big guns fired more than five or six times in the course of a three year enlistment, but in drills on the big gun every weekday. If he has an opportunity hold out a retentive memory, he can get hold of the various movements of big gun drill, and, if especially bright, he may even serve as gunner within a year or so.

C. J. BROWN.