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DEVOTED TO THE PROTECTION OF HOME AND THE INTERESTS OF THE COUNTY.

One Dollar a Year in Advance.

VOL. XXV.

GASTONIA, N. C., FRIDAY, OCTOBER 7, 1904.

NO. 51

THE CRADLE OF OUR NAVY.

Where Our Commodores and Admirals are Made—Pen-Picture of the Naval Academy at Annapolis.

Richmond Times-Dispatch.

I have had the good fortune this summer to visit first West Point and then Annapolis, and thus I have had a good opportunity to compare these two institutions. Leaving West Point one morning by steamer (the Mary Powell) we had a charming trip down the Hudson, the scenery being beautiful almost beyond description. From New York, we went to Annapolis by the Baltimore and Ohio, a swift and pretty trip of a little over five hours. The Susquehanna River, which we crossed on our way, was the most striking and picturesque object we encountered.

Annapolis is a pretty old town, with a fine old State House in which Washington resigned his commission as commander of the American armies. In the room where this scene took place there is a large oil painting of it, and also a framed copy of his speech on the occasion and of the reply of Congress.

But the Naval Academy is the chief feature of Annapolis nowadays. The grounds form almost a square fronting on Chesapeake Bay, with the Severn River at the left, and the other two sides enclosed by brick walls with iron gates. Only about two acres are enclosed at present, but an enlargement of the grounds is contemplated. The Academy owns over one hundred acres outside of the enclosure, acquired from time to time by purchase from the city or from individuals. They are enlarging the front by the addition of soil procured by dredging the bay. The grounds are finely shaded and covered with beautiful green sward. Here and there you see a monument to some naval hero or group of heroes. The new buildings are on a magnificent scale, especially the barracks, which are of granite and which will be, when completed, the largest and handsomest in the world. I was told they contained 1,600 rooms.

On either side of these barracks is a large handsome granite building, identically alike on the outside and costing \$400,000 each. The one on the right hand is the new armory which is used for drills and also as a ball room, being sufficiently spacious to accommodate one thousand couples without crowding. The corresponding edifice on the left hand is called the seamanship building, being used for instruction in that art. In this building there are models of innumerable battle ships, both ancient and modern; for instance, there is a model of a French war ship dating as far back as 1657.

There are also figure heads of famous old vessels and various other interesting objects connected with nautical life. The lower floor is to be used as a boat house after they dig a little canal from the river to this building. A fine officers' club house has just been completed, and a chapel and other buildings are in process of construction. The government has appropriated, I believe, \$13,000,000 to these improvements in Annapolis, and the building has been going on five or six years. I was told that about five hundred workmen are employed. Promptly at 5 o'clock p. m. they quit work. The barracks are to be connected by corridors with the armory and seamanship building.

Annapolis presents a vivid contrast to West Point in this respect, that while summer is such a gay season at the latter place, it is very quiet at Annapolis, the only gaiety consisting in the bands playing an hour in the morning and the same in the afternoon, and it is only a half band at that, one half being off on a holiday. Only the Plebe class spends the summer there. The upper classes go cruising early in June, by way of gaining a practical knowledge of seamanship and these cruises along the coast of the United States last till late in August, when the midshipmen come back and are granted a month's furlough to go home, so the academic year does not open till October 1.

Meanwhile, however, the Plebes are being initiated into their new life. Once a week they have battalion drill, but, with that exception, their exercises are very different from those at West Point. At the

latter place it seems to be the object to make the cadets as rigid and stiff as a ram rod, whilst at Annapolis the object is to make them supple and pliable. Every night they have either a drill or gymnastic exercises from 6 to 9. In the gymnasium great prominence is given to climbing ropes, which the middies learn to do with the agility of young monkeys. They also practice running, using dumb bells, going through the motions of rowing, boxing, and other gymnastic exercises. They go out either rowing or on a steam launch each afternoon in the week, except Wednesday and Saturday, and the awkward ones have to go every day till they have acquired the average amount of proficiency. The midshipmen wear a sailor's suit of unbleached duck for their water exercises, with their names marked in large stencil characters across the chest. They wear this same suit also for their gymnastic exercises. Nothing distinguishes it from the dress of common sailors, except that there is a band of blue ribbon around the brim of the hat, which is pure white for common sailors.

SUMMER DRESS.

The ordinary summer dress of the midshipmen is of white duck, the jacket fastened up with brass buttons, and it is a far more suitable and comfortable dress for summer than that worn by West Pointers. In cold weather they wear suits of dark navy blue cloth.

There is an old vessel, the "Santie," kept at Annapolis as a prison ship for "middies" who commit misdemeanors. Also they have a monitor vessel, the gunnery. They have numerous row boats, steam launches, and other water craft. The eight bells system (of which we read so much in nautical tales) is practiced at the Naval Academy. They divide the time into periods of four hours each, ringing a bell every half hour, which brings the eighth bell to the conclusion of the periods and then they start afresh. These periods terminate at 12 m., 4 p. m., 8 p. m., 12 midnight, 4 a. m., 8 a. m. etc. It sounded quite romantic and made me feel almost as if I were on board the Water Witch or some of Cooper's other vessels.

The Academy has a beautiful cemetery on a slope overlooking the Severn River. I never saw a greener, more shady and peaceful looking spot, and it seemed so appropriate that the remains of the naval officers and seamen should rest in sight of the waters which had formed their element in life. Many of the monuments are handsome and of an elegant simplicity. One, for instance, is a large shaft of gray granite, with an anchor chiseled on the front of it, whilst another consisted of a massive block of granite surrounded by a large cross. One monument (erected by his comrades) marked the grave of a midshipman who had died at eighteen. I visited the graves of two young midshipmen who had perished in the Missouri explosion last Spring, and found them decked with fresh flowers. I was told they were kept constantly so by their comrades or relatives. As I stood above them, I involuntarily repeated the line—

"Alas! how many hopes lie buried here."

In some respects the Naval Academy is rather more indulgent to its pupils than West Point is, but, on the whole, a strict discipline is kept up. A dollar a month is given to the "middies" for pocket money (which is, no doubt, supplemented by their parents) and they are allowed to go into town every Saturday, where they can buy any little delicacy they have the inclination or means for. They seem to be good patrons of the ice cream saloons and candy shops. If they are on the first conduct grade they are allowed to take meals in the town with friends or relatives. French is the only study carried on in summer, and besides having a French teacher, they have the assistance of a phonograph impressed with the proper accent.

Last winter the class graduated in February, instead of waiting until June, on account of the Government being in such pressing need of naval officers. The same thing will be done this coming February, but I do not know if it will be kept up longer. The regular course at Annapolis is four years, and then the graduates go on a two years cruise in foreign waters before they are considered to

have entirely completed their course.

The Naval Academy at Annapolis is of far more recent origin than West Point, having been founded there in 1854, taking the place of several small naval schools which were scattered at various points—New York, Philadelphia, and Norfolk. The Academy owes its foundation to George Bancroft, Secretary of War, a man not only of great scholarship, but also of fine judgment and common sense. He saw that separate schools without organization or intelligence constituted an appendage to naval yards and sea-going men-of-war, could produce no satisfactory results.

He also saw that the remedy for this evil was to fix on a given point, suitably located for learning seamanship, and to found there an academy where the midshipmen could have thorough and efficient training for their profession. For, Severn, at Annapolis, seemed to offer the most suitable location for this purpose. It was an old army post, bought by the Government in 1808, two sides of it enclosed by a brick wall, and the other two sides open to water—the Severn River and the arm of the Chesapeake Bay that forms Annapolis harbor. It contained officers' barracks and quarters sufficient for the new institution in its infancy. Commander Franklin Buchanan was made the head of the new Naval Academy. He was born in Baltimore in 1800, entered the service at fifteen, gained a high reputation for skill and ability, and rose to the grade of commander. The Naval Academy was as fortunate in having such a head in its incipient stages as West Point was in the services of Sylvanus Thayer, "father of the Academy." At the breaking out of the civil war Buchanan went with the South and achieved still further renown in our gallant little navy, taking part in the famous Merrimac fight. The pressure of Southern feeling in Maryland was so great that it was deemed advisable to move the Naval Academy to Newport, R. I., where it remained until the strife was over. The Government apprehended the naval vessels at Annapolis being seized and turned over to Southern use.

Strange to say, the Government which acted so fatherly and liberal a part towards West Point was very slow and apparently reluctant to recognize the importance of fostering and encouraging the navy. Of late years, however, it has awakened to the importance of this, and is taking vigorous measures to render the navy large, efficient, and powerful. When the upper classmen return from their cruise, there will be between eight and nine hundred midshipmen at Annapolis. By the way, the Plebes do not look forward enthusiastically to their return, as having had not been so effectually stamped out at Annapolis as at West Point.

Responsibility for the Wreck. Statesville Landmark. It seems that the responsibility for the horrible wreck in Tennessee Saturday is doubt to be placed on W. B. Caldwell, conductor of train No. 15, west-bound. It is stated in several papers that Caldwell got the orders for the meeting point, put them in his pocket and neglected to inform the engineer.

Under the rules of the railroad the conductor receives the orders and transmits them to the engineer, fireman and flagman, all these notified in the abundance of caution. It is asserted that Caldwell neglected to communicate his orders to any other members of the train crew and didn't realize the danger until the meeting point had been passed. Then before he had time to act the awful collision had occurred. Of course he is not excusable, but railroad men, from constantly facing danger, become hardened, then careless, and often they take risks that a little care might prevent. Caldwell had been in the service for 18 years and was considered a reliable man. Since the wreck he has been almost crazed. In his condition we can but pity, for if he realizes, as he doubtless does that he is even partially responsible for the disaster, he has suffered the tortures of the damned since the accident occurred and he will never be the same man again while he lives, even if his mind does not give way.

Jo. Jefferson, the veteran actor, has decided to leave the stage. Advancing years and ill health make his retirement necessary.

UNFORTUNATE PRINCESS LOUISE.

Woman's Desperation Leads to Disclosure of Startling Court Scandals. Chicago Tribune.

If the case of the Princess Louise of Saxe-Coburg-Gotha stays before the public much longer there are going to be disclosures which will be interesting reading.

The princess is the daughter of King Leopold of Belgium and grand-daughter of the Austrian Emperor. Her relatives are among the most powerful nobles of Europe. One would naturally imagine her as especially favored by Providence, but it appears that Providence is no respecter of persons or long names.

The princess was married at the age of seventeen to Prince Philip of Saxe-Coburg. She had nothing to say about the choice of her husband. At some hour between breakfast and dinner her father glanced into the Almanach de Gotha and talked with a few ladies in waiting, and it was settled that the princess should be married to Philip. So they called Philip over and made him a present. They make presents the same way to some of the South Sea Islands, but there the recipient has an opportunity to see more of the presents before he decides whether he wants to take it home or not.

After Philip had called in a few of his drunken cronies to look at his new pet animal and had horsewhipped the animal because it showed a trace of modesty and it did not relish being put on exhibition in a chemise, the animal, or rather the princess, appealed to her father. She was sent to a lunatic asylum. The evidence was against her. When a person appeals to a stoolball for sympathy it is a clear case of dementia in most any country.

Probably the princess was indiscreet in becoming entangled with an Austrian officer, the Count von Matschich. Probably she is more or less of a silly woman. But it is doubtful if she ever had half a chance to be anything else. She seems to have developed unusually well, considering that she was brought up in the manner customary to some of the royal courts in countries still blessed with undefiled blood. The continued intermarriage of half-wits will eventually produce idiots of a superior type. Or, if not idiots, something worse.

All royalty is not by any means to be condemned for the excesses of some of its members. The German Emperor has said a few pungent things about the spouse of the unhappy princess. This country may lack the picturesqueness which nobility lends to the European landscape, but when it comes to picking things out of the garbage box and bestowing titles on them, this country would rather go without picturesqueness.

CHANCE FOR THE GAZETTE READERS.

Coupon Worth 25c. If Presented at Adams Drug Co's Store.

In order to test THE GAZETTE's great circulation and its superior advertising value, we have made arrangements with Adams Drug Company the popular druggists, to offer one of their best selling medicines at half price to any one who will cut out the following coupon and present it at their store.

COUPON This coupon entitles the holder to one 50c. package of Dr. Howard's specific for the cure of constipation and dyspepsia at half-price, 25c. We will refund the money to any dissatisfied purchaser. Adams Drug Company. TWENTY-FIVE CENTS.

Dr. Howard's specific for the cure of constipation and dyspepsia is not an unknown remedy. It has made many remarkable cures right here in Gastonia and so positive is Adams Drug Co. of its great superiority in curing dyspepsia, constipation, sick headaches and liver troubles that they will, in addition to selling it at half-price, refund the money to anyone whom it does not cure.

If you cannot call at their store, cut out the coupon and mail it with 25 cents, and a 50 cent box of the specific will be sent you by mail, charges paid. Do not put it off. "One to-day is worth two to-morrows."

This is a great opportunity for our readers to obtain a popular remedy at a small price. There are sixty copies in every package, and unlike ordinary constipation remedies, the dose is decreased after the first few days. 07-14

SUDDEN DEATH AT STANLEY.

Mr. David A. Smith, Seaboard Airline Agent Died Tuesday—Body Shipped to Apex.

With shocking suddenness death came to Mr. David A. Smith, the popular young depot agent for the Seaboard Airline Railway at Stanley, Tuesday at noon while he was engaged in the discharge of his duties.

For several days Mr. Smith had been feeling unwell but had not quit his work. When he went out to meet the morning passenger train which is due at Stanley about 11:30 o'clock he fell in a faint but recovered sufficiently to attend to the business connected with meeting the train. When he returned to the depot he fainted again and bystanders immediately summoned Dr. T. C. Quickle who was near by. Dr. Quickle assisted Mr. Smith to get in his buggy and started for the residence of Mr. W. C. Thompson where the young man boarded. Before they could reach the house, however, the young man fell over dead in Dr. Quickle's arms.

The deceased was about twenty seven years of age and had been depot agent at Stanley for the past five years. He was well liked by everybody who knew him and his sudden death cast a gloom of sorrow over the community. He was a member of the Baptist church. His father, mother, two brothers, and four sisters survive. The body accompanied by Mr. R. C. Goode, was shipped on the evening train to his old home at Apex for burial.

Good Health to the Children

Children especially are fond of dainties, and the housekeeper must look carefully to their food.

As good cake can be made only with good eggs, so also a cake that is healthful as well as dainty must be raised with a pure and perfect baking powder.

Royal Baking Powder is indispensable in the preparation of the highest quality of food. It imparts that peculiar lightness, sweetness and flavor noticed in the finest cake, biscuit, doughnuts, crusts, etc., and what is more important, renders the food wholesome and agreeable to young and old.

ROYAL BAKING POWDER CO., NEW YORK.

FALL OPENING OF FINE FASHIONABLE MILLINERY FRIDAY, OCT. 7th. YOU ARE CORDIALLY INVITED TO ATTEND. Jas. F. YEAGER.

WEDDING GIFTS. Be careful in selecting your gift. It will be viewed and criticized by many. Those whose opinions you most esteem will see it. By it may be judged your good taste and judgment, maybe your friendship and liberality. Safeguard yourself by making use of us in the selection. We have the goods that suit. We know the latest styles—best makes—most suitable gifts. CUT GLASS, ART GOODS, SILVERWARE, CLOCKS. Special pieces that show refinement, novelty, richness at surprisingly moderate prices. TORRENCE-MORRIS CO. Jewelers and Opticians. Expert Repairing. Artistic Engraving.

COME ONE! COME ALL! We have a nice lot of RUBBER TIRE BUGGIES on hand. Any one wishing to purchase one will do well to call and see what we have and get our prices and terms. We will be glad to show you what we have and will use our best efforts to satisfy you in quality and style. We have in stock new vehicles, prices ranging from \$25 to \$117.50. Come in and get A BRAND NEW BUGGY. We are again ready to supply you with mules and horses, having only a few days ago received a carload of stock from Tennessee. These stock were selected by our old buyer Mr. Geo. A. Anderson and among them you will find some extra nice pairs of mules and a few good horses to suit almost any one wishing a good animal. Call and see our stock before buying elsewhere, and oblige

CRAIG AND WILSON

TAX NOTICE!

I will meet you at the following places for the purpose of collecting your tax: BELMONT, Saturday, Oct. 1, from 9:30 to 4. DALLAS, Monday, " 3, " " " " McADENSVILLE, Tuesday, " 4, " " " " LOWELL, Wednesday, " 5, " " " " MT. HOLLY, Thursday, " 6, " " " " MOUNTAIN ISLAND, Friday, " 7, " " " " LUCIA, Friday, " 7, 1:30 to 4. GASTONIA, Saturday, " 8, 9:30 " " STANLEY, Monday, " 10, " " " " CHERRYVILLE, Tuesday, " 11, " " " " BESHRR CITY, Wednesday, " 12, " " " " DILLING'S MILLS, Thursday, " 13, 9:30 to 12. CROWDER'S MTN. MILLS Thursday, " 13, 1:30 to 4. HOVIS STORE, Friday, " 14, 9:30 to 12. UNION, Monday, " 17, " " " " SOUTH POINT, Monday, " 17, 1:30 to 4. ALEXIS, Tuesday, " 18, 1:30 " " " CARPENTER'S STORE, Wednesday, " 19, 9:30 to 12. LANDER'S CHAPEL, Wednesday, " 19, 1:30 to 4. CROWDER'S CREEK, Thursday, " 20, 9:30 to 12. PLEASANT RIDGE, Thursday, " 20, 1:30 to 4. C. B. ARMSTRONG, Sheriff.