

THE GADGET

1918



# MY BOOK

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*Alfred Reynolds*

Rear Admiral (Ret.) U. S. N.

COMMANDANT GULFPORT NAVAL TRAINING CAMP



# THE GADGET



## United States Naval Training Camp

Gulfport, Mississippi



For the Benefit of the Athletic Association

1918

Issued by The Gadget Staff

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# Foreword



To print or not to print—that is the question,  
Whether 'tis nobler for the staff to suffer  
The stings and arrows of the outraged public,  
Or to lift pens about our Station troubles,  
And by publishing,—end them? To write—to print—  
No more; and by the print to say we end,—  
The heartaches and the thousand natural shocks  
We have become heir to—'tis a consummation  
Devoutly to be wished, To write to print,—

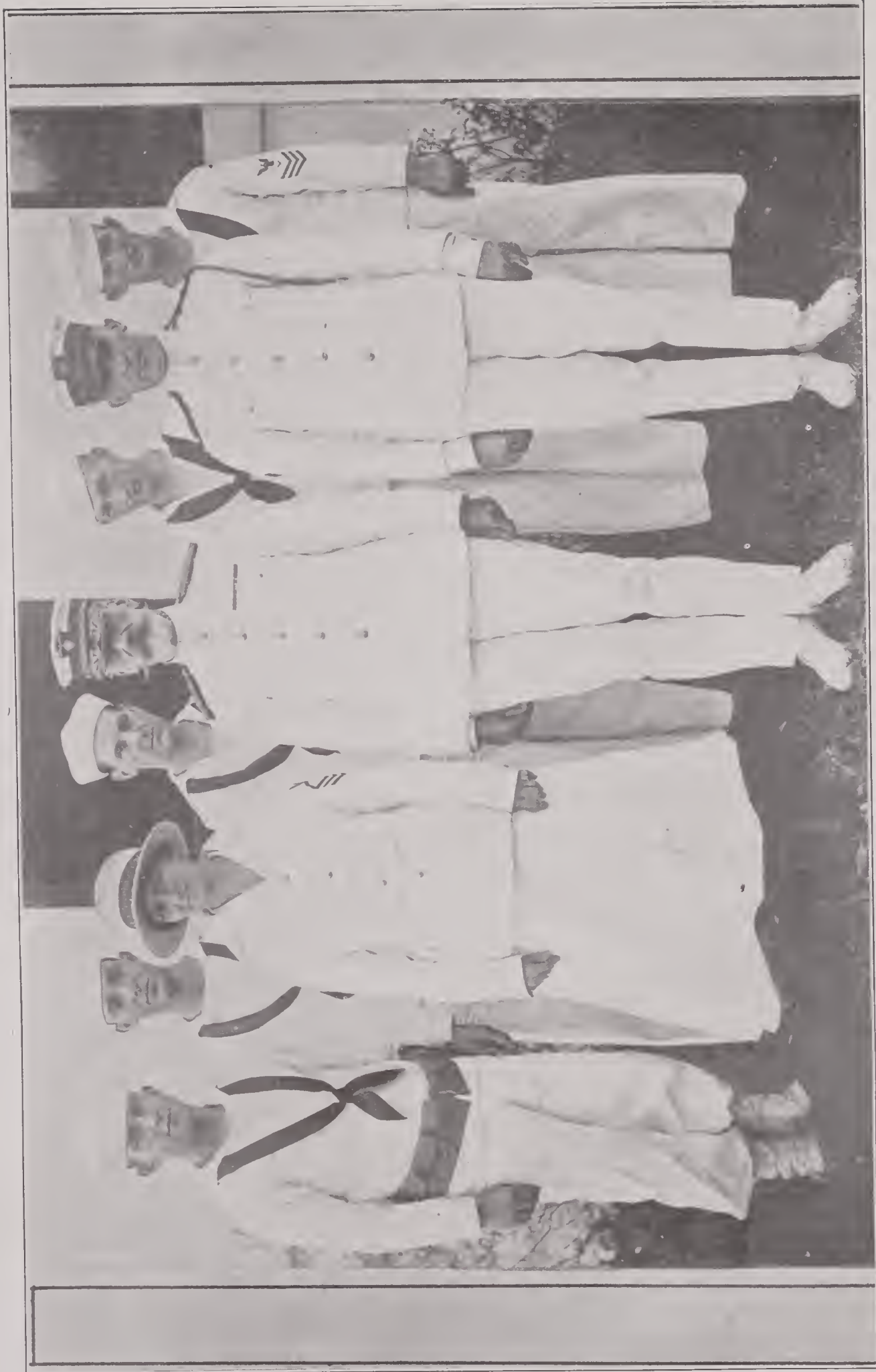
To print! perchance to sell! ay, there's the rub;  
For in the sale of books what ills may come when  
We have shuffled in our money cold, must make us  
Pause; there's the respect that makes calamity  
Of such a job; for who would bear the whips and  
Scorns of strife, the advertisers' wrath, the proud  
Classes contumely, the pangs of desperate hate,  
The law's dire threat; the insolence of ship-mates,  
And the spurns that patent editors must ever take  
When they themselves might a quietus make with Publication?

Would we curses bear, and grunt and sweat under this  
Weary load, but that the dread of money losses afterward,  
The hideous state, *bankruptcy*, from whose bourn no  
Traveler returns, weakens the will, and makes us rather  
Bear the ills we have than fly to others we know well of?  
Thus prudence does make cowards of us all;  
Thus the earnest wish for publication is sicklied o'er  
With the pale cast of doubt, and this great pith and  
Moment with one look is laid to gather dust, and lose  
The name of literature,—Soft now:—  
Readers, in thy grace, be all our faults forgiven.

FRED H. SNEED, Yeoman 1c.

With apologies to William S——.





THE COMMANDANT, AIDE, AND FORCE

# COMMANDANT



SAMUEL LEVIN

SHIPMATES and old Navy men have their own way, famous for its boastfulness, of recounting their experiences in the service. The time is coming when we too will tell our common adventures and for that time we hold in store the fact that our Commandant was Rear Admiral Alfred Reynolds about whose life we will be proud to know the following facts:

Rear Admiral Alfred Reynolds manifested his power of selection very early in life by choosing Virginia for his birth-place, on September 7, 1853. His father was General J. J. Reynolds. As the sons of Army officers usually do, he spent his boyhood in a number of places and on September 22, 1869, was appointed to the Naval Academy at Annapolis, from Indiana. Though he has said very little about his career at the Academy it is known that aside from being a good student he pulled an oar in the crew for four years, during which time it never met a defeat.

His first service, after graduating, was aboard the U. S. S. *Narragansett* under the command of George Dewey, then a Commander, surveying the Gulf of California. Since

then he has served in all parts of the world. In the Philippine war he was a lieutenant. During the Boxer Rebellion he was lieutenant commander on the U. S. S. *Nashville*. In the Atlantic Fleet, he has been in command of the monitor *Nevada* and the armored cruiser *Montana*,—ashore he has twice been the Commandant of the Norfolk Naval Training Station.

Under President Taft he accompanied Secretary of State Knox as U. S. Naval representative to the funeral of the Mikado of Japan. The representative of the Army at the same event was the present General John J. Pershing.

For two years he was in command of the Pacific Reserve Fleet and at the time of his retirement from active duty, in 1915, he was president of the Examining Board in Washington and an Admiral of the first nine. On June 29, 1917, he was ordered back to active duty to establish this camp.

In his long career he has been closely associated with all of the great men of both the Army and the Navy. The present Admirals of the United States are juniors to our Commandant.



# The Gadget

EVERY function and every activity of this camp exists as a part of the powers of the Commandant. You and I, and every enlisted man and officer in every department of this camp, are functioning organs of the official Commandant.

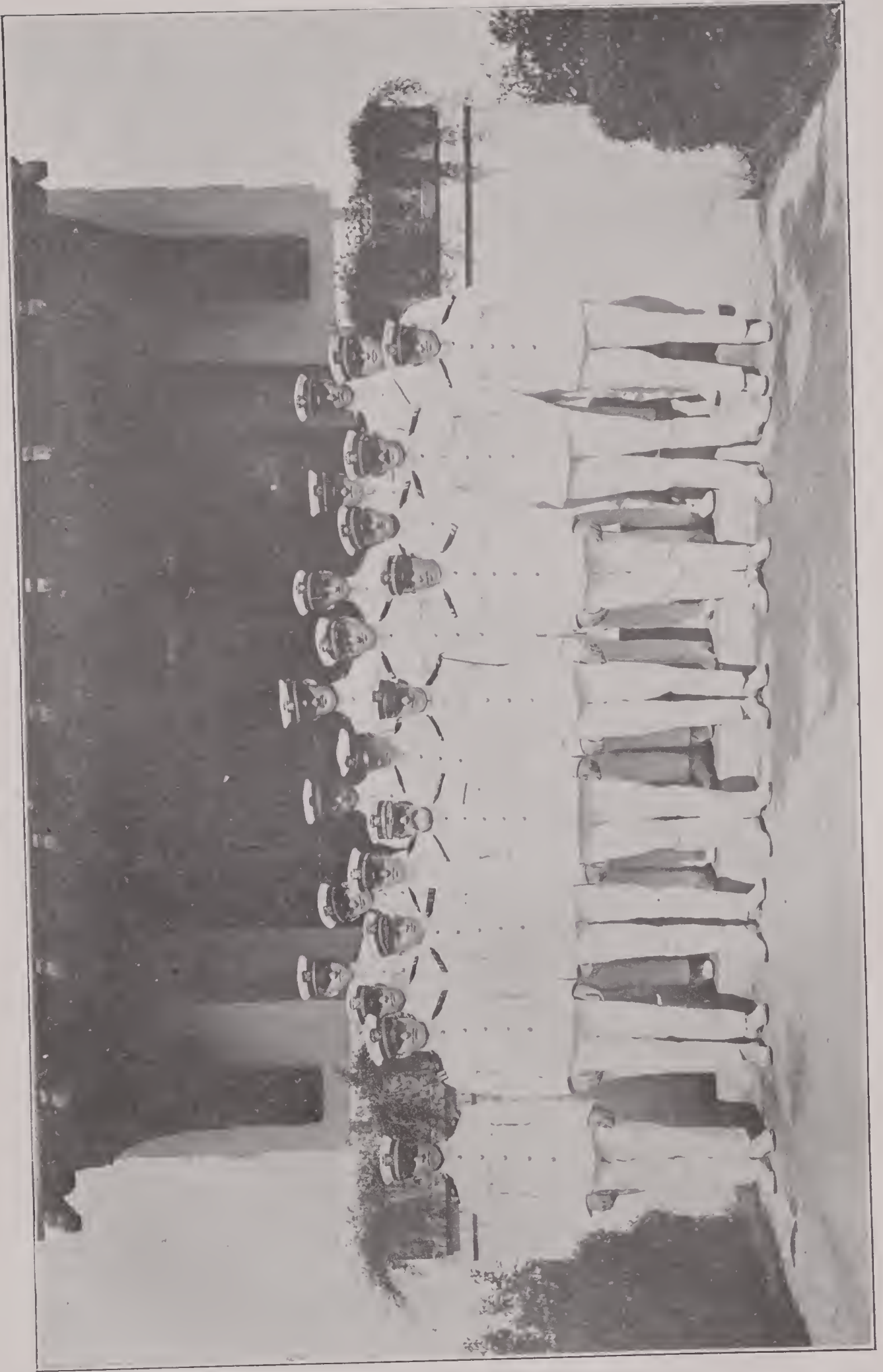
An idea can easily be gained as to the volume and scope of the work of the Commandant's office. Lieut. (J. G.) J. Jucker, Jr., is personal aid to the Commandant. Whenever

we see a man with aiguillettes, we take it for granted that he is one eye of the Commandant.

Mrs. Betty Myers, chief yeoman, in the Commandant's office, through her loyalty and fair judgment is a formidable character in camp government. It pays to make a good impression on her. Thomas A. Walker, Y. 1c., first class, is a walking catalogue of documents and papers of the office.

"Where is it? Ask Walker."



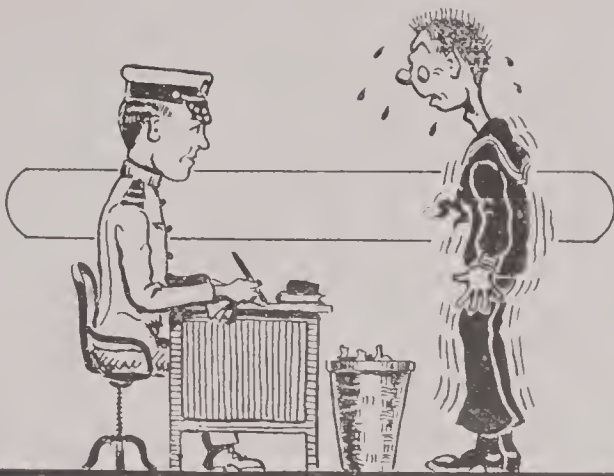


THE COMMISSIONED AND WARRANT OFFICERS





COMMANDER G. F. SCHWARTZ, U. S. N. R. F., EXECUTIVE OFFICER



# EXECUTIVE OFFICE

ARTHUR W. NUGENT  
U. S. N. R. F.

**C**HIEF among the accomplishments of the labor of Commander G. F. Schwartz are the three following—inventions in gas water heating, with the ownership and operation of a factory for the manufacture of the heaters; management of gold and silver mines in Sonora, Mexico; and the organization and development of the Missouri Naval Militia.

The history of the Missouri Naval Militia is a tale of unswerving loyalty and sacrifice by our Executive Officer. Through the influence of Commander Schwartz it was brought through critical times, until at the outbreak of the present war, it glorified itself by providing four hundred fifty men and twenty-four officers, fully equipped and trained for immediate active service in the U. S. Navy.

Commander Schwartz was born in St. Louis and has lived there for the greater part of his life. His business career is that of a self-made man who gained prominence in industry through applying himself to improvements on his product.

His Mexican enterprise in gold

and silver mining bespeaks the patience and justice of a man dealing with the peon labor of that country to the mutual advantage of both, until the anarchy of the country made business almost impossible.

He is a great reader, a close student of psychology, and a deep thinker in the mechanics of his product, the gas water heater. His observation of men and ideas as well as his vast sympathy makes him beloved by every man in camp. Every "Gob" who has come before Commander Schwartz either for a personal request or because he was "On Report" has left his presence with the feeling that the Commander had his welfare at heart. It is not infrequent that he returns to his desk after evening mess to help some man who is in trouble.

While at sea, he was in command of the *U. S. S. Huntress* and the *U. S. S. Isle de Luzon*, a prize of the Spanish-American war; served on the *U. S. S. Rhode Island*, the *U. S. S. Kentucky*, in Naval Militia cruises, and was executive officer of the *U. S. S. Amphitrite*.





EXECUTIVE OFFICER AND FORCE



## The Gadget

“SAY, Sharp, I’ve lost my pass. Do you reckon you could get me one by 4 o’clock? I got-a-date with a jane to-night and if I don’t show up my name’s Dennis.”

“I want to see Harris. I enlisted in this here outfit as ‘Landsman for Aviation’ and they’ve got me down as ‘Landsman for Machinist Mate.’”

“Have my papers come down from the Admiral’s office yet? Didn’t you hear me say I wanted to catch the 4:40 train? Seems to me my request has had plenty of time to get through, been in here ever since 11 o’clock this morning.”

“Monte, here’s a guy who says he’s got some furlough papers and one-cent fare slip coming. How about it? Paul K. Weaver,—another ‘ace’ here to see you about his reimbursement. Tell him the Bureau of Navigation is holding up everything in order to spend all their time dealing with his case, and he ought to hear from them in about ninety days.”

“How do I know what sort of a ‘shoot’ you are going to get for throwing bread in the mess hall? What do you think this is, some sort of a fortune-telling outfit? What’s that? Will you get busted? Where do you get that stuff, you’re an apprentice seaman already.”

Through the hands of the executive officer, Commander G. F. Schwartz, passes every request, be it great or small. Transfers, changes of rating, issuance of passes, dis-

charges, re-enlistments, or breaches of discipline, both minor and serious,—all come beneath his practiced eye. It is the executive officer who once each week carries out the formal inspection of the camp. It is to him that all reports as to strength and personnel of each regiment is made daily; and it is to him that the men come for advice and counsel.

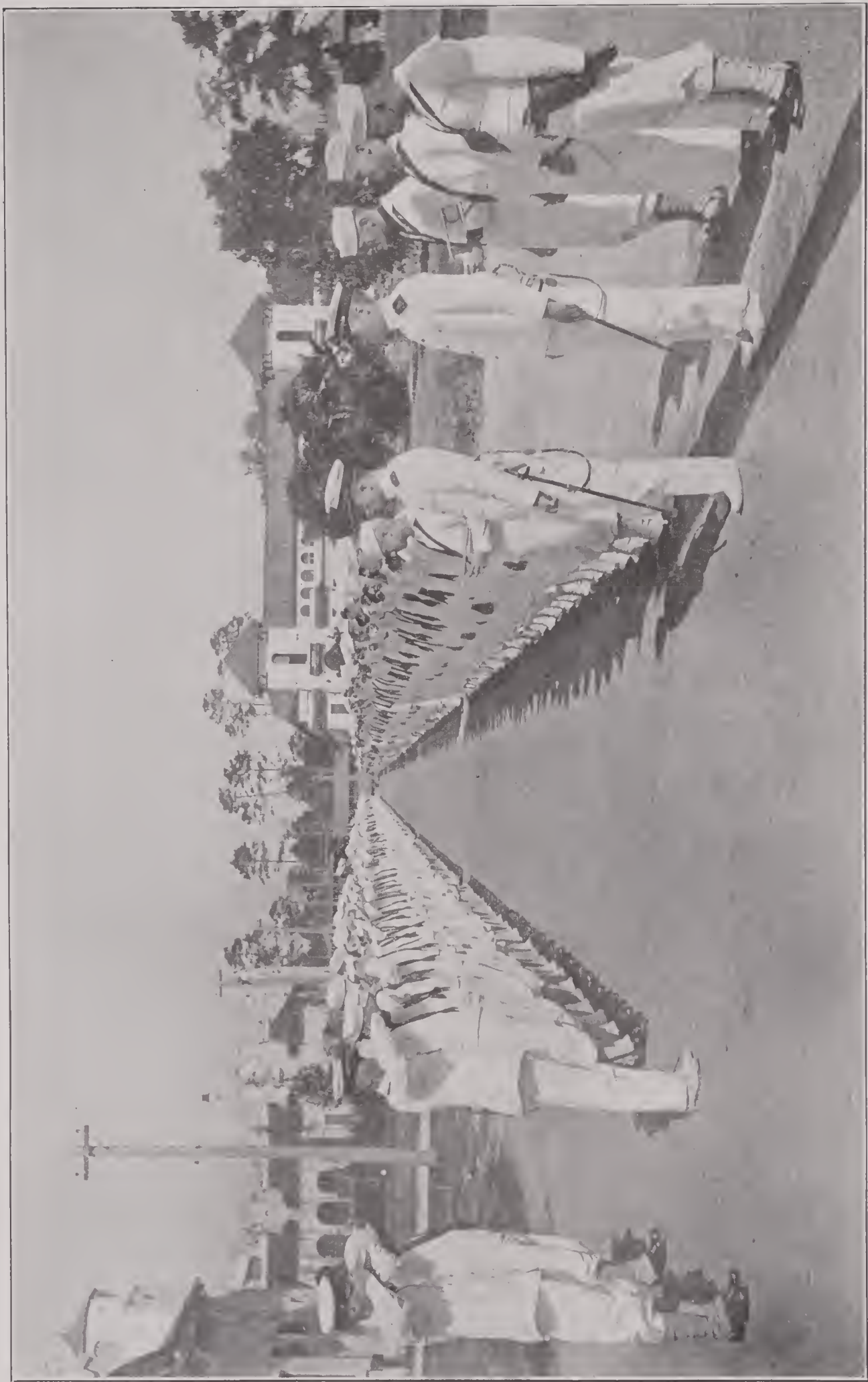
The executive officer is personally responsible for all ordnance, ordnance supplies and other weapons and accoutrements making up the military equipment of the camp. The postoffice and rigging loft also come within the sphere of his jurisdiction and direction.

L. J. Sharp, Y. 1c., is, the Commander’s right hand man. A great mass of the correspondence which comes to the Executive Office need not necessarily receive the personal attention of the Commander, and the handling of this surplus paper-work keeps Sharp busy from morning until late in the afternoon. Personal reports, both monthly and annual, are made out under Sharp’s direction.

The record room, which also furnishes working space for a number of stenographers and strikers necessary for the carrying on of the great mass of detail connected with the operation of the Executive Office, is in charge of Charles R. Harris, Y. 1c., who acts as Sharp’s assistant.

Several yeomanettes as well as a hard working bunch of lesser would-be yeomen add greatly to the rapidity and accuracy with which the daily routine is carried through.





SATURDAY MORNING INSPECTION



# POST OFFICE



THE camp postoffice, at present housed in the disbursing building, is presided over by Daniel T. Dodson, Y. 1c., assisted by "Silent" Boedecker and Miss Florence L. Bailey, Y. 2c.

Since the rookies began to arrive Daniel has been forced to work long hours, and as far as possible has prevailed upon his help to bear a hand as long as they will keep at it. It is hard for the individual to realize the huge mass of mail of all descriptions which passes through the camp postoffice each day. Many a country town postmaster doesn't handle as much work in a month as Daniel does in one hour of an ordinary working day. Dodson and his

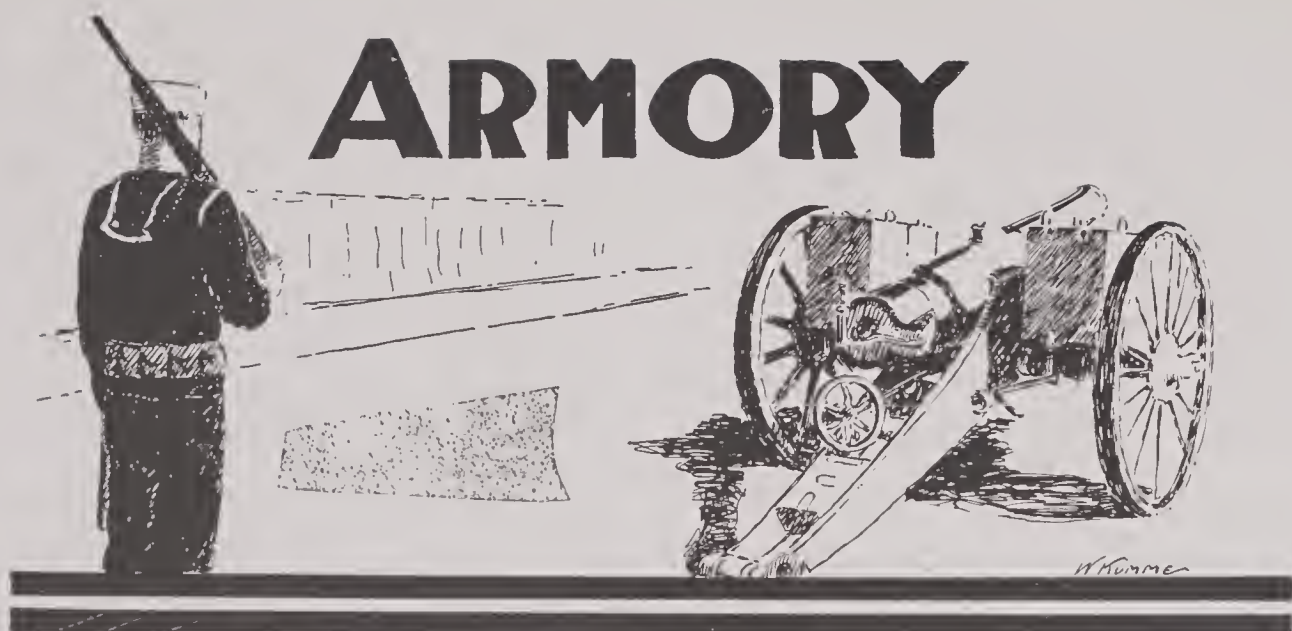
doughty assistants however are used to hard work and a truck load of mail sacks holds no terrors for them.

In addition to the assistants above named the personnel of the postoffice also includes an erstwhile birdman and a one-time seaman guard, known as "Dutch" and "Nick," respectively. True, they are lesser lights, but they form a necessary cog in the machinery.

The above named Daniel Dodson is the originator on this camp of the expression, "How you making out?" an expression which has been taken up and repeated by his shipmates with such maddening repetition that it has driven some of us almost to the verge of insanity.



# ARMORY



**D**OWN where the boys get their guns and belts, and also a thing or two about muzzle velocity, this station has in captivity the only and original E. R. "Tex" Selman, chief gunner's mate. Chief Selman, who is in charge of the Armory, decided some time ago that the plains of Texas did not appeal to him as did a life of strife and fight aboard one of his country's men-o-war, so he decided to go to the Seaman Gunners' School in

Washington, D. C., and get the right dope about the things he would use to start something with.

While in Washington, D. C., the Chief started his fight in life the right way for it was here that he gained pugilistic fame and won the southern championship from "Fighting Bob" Dirty. Since that time "Old Muzzle Velocity," as Selman has been affectionately termed by the men on the station, has held three fleet championships.



# RIGGING LOFT



**T**HE rigging loft is the chief distributing point for sleeping material for the Gobs and is under the command of Chief Manuel Pastrana, veteran of the Battle of Santiago, on the Spanish side. In winning the Battle of Santiago, Admiral Dewey proved conclusively to Pastrana that we had a better Navy and therefore Pastrana soon after enlisted with Uncle Sam.

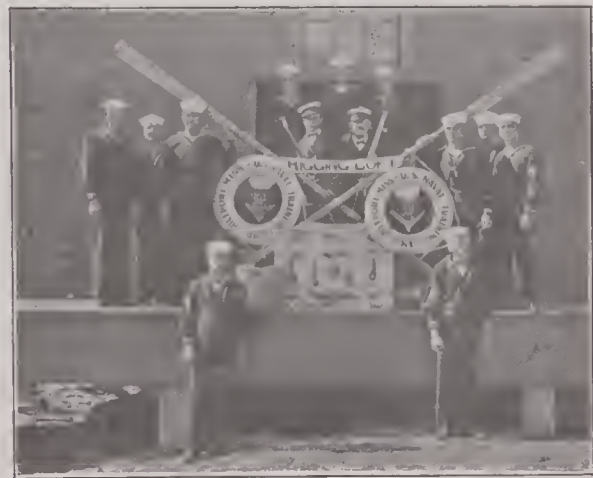
In installing the rigging loft, technically called the "Riggin Lo," Pastrana was often called upon to follow up the Supply Department which I believe will always remember his drastic reminder, "Paymastey, Paymastey, gotta no sistoo hooks, no gromoos, no sella needoos, no ropas, no blockes, no shocklas, waita tree mons, no gotta da notting."

When Pastrana was in charge of Detention Camp he was a strict disciplinarian. His admonition is still on the lips of many an ex-detentioner, "You no respecta da ooni-

forma, righta handa saloota, one a tow."

In spite of his shortcomings in the English language no man belittles the importance of Chief Pastrana as a seaman and a rigger as well as his vast knowledge of Naval materials.

Assisting Chief Pastrana in the administration of the rigging loft is Chief Boatswain's Mate Moberg, and between the two they manage to meet every need which they are called upon to fill.







PUBLIC WORKS DEPARTMENT



CIVIL ENGINEER L. F. BELLINGER is the only lieutenant commander of the Navy who, except by courtesy, is justly entitled to be called captain, for during the Spanish-American War he held a commission as captain in the Third U. S. Volunteers. He was born in the State of New York, January 10, 1867. Among his ancestors are six who fought in the American Revolution.

Prior to his commission in the Army he was a professor of Civil Engineering at Norwich University, Military College and Chief Engineer of one or two commercial enterprises. His specialty then was Hydro Electric Installations.



UPON the invitation of a committee of "Gentlemen From Mississippi" the Navy Department decided to establish at Gulfport, Miss. a Naval Training Station on the site selected for the erection of an exposition which was to celebrate the centennial of Mississippi's admittance to the Union.

At that time there were seven at-

He was commissioned civil engineer in the Navy, January 12, 1901, and has served at the following Navy Yards and Stations: Brooklyn, Philadelphia, Portsmouth, Newport, Bremerton, Washington, Cavite, P. I., and Gulfport, Miss. He holds a good poker hand, "three jacks and two queens," five children in all. His present home is in Atlanta, Ga.

Lieutenant Commander Bellinger is a member of the Army and Navy Club of New York city, the American Society of Civil Engineers, the Masonic Lodge, and a number of other organizations of equal fame and importance.

tractive buildings which had been erected by the Mississippi Centennial Exposition and it was around this nucleus that the present camp was designed.

On July 20, 1917, Rear Admiral Alfred Reynolds, United States Navy (Retired), reported for duty as Commandant. Lieutenant Commander Albert A. Baker, Civil En-



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gineer Corps, United States Navy, reported for duty as Public Works Officer on this date.

Preliminary surveys and designs were prepared and forwarded to Washington, D. C., where the plans and specifications were worked out and contracts awarded. The contract for the construction of this Emergency Camp was awarded to Paschen Brothers, Contractors, of Chicago, Ill., and the contract for the Emergency Hospital Buildings was awarded to W. H. Hadlow, Contractor, of Jacksonville, Fla.

On November 22, 1917, Ensign John Jucker, Jr. reported for duty as Assistant Public Works Officer. Ensign G. M. Montgomery also reported on this date as Accounting Officer and with the addition of Chief Yeoman C. E. Trust, Yeomen Walker and Ferrera and six civilian employes, there was completed the organization with which constructive work was begun.



Chief Carpenter's Mate J. Wiener was assigned to duty here directly afterwards.

Another addition in the administration of the construction program was made when Ensign W. P. McElligott arrived. Seventeen seamen were next brought here from the training stations at West End and Algiers at New Orleans, La., for guard duty.

On January 4, 1918, Commander G. F. Schwartz entered upon his duties as the Station's Executive Officer. He is Executive Officer at this time and his judgment in the execution of his official duties has made him one of the most popular officers on the station as well as the idol of the enlisted men.

A draft of forty seamen from the New Orleans Station was the next material increase in the personnel of the camp and with this draft came many of the petty officers who are now on the station.

The direction of the organization of the Hospital was handled by Captain J. Duncan Gatewood, M. C., U. S. N., who was assigned to duty as Commanding Officer of the hospital.

On November 24, 1917, work was started on the Gulfport Naval Emergency Training Camp. The site was not in what was considered the most favorable condition but the energy with which the Navy prosecutes any of its plans was in evidence here and very soon, under the direction of Rear Admiral Reynolds, the present station began to assume substantial proportions.

The seven buildings which the



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Mississippi Centennial Exposition had erected were first converted into quarters which would house the various departments of the camp. In the make-over or outfitting of these buildings great care was taken that the original plan on which these buildings were constructed should not be changed. This resulted in the necessity for quite a bit of interior carpentry and after the work was completed, the buildings presented a very much changed appearance.

The exposition administration building was at once designated as the Naval Camp Administration Building. One of the buildings was remodeled and is now being used as the Disbursing Office, Post Office and Officer of the Day's Office. This building also houses the local branch of the American Red Cross.

The interior of the Mississippi Building was allowed to remain intact and with the addition of benches and tables and the construction of a Galley in the rear, it has made an admirable mess hall. The Coliseum Building was converted into a recreation building and besides serving as an auditorium



and gymnasium it houses the Y. M. C. A., the K. of C., the Canteen, the Commissary Store, Ship's Barber Shop, Ship's Cobbler Shop and the Rigging Loft which will soon be transferred to a more recently constructed building.

The building adjoining the Coliseum on the southwest was utilized for the General Storekeepers Supplies and the Commissary Stores. The building opposite the mess hall was transformed into an Armory while the building between that and the main gate was remodelled into a Receiving Building for the examination and outfitting of recruits. Around this building the Detention Camp was constructed.

A good idea of what had to be done can be gained from the following figures on the main camp. The contract stated that three million board feet of lumber would be used. There would be 250,000 square feet of roofings to put on. There was 40,000 square feet of concrete floor and walks to be laid which did not include by any means all of the flooring done in the camp. All of the barracks have board floors.

There was 80,000 feet of sewer





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to be laid and 15,000 square feet of roads to be constructed. Since this has been done additional improvements and extensions have been going on all the time. Thus a person can see just how big a job fell to the lot of the Public Works Department.

According to its policy of getting as near conditions which would exist upon the detail of men to sea service as possible, the Navy Department had the barracks erected devoid of any comforts which would not be found on ships upon which the men would probably serve. The same plan was followed out in the detention camp barracks with the exception of the addition of an additional galley.

In the matter of placing the structures, the Public Works Department, where it was possible, moved buildings which would have necessitated the felling of one or more trees, and to this department goes the credit for constructing the most beautiful Naval Training Station in the United States.

One of the big jobs supervised by the Public Works Department was the matter of filling in the swamp adjacent to detention camp. Sand was pumped in from the sound and the process continued until the swamp was eliminated.

The erection of the flagstaff set

in a concrete foundation of which eight feet is underground, is another addition carried out by the Public Works Department. The flagstaff towers above all buildings on the camp and from its peak the emblem of our Country now waves.

The water and sewer system was installed under the direction of the Public Works Department and improvements to it are being made as the occasion warrants. Only recently a new 200,000 gallon water tank was erected which will add greatly to the available pressure and furnish a reserve water supply.

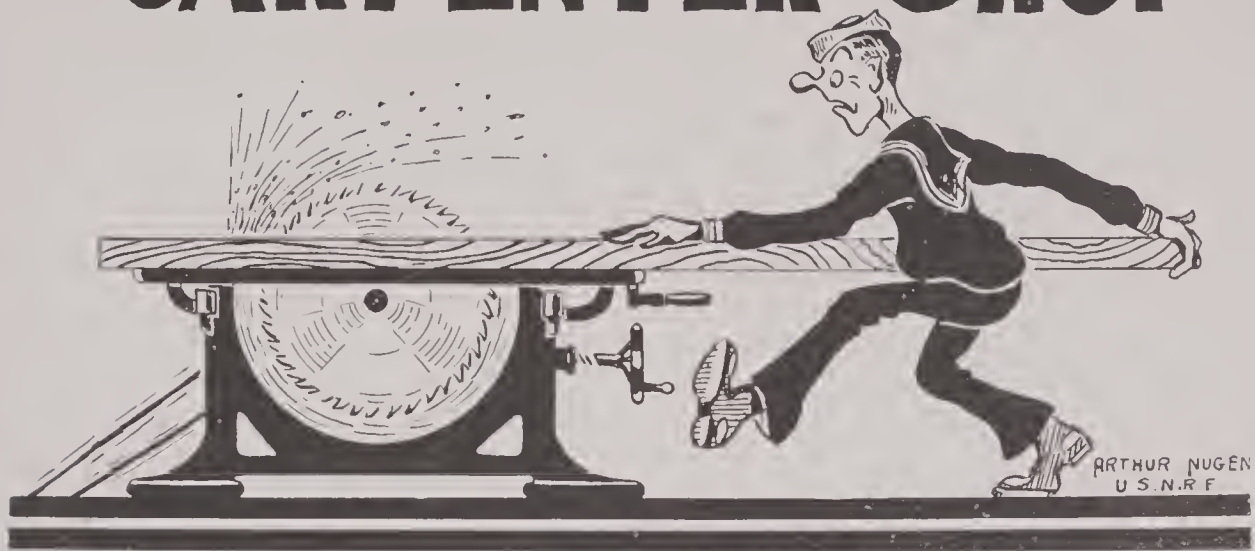
Hard shell and gravel roads were constructed and have withstood wear and hard usage in the most admirable manner.

Probably the last big job in the early construction period of the camp was the cutting of a channel to the wharf to make a passage for boats through the shifting sand bars of the Gulf to the pier which was also erected under the direction of the Public Works Department.

The present public works officer is Lieut. Com. L. F. Bellinger, Civil Engineer Corps, U. S. N. Lieut. (J. G.) J. Jucker, Jr., Aide to the Commandant, is also assistant public works officer. Ensign W. P. McElligott is maintenance officer and Warrant Carpenter J. L. Wiener is in charge of the building maintenance.



# CARPENTER SHOP



“JERRY, the roof is leaking.”  
“Jerry, when on earth are you going to build the new canteen?”

“I’d like to see the gentleman who signs himself ‘J. Wiener.’ Oh, it’s you. Well all I want to know is when are you going to get busy and fix up the racks for my stamps?”

“Are you the head gazabo in this carpenter outfit? Well, the handle on our swab is broken and my company commander said for me to look up the little short fellow in the carpenter shop and have him nail it together.”

“Say, Jerry, how’s chances on gettin’ a couple of hammock sticks cut out on your band saw?”

“Sir, I’d like to report sir, that the rear plank on the top step is broken off, sir, on the left hand side sir, and would you please come over, sir, if it isn’t too much trouble, and have it fixed, sir?”

“Say, Mr. Wiener, what is that chevron on your collar for—have you seen so much service that you rate a collar stripe?”

“Jerry, send a man over to put a leg on the table.”

And then J. Wiener, Carpenter, uttered in loud and convincing tones, “Enough—out you go—or I’ll crock the whole gang.”

The phone bell rings.

“J. Wiener speaking—whatcha want?”

The voice of some sweet young thing:

“Oh Jer-r-y, will you do me a favor?”

“Sure! I’m always at the disposal of the ladies. What’s your stuff?”

“This is Mrs. Watson in the canteen. Could you build me something to sit on while I’m not busy,—use soft wood or put a cushion on it—!”

Jerry had fainted.

But the best of us have troubles and it certainly takes someone whose ability to handle the public is par excellent to get heads or tails out of all the complaints which are received by the Building Department.

Warrant Carpenter J. Wiener is certainly well fitted for this position. Naturally Mr. Wiener has a lot of complaints which he could not think of handling and which would be beneath his dignity. In



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occasion of this nature he will look around the room and then say:

“Hold the wire a minute and I’ll refer you to My Boy Carl. Here Carl, see what you can do with them.”

When jobs come into the shops which annoy him his favorite phraseology is:

“Fine stuff, we’ll pass the buck.”

But laying aside all kidding, Mr. Wiener really is versatile. It is generally understood that he owns a stamp with the sign “J. Wiener, Architect,” on it. His personal traits are unlimited and range from hunting catfish near Cat Island to diplomatic advice to peevish yeomanettes.

But at that J. Wiener says that the carpenter shop will be equipped with the very best of machinery now that the war is over. The truth of this statement is a matter of open discussion and the odds are on Jerry’s side because he stands in with all of the big machinery

houses in Chicago, Ill., and his friends assert that the wind was so strong there that it blew him all the way to Gulfport. It’s an ill wind that blows no one any good.

The entire gang in the carpenter shop are strong backers of J. Wiener. They are led by Carl Matthes, who is as earnest a worker as “Chi” ever produced. He also has the art of training carpenters. Front and center—march.



# ELECTRIC SHOP



**I**F any one is justly entitled to a goodly share of the Gulfport Power Plant's stock, it is Chief Electrician D. C. Korsgren. For he and his department suffer most of the trials and tribulations encountered by that company in serving the God-given "juice" to the Gulfport Naval Training Camp.

Often every light on the station goes out, and the Gobs curse not only the electricians but all their ancestors, when in reality the trouble is at the Gulfport Power Plant.

This department sees to it, among

other things, that the camp streets are always kept properly lighted, thus avoiding highway robberies and collisions. It has charge of the maintenance of the camp's power stations, motors, pump house and all electrical equipment.

The electric shop is a well-managed organization of skilled workmen, and is, another tribute to the Gulfport Naval Training Camp. It is located with its sister shops, the carpenter and plumbing shops, in the southwest corner of the drill field.



# GARAGE



**I**F the number of requests or complaints which are turned in daily at the station's garage in any way hampered its efficiency, this smooth-working organization would necessarily become a mass of wreckage, for they come in a storm from daylight to dark. Some of them are reasonable.

Maybe one of these comes from one of the stripers at the officers' mess. "Have you a flivver?" he inquires over the phone. "No, sir," is the reply he receives. "Well, where are they, why haven't you?" the officer inquires, impatiently. "All are in use, sir," the garage at-

tache politely replies. "One has gone after Chaplain Taylor, Paymaster Landesco, Ensign Mneek and Dr. Miller and won't be back for some time." "Oh, all right," the voice at the officers' mess rings out as the receiver is impatiently hung up again.

Another complaint comes, perhaps from the commissary department, stating that its customers are howling because of slow delivery. "The commissary truck is missing on all four and can't make its rounds on schedule. Send a trouble man to fix it up right away." And perhaps at that very moment all the





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“trouble men” in camp are at work on the C. O.’s car with orders to complete their task before “chow.”

Then possibly there are tons of ice or supplies to be hauled, the ship is to be coaled in short order, another truck is being used by the garbage detail when the Public Works Department finds an immediate need for a machine to go out on a special errand. The 'phone in the garage rings. A mechanic on duty who picks up the receiver is greeted with the question: “Have the yeomanettes been carried to Gulfport?” Or “How about two cars of freight at the depot?”

Aside from the usual duties every car on the station, from Cadillacs of the vintage of '93 to Saxons with

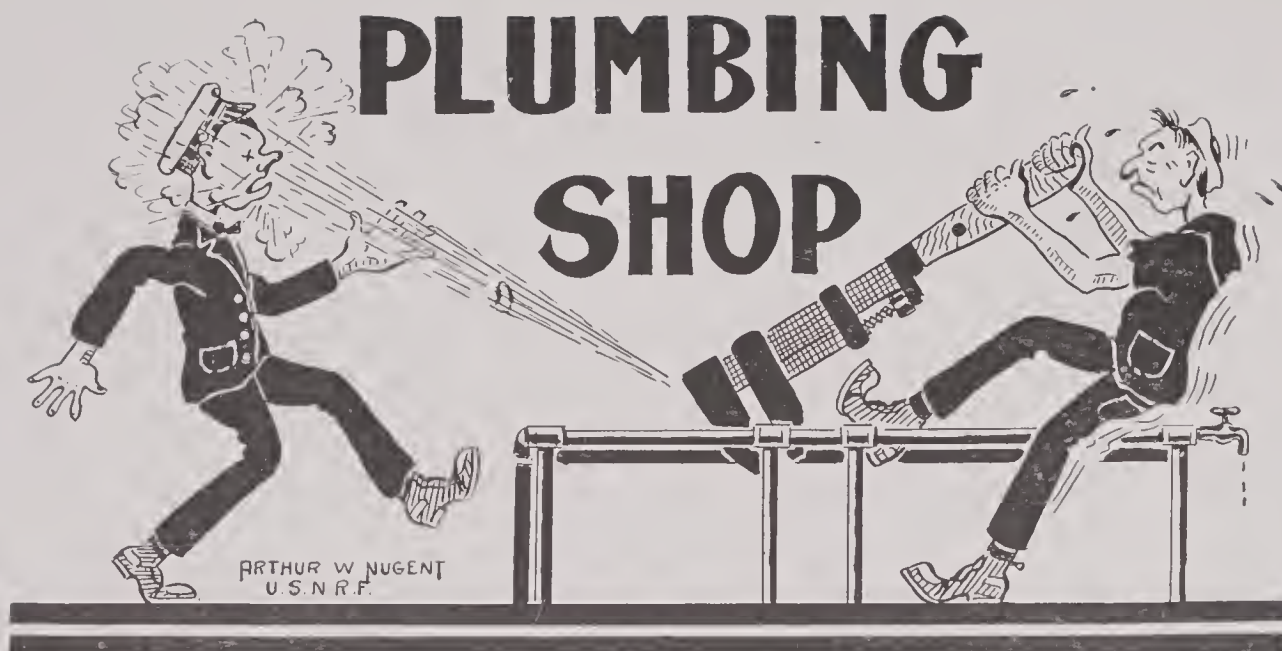
tonsilitis, come for expert advice and moral guidance to the garage.

Repairs to all vehicles of the camp occupy the balance of the garage men's time.

The garage is in charge of J. B. Thompson, chief machinist's mate. He came to this camp with the first draft of the Seaman Guard, which reached here on December 8, 1917. Later, Chief Thompson was detached from the Seaman Guard and detailed to repair automobiles. At that time the station's garage and repair shop was conducted under any convenient tree or sheltered spot along the roadside. Mr. Thompson qualified for the rating of chief machinist's mate on June 1, 1918.



FIREMEN AND WATERTENDERS



“WHEN Plumbing was exalted to a position of Naval sanitation,” says Chief Machinist’s Mate J. E. Gray, “my troubles began. It was all right while our labors were limited to pipe fitting and digging trenches on the ‘Hindenburg Line,’—the long line of sewer pipe whose pulse beats and temperature has to be taken frequently to make sure that it functions. But when sewers became Naval sanitation and ditches Naval engineering and ‘Silent Sam’ forbade smoking underground we all had to wise up to keep step with pace of plumbing. It is a high state of militarism which will forbid smoking underground. That is one thing to which we all can look forward. If you’re a plumber you know what it is have a lot of plumbing that has more leaks than women have tears. There are more Gas-kets to cut for leaky valves than I have coupons to cut on my Liberty Bonds.

“On a blistering hot day the Disbursing Office is suffering from a sub-normal temperature. They

complain. I call with my bag of instruments. (They used to be called ‘tools’ before plumbing became Naval Sanitation.) I find the entire Disbursing Office force huddled up together like the orphans in the squalid quarters in the Christmas stories headed, ‘Funds For the Poor.’ I examine the gas radiator. I try every screw and tube. I light it.

“‘Look! It burns a hot flame!’ exclaims a Landsman for Yeoman.

“‘Sure it does! Why didn’t you light it?’ I asked.

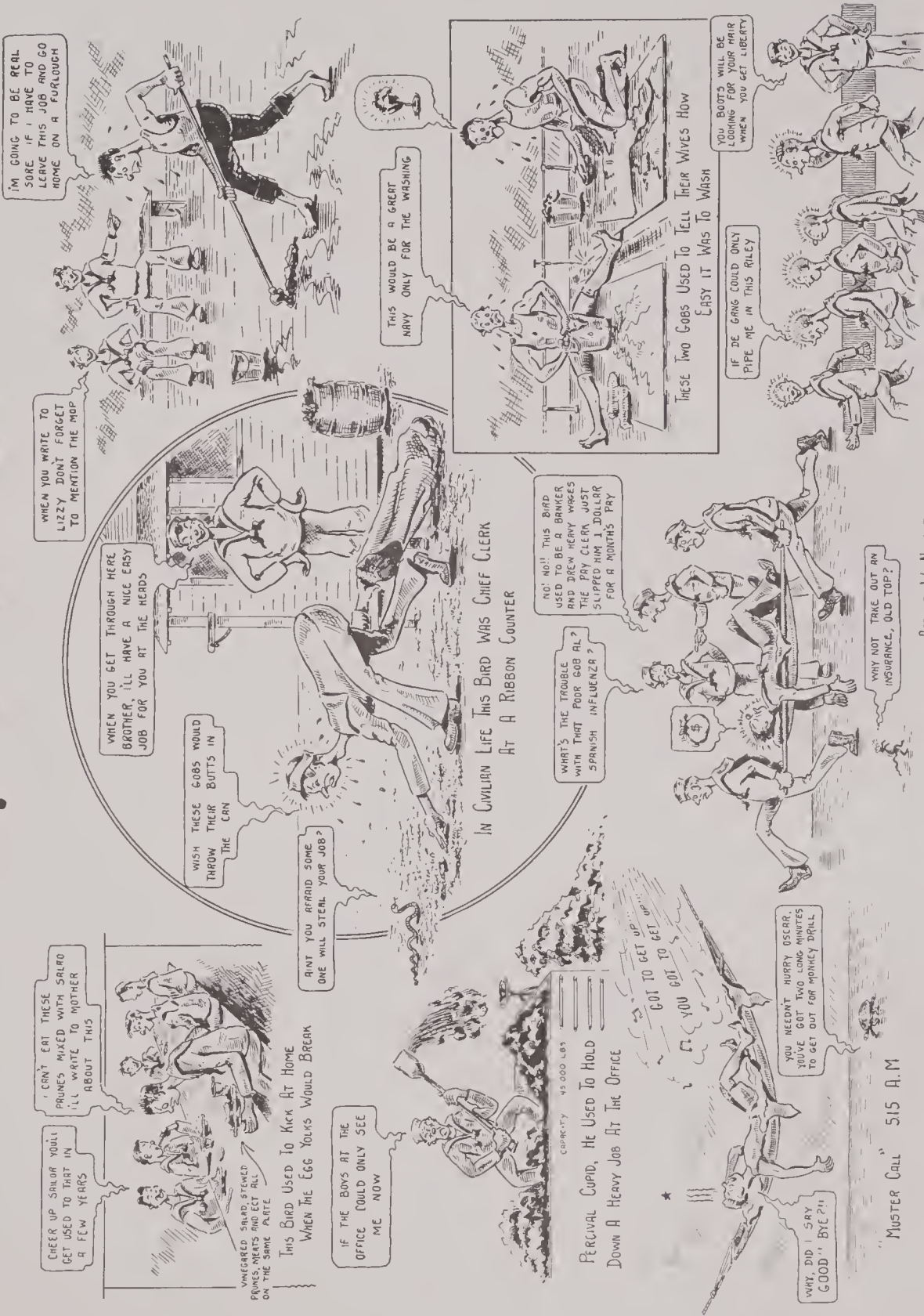
“‘We never thought of that!’

“No wonder we have to look for distraction in a world-beating racer.”





# THE JOYS OF CAMP LIFE ! ?



I'M GOING TO BE REAL SORE IF I HAVE TO LEAVE THIS JOB AND GO HOME ON A FURLOUGH

WHEN YOU WRITE TO LIZZY DON'T FORGET TO MENTION THE MOP

WHEN YOU GET THROUGH HERE BROTHER I'LL HAVE A NICE EASY JOB FOR YOU AT THE HEADS

WISH THESE GOBS WOULD THROW THEIR BUTTS IN THE CAN

AIN'T YOU AFRAID SOME ONE WILL STEAL YOUR JOB?

I CAN'T EAT THESE PRUNES MIXED WITH SALAD I'LL WRITE TO MOTHER ABOUT THIS

CHEER UP SAILOR YOU'LL GET USED TO THAT IN A FEW YEARS

UNCOVERED SHARD STICKED PRUNES, NICKETS AND GET ALL ON THE SAME PART

THIS BIRD USED TO KICK AT HOME WHEN THE EGG YOLKS WOULD BREAK

IF THE BOYS AT THE OFFICE COULD ONLY SEE ME NOW

THIS WOULD BE A GREAT ARMY ONLY FOR THE WASHING

IN CIVILIAN LIFE THIS BIRD WAS CHIEF CLERK AT A RIBBON COUNTER

NOT NO!! THIS BIRD USED TO BE A BANKER AND DREW HEAVY WAGES WITH THAT POOR GOB AL! THE PAY CLERK JUST SLIPPED HIM A DOLLAR FOR A MONTHS PRY

RECEIVAL CUPID, HE USED TO HOLD DOWN A HEAVY JOB AT THE OFFICE

WHAT'S THE TROUBLE WITH THAT POOR GOB AL? SPANISH INFLUENZA?

GO TO GET UP GO TO GET UP YOU GOT TO GET UP

YOU NEEDN'T HURRY OSCAR YOU'VE GOT TWO LONG MINUTES TO GET OUT FOR MONKEY DRILL

WHY DID I SAY GOOD-BYE ?!

THESE TWO GOBS USED TO TELL THEIR WIVES HOW EASY IT WAS TO WASH

YOU BOOTS WILL BE LOOKING FOR YOUR PAIR WHEN YOU GET LIBERTY

IF DE GANG COULD ONLY PIPE ME IN THIS RILEY

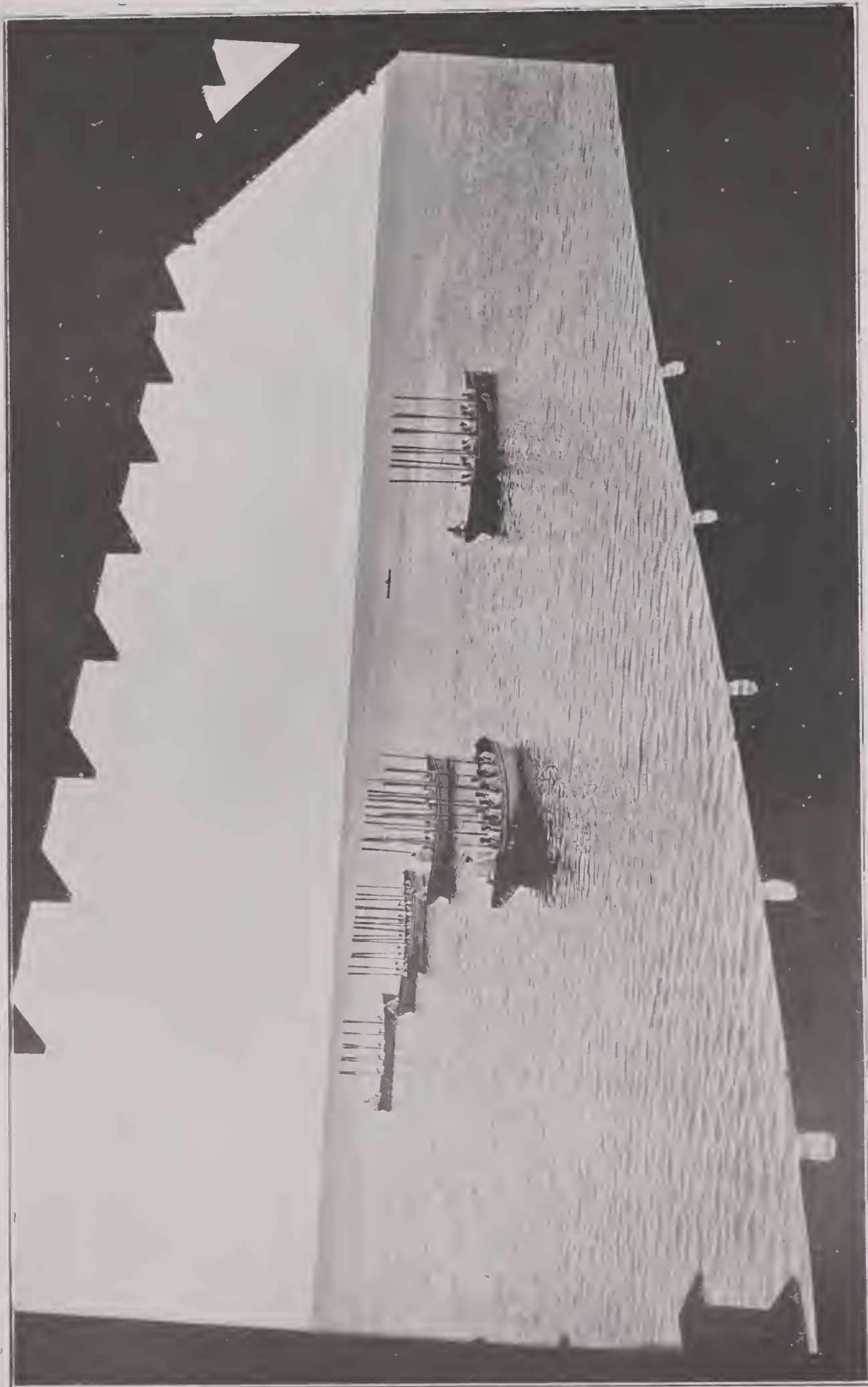
WHY NOT TAKE OUT AN INSURANCE, OLD TOP?

"MUSTER CALL" 515 A.M

No, Not Convicts, Just Boots Returning From The Barbers

ARTHUR W. NUGENT  
U.S.N.R.F.





"TOSS OARS"

## Why The Gulfport Naval Training Camp?

A COMPREHENSIVE answer to this inquiry would require a narrative covering more than 100 years of history, and the Editor-in-Chief has assigned space to the amount of 1,500 words to cover the assignment. Brevity will therefore be not only an essential, but an absolute necessity as well.

Something more than 200 years ago adventurous explorers of both French and Spanish extraction discovered the Mississippi Gulf Coast, and the territory included in the boundary lines of the state as well, and from that day until the present, the charm of the climate and the lure of the coast country is being discovered by increasing thousands of people from all sections of the universe.

Since Bienville landed near Biloxi and planted the flag of his country amid the palms and palmettos, there has been an ever-increasing population, and the end is not yet. While the Indians contested this invasion of their country during a considerable portion of the 17's, they finally withdrew and allowed the "pale face" to enjoy unmolested the salt breezes from the Mexic Gulf and breathe the ozone-laden air from the majestic pine forests.

After a time under territorial government it became evident that Mississippi was entitled to a star in the blue field of Uncle Sam's flag and in the early part of 1817 the existing Mississippi territory was divided, a portion becoming the State of Alabama and that part lying next to the Mississippi river, Mississippi.

On December 10, 1817, Missis-

issippi was proclaimed a loyal state of the National Union. So she has remained since, with one slight interruption. It has been one hundred years of history which her loyal citizens cherish with a just pride and desire to hand down to their children for due reverence.

The Mississippi Centennial Exposition was the child of the brain of her energetic and progressive people and was designed as a fitting celebration of the 100th anniversary of statehood. It has been suggested that the state had been admitted to the Union on another occasion, but the first event was the one in mind when the proposition of a great celebration was given consideration.

Agitation of the proposed birthday event began soon after the close of the St. Louis Exposition, but it was not until 1912 that it took concrete form. During the session of the state legislature that year, the game little City of Gulfport, a lusty infant that had sprung from the pine forests of the coast almost within a night, asked for, and was granted the location for a celebration commensurate with the importance of the occasion.

Gulfport, Harrison County and the State of Mississippi joined hands in the movement with appropriations that supplied a foundation upon which to build. A commission charged with the duty of supervising the affairs of the Exposition was created, officers elected, a suitable site selected and the world extended a hearty invitation to sit at the table prepared by the loyal and enthusiastic citizens of the state.

Uncle Sam had made a healthy



## The Gadget

appropriation for participation, a number of foreign countries, states, counties and municipalities had set aside funds and named officers to insure adequate representation. Hundreds of prominent exhibitors and high-class concessionaires had made deposits to guarantee space and the prospect for a most successful event could not have been better.

The seven permanent buildings designed for a place in future exploitation plans were practically completed and were really and truly "things of beauty," the eight regular exposition buildings were under contract, several hundred thousand trees, shrubs, plants, flowers, etc., were flourishing in the nursery awaiting the time when they would be used to make of the grounds a dream of beauty and it seemed that the realization of the dreams of its most enthusiastic and ardent friends would soon come true, but—

"Kaiser Bill," possibly knowing little and likely caring less, of the splendid enterprise with which he was destined to interfere, became so flagrant and outrageous in his disregard of the rules of civilized warfare that it became imperative that Uncle Sam bring him across the knee and soundly administer the flogging that he so long had richly deserved.

With the bugle call of war sounding, the brave men of our country shouldering their rifles and marching to the front, the Exposition Commission, without a moment's hesitation, postponed the opening until

the German Monarchy and its mad Kaiser no longer threatened the homes of a free people and the peace of a God-fearing world.

Simultaneously with the postponement came a loyal and enthusiastic tender of the splendid buildings and beautiful grounds to the Government for use as might be required for the winning of the war. This tender was made known to the several branches of the Government and the wait for results was not for long.

Soon appeared upon the scene Lieutenant Manly, of the Navy Department, who suggested that such a location with its excellent improvements would be most advantageous for the training of Naval recruits, particularly in view of the extremely mild climate which would make year-round training both possible and pleasant.

Before many moons came Admiral Palmer from the Big Building at Washington for first-hand information concerning the plant about which so many nice things had been said, and simultaneously was issued an edict by Secretary of the Navy Daniels that all resources available must be utilized and that the offer of the Exposition Commission would be gladly and gratefully accepted. Also that additional buildings and changes necessary to comfortably accommodate several thousands of the flower of young American manhood would be provided without delay.

During July it was the pleasant privilege of coast people to welcome



# *The Gadget*

Rear Admiral Alfred Reynolds and Captain A. A. Baker, who came with full authority to plan and build a Naval training camp without a peer in our great country. The story since that date during the summer of 1917 is told most forcibly by a casual inspection of the best located, best appointed and most complete camp in the United States for training Naval recruits. Three thousand young men, from practically every state in the Union, can testify to the truthfulness of this latter statement.

The training camp is here because of the beautiful buildings and splendid grounds tendered the Govern-

ment by a patriotic commission of Americans.

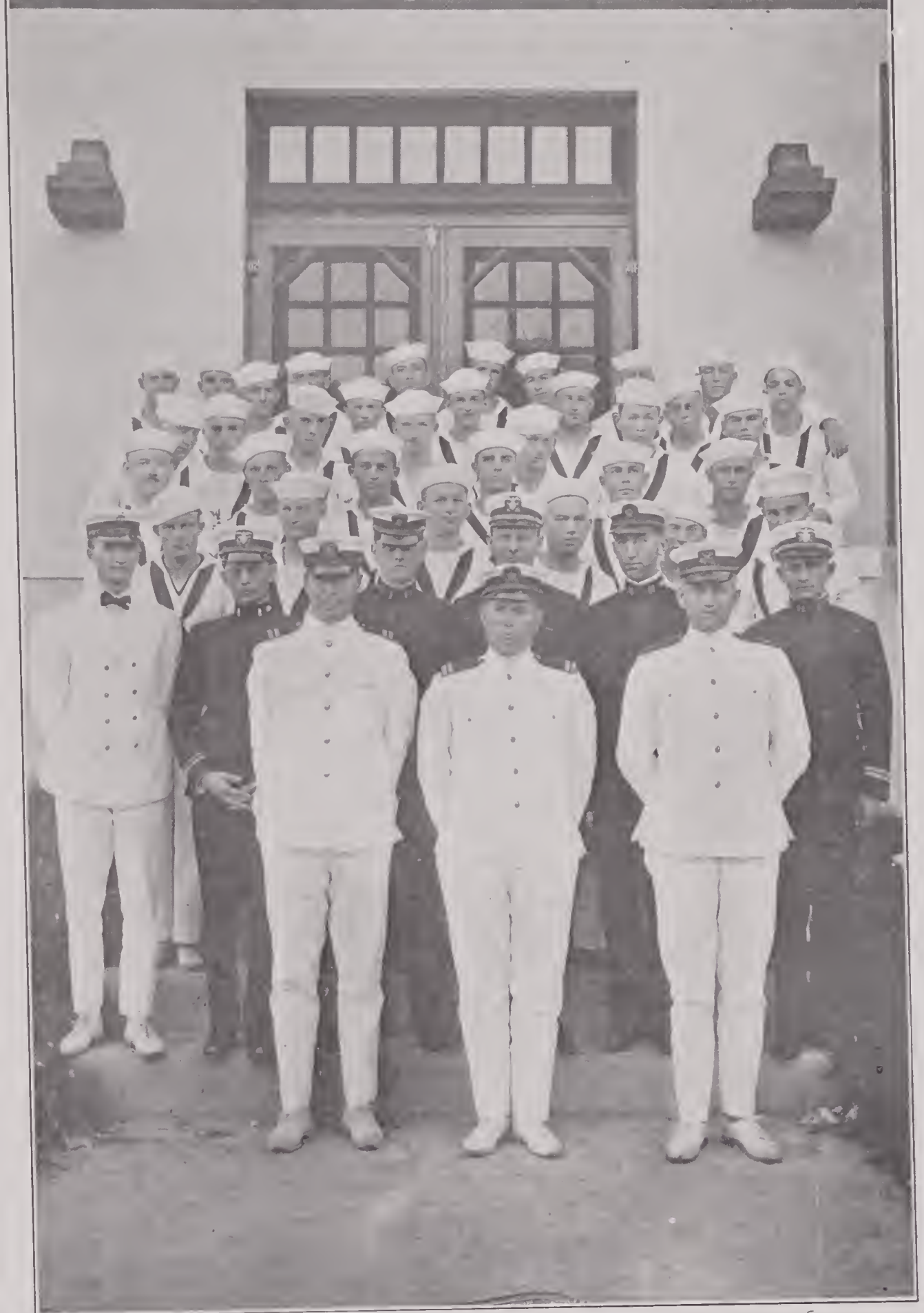
The buildings and grounds are here because Mississippi was preparing to patriotically and fittingly celebrate her 100th anniversary as a state of the National Union.

The Mississippi Centennial Commission, 100 per cent American, tendered Uncle Sam the use of their buildings and grounds to aid in winning the war. This same commission will, should Uncle Sam desire to make of the Gulfport Naval Training Camp a permanent institution, cheerfully acquiesce in a request for permanent possession.

H. G. BLAKESLEE.



INDUSTRIES



CAMP DOCTORS AND CORPSMEN



**F**ROM the time the recruit enters the Navy until he is paid off, an old "sea dog," he is under the constant supervision of the medical department. Whenever he falls ill, be it from gastritis acute to the Spanish "flu," it is to the medical department he goes for relief. Unlike any other department there are no office hours. Night or day, be it bright or cloudy, there is always someone from whom medical aid can be procured in emergencies.

With the medical department there is more than one war. It is a constant succession of wars. War against mumps, war against measles, and war against a thousand diseases and insects. Two of the more recent victories have been over mosquitoes and the Spanish "flu." It was this latest war that brought the medical department into the limelight. And a hard fought series of battles it was too. No "peace at any price" proposition from this department. Victory at all costs was the slogan, and, while the cost was felt, victory ultimately resulted. Service in the Hospital Corps and the Medical Corps was anything but light during those days when the

enemy was on the offensive. However, it has become history by now, has that campaign, and the department has relaxed into its customary state of "watchful waiting."

The three dispensaries, one in the detention and the other two in the main camp, are indeed models of their kind. Built along well-perfected plans, they represent the most up-to-date yard dispensaries to be found in any branch of the service. One small building contains a laboratory, genito-urinary room, examination room, dressing room, drug dispensary, diet kitchen, sick ward, and two offices.

The work devolving upon the dispensaries is necessarily of a minor character. Treatment of operative cases and infectious diseases are transferred to the hospital where accommodations on a much larger scale are to be had. First aid work and all diagnosing as well as examining is taken up by the camp medical department. All sanitary work, such as disinfecting, fumigating and supervising the general sanitary conditions of the camp, come under the head of the senior medical officer. Keeping the crew fit for duty might





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summarize the work of the department.

On taking a peep into one of the dispensaries you will find a great many men doing a number of things. At one end of the building there is a corpsman taking care of several sick men. A little further along another will be preparing special food for the convalescents. In the dressing and examining rooms men with cuts and corns, men with stings and stabs, and men with every conceivable ailment in the category of human ills, will be found being treated. In the dispensary a couple of pharmacist's mates will be found making pills and mixing powders.

The dental surgeon, with the assistance of his corpsman, prevents and stops the tooth aches of all who are unfortunate enough to "rate" them. In the laboratory several men are kept busy principally helping the doctors to establish diagnoses.

The four medical officers upon whom devolved the gigantic task of opening this department of the camp was Medical Director James D. Gatewood, Pharmacist Edward M. R. McColl, Dr. Cliff C. Wilson and Dr. Amos Mc. Jones. Dr. Gatewood became attached to this camp on August 8, 1917. At the time of his arrival the training station was but a ground site and the training of men but a prospect. The exposition buildings were nearing completion but the barracks and hospital buildings, only plans. Pharmacist McColl reported for duty, August 11, 1917, Dr. Wilson on the

fourteenth of the same month while Dr. Jones reported on September 13.

Under the able direction of the senior medical officer, Dr. Cliff Cicero Wilson, lieutenant commander in the Medical Corps, the camp dispensaries were ready for the opening of the camp on the first of June. Dr. Gatewood took charge of the hospital on April 23. Dr. Wilson arrived on August 14, 1917. The staff at the time of opening consisted of four assistant surgeons, who have become lieutenants in the Medical Corps.

Lieut. Amos McKinnie Jones, M. C., of the Fleet Naval Reserve, arrived at this station September 13, 1917. His former experience in the Navy proved invaluable at a time when most of the staff were just from civilian life. He has been connected with the main dispensary most of the time.

Lieut. Samuel Earl Johnston, M. C., from Alabama via the Naval station in New Orleans, is at this writing, examining the recruits in the Receiving Building. He was transferred here on February 8, 1918.

Lieut. Jose Antonio Perez, M. C., is a Porto Rican by birth and a wrestler by reputation. He was sent here on February 11, 1918, from the New Orleans station. The greater part of his time has been spent at the main dispensary.

Lieut. Lafayette Tate Miller, M. C., of the detention dispensary, came first from Dallas, Texas. After examining an unknown number of recruits at the New Orleans station



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he was sent here on February 9, 1918. His work here has been a continuance of his work in New Orleans.

Lieut. Lloyd Charles McDonald, (JG), D. C., while originally from Wichita, Kans., is one of the most "sea-going" of the junior officers. He has charge of the dental office in the main dispensary. He is an old shipmate of Ensign Mneek's. Both were at one time on the U. S. S. *Oklahoma*.

Lieut. Leslie Thomas Conditt (JG), D. C., who relieved Dr. Innis in the detention dental office, arrived here from the Great Lakes station September 14, 1918. He enlisted in the Navy as a hospital apprentice but being a dentist he was later commissioned.

The two newest arrivals among the officers of the camp medical department are Lieut. Louis Dailey (JG), and Lieut. Arthur R. Beyer (JG). The former became connected with the camp on October 17, coming here from Houston, Texas, and the latter on the twenty-seventh of the same month from Tampa, Fla.

Another coincidence which might be ascribed to the war is the meeting, after many years, of three of the graduates of the University of Texas. At the time of Dr. Dailey's graduation, Dr. Wilson was an undergraduate. Upon his arrival Dr. Dailey was immediately recognized,

and he in turn remembered Dr. Jones as a graduate before him.

Pharmacist Marion Lee Dickinson, the head of the Hospital Corps, arrived here on May 1, after encircling half of the globe to do so. He was formerly connected with the Naval Hospital in Yokahama, Japan. Instead of writing of the different ships and stations he has been on it would be a great deal easier to write of those he has not been on. Aside from the duties of head of the Hospital Corps he supervises the office work in both dispensaries.

Chief Pharmacist's Mate Marvin Norwood Hine, was the first hospital corpsman to arrive at the camp. He was detailed here from the New Orleans station on October 22, 1917. Previous to that he was on the U. S. S. *Machias* with Dr. Wilson. His many years of service both at sea and on stations in the old Navy furnished him with the experience necessary to assume the difficult task of assisting in the opening of the new camp.

From the balmy days prior to the inrush of recruits, to the latest battle against influenza, the medical department has always stood ready to support the station in whatever it has undertaken. From mosquitoes to "flu" the Hospital Corps and Medical Corps have always had at least one eye constantly on the alert for the interests of the men on the station.

LESLIE R. TARR,  
Ph. M. 2c, U. S. N.



# RECEIVING BUILDING



WHEN the buildings and the grounds that are now occupied by the Gulfport Naval Training Camp were originally planned it was determined to use what is now building No. 5 for the Woman's Art Exhibit. But at present few things could be more widely different from the primary intentions of those who planned the building than the uses to which it is now being put. It is recommended that no ladies attempt to discover just wherein this difference lies.

It is in this place that the recruit, arriving here in civilian attire, starts to undergo the necessary metamorphosis that must take place for a man to change from civil life to that of a sailor.

His first act is to sign up for a bag, hammock and mattress, that replace or substitute for his suit case, hand bag, trunk, top dresser drawer, chiffonier, wardrobe, bed, cot, and such other articles as he may have used to contain his worldly belongings and on which he had been accustomed to repose.

Next, he is told to take off all his clothes and pack them in his

grip to be sent back home, keeping out only those articles and valuables that he may be allowed to take with him. This includes his money, his watch, his fountain pen, his girl's picture and his sock supporters.

One recruit was caught trying to get by with an umbrella and a pair of hand-embroidered sheets. It is thought that he had read that there was a great deal of falling water in the Navy, and had seen some reference to the "top sheets" and "stern sheets" and was a believer in preparedness. Among many other articles that failed to pass the censor there might be mentioned, a pair of Mexican spurs, a Colts "45", a set of golf clubs and a pair of pigeons.

Next, the applicant takes a bath and is ready to be examined by the medical officer, who gives him a thorough going over to determine his fitness or unfitness for the Navy. Following this examination, if he is passed, he receives his first injection of anti-typhoid serum and his cow-pox vaccination. If for any reason he is not passed his own clothes are returned to him and he is sent back home.





The next step is to outfit the accepted recruit with his new clothes. The supply officer issues him quite an assortment of Navy clothes that at first appear to be good for most anything except to wear. After several attempts, and in spite of suggestions offered by the three-

week-old "salts" who may be standing around, he gets most of his clothes on correctly and emerges into "D" camp in a more or less dazed condition, where a new and varied set of adventures await him.

Lieut. LAFAYETTE T. MILLER,  
M. C.



## Going Through

YES, I have been through the receiving building. I started in at that front door and had just passed through when somebody said, "Sign for your bag and hammock." I did not know what those things were and didn't want them anyway, but so many people had told me to sign things since I first walked into the recruiting station at Dallas, and I had signed them for all of them, and could see no reason why I should not accommodate this man by signing his piece of paper too. Navy people have fallen for this getting folks' autograph worse than any other bunch I ever saw. Well, I signed it and he pointed to a big bundle of something tied up with a rope and said, "That's yours." I didn't recognize anything except the rope it was tied with and later was dismayed to learn that even the rope must be given a new name, and must henceforth be called a "lashing" or a "line."

At any rate, I took it, together with the empty sack that was with it and went through a door and

was told to take all my clothes off and make a bundle of them; to put my things that I could take with me in the bag, and turn my valuables over to the man in the next room. I asked what I could take with me and the guard said, "Nothing." So I put that in my bag and holding my Ingersoll and my \$1.43 in one hand, my newly-acquired bag and hammock in the other, I went through another door. There, a man took my clothes and mixed them with a big pile of the same he already had and asked me where I wanted them sent. Then, the ignorant cuss asked me what country Dallas was in. I also told my wealth goodbye there. I don't know why they asked me if I had any tobacco, or why they looked so disappointed when I said, "No."

Then I went through another door. (I guess you think there are lots of doors to go through.) Well, if you will visit that building you'll think so even more than you do now. Anyhow, they told me to take a shower bath. I asked for a towel and the guard said, "You don't get



## The Gadget

no towel." I asked him how I could get the soap out of my eyes, and he said, "Don't worry, you don't get no soap, either."

Then I went to the doctor. I don't remember half of the things that happened to me there, but I know they weighed me, measured me, listened to me, whispered words at me, scratched my arm with a pin, and then stuck a needle in my other arm. Then, I don't know exactly what happened, but when I woke up I heard the doctor say, "I wonder what makes them fall out that way."

After that I was directed around to a little window where they were issuing clothes. There were about twenty of us to be outfitted. We were accustomed to tell whoever we got clothes from what size we wore, the colors we preferred and demand to see how things looked "in the back" before accepting them. Consequently, we wanted to argue the subject with the man at the window, but he seemed to be as independent as a ticket seller at an opera house. A number of arguments were constantly going on there that ran about like this:

"I can't wear this jumper, it's too small."

"Go on and wear it. It will stretch when you use it a while."

"I don't want these pants, they are too big."

"Go on and wear them, they will draw up when you wash them."

"These shoes don't fit me."

"They are your shoes, ain't they?"

"Yes."

"Well, if your own shoes don't fit you, don't blame it on me." Etc., etc., etc.

Finally, when I had succeeded in getting a few clothes on, some one hollered at me, "This is no dressing room. Carry your stuff to your barrack."

So, with a few pieces on, a few under my arm, and the rest in my bag, and half-carrying, half-dragging my hammock, mattresses and blankets, I managed to stagger out of the last door, bewildered with all that had happened. I was wondering what was coming next, and feeling sure that the worst was over, when someone with a gun strapped around his waist, yelled, "Hey, Boot, where the h—— are you going?"

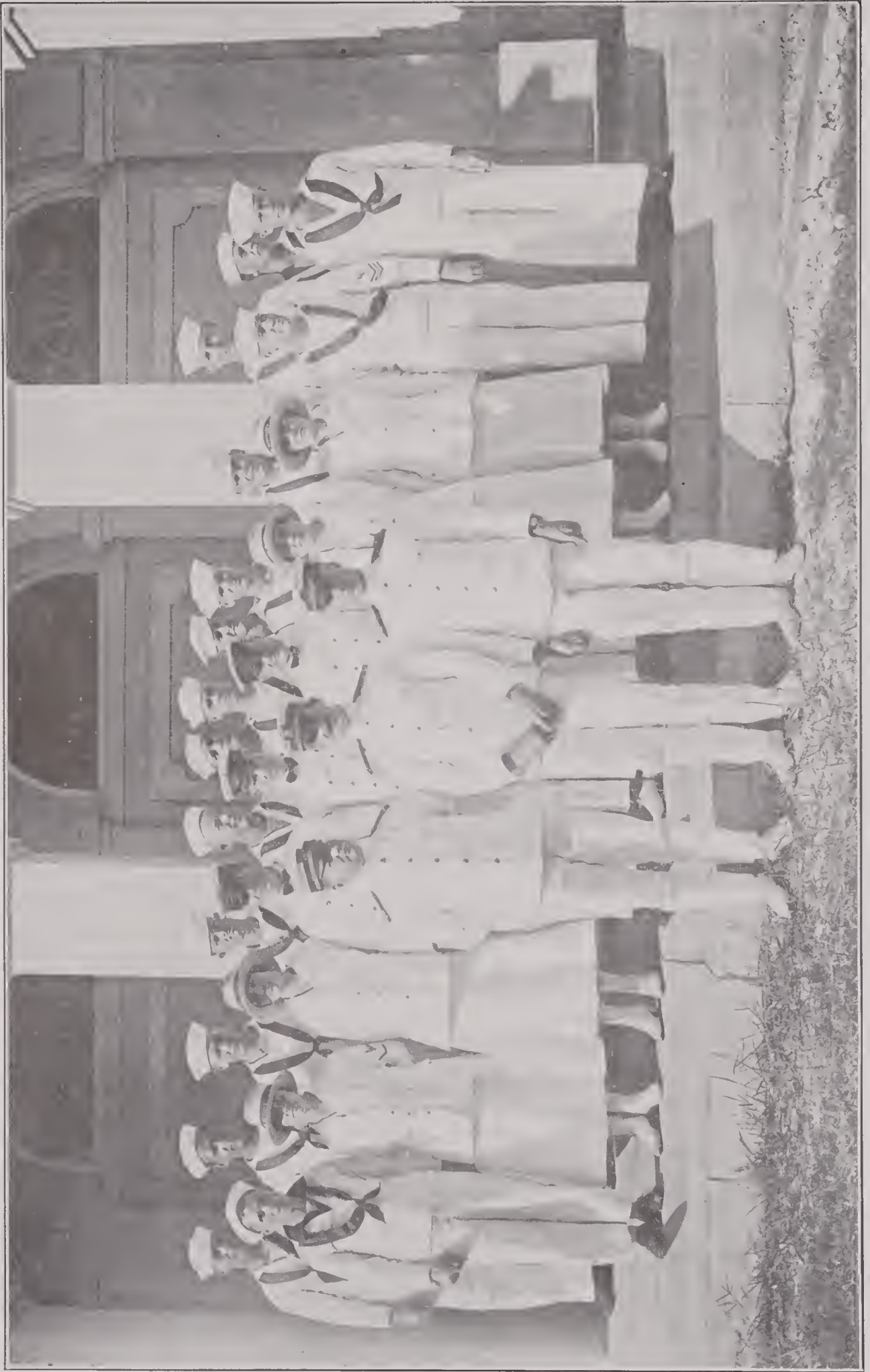
I know my troubles are not over but there is one thing for which I am thankful. I am through with the receiving building.





"FROM THE ADMIRAL'S WINDOW"





THE SUPPLY DEPARTMENT



# SUPPLY DEPT.

SAMUEL LEVIN

## Paymaster R. P. Lockett, Supply Officer

**T**HE distinction of being the most versatile man on the camp as well as the most enthusiastic in the many activities of business and pleasure in which he engages, belongs to Paymaster R. P. Lockett, supply officer, who was born in Caldwell, Burleson County, Texas, October 3, 1889, the son of Judge Charles Clay Lockett. His education in both law and finance, as well as his business experience with the largest machinery supply house in the South from office boy to sales manager, give him a broad insight into affairs and materials.

In the following articles concerning the Supply Department, one can gain an idea of the many irons he has in the fire on this camp. Aside from this he engages in every sport and has an important part in every communal enterprise. As raconteur and entertainer, no one can match him. In this he is aided by the wealthy sources of humorous experience in the canteen and commissary store.

He was commissioned a Lieutenant in the Navy on May 26, 1917, assigned as supply officer of the

District and has been supply officer of this camp since January 17, 1918. Every branch of the Supply Department here was established by him.

✻ ✻ ✻

## Organization

**T**HE Supply Department, with Lieut. Robert P. Lockett in command, under the commandant, is the cornucopia from which all the materials and supplies used in the camp flow in the great plenty which Uncle Sam pours out to his men in Navy Blue.

In terms of civilian activity Lieutenant Lockett outfitted and conducts:

1. A general supply store, called a G. S. K., in which hardware, boat fittings, cordage, stationery, furniture, bedding, electrical supplies, machinery, structural supplies and any other needed material are kept in stock or purchased for immediate use.
2. A hotel fitted with dining and sleeping accommodations for two thousand men.
3. A clothing, shoe and hat store, as well as a haberdashery.
4. A grocery store which supplies the families of men and women in





# The Gadget

the service, Army or Navy, in this vicinity. Deliveries are made to the doors of the customers in motor-trucks. The Public Works Department acts as contractor for deliveries, charging the supply officer a certain mileage. Monthly bills are sent the credit customers, collections made and recorded, the stock list is circularized, as well as any new changes in system, and efforts are made to understand the demand and supply it in the usual commercial manner. This is called a commissary store.

5. A canteen in which are sold at retail for cash, cigars, tobacco, candies, stationery, notions, toilet articles, and refreshments.

As purchasing officer for the Naval Hospital and cooperating supply officer for the commercial activities, under Chaplain Taylor, i. e., athletics, barber shop, tailor shop laundries, etc., a host of other branches of trade come under the hand of Paymaster Lockett.

Lieut. R. P. Lockett is bonded and personally responsible for the property in his charge. In making purchases and contracts the universal method of the Bureau of Supplies and Accounts must be followed, which insures fairness to dealers and contractors, as well as regularity. An accounting system must be maintained, which must conform exactly to the regulations and customs universally in force in the Navy, in order that the local accounts be in perfect accord with the grand controlling ledgers of the Bureau of Supplies and Accounts in

Washington, which deals in ten-figure sums.

The vouchers which substantiate disbursements for supplies are prepared in the Supply Department and paid in the disbursing office. A mutual responsibility rests here.

Paymaster John Landesco is assistant to Paymaster Lockett, and takes his place in his absence. He is Paymaster Lockett's shadow, but a magic shadow which comes to life when necessary; a mid-morning shadow, being shorter and broader than the object.



**I**N telling about the G. S. K. department and system, from an interview with G. S. K. men, one feels as though he ought to approach this subject in his Prince Albert (his long suit), clear his throat, drink the glass of water on the rostrum clear down, and in solemn tones begin a learned lecture, much in the manner of one who would develop the subject of influences of heredity on the individual, based upon the origin of species, for G. S. K. is far-reaching in the Naval system and the reciprocal influences and effects between it and all other Naval activities and departments are apparent and numerous.

For the purpose of this article those anointed to be G. S. K. men will permit me to speak in general terms, omitting some of the finer technical details that can only be understood by the elect.

Materials in the Navy, as out-





side, are either to supply a general continuous demand, or for special purpose, arising at times. The former it is advisable to keep in stock, the latter, to purchase only at the particular time when in demand and only in demanded quantity. The materials of the former class are standardized in the Navy as to quality and form and classified under sixty-six classes, each article having a separate stock number and listed in the Standard Catalogue, a book of very large dimensions. For each article there is a distributing point and when Gulfport needs a stock of any one of the standard stock articles, a shipping request mailed to the distributing point brings on a shipment. The distributing points are Navy Yards, and no money is exchanged in the transaction. An invoice adjusts the books at both the issuing and receiving yards.

Materials needed for a special purpose at a particular time which are not stocked are purchased from dealers in open purchase.

A request from the department which needs the material giving specifications is addressed to the Supply Officer who O. K.'s it, if in terms of commercial usage the demand is reasonable. A requisition is now in order.

### Requisitions

Mrs. Velma G. Steele, Y. 1c., is in charge of making requisitions on an approved form, classifying the items according to Standard Catalogue and making sure, by reference

to the chief storekeeper, that material is not in stock here, or at a distributing point, and estimating probable cost. Such requisitions must then be approved by the Supply Officer, the Commandant, the Bureau of Supplies and Accounts, and any other bureau which is responsible for the department or officer who made the original request.

### Proposals

When the requisition has been approved it returns from Washington right into the hands of Frank Y. Orfila, Y. c. (via the Supply Officer), and Frank looks up in his directories the names of all the dealers who handle the material in question. He sends out his proposals by mail and "All the dealer has to do," says Frank, "is to fill in the prices in the column on the right, as well as the blank space, stating how long it will take him to deliver the goods, and sign it."

When the proposals return from the dealers, properly filled out, they are again in the hands of Chief Yeoman Orfila and his assistant, Miss Hattie Murphy, Y. 1c. They tabulate the prices and, at the proper time, lay it on the desk of the Supply Officer. The prices are then compared, as to time of delivery and adherence to specifications. The lowest bidder who adheres to specifications and promises to deliver in the shortest time, gets the award.

### The Award

Many are the business men who wait for that form called an "Award,"



with the signature of Paymaster Lockett which is made out by J. F. Carmichael, Y. 1c. "Making out an award is not all that goes with it," says Carmichael. "Dealers might be awarded our business, but they must be followed up to make sure that they deliver as promised." Which brings on more talk about scarcity of material and all that. "Anyway you have to watch 'em."

### Shipping and Receiving

Now then, a bill of lading comes in the morning mail showing that the aforesaid dealer has shipped via a half dozen railroads. Who pays the freight? Well, that depends on the agreement. If Uncle Sam does, his right hand transportation man, at this camp, S. V. Ernest, Y. 1c, makes out proper vouchers. If it is lost in transit, he traces; if it is short in shipment, he protests. If it is damaged en route, he notifies. All of which is done by keeping right behind him. Who is the big Him? The dealers, the carriers, the railroad administrator.

### Public Bills

Material has arrived. It has been received, inspected and passed, it checks with the requisition, the proposal, the award. "Does it?" "Let me see," says Chief Yeoman David Rosenthal, public bill clerk. And when he looks he sees clear back into its birth and early history down to modern times, for this public bill and all the substantiating vouchers have kept many a paymaster up nights after a wrong payment has been made on it by a disbursing

officer. Yeoman Rosenthal and his assistant, Mrs. C. Fallon, Y. 1c, have a double responsibility.

1. To the Supply Officer.
2. To the Disbursing Officer.

### Stock

The Navy is now sole owner of this material. It is either for stock, or for issue. If it is for stock, it is taken up on the stock records in one particular class of the sixty-six and Chief Yeoman Gray is the custodian of Uncle Sam's stock. If you want a bicycle, a nice red one with coaster brakes and electric lights and everything—all you have to do is go to Chief Yeoman Gray. All he will ask you for is a stub requisition and here is the *rub*,—a stub. Only five men in this camp have credit in Uncle Sam's stock room. The stub must be signed by one of these five men, the sum total of whose gold stripes equal fourteen. Chief Gray says we handle anything from soups to nuts, from a sail needle to a carload of coal, or the machinery for a pumphouse.

### Bookkeeping

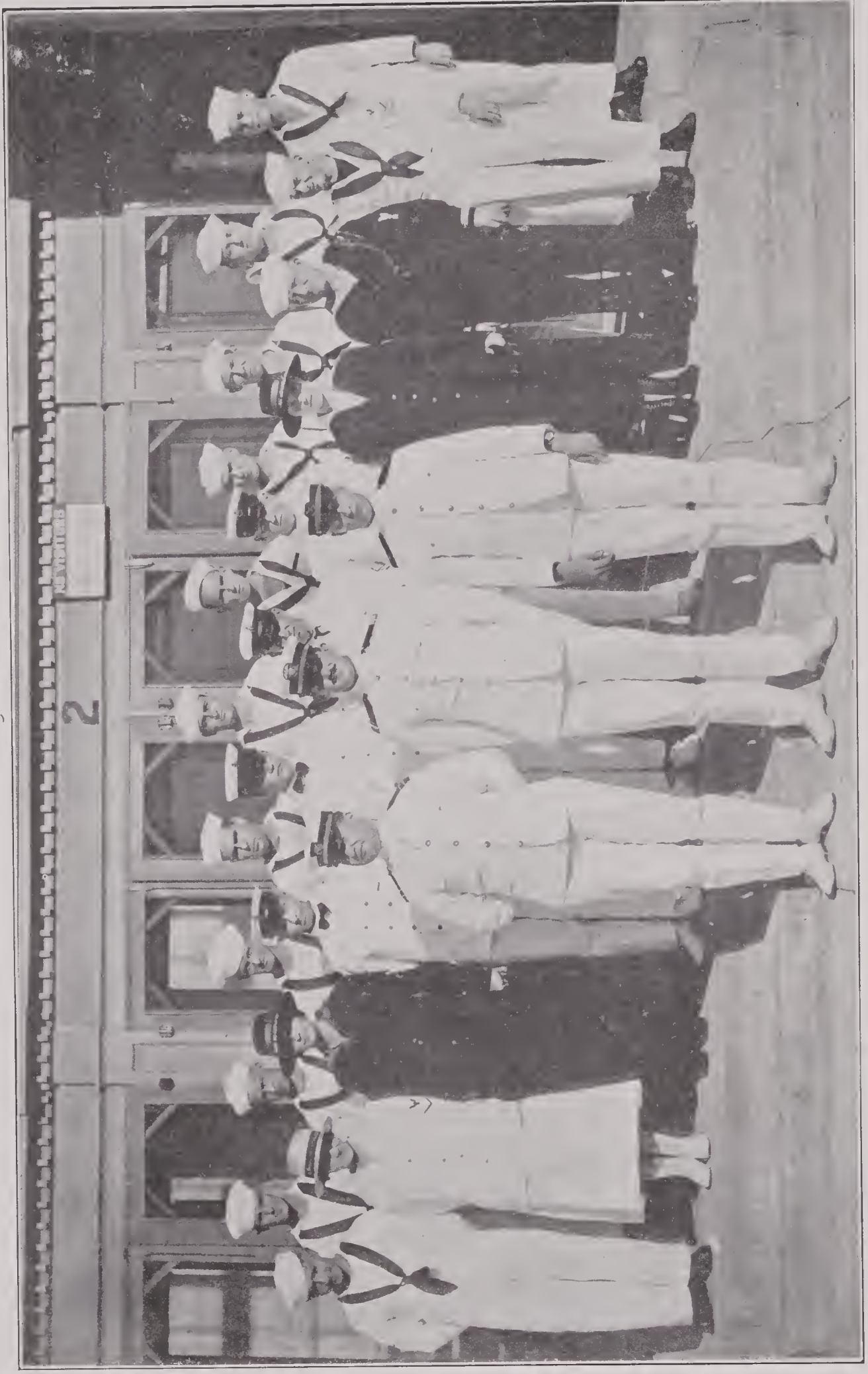
In the Navy records of all money transactions and property must be kept, in mesh with a mammoth system which is minutely classified and arranged with micrometer accuracy and a system of wheels within wheels. The transmission being returns and reports, weekly, monthly, quarterly, semi-annual, annual and upon change of supply officers. Maria McCaughan, Y. 1c and J. A. Hansen, Y. 3c are in charge.





" CHOW "





THE COMMISSARY DEPARTMENT



# Commissary Department

ARTHUR W. NUGENT

**T**IME—4:30 p. m. any day.

“Hello—131?”

“Commissary office, Mr. Gaustad speaking.”

“Two hundred rookies arrive at six. Have chow for them. Also, we are letting three hundred and fifty men out of “D” camp; have their chow ready at the mess hall. That’s all. Goodby.”

“That’s all—goodby.” “Good-night!”

If one has ever brought home that “unexpected friend” and has seen the commotion and confusion that ensues, he would naturally hesitate to think of the consequences multiplied by five hundred and fifty. But does confusion occur when the above situation appears? No: an easier method called “passing the buck” comes into play.

Mr. Gaustad merely phones Chief Thompson at the main galley. His work is now done. This aforesaid chief commissary steward passes the buck to Champagne, the head cook. Champagne passes the buck to “Swede,” the Jack-of-the-Dust. The Jack-of-the-Dust passes the buck to his assistants. The unlucky assistants pass the necessary food to the cooks. The commissary Ford truck passes noiselessly back and

forth from galley to storehouse—and the whole thing is done!

The official head of the Commissary Department is Lieutenant Lockett. Mr. Gaustad is in charge of the department and its subdivisions. The Commissary Department includes the commissary office, main galley, the mess hall, “D” galley, main storehouse, freight shed, and one untiring Ford truck.

The most important subdivisions of the Commissary Department are the mess halls and the main galley. The main galley is in charge of a Chief Commissary Steward W. E. Thompson. This chief commissary steward’s duty is to make out the daily menu and see that the galley crews maintain their efficiency.

The main galley’s equipment is ample and strictly modern, consisting of one ten-hole range, six fifty-gallon steamer pots, six small steamers, meat chopping and mixing machines, potato-peeling machines with a peeling capacity of fifty pounds a minute, steam sterilizers, etc. The galley has for its crew, six cooks to a watch, and from six to ten strikers.

The Jack-of-the-Dust Department is under the autocratic and imperial command of one “Swede” Wessman, the “lightning calcula-





## The Gadget

tor" of the Navy. He has two able assistants who are in charge of the storeroom and the cold storage room. The Jacks issue all food used by the galley, except fresh meats.

The mess halls are in charge of five master at arms. These five master at arms, are in charge of eighty mess cooks who clear tables, distribute food, clean up the hall. Twenty mess cooks are detailed to wash the pots, pans and mess gear.

The men seldom take over fifteen minutes to eat, that is unless the band happens to be playing a particularly tantalizing "jazz" tune. After the men have finished eating, the mess cooks clear the tables, sweep up and scrub the deck, benches, tables, and reset the tables for the next meal. This generally takes about two hours.

Occasionally some men don't think the food just right and go to the commissary office and tell Mr. Gaustad their gastronomic troubles. He listens patiently and if their complaints are just, he investigates.

The Commissary Department does not try to please the individual taste of over two thousand men, but the majority seem to like the brand served, and even those complaining the loudest always, for some unknown reason, gain weight.

The detention camp galley operates in conjunction with the main galley.

The main storehouse wherein all canned goods, flour, sugar, tea and etc, are kept, is in charge of H. S.

McClanahan and three assistants. This department unloads and stores all dry provisions used by the camp.

Lastly comes the freight shed. This important department assumes various responsibilities, issuing all fresh vegetables not kept in cold storage. The task of head shedman is heavy—his responsibilities are great—so great that the first shedman lasted only one month.

In order to accomplish its daily routine the Commissary Department is forced to have help from the officer of the day and the Public Works Department. The officer of the day is called upon to furnish men for working parties for unloading cars and helping to store provisions.

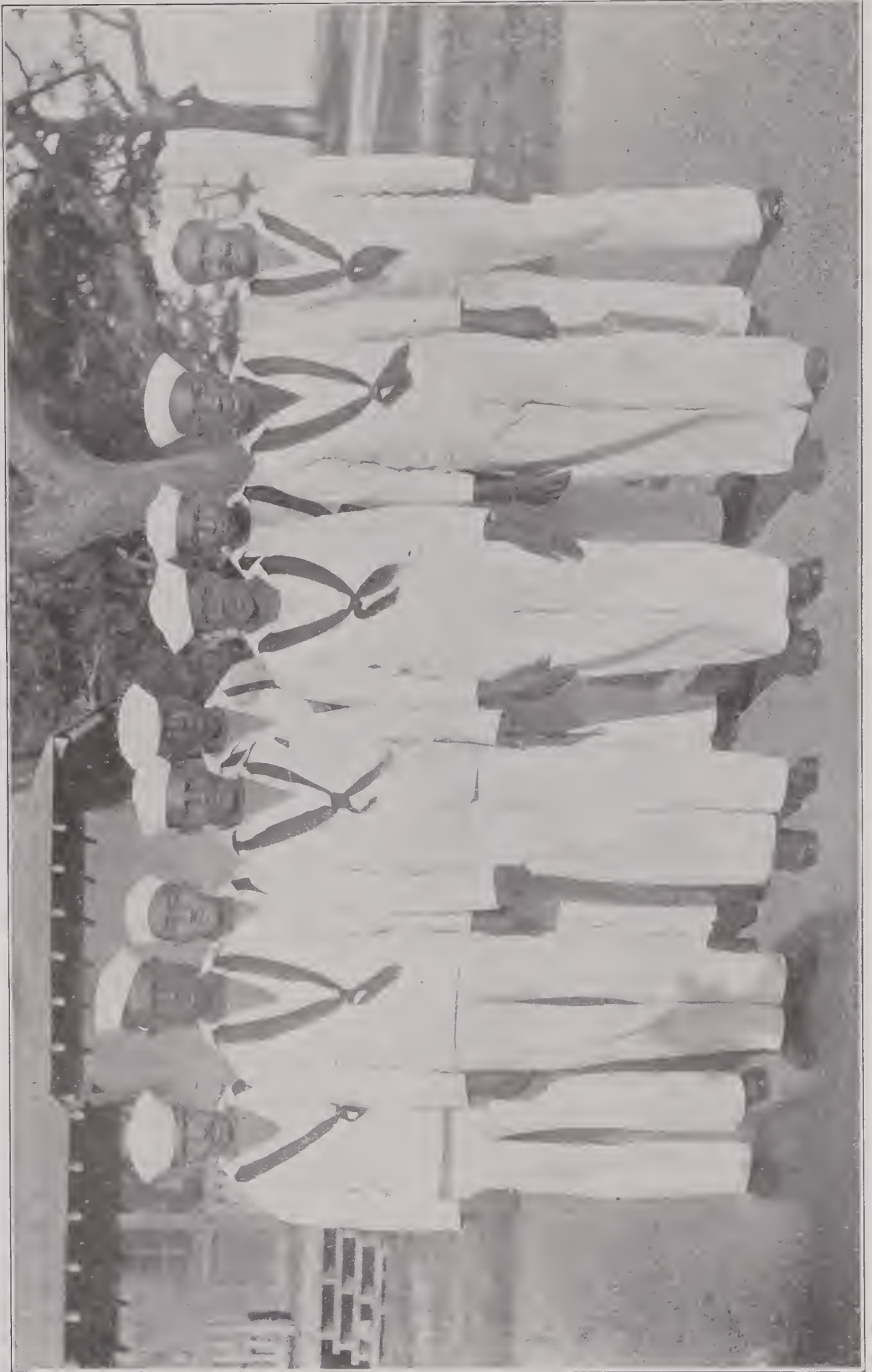
The first general mess on April 26, 1918, was small—only 125 men—but the Commissary Department was also very small. The entire personnel consisted of Mr. Gaustad, two men in the commissary office, and fourteen men in the galley.

It is hard to say just how much credit the camp gives the Commissary Department. No one knows. But the fact remains that they deserve all they get. The Commissary Department never sleeps. The men in the camp must be fed, regardless of rain or shine. The personnel of the Commissary Department has no holidays. The men of the camp have only to eat on holidays—but the Commissary Department must work. The watch-word of the Commissary Department is "Always on the job."



COOKS AND BAKERS





MESS ATTENDANTS

# SMALL STORES



**R**AYMOND OTIS NEWBERRY, from "Back Bay, Boston," arrived at the "D" camp to give his services to the nation, as landsman for yeoman. He had tried all ways and means to become an "officer" since the declaration of war, as a man of his social standing should be, but examinations and other annoying details have brought him to the decision that he must go in "a common enlisted man."

From the depot at Gulfport he came in a truck, along with the very fellows he saw in the smoker through the chair-car door, saw them collarless and coatless, enjoying a game of dice.

"Say, what ye goin' to do wid de glad rags," asks one of these truck passengers. "Go to pink teas?"

"They won't stand salt water spots," says another.

Raymond surmises that they refer to his clothes and mumbles an angry answer under his breath, to hear his well tailored business suit with the fashionable military cut, referred to in such manner!

On the camp he has been through the first three degrees, undress, bath, and physical examination. During the physical exam he had made a number of attempts to impress upon the doctor that he was really "social" material for the "Officers Club," but was interrupted a number of times by said medico, asking questions about his physical history.

He now stands in the "Clothes Line," waiting for his issue of clothes, behind him are fifty or so more recruits. His mind is so occupied that his slow advances are made by impetus from behind. In his mind he pictures himself the perfectly fitted and groomed "Hero" that he ought to appear to his "Claricia" in the picture which he is going to send her.

"You're next! Move up! Here comes a 32-33-38; shove'm out," calls Chief Yeoman McDonough in charge of the department, and pants, blouses, underwear, neckerchiefs, blue, white and black, are blown as paper in the whirlpool of a Chicago wind, with Raymond in the center of it.



# *The Gadget*

"And a 9-F hoof," adds McDonough. "SIGN HERE."

Later, the same day, the mirror disclosed to Raymond that the blouse exposes his chest too much, that the trousers felt tight in the seat and the shoes are "unspeakably rough looking."

He is disgruntled and returns to the Clothing and Small Stores, with his protest quivering on his lips, tears in his angry eyes. A company is going through a periodical re-outfitting, a master at arms is overseeing the forward movement like a traffic cop, Raymond stops at the end of the line, but feelings are too high for useless waiting which causes him to be first ordered, then "col-lared" back to the end.

"This is an outrage! I want you to understand I came into the Navy through patriotic motives! How can I be seen in these clothes?" He protests, as he reaches the window. McDonough catches the idea, as you note, in this question.

"Well, supposing you tell me all about it and we'll get the Comman-dant's advice!"

"Nothing fits me. These shoes are too broad and I'll have a foot like a day-laborer if I wear them. Let me in and I'll try on a few more until I find a neater looking pair," Newberry suggested.

"You know you get a one hundred-dollar allowance of clothes, don't you?"

"Certainly."

"When I issued those clothes you got 'em didn't you?"

"Certainly."

"They're yours, ain't they?"

"Yes."

"What d'ye bring 'em to me for? Good bye. Call again when you can stay longer."

"Well," explained McDonough, to me, "clothes in the Navy are not individual. We don't advertise that way. It's like insurance, they know your longevity from an average life and I know him and his size from an average size-up, see."

"Pax Vobiscum," said I, and "shoved-off."

JOHN LANDESCO,  
Assistant Paymaster.



INTERIOR OF BARRACKS

# CANTEEN

# NOTES



THE canteen man is the confectioner and stationer of the camp, and it is no small store at that. A store with a \$15,000 stock and three to five hundred dollars in sales per day is generally considered a big store, in this branch of trade. On the Gulf Coast, it is the largest.

Chief Yeoman Bolinski, who is in charge, is himself a character of interest—a “hash-mark” man, an ex-constabulary mounted policeman, etc., a business man in civilian life. But that is neither here nor there in this story.

While the profits of a Naval canteen, or “Ship’s Store,” are fixed at 15 per cent on gross sales, the business acumen of its manager may

gain material advantages for his trade, and his “shipmates” by judicious purchasing and choice of stock, as well as by avoiding damaged stock, for all such losses come out of the profits. No other fund is chargeable.

The profits are devoted to the athletic fund. The entire completeness of the athletic equipment of the camp and the large balance in the athletic fund bear witness to the efficiency of the canteen’s management.

It may be said for Bolinski and his force, under the policy and guidance of Paymaster Lockett, that he has conserved the interests of his “shipmates.”



## High, Low, Jack and Queen

IT is the cool, brilliant morning of November 12, 1918, five hours ago the world war closed, to give way to the *Big American Idea*, in every nook and corner of the world. No emphasis nor proclamation of

mine can make the greatest day in the world’s history, one hair greater.

I am writing in the canteen, trying to tell about it. Why the chronicle? Because those who here stand in line are under no restraint and



# The Gadget

their reactions are exposed in the remarks in the line and over the counter. "The ice cream is done sol' out. We have a-sorted pops that we got to sell so we can go home fo' da war is over," says Mullady.

"Gimme a dope before you go back to rat-catchin'," says number one in line.

"I always thought Mullady had a political job from his looks," adds number two.

All of this time Mrs. Watson is on guard, for a fire captain from Texas is telling her his history and how he could make a woman happy as the captain's wife. With this rejoinder:

"The Admiral was just in here and of course I stood up at attention. He looked at this box and said in his fine voice: 'What is that box doing there?' 'Well,' said I, 'you know I work very hard but sometimes we get a half-minute to sit down and I use this box.' 'Well,' ordered the Admiral, 'when Warrant Carpenter Wiener comes around, have him make you

something real comfortable to sit on.'"

So Mrs. Watson goes on telling the fire captain how she would only love a big real man, when a seaman's guard gets his next at the ice cream window:

"Say, Mullady, let me in, I want to speak to Mrs. Watson."

"Come right in, boy."

"Do you suppose I could get out of the Navy so I can go back and get married? The girl writes me there is another fellow callin' on her and she's gettin' older, you know."

And Mrs. Watson goes on to encourage him. At the same time exchanging greetings and selling to dozens of sailors, and officers, high or humble.

The canteen is the Forum of the Camp, the lid of restraint is off and men speak freely as they trade money for "goodies." If you want to put your ear to the ground, go to the canteen.



"SHIP'S COMPANY"

# COMMISSARY STORE



**T**IME was, when the operation of the Commissary Store was a one-man job, presided over by Commissary Steward Melancon. The stock was limited and he had but few customers to disturb the even tenor of his daily routine. Time went on, business began to pick up, but it was at this juncture that lucky Melancon was transferred to the hospital galley.

Help, especially clerical help, was scarce, so after having cast vainly about for an experienced commissary man, Paymaster Lockett was compelled to deplete his own force in the G. S. K. department by two. He selected J. R. McCoy, Y. 1c, and J. M. Rauch, S. K. 1c, to carry on the work, and with the assistance of Florence Bailey, Y. 2c, their careers as grocers began.

In those days there was no truck detailed by the Public Works Department for the use of the Commissary Store alone, so that the daily requisition of fresh bread, sugar, flour, ice and other supplies

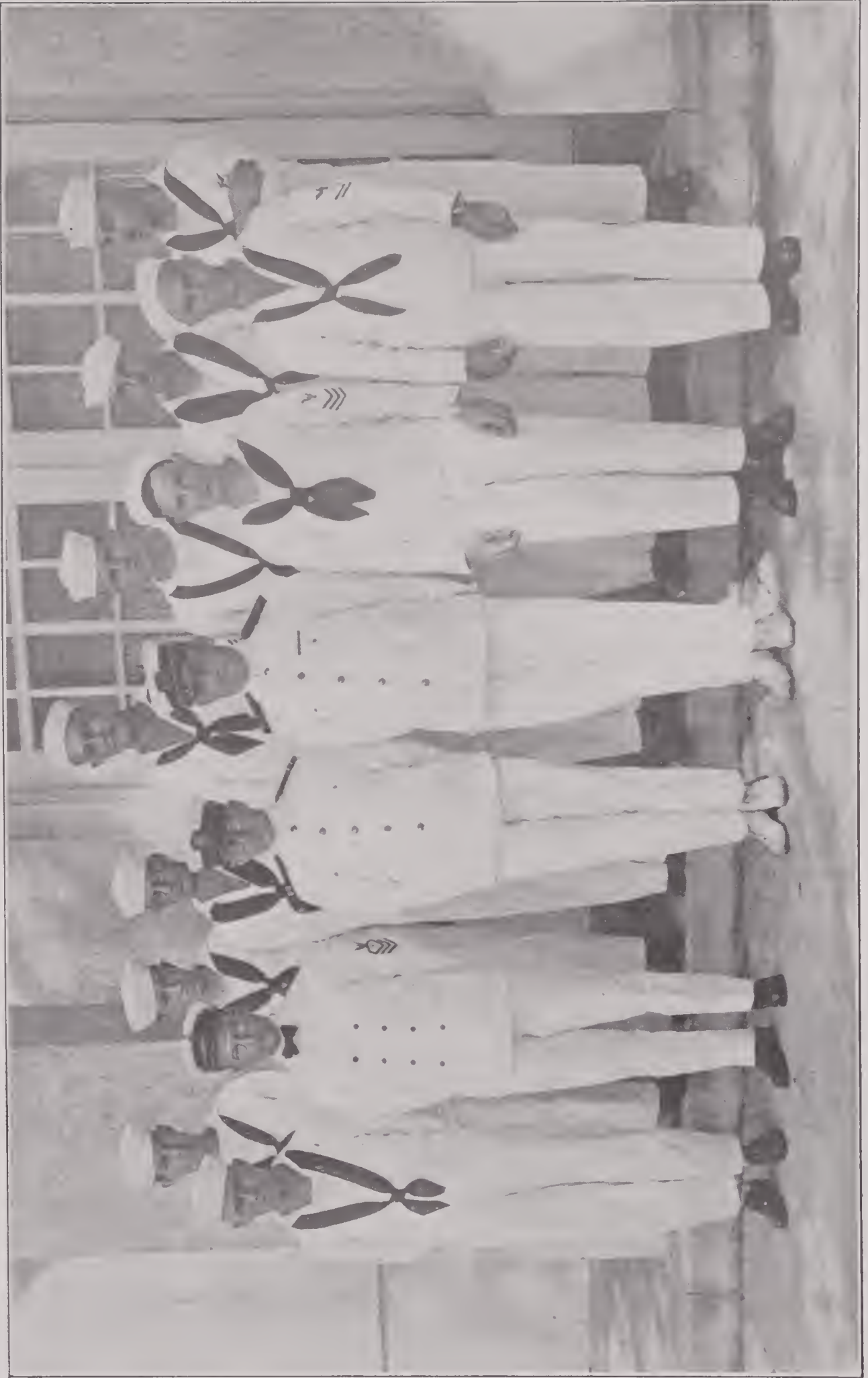
were hauled in trucks by man-power from the galley and the Commissary Stores building. Bookkeeping and other paper work was interspersed with periods of cutting ham and fresh meat, with the result that the work was far from satisfactory.

Outside business grew by leaps and bounds, but still no help was available, and those on duty had reached the point of desperation when Chief Commissary Steward G. L. King came to the rescue and took charge.

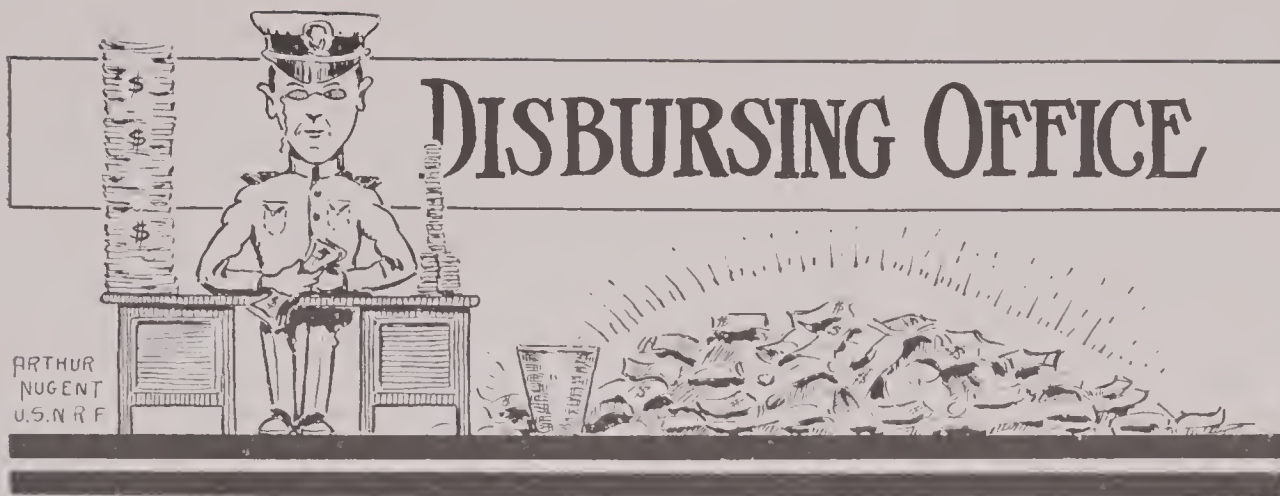
Rauch is the sole member of the original crew still aboard the good ship Commissary Store, and is Chief King's right hand man, while Wentzell and Bailey, later arrivals, are fast learning the Navy's way of doing business.

In times of leisure, Chief King is wont to hark back to the days he spent on the "briny." Nothing is ever put over so good that he doesn't know a better way, the "way they did it on the *Petrel*."





THE DISBURSING OFFICER AND FORCE



**B**EHOLD emerging from a stack of pay slips and allotments and insurance blanks and public bills and rating slips and check-ages and checks and cash books and returns, the most popular man on the camp on pay days, Paymaster Otis J. Tall, disbursing officer, called "tall" for "short," the owner of the only automobile that is housed in a Naval disbursing office on rainy days, clock tender, first-class of the Ancient and Exalted Order of Brethren.

Baltimore, Md., is famous in contemporary history for a great Democratic convention and the birth of our disbursing officer on March 14, 1894. Here he also attended the public schools and the Boys' Latin School. He studied Mechanical Engineering at the Lehigh Uni-

versity and was graduated a Bachelor of Economics at the University of Pennsylvania, in the Wharton School of Finance. This with an eye to "disbursing."

He entered the Navy by examination in June, 1917. Previous to his appointment as paymaster he served in the Army for a few months advancing from private to sergeant in the Ordnance Department. He received his training as paymaster at the U. S. Arsenal at Augusta, Ga., and the Pay Officers' School at Washington, D. C.

January 1, 1918, is the date of his arrival at the Naval Training Camp, Gulfport. His main hobby is Warrant Carpenter Jerry Wiener, than whom he is a fraction of an inch taller.



## History of the Pay Office

**B**ACK in the dark ages before the natives began to ask, "When will the boys come in?" the disbursing officer arrived at 2 o'clock one morning, on an eighteen-hour-late train. However, he soon realized that the eighteen hours made no difference because there

was no angry pay line waiting for the window to open. He was told to be patient, get his outfit together, find an office, and wait for business to pick up.

Finding yeomen for the pay office at Gulfport required more than patience. They finally arrived



though, along with a few desks and chairs, all of which congregated in the north wing of the Administration Building. About this time Pay Clerk Falconer arrived upon the scene.

Then the executive officer decided that he needed more room, and the pay office moved into building number six, otherwise known as the "House of the Leaky Roof." Subsequently the inevitable happened,—the "boys" came in and the disbursing office has been a scene of much action ever since.

There are bills to pay for all the

chow consumed and supplies required by the camp. If you don't believe it, ask First Class Yeoman Turner, for he attends to most of the details of this job. Chief Yeoman "Dot" Washington is a payroll shark and keeps Wooten, Brown, E. Washington, Kahn and Mize busy making entries on the rolls. Murchison and Wallen are strikers. Allotments and insurance occupy most of the time of Sneed and Richards.

Twice a month about two thousand Gobs line up and real money is shoved at them over the counter



## The Good Ship Pay Office

### ACT I

Scene: The Pay Office.

Time: Any rainy morning.

(The curtain rises slowly. Male chorus of yeoman in rowboats paddle slowly along the aisles between desks singing the opening chorus:)

"We are the checkers of the pay office,

And right good checkers too.

We never overlook an entry on the book

For we check the whole damn crews  
Yes, we check the whole damn crew."

(The wake of a periscope appear, and the chorus tie up to their respective desks. Submarine comes to the surface and Pay Clerk Falconer appears on deck.)

*Pay Clerk Falconer:* Have you "buckos" made the morning check-ages yet?

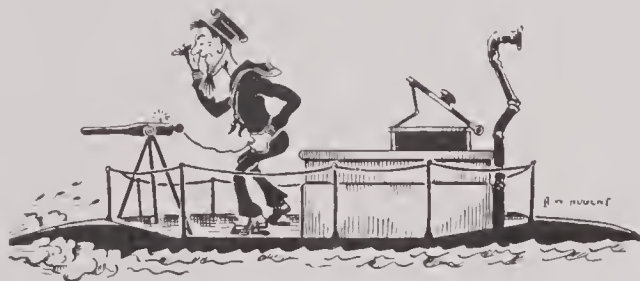
*"Dot" Washington* (leading chorus man): Yes, sir, all except the hospital fees. There was a man here just now who wanted to draw a pair of socks.

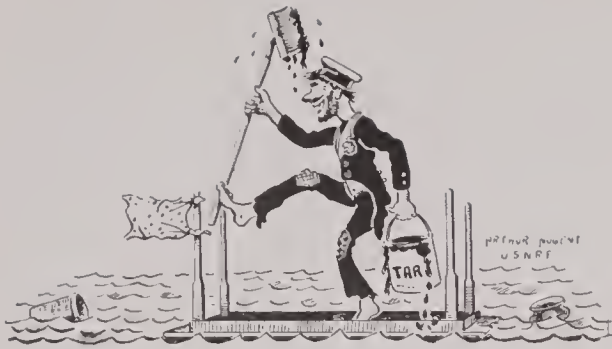
*Pay Clerk Falconer:* What did you tell him?

*"Dot" Washington:* I told him that he'd have enough money on the books by April, 1923.

*Pay Clerk Falconer:* Very good. Play safe for the pay office. The tide is pretty high this morning. How is the roof?

*Turner:* Bad, sir. Just took a





sounding, no bottom at ten sir and nothing but rain in sight.

(Sound of horn: Enter Paymaster Tall in flivver floating on barge.)

*All:* Good morning Paymaster!

*Paymaster:* Good morning men. Has the safe been located yet?

*Wooten:* Yes, sir. The divers are working now and hope to have it to the surface by pay day.

*Paymaster:* Good. Any repairs to the roof?

*Brown:* Here comes a Public Works man now with a bucket of tar.

(Enter Carpenter Wiener of Public Works with bucket of tar.)

(Song) "The Merry Sailor and the Tar."

*Wiener:* I repair the roofs on this training station.

*All:* "Sing hey the merry sailor that you are."

*Wiener:* I wear spiked shoes; you'll see through observation.

*All:* "Sing hey the merry sailor and the tar."

*Wiener:* The sun comes out and the tar leaks through,  
And when it rains, the rain does too,  
But what else is there I can do?

*All:* Sing hey the merry sailor and the tar,

The merry, merry sailor, the merry, merry sailor,

The merry, merry sailor and the tar.

(Repeated with hornpipe by Sneed.)

(A ripple appears in the main aisle and the head of Ensign McEilgott appears on the surface.)

*Ensign McE:* Throw me a line!  
(Submerges.)

*Ensign McE* (reappearing on surface): If some of you birds don't throw me a line, I'll drop this safe.

*All:* Hooray, the safe is found.  
(Kahn and Mize throw a line to Mr. McE and rescue him with the safe.)

*Mr. McE* (holding out 2,000 pound safe in right hand): So this has been stopping up my sewers, eh?

#### GRAND FINALE

*Entire Outfit:* "Come gather round, the safe is found,  
We're going to have pay day to-morrow,

When the ghost walks is when money talks

We're going to drown all your sorrow,

We pay twice a month and make few mistakes

We've got it on Boston and also Great Lakes,

Our money is new and you won't get the 'flu'

From the dough that we pay you to-morrow."

*Repeat:* From the dough that we pay you to-morrow.

(CURTAIN)

NOTE—Acts II and III rejected by the censor.





WEDNESDAY NIGHT—IN THE COLISEUM

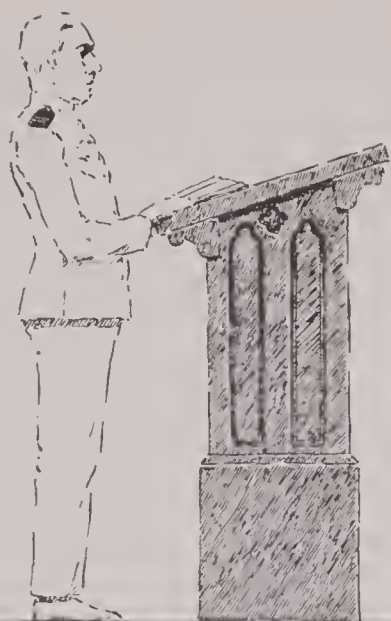
# CAMP WELFARE, ATHLETICS AND ENTERTAINMENT







OUR CHAPLAIN AND HIS CO-WORKERS



# CHAPLAIN

SAMUEL LEVIN

**C**HAPLAIN TAYLOR, Camp Chaplain, was born in Troy, N. Y., on April 1, 1877.

He comes of a family of ministers; his father, brother and brother-in-law all being ministers of the Gospel. He is a graduate of the Warrensburg Academy, Troy Conference Academy and Union University.

Upon completion of his course at the University, Chaplain Taylor entered the Methodist ministry. His first two parishes were in Western Vermont in 1906. On October 23, 1901, he married Dorothy Elizabeth Kereste, of Schenectady, N. Y. LeRoy, Jr., born May 19, 1911, is the only child. He was called to the pastorate of the First Methodist Episcopal Church at Schenectady, N. Y. This is one of the largest churches in Methodism and is the church which the chaplain had attended five years previously, while still a college boy.

On March 23, 1907, Chaplain Taylor organized the Trinity Methodist Episcopal Church of Schenectady and during his pastorate there was instrumental in the building of

one of the most "down-to-date" church edifices in New York State.

His denomination having recognized his special ability in handling men, recommended him for chaplain in the Navy, and President Taft commissioned him junior lieutenant on December 23, 1910.

Chaplain Taylor's first cruise was aboard the U. S. S. *Indiana*, which left Annapolis for Europe on June 5, 1911. The U. S. S. *Indiana* returned in September of the same year and Chaplain Taylor was immediately transferred to the Pacific fleet and at the end of his cruise was ordered to the training station at Newport, R. I. From there the chaplain was transferred to the Fourth Regiment of Marines, then stationed at the Exposition Grounds, San Diego, Cal. When this regiment made their expeditions to Mexico and San Domingo, in 1906, Chaplain Taylor accompanied them.

During the battles fought in the San Domingo expedition Chaplain Taylor displayed such courage in assisting the Medical Corps, that he





received a letter of commendation from Secretary Daniels.

Chaplain Taylor was then transferred from the Fourth Regiment of Marines to the flagship of the Pacific fleet, and on May 6, 1917, left with the fleet under command of Admiral Caperton for South America on a diplomatic cruise. After the object of the cruise, namely, the winning of the South American countries to the

side of the allies, had been accomplished, the fleet took up the work of patrolling the east coast of South America and clearing the South Atlantic waters of German raiders and submarines.

On May 5, 1918, Chaplain Taylor was transferred to the U. S. Naval Training Camp at Gulfport, Miss., where he has been on duty as Camp Chaplain ever since.

#### Organization

Le Roy Nelson Taylor,  
Chaplain, U. S. N.

Miss Mary Hilda Yelverton,  
Secretary and Librarian.

William F. Vaught,  
Business Manager, Welfare Department.



### Religious Department

UPON Chaplain Taylor's arrival at the station, June 14, as he was the first chaplain assigned to this station, it was necessary for him to organize the religious work. Morning services were appointed; the Catholic services being held at 6.45 a. m., conducted by Rev. H. A. Spangler; Protestant services at 9.30 a. m., conducted by Chaplain Taylor; this was followed at 11 o'clock by a non-sectarian lecture to the detentioners. Services for the men of Jewish faith were held by Rabbi Moses, each Friday evening at 7.15. Dr. Moses has been assisted from time to time by Isidore Marx. It will be of interest to know that Mr. Marx is a native of Alsace-Lorraine. Through the week numerous visits were made to the hospital, where the chaplain

seized the opportunity here granted for personal religious talks with the men.

Immediately after the arrival of the Rev. Edward Burger, religious secretary of the Y. M. C. A., steps were taken to organize Bible classes, and to conduct vesper services at 7.30 each Sunday evening. It is with a great deal of satisfaction that a large attendance has been noted at every religious service. Deep interest has been manifested by the men in their own spiritual welfare, which has resulted in a large number of conversions. Permission was granted for civilians to attend these services, and large numbers availed themselves of this opportunity of worshipping with the sailors.



# Camp Honor Roll

Percy William Owens	C. M. M. A. R. F.
William Edward Kerens	C. M. M. A. R. F.
Gordon Lothian Miller	C. M. M. A. R. F.
Clinton Harris Mettastadt	C. M. M. A. R. F.
Francis Joseph Heaney	M. M. Zc. A. R. F.
John Pacheco Sousa	C. M. M. A. R. F.
Frank Paul Kogel	C. M. M. A. R. F.
Robert Anthony Bowling	C. M. M. A. R. F.
Elmer Bird	Bk. Ic. ~ F. N. R.
Lucius Sinclair Mc Kelvey	C. M. M. A. R. F.
George Louie Giles	M. M. Zc. A. R. F.
Jay Gould Cook	B. M. Zc. F. N. R.
Vincent Jasper Bauna	A. S. ~ ~ ~ ~ R. F.
Harry James Lopher	M. M. Ic. A. R. F.
Theon Harbey Woodward	C. M. M. A. R. F.
Karl Hoberg	C. M. M. A. R. F.
Francis W. M. Herron	M. M. Zc. A. R. F.
Herbert Clifton Wilson	A. S. ~ ~ ~ ~ R. F.
Robert Nathan Parks	M. M. Zc. A. R. F.
Jacob Davidson Errett	C. M. M. A. R. F.
Andrew Joseph Anderson	F. Zc. ~ ~ ~ ~ R. F.





In the bringing together of large numbers of men, an important question to consider is how to give them wholesome and instructive entertainment during the unemployed hours. Chaplain Taylor was appointed entertainment officer and with the able assistance of Mr. W. T. S. Hill, general secretary of the camp Y. M. C. A., and social secretary, Mr. E. H. Strode, this problem was soon solved by arranging the every night program.

Monday night, moving pictures and vaudeville; Tuesday night, boxing and wrestling; Wednesday night, concerts furnished by the people of the coast, followed by a dance; Thursday night Bible, classes; Friday night, moving pictures and vaudeville; Saturday night, was kept open for entertainers sent to us by the National Y. M. C. A. headquarters. All entertainments of the station, though of a very high character, and at times involving a considerable expenditure of money, have been furnished free to the men, and no man found it necessary to leave the camp any night in the week in search of entertainment. The Y. M. C. A.

also furnished moving picture machine, screen and reels.

The reading, writing and game room was also provided, the government furnishing it with copies of all the leading newspapers and magazines of the country, while the Y. M. C. A. and the Knights of Columbus furnished writing material and games. This room, needless to say, is the most popular rendezvous of the men and has been most ably managed by Mr. C. H. Arnall, welfare secretary of the Y. M. C. A.

A well-equipped library was installed, and many contributions made to it by the people of the neighboring cities and the American Library Association. Miss Mary Hilda Yelverton, the chaplain's secretary, was placed in charge of the library, and has found her ability for distributing books taxed to the limit.

Certain periods of each day have been spent in training the men to sing the national airs of the Allied countries, and the popular war songs of the hour. Also the Glee Club and quartets have been organized. All this work has been most ably conducted by Mr. Floyd Williams,



better known as "The Gob with the Golden Voice," who has been officially designated as the camp song leader.

Volley ball has been introduced here as a new game but judging from the way the men have become interested in it, it seems likely that it will stay. Two large outdoor lighted courts for volley ball and indoor baseball have been ordered and will be put up outside of the Coliseum for use all day long. A volley ball league with one team from

each company is being organized by Mr. C. M. Snow, assistant physical director, and these teams will share the gymnasium floor on a regular schedule with gymnasium, wrestling and boxing classes.

The station is also planning to send a cross-country and track team to the Service Field Day at New Orleans on Christmas, for which teams there are several good ex-college athletes. Mr. Snow will have charge of the monthly station field days.



## Welfare

From the beginning things were found to be necessary for the comfort of the men, such as barber shops, laundry, tailor shops and cobbler shops. These were all finally established and, without much effort, men who had been trained in these various trades were secured to man these shops. As a certain percentage of the profits from these shops was to go to athletics, and Chaplain Taylor had been appointed athletic officer, he was placed in charge, and immediately chose Mr. William F. Vaught as business manager.

These shops have all been equipped with the most modern appliances, and are doing the very best of work for the men at a very moderate price. The system introduced in this department was the coupon system; coupon books were purchased containing twenty five-cent coupons; these coupons can be used at any of the above-mentioned shops. Whenever a man has any work done he merely has to tear out the value of the work in coupons, money transactions being forbidden.





THE BASEBALL TEAM

# ATHLETICS.



**I**N this, as in all other military camps, athletics has played a very prominent part. As athletic officer, Chaplain Taylor has been most ably assisted by Mr. H. T. Stegeman, the Y. M. C. A. physical director. Mr. Stegeman came to us after several years of most successful activities as a physical director in various colleges.

## BASEBALL

During the latter part of the summer months and during the fall, the station has been represented by a baseball team. The schedule was more or less irregular, due to a very rainy season and the influenza epidemic in this vicinity, but enough baseball games were played to prove the quality of the team. The fact that there are four big shipbuilding companies in the immediate vicinity offered many games, as each company had a team in the field that played Class A ball all year. The most important game of the year was against Algiers Naval Station, the latter meeting defeat to the tune of 9 to 0.

The pitching department was ably taken care of by Rex Dawson and Bajuk. Dawson was one of

the first three leading pitchers in the American Association two years ago, and pitched gilt-edged ball here. Dawson has fine speed and a good curve ball, and should win many more games. Bajuk is a California lad, a southpaw with a good fast ball. Shepardson, an Eastern college lad, has developed into a fine receiver. His peg has been deadly to many attempted steals, and he is a good hitter. Azzato, the diminutive pastimer, played a star game at first base. Gus formerly played semi pro baseball on Long Island. Bannon, the present second baseman, is a new recruit and with a few more games should be a finished player.

Thompson, shortstop, comes with a good record, and a lot of experience. He broke into the International League at the age of nineteen, and has played professional ball since. He was with the New York Giants and the Brooklyn Feds one year each before joining the service. Gerlach is a western coast player and a dependable third baseman. The outfield is composed of O'Hara, a good fielder and a fast man; "Lefty" Allaud, 135-pound pugilist, whose home run with two on



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in the Algiers game broke up the game, also "Nig" Dodson an ex-leaguer from the southwest. Apperson and Veazy are good utility men.

The promise of the formation of a winter league may soon be fulfilled, and the station rooters should see a good brand of baseball all winter. The league will probably be composed of the four shipbuilding teams, Camp Shelby, two teams from New Orleans and this station.

During the season the team lost two good players in Hagedorn, Jersey City catcher, who was transferred to Pensacola, and Duffy, Holy Cross second baseman, who was furloughed back to his college work.

Joe Davis, care-taker of the Athletic department, has proven himself a friend of all the station athletes, and gets the unanimous thanks of the baseball men for his good care of the personnel men and their equipment. The uniforms used by the team were donated by Butler Brothers of Chicago in answer to a letter from Physical Director H. T. Stegeman.

## BASKET BALL

After Thanksgiving Day a basket ball league will be formed on the station, with each company and organization represented. It is certain that this league will develop and uncover basket ball material for the station team. With several Navy and Army camps in our immediate vicinity a strong schedule is certain, and it is sure that competition for the places on the company teams and the station squad will be keen enough to bring out the best material we have.

## FOOTBALL

The quarantine placed on all athletics during the month of October delayed the organization of a football squad until early in November. With the promise of games with Spring Hill College, Mobile, Ala. Camp Shelby, West End Naval Station, and perhaps one more service team, a short schedule will be played.



At the time this article goes to press the personnel of the squad is still uncertain, but it is sure that some of the college players will be heard from. The most promising candidates are Finnerty and Verfurth, University of Arizona tackles; Sief Anderson, all-southern center; Bridges, University of Mississippi quarterback, and Johnson a Hospital corpsman of football experience. About 50 candidates reported at the first practice, among them many men of experience in high schools and colleges.

## BOXING AND WRESTLING

Every week the sailors are treated to boxing and wrestling entertain-



# The Gadget

ment, known as "fite nite" in the Navy and Army. Every Wednesday night all the pugilistic stars of the station are matched up in their respective weights, and some fine exhibitions of the manly art of self defense have been given. Along with the regular bouts one or two matches known as "grudge" fights are staged, for the purpose of settling arguments. After three or four fast and furious rounds the final handshake invariably mends an interrupted friendship. All such bouts have been clean, and good from the standpoint of the crowd.

A few of the most prominent mit artists are Allaud, Sullivan, Leach, Steel, and Selman. Allaud, an amateur, has defeated all comers at his weight, and is now matched with the best man from Camp Shelby. "Lefty" is a popular man with the station rooters and can be depended upon to give a good account of himself. Sullivan, a 125 pounder, comes from New York with a good record and a long list of fights. Tex Selman is the title holder of the Southern Fleet, and for a time held the championship of the Pacific Fleet. Tex fights at 155 pounds, and is scheduled to meet the champion of Camp Shelby in the near future. This camp has a fine list of good boxers, and classes have been organized for the purpose of instruction.

The interest in this sport has been very keen and classes are well attended.

Lieutenant Perez, lightweight champion of the Southern A. A. U. for three years, has been put in charge of wrestling. He is fast developing a good-sized class of wrestlers and the near future should see some good bouts.

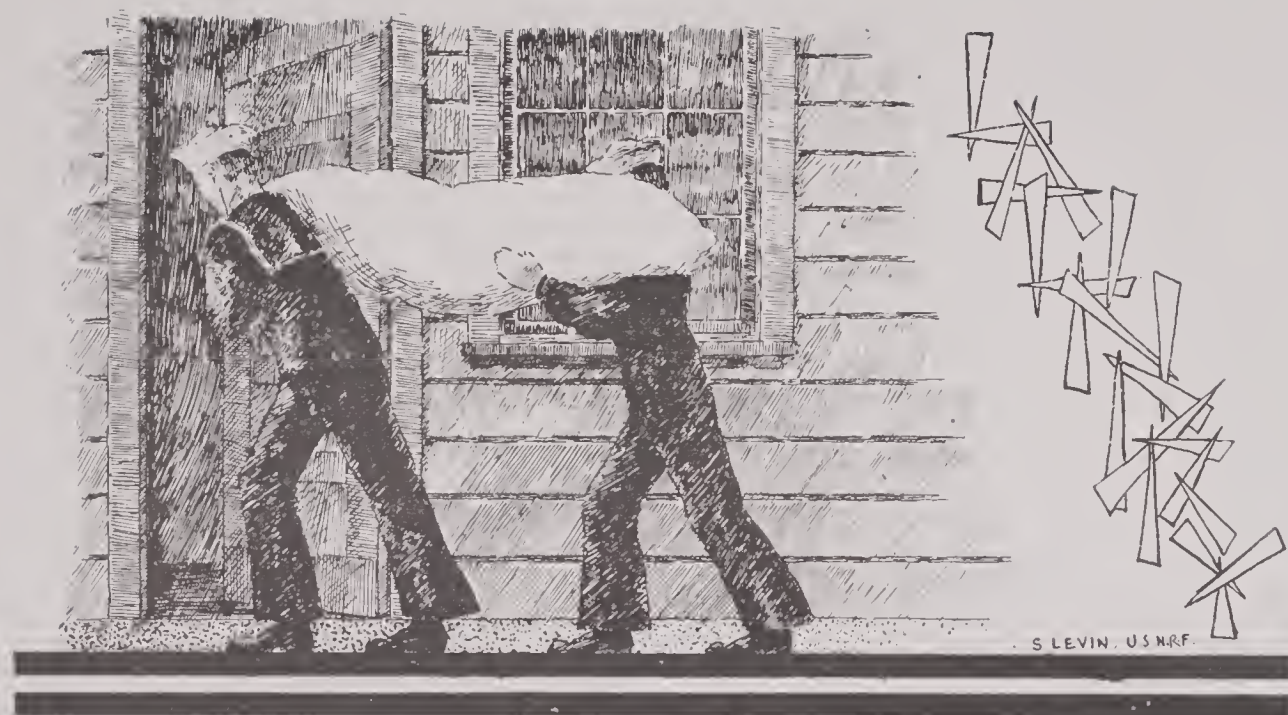
## SWIMMING

This station was represented at the Southern A. A. U. swimming meet held at Birmingham, Ala., by two of our best swimmers. These two star performers returned with four gold medals. Charlie Shields won the 50-yard, 100-yard and 220-yard championships for the South, and Mike Messinger won the 220-yard breaststroke championship.

## GYMNASIUM WORK

With the arrival of the large order for gymnasium apparatus, the Coliseum now has the appearance of a very modern gymnasium. The apparatus has been installed and is in constant use. A gymnasium instructor has been furnished by the Y. M. C. A. and classes in apparatus work are progressing daily. In the tumbling events we have A. W. Nugent, for three years National A. A. U. championship holder. Gymnasium classes are under the direction of Mr. Smith.





THE great number of jack stays and clothes lines on the camp are manifestations of our desire to carry out the old adage, "Wash your dirty linens at home." And the laundry, which brings on more talk,—the laundry. It is only there for the benefit of the "idle rich" and it is the "idle rich," pedantic and exacting, who are at the bottom of the trouble. One man complains that he misses two shirts out of the current week's laundry. When the customer tries to explain to them that laundry shrinks in the washing he asks the familiar question "Does linen shrink to infinity?"

Then the officer's "whites." One officer brings in his clothes, and says, "make them all starch," Five days later he returns and threatens to report the hapless laundryman to the Chaplain, claiming that his underwear was starched too much, and

his whites not enough. In the anxiety to satisfy, great pains are taken to put plenty of starch into the baneful "whites." The officer returns and claims that he cannot sit down in them. "It takes a philosopher to be a camp laundryman," says E. B. Little in charge of the Main Camp Laundry.

Complaints from the enlisted men are usually dealt with diplomatically. "Why is it the collar on my whites is always yellow? Why don't you get it white?" persists one of the gobs. "Why don't you wash your dirty neck," is the answer which breaks up the argument.

It is well not to take one's self too seriously, but we believe that E. B. Little and his assistant, known as "Whiskey," are operating an up to date, fully equipped laundry and that they are improving as they learn the many whims and preferences of their patrons.



# The Gadget

## “ Our Model Laundry ”

Cleanliness is next to Godliness, so the good book doth declare, but if such is really the case what makes the poor gobs swear every time their wash comes back from its trip through “ D ” camp, with foreign matter overspread, musty and oh so damp. The laundry itself is very modern and washing should not be risky but God have mercy on all clothes that are manicured by our “ Whiskey.” He, the boss—Grand Mogul—and more, cheery, and fit as a fiddle, fate played a funny prank, in having his last name Little. At first “ Whiskey ” wished to save so he used very little of starch and wrinkled clothes came from the laundry as blasted by the Ides of March. Then to the mobs angry howl did Whiskey turn his ear, and when he heard those awful knocks ’tis said he shed a tear. So he changed the water and used more steam, broke open the starch box till his lather



was cream. Then the howl changed, as fickle mobs do, and louder and louder it roared for zealous “ Whiskey ” had used much starch and suits were stiff as a board. But now a happy medium has come, the clothes are laundered just right. And even if they go in blue they are sure to come out white. So “ Whiskey’s ” troubles are over and when all is done and said, our only unanswered laundry question, is, what makes his nose so red?

T. J. D., Jr.



## Line Up

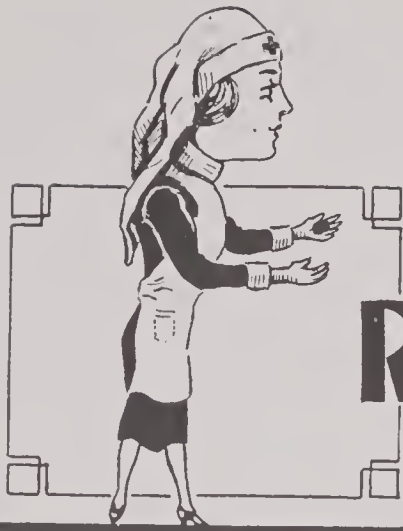
They line us up for muster,  
They line us up for pay;  
We’re lined up for inspection  
We’re lining up all day.

We line up when there’s roll call;  
For chow; to drill; to pray;  
And then sometime they line us up  
Just to see how we look that way.

They line us up for guard mount.  
At reveille (to begin),  
We line up when we get our duds  
And when a guy kicks in.

We’ll be lined up forever  
Until we pass away,  
And then you’ll hear some jackie  
shout:  
“ Line up for Judgment Day.”





# AMERICAN RED CROSS

ARTHUR W. NUGENT

“A NET of Mercy drawn through an Ocean of pain.” What a fitting epithet to bestow on that noble organization, the American Red Cross! None may be accused of ignorance of its influence but interest is increased tenfold by a review of the compass of the work done by these patient laborers: men and women of our own sphere who have other loves than that of barter and gain. Each apparent result reflects the subtle influence of magnanimous lives and noble aspirations.

The military work of this great organization may be divided into two services: Camp and foreign. The latter covers the work of caring for the needs of the battlefield and refugees in stricken zones. But the first service as a whole offers a new support for the morale of the Army and Navy.

The men in charge of Camp Service work are the field director and his assistants. Practically all of the men serving as field directors are college graduates of high standing and ability. These men are all volunteers, giving their services at considerable personal sacrifice.

Such duties are imposed on those in charge of this work that it requires men of keen sympathetic understanding and copious capacity for labor, ranging from meeting the most delicate individual situation to caring for most urgent needs of thousands of men.

We are very fortunate in having for our field director, Charles S.





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Holcombe, a man of proven sterling worth, upon whom an unlimited amount of credit is bestowed for the masterly manner in which the needs of our men and their families have been cared for—especially during the recent epidemic. To the families of the deceased, through him, was extended such aid and sympathy as to materially soften the pain of their bereavement. Material aid, in the form of sweaters, already totalling 950, has been given to the convalescent men of this camp.

In line with the Home Service work, he has rendered the most valued service, earning the deep gratitude of over two hundred of our shipmates who have been faced by varied home problems and worries.

The Red Cross is not a charitable service; it is but one mark of appreciation shown to brave men who attempt the hazards of war, braving the greatest of sacrifices, that democracy may be sustained.

The activities directed by Mr. Holcombe were not restricted to our relief alone despite the volume of work done in our midst. Untiring in his efforts for the relief of suffering, during a recent emergency on a British ship, manned by a crew of Lascars, Mr. Holcombe cared for their sick, receiving the blessings of Allah even from the departing men of the East.

It is pleasant to note the efficient manner in which the recent drastic situation at Gulfport and Biloxi was met by the Red Cross. Such were the conditions that the relief forces were almost overwhelmed by the alarming increase in sickness. Dis-

tribution of doctors, nurses and food was secured through a central depot. All available autos were drafted to furnish transportation for the nurses. Where strained financial conditions threatened to deny aid, diet and proper medical attention was furnished gratis. Yet these few words are so feeble as compared with the magnitude of patience, sacrifice and effort required of the fine people, who do these noble things!

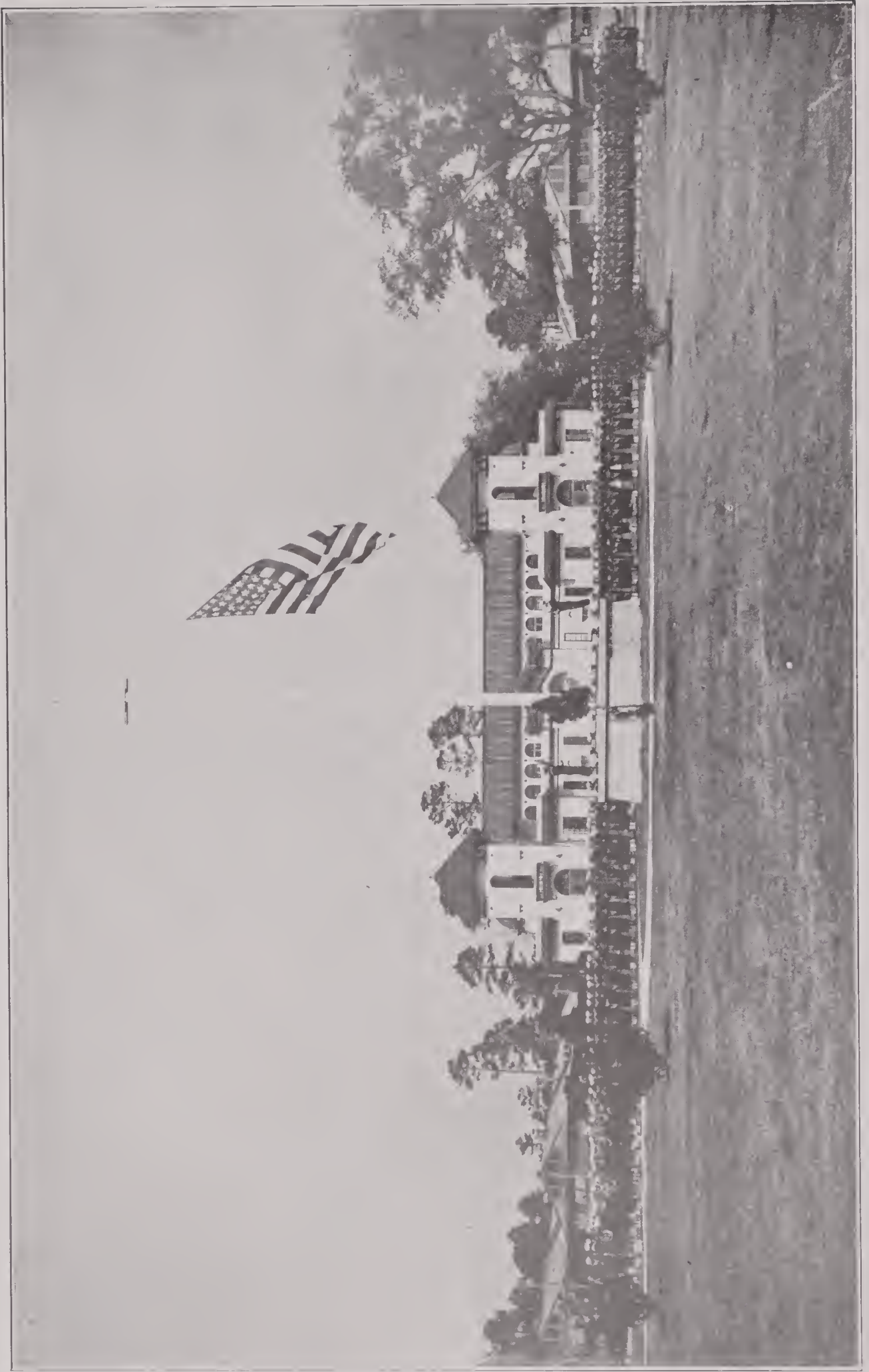
You are never so far away or isolated that the Communication Service will not seek you out if but to remind you that the home folks await a letter. Perhaps you are sick, too ill to write. Through this service your home folks are notified of your condition.

To the service man, who is passing through a strange country, peopled by strangers, comes a feeling of singular loneliness. What could be a greater boon to him than the Red Cross canteen? For kind hands and kinder hearts waylay him in town and city, ministering to his needs, filling him with dainties, cheerfulness and gratitude.

Suffice it to say that those invested with the power to determine the conduct of our government "found the American Red Cross especially fitted to render such aid." Furthermore, it is the only volunteer society now authorized by our Government to render such aid to our military forces in time of war, assuring for it a distinctive place as an auxiliary relief corps.

G. E. MORTON,  
First Company.





“COLORS”





OFFICERS AND ENLISTED PERSONNEL—U. S. NAVAL TRAINING CAMP, GULFPORT, MISS.



BIRDSEYE VIEW OF THE CAMP





OFFICERS AND ENLISTED PERSONNEL—U. S. NAVAL TRAINING CAMP, GULFPORT, MISS.



BIRDSEYE VIEW OF THE CAMP





OFFICERS AND ENLISTED PERSONNEL—U. S. NAVAL TRAINING CAMP, GULFPORT, MISS.



BIRDSEYE VIEW OF THE CAMP





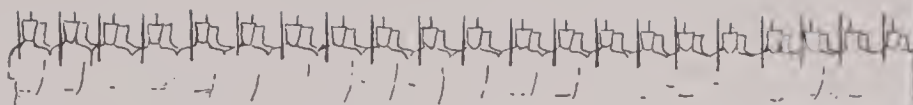


"BRITISH DAY IN GULEPORT"





FIRST REGIMENTAL COMMANDER AND STAFF



# 1ST. REGIMENT

**L**IEUT. C. W. CLEMENTZ, Regimental Commander of the First Regiment, is primarily an engineer officer. Among his important Naval assignments is that of Senior Engineer Officer of the U. S. S. *Maumee*, the ship with the largest marine Diesel engine. He is a graduate of Michigan University, Department of Engineering.

As a designer of motors and gas engines and as a shipbuilding engineer he has held important positions with the American Shipbuilding Company, the Campbell Motor

Works and the Gibbs Gas Engine Company.

Immediately before his call to active service he was naval architect and superintendent of the Hill-yer, Spering and Dunn Shipbuilding Company at Jacksonville, Fla. He was commissioned a lieutenant in the National Naval Volunteers, April 25, 1914. He arrived at this station July 3, 1918.

He was born in Jacksonville, Fla., where he also received his primary and high school education.



## First Regimental Headquarters

The headquarters of the First Regiment is located near the northern boundary of the camp, and is convenient to all companies.

Our business is to answer all the foolish questions that can be figured out, as well as a few sensible ones occasionally; dispel wild rumors, and listen to sad stories on the basis of which certain sailors expect to be able to go to Biloxi or Gulfport to see a southern beauty.

As an orderly we have one of the most interesting men in the entire

regiment, "Cowboy" Brown, from New Mexico, who desires nothing more than to get back to the mountains just as soon as the Navy has no further need for his services.

Best, the oldest acting yeoman in the office, is the "child husband" of the headquarters, but does well considering the worry and responsibility on his young shoulders. In direct contrast, we have Young, who does not live up to his name, married, and naturally settled in his ways.





Needham and Barcalow are both single and apparently happy, but it is hard to tell which are the better satisfied, this pair, or the married members of the staff. Needham hails from California, and we know it, as he reminds us frequently enough to keep it clearly in mind. Barcalow is one of many Philadelphia boys on the station, and is the "leave expert." He listens to many sad tales, from cattle breaking out of pasture, to babies cutting teeth, as reasons for travel homeward again.

Both Bechtold and Hogle have worn most of the hair off their noble brows in figuring out problems on Diesel engines for Lieutenant Clementz. According to "inside dope" advanced by Young, the married men will be mustered out first since peace is declared, and on the strength of this information "Baldy" Bechtold is saving his

pennies to go home as promptly as possible and put a certain young lady that he knows in the "dependent class."

As our work brings us in contact with our officers more frequently than the majority of the men in the regiment, we can speak with even more authority than they concerning the justice and generosity of both Lieutenant Clementz and Ensign Marsh. Lieutenant Clementz has been our commanding officer practically since we enlisted, and what we have learned concerning the Navy and its regulations has been due to his untiring efforts. We understand that he came here from the U. S. S. *Maumee* for rest, and as yet we have failed to see the day when he was resting while on this station. Ensign Marsh also "rates" the foreign service stripe, coming to this station but recently from the U. S. troop transport *Orizaba*.



## Notes on Large Diesel Engine Design

By Lieut. C. W. CLEMENTZ, U. S. N. R. F., Former Senior Engineer  
Officer of the U. S. S. *Maumee*

WITH the world at war, engineers have had little time for experimental work and far less is published in the interest of Diesel engines than the subject merits. This is to be regretted because the advancement of this economic type of engine depends greatly upon the publication of suggestions for improvement grow-

ing out of the experiences of operators in charge of such engines. Particularly is this true of large marine units which, as an operator, the writer wishes to discuss.

Diesel engines are divided into two types,—two and four cycle. In both types the cylinder is charged with air at atmospheric pressure or above, and is then compressed from



## The Gadget

400 to 500 pounds per square inch. This air, due to compression, rises in temperature to approximately 1,000 degrees. At this point a small quantity of fuel oil is blasted through the fuel valve gear into this highly heated air by means of injection air furnished by attached or auxiliary compressors. This injection air is slightly higher in pressure than the compressed air in the cylinders.

The fuel valve gear must be so designed that the oil is broken up into a very fine spray as it enters the cylinder. If this is not done, the lighter hydro-carbons only will burn, leaving a heavy deposit on both piston and combustion space.

The fuel admission period lasts for approximately 30 degrees of the power stroke. The desired condition is that combustion should proceed at the critical rate, which would permit increase of volume occupied during travel of the piston; the increase of temperature be so balanced that the pressure will remain constant until the injected fuel has been burned. After this, expansion of gases will continue until the opening of the ports or exhaust valves, when the pressure will fall rapidly. The temperature will decrease due to radiation and transmission of heat to the cooling water. The temperature actually attained in the cylinders is extremely high, approximating in some cases 3,000 degrees Fahrenheit. It is these extremely high temperatures which occasion some of the difficulties encountered in the operation of the large Diesel units.

In the study of Diesel engines of large type, for obvious reasons, it would be better to sub-divide various parts of the engine into three groups.

The first group comprises parts that are subjected to mechanical stresses but not high temperatures. The dimensions of these parts can be established by calculations and with our present knowledge of materials and their fatigue under stress accurately determined, no difficulty should arise if they are manufactured at Navy Yards or by shipbuilding concerns with necessary equipment, for they differ only in necessary sections from standard marine practice.

In Diesel engines the crankshaft should have a high factor of safety—tensile strength of not less than 75,000 to 80,000 pounds per square inch with a diametrical ratio to bore of approximately .65. The bearing surface should be ample but not exaggerated. It is obvious that a stiff crank withstands torsion best.

Augmenting too much the length of a bearing does not improve it, for it wears then principally at the end and the rod bushings show abnormal wear at their extremities.

Some Diesels have already been built with through bolts extending to the cylinder heads, relieving the cylinders and columns of all stress. This is a factor to insure lightness and strength, but not rigidity, and it is considered that both cast iron columns and steel through bolts would make for a better and stronger frame, with no danger of cracking





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cylinder heads. This has been the experience in large Diesel installations.

Bed plates or bases, needless to say, should conform to standard marine practice—very strong with large web sections through the centre; also the arrangement of material for water-cooling the main journals.

The second group comprises those parts which are subjected not only to the various stresses caused by piston force, but also to extremely high pressures and temperatures.

The problem at this point becomes much more complex. Not only must the designers secure direct transmission of force but they must also provide for expansion in much greater measure than in a steam engine.

Castings must be designed of uniform sections and provisions made for expansion. They must also avoid too heavy sections especially in the region of the combustion chamber. Here weight is not synonymous with strength and yet the designer is at a loss to know how to calculate the resulting stress because the initial condition of his castings is unknown to him.

At this point the problem becomes one more of metallurgy than design and it is only by close co-operation between the foundry and designer, that the solution can be found.

In the study of heat transmission through cast iron cylinder walls, the fact must be borne in mind that about 260,000 calories per square meter per hour are transmitted through the walls of the cylinder during the combustion period,

whereas the heat transmitted through the walls of a steam boiler is only 30,000 calories per meter per hour. Such enormous quantities of heat transmitted cause very high stresses in the castings, and only a special mixture of cast iron can withstand such stresses.

It is desirable that more study be given to the question of appropriate cast iron mixtures for internal combustion engines. Such intricate castings as cylinder heads should be heat treated during their process of manufacture to relieve them of any casting stress, provided they are made of cast iron. Cylinder heads of cast bronze are considered superior to those made of cast iron, but no reason can be advanced why cast iron cannot be successfully used without cracking, although experience has shown that valves and valve seats are kept in a better condition where bronze heads are used.

All the parts comprising the second group to be very closely machined, necessary clearances exactly determined and the relative degree of wear closely watched. Knowledge of the very interesting question of the growth of cast iron under recurring high temperatures, is an important factor in the determination of clearances between the cylinder liner and jackets. This clearance should be determined by experience, as the expansion to be allowed for cannot be ascertained by calculation with any degree of accuracy, due principally to scale forming on the liners and jackets.



## The Gadget

The outlet cooling water temperatures are not a true record of the heat condition of the liner at the combustion space. This is due to scale that usually forms at a point where cooling is very hard to establish.

In drawing 12-cylinder liners in a twin engine ship the scale was found to be one-sixteenth inch thick and exceedingly hard, necessitating machining for removal. It is considered good practice to give the cooling system, especially the jackets, a boiling out with boiler compound at intervals of not less than once a quarter, excepting such parts as have gaskets of rubber and such other material that the compound would destroy.

The third group comprises all parts which are subjected to neither high stress nor high temperatures. They require additional close study of all phenomena that occur during the starting and operation of the engine. They must be so constructed that they preclude any error on the part of the operator in charge and must be so designed that too high pressure in the cylinder or valve gear will be impossible. They must be so constructed that any one of the cylinders can be cut out quickly if necessary, when running at low speeds, either by uniform reduction of the fuel to each cylinder or by cutting out a group of cylinders. From these considerations, it follows that gear operated by compressed air or oil pressure must be confined to those places where a leak would be of no consequence.

It is not considered good practice to have all the handling mechanism operated by Servo action as this tends to relax vigilance on the part of the operator.

Strong pressure should be brought to bear on designers of large Diesel engines for simple mechanism, but this simplicity must not be purely superficial and attained by a multiplicity of parts hidden from view. Briefly stated, every extra function involved requires extra parts, thereby augmenting the possibility of failure. While simplicity is here most desired, it must not be attained at the expense of manoeuvring quality even in the smallest detail.

Having established reliability as a feature of first importance, it is recommended that the engine be as accessible as the first features admit. We can find nowhere a better example than the marine steam engine with its hundred years behind it. It is therefore, advisable to adhere to these features wherever possible. Many large engines have been designed with these considerations far from view.

If more attention had been given to this point, it would certainly have gone far towards avoiding certain features in some designs which are rather extraordinary.

In addition to this, there is another big factor in adhering strictly to marine standards. As it is practically impossible to give operators a full knowledge of the Diesel engine in a short time, and as there are none other than steam engine men available, excepting specially trained





## The Gadget

men of the Naval service or men direct from factories with no sea experience, it would seem wise to adhere closely to the steam engine practice. It is well to confide in the operator's hand only a limited number of functions with which he is unfamiliar. It is contended he will have more confidence in an engine in which the operating gear is familiar to him.

The piston is one of the most essential parts of the Diesel engine. It is necessary that it be properly designed of suitable material and accurately machined with due regard to the expansion caused by the intense heat.

Water cooling is an important consideration. No choice of means of cooling the piston is here considered. The oscillating and telescopic type systems are both good when properly designed and machined. In the usual type of trunk piston, it must fulfill double requirements—to take the side pressure from the connecting rod and to keep the cylinder gas tight. Opinions vary as to the possibility of it successfully meeting both requirements.

This double problem offers no very great difficulty in medium size engines but cases of gripping have nevertheless occurred at various times, especially in submarine installations. It is of course, safer in the Diesel engines to exclude all possibilities of such results by providing cross heads, leaving to the piston rings the one function of keeping the cylinder gas tight. Ample clearance can then be pro-

vided and gripping eliminated. In addition to this the piston pin is placed in a favorable position for the control of its temperature. The cross head guides can be made adjustable and water cooled.

It is to be noted that large Diesel manufacturers have followed this practice. The engine with cross heads has the one disadvantage of being higher and heavier, but no price is too high for the added satisfaction it brings to the operator or one familiar with the cross head type.

In developing a design, it must be kept foremost in one's mind that all parts requiring frequent or occasional inspection, must be easy to remove without involving a large amount of dismantling. The question of the best method of removing the piston has been much discussed. It is considered that in all designs, even of small engines, the necessity of removing the cylinder in order to get at the piston should be excluded, unless the gears that are usually supported in groups close to the cylinder, be supported by columns below the cylinder in such a way that the cylinders can be removed without dismantling these gears. Such a device, however, makes the use of long push rods necessary. This considerably augments the masses to be accelerated at each valve opening and necessitates very strong springs for which space is not always available.

Another method is to remove the piston from below. It is attractive from several points of view and no



## The Gadget

objection can be offered for certain types of engines. However, in some designs it has been made necessary and is a rather undesirable construction of the cylinder liner. It also entails a higher engine and a heavier one.

The third method consists in taking off the cylinder head and removing the piston from above. This certainly is the simplest and most attractive method, providing it does not make the removal of the cam shaft necessary. It is, of course, necessary to break high pressure joints. This however, is quite a secondary consideration when joint material provided is such that it can be used over and over again, such as annealed copper gaskets. This method is not advocated for all types of engines indiscriminately. Available head space is a decisive factor for its employment, besides there are cases where actual experience with both methods should necessarily decide.

The part that requires frequent inspection is the fuel valve. It is therefore highly important that not only should the needle be removed in a minimum of time but the valve seat and pulverizer as well. In addition, the removal should not make the resetting of the valve afterwards necessary. To prevent the necessity of too frequent renewal, it is recommended that such clearance be made as gives the needle a minimum chance to stick. Considerable attention should be given to the influence of expansion of the needle and valve gear on the timing of the valve.

Starting air valves have also given trouble. They must, under no circumstances, be so designed that they can rust on their seats. This is an important factor. Sticking of the starting valve has given rise to serious trouble, even accidents, but this trouble can be avoided by the choice of proper materials and clearances.

It is thought to be a good feature to provide some means by which to grind a valve on its seat from time to time while the engine is running, perhaps to go so far as to provide positive closing of the valve other than by spring action. If valves are not kept closed and tight on their seats, corrosion takes place and the seat is ruined. This holds good with practically all valves in the cylinder head. In general, the whole valve arrangement to be made accurate and reliable, requires considerable experience with Diesels. It is, of course, obvious that valve gear should be as silent as possible, but this silence should be obtained, as far as possible, without enclosing the working parts.

Fuel pumps are often capricious, refusing service for no apparent reason, necessitating the grinding of valves, breaking of joints, etc. Here also right designs and very accurate machining is essential.

It would carry us to the clouds to establish the complete characteristics of fuel pumps. Summarizing the principal features, air pockets should be absolutely avoided; that is piping should lead to all the spray valves in an upward line without





## The Gadget

drop heads. Strainers must be as efficient as it is possible to design them.

Much trouble has been experienced with fuel measuring pumps, due to foreign matter lodging under the pump valves and causing the engine to slow down and stop. Compressors are the most important auxiliaries in connection with the operation of the Diesel engines of both types.

Rather frequently one hears of compressor failures. It is evident that the problem of starting air at a pressure of 1,000 pounds per square inch assumes gigantic proportions to the layman, but it is known that this is no more dangerous than a steam line under 200 pounds pressure.

The greatest fault found with compressor operation is the profuse manner in which cylinders are lubricated, with no means of removing the oil between each compression stage, also in not sufficiently inter-cooling the air. The air must be cooled after leaving each discharge valve. Long uncooled pipes between compressors should be avoided and the receiver should be of large capacity.

It must not be forgotten when designing the compressor that air must reach, in each stage, a pressure higher than the receiver pressure.

High indicated mean effective pressures result in high exhaust temperatures. This is not a difficult problem in a two-stroke engine, as the exhaust bridges in the cylinder liner can be cooled by forcing

all of the cooling water through them and further cooled by excess scavenger air. Although exhaust valves can be water cooled, they are subjected to high combustion temperatures and are not cooled by the incoming air as efficiently as a scavenger valve. In addition to high temperature, they must stand the constant hammering action as they are necessarily large and heavy when water cooled.

Much trouble has been experienced in four-stroke installations arising from the above. While it is not plain that the two-stroke engine is the best type for power where small weight per horse power is desired with high speed, such as a submarine engine, yet it is maintained that the two-stroke is the logical engine for large units.

Many people regard the two-stroke problem as unsolved. They see in it nothing but a mysterious, capricious engine that will, for no apparent reason, occasionally refuse to start and apparent inexplicable variations in specific power, according to the number of cylinders or abnormal fuel consumption in comparison with the four-stroke engine.

The writer's experience with the large two-stroke installation has been other than the above. With 70,000 cruising miles to the credit of these engines, the fuel consumption works out at .39 per indicated horse power with only one overhaul period within the year following commission.

A word in conclusion regarding the auxiliary. Naval experts know what large quantities of steam auxili-

# *The Gadget*

aries absorb under circumstances none too favorable towards economy. It would seem far too expensive to operate auxiliaries by compressed air although we have in the exhaust gases means to preheat the air and, to a certain extent, counterbalance the compression losses. This method of operating the auxiliary is considered prohibitive and unsuitable, as it would mean the enlargement of the compressor capacity or the installation of an independent engine-driven set exclusively for this purpose.

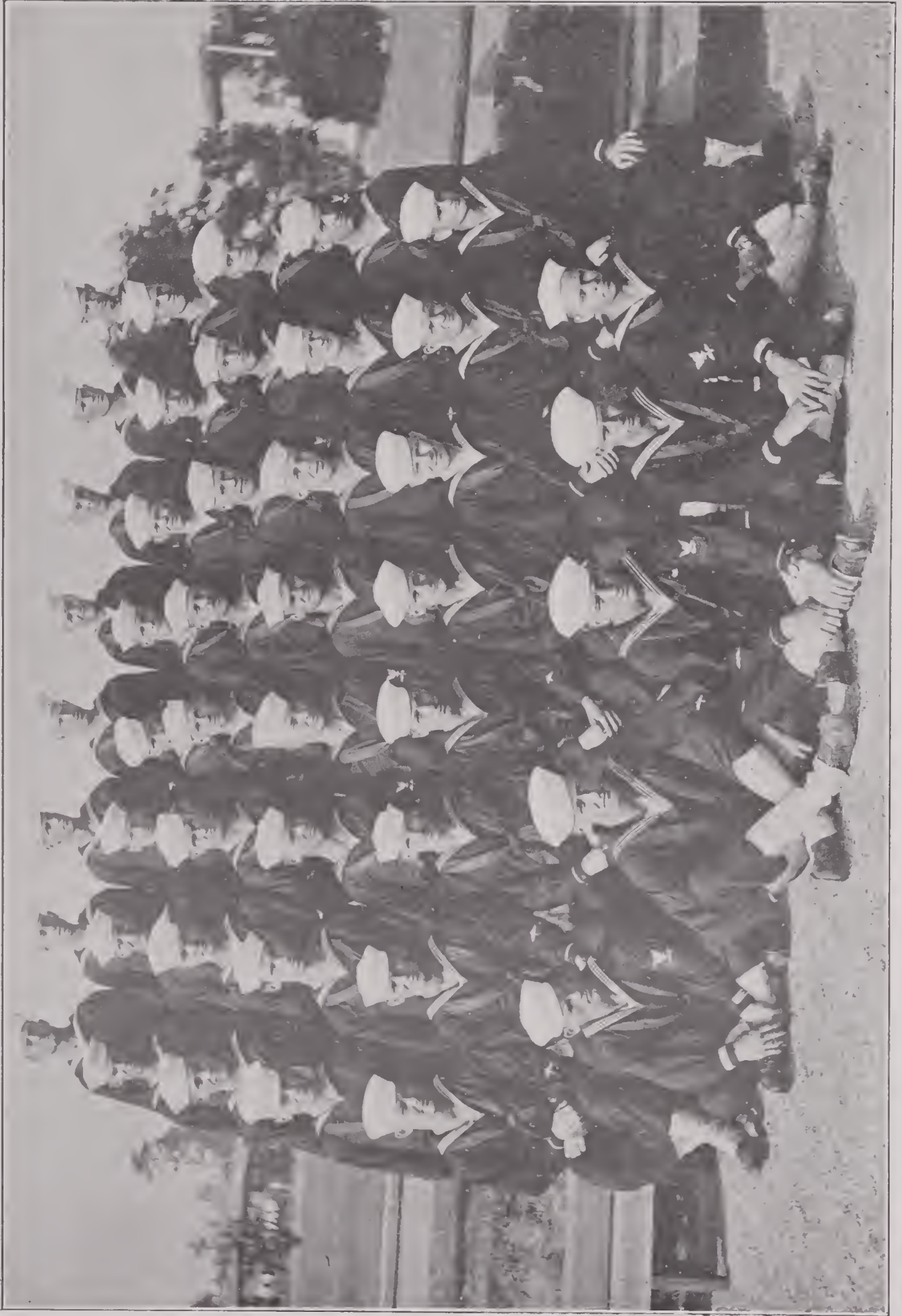
We hear much of the possibility of using exhaust gases for raising steam. It must be borne in mind that one-third of the heat attained in the fuel is lost in the exhaust. Approximating the heat consump-

tion of the engine at 2,000 calories, this would mean a loss of 600 calories, of which perhaps 50 per cent is available, sufficient to raise about a pound of steam per horse power per hour of the main engines. This possibly would be enough to operate successfully the auxiliaries while at sea, but the excessive demands made on the steam for compressor purposes while entering or leaving port, would leave the plant helpless.

It is possible that the high-powered Diesel auxiliaries of the future will be electrically driven. By such means considerable increase in shaft horse power could be gained. The problem is a complex one and the solution can only be reached by experience with various systems.







COMPANY "A," FIRST REGIMENT—FORMERLY THE SECOND COMPANY

## Second Company

---

**P**ATIENTLY awaiting the call for advanced training or active duty, the Second Company has been on the station since the first week in July. The Second's men are from nearly every State in the Union, California and Massachusetts having the largest representation, and much friendly rivalry exists between the men from those two states.

Many and varied have been the

working parties. Who hasn't shoveled coal; who hasn't dished chow and washed bowls; who hasn't mixed concrete and hauled garbage? None of them. All have done their share and the Second is always ready for whatever detail may be given them. The harder it is, the better they like it. When a deep sewer is to be dug, or any difficult job is to be done, it is always safe to call on the Second.



### An Ode to the Second

---

(Impression of Other Companies)

The Second Company  
Is a company grand,  
Called to attention,  
At ease they stand.

Told to "Present,"  
To "order" they go;  
Their company commander  
Is filled with woe.

At inspection,  
Spots on clothes,  
Neckerchiefs tied wrong,  
Minus hose.

They wrangle round  
And figure how  
They can rate  
Some early chow.

ALIBI  
They say all this.  
Do we complain?  
No! but carry on—  
Act just the same.

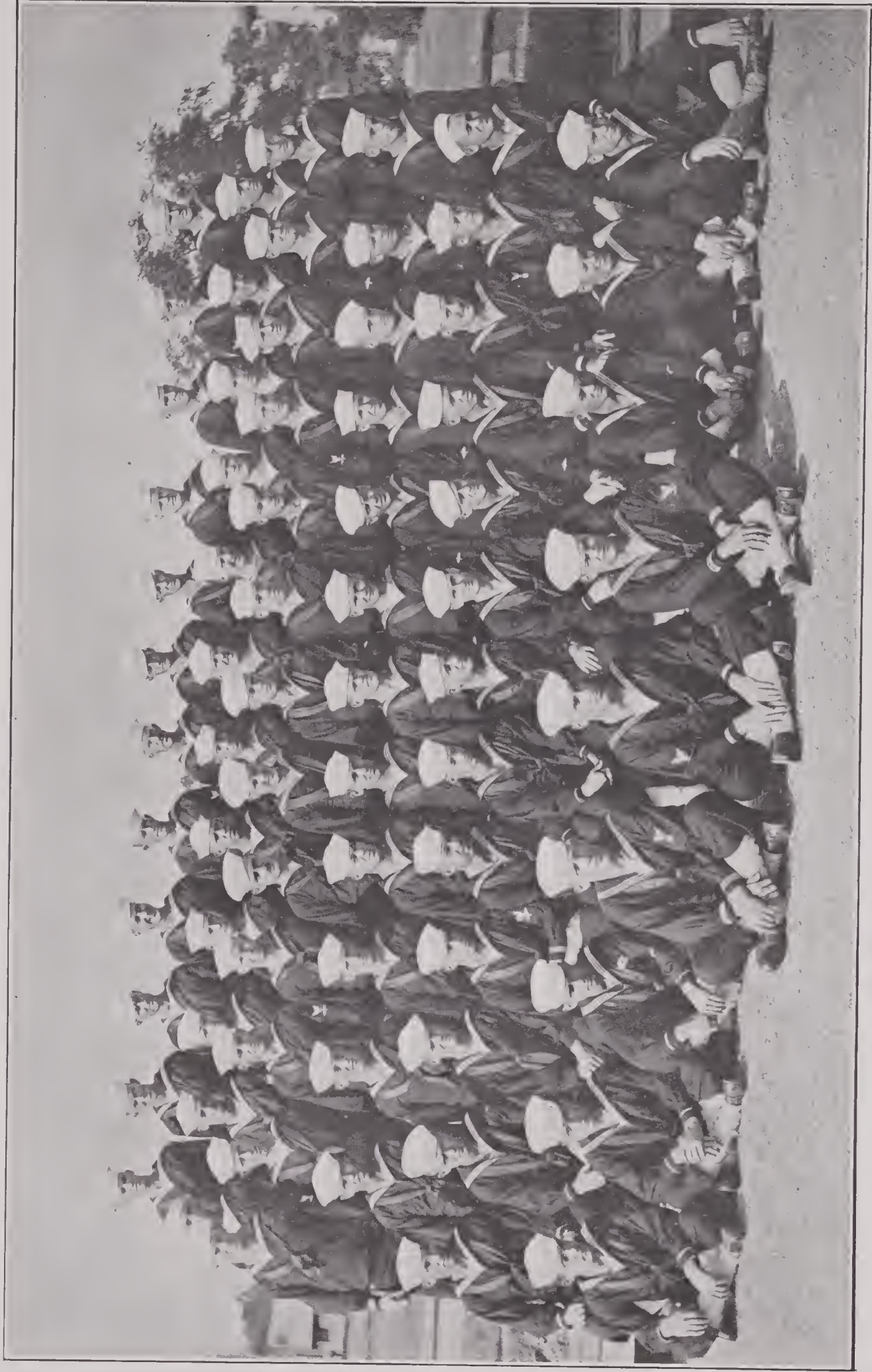
Reveille blows  
They want to know  
Why this racket  
Ere roosters crow?

They lay in hammocks  
Cuss this and that  
Till a C. P. O.  
Flourishes his "gat."

They then hit the deck  
With very much ado,  
Wishing this hitch  
Was nearly all through.

So let them shout  
Their jealousy  
'Cause they're not in  
Our company.  
LEONARD D. GRAHAM,  
Second Company.





COMPANY "B," FIRST REGIMENT—FORMERLY THE THIRD COMPANY

## The Third Company

---

FROM the North and South we came, East and West, too; in fact we have a representative from most every State in the United States. There are 144 of us when all together and we came here during the first ten days of July, 1918. On the twelfth of that month we were made into a company and since that time we have been known as the Third Company of the First Regiment.

A company commander was put in charge of us and, as luck would have it, he developed into the best leader of this station. His rank is coxswain and his name is Bernard. From the company he picked two energetic, able-bodied and likable men, "Mac" McNiell and William Kidd, to assist him in teaching the rookies the drills and duties of the Navy.

After spending twenty-one days in detention, we were pleased to get in the main camp for actual duty. Time in "D" camp passed very slowly, and the thought of being penned up made each day twice as long as it really was.

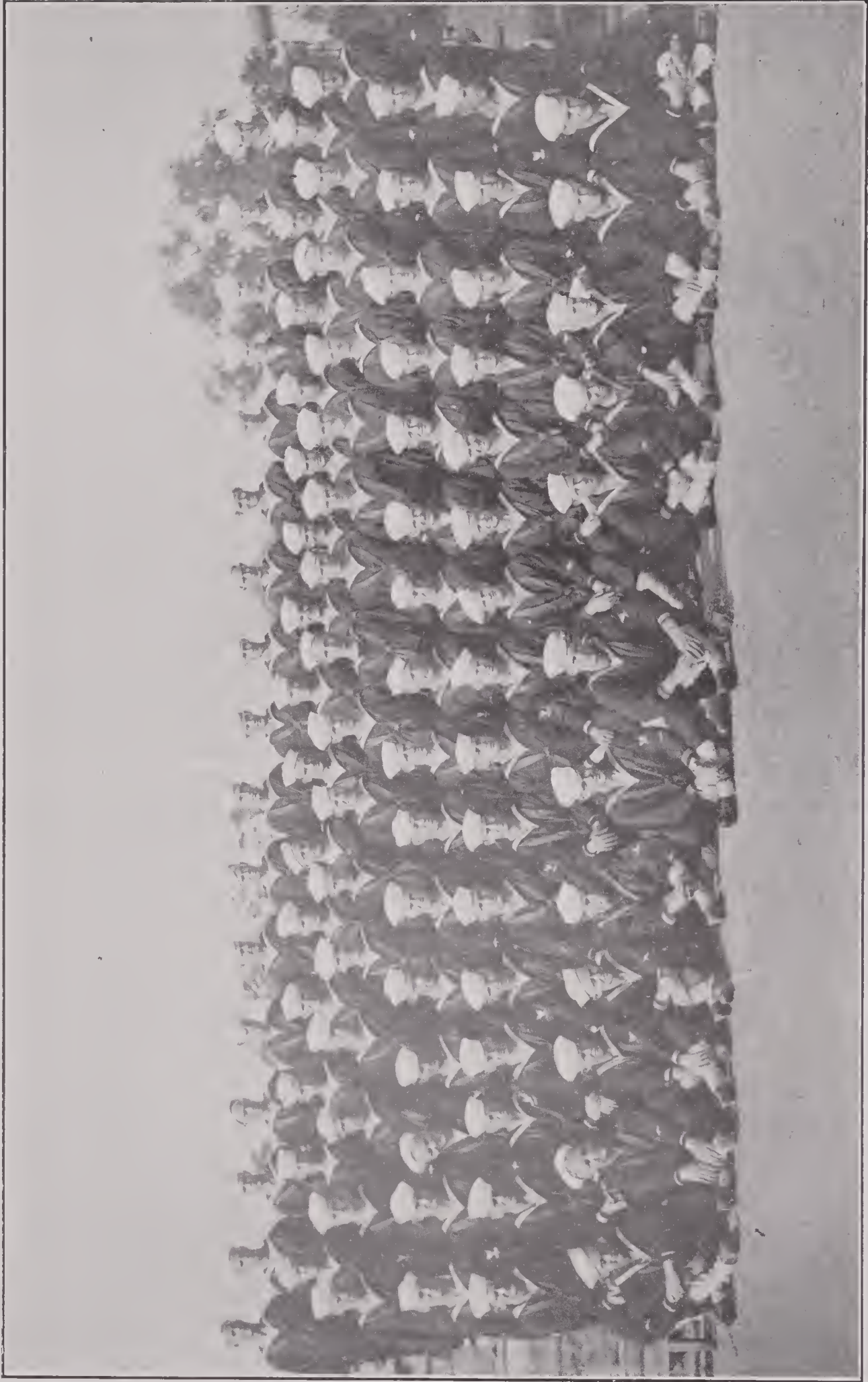
August 1 marked the first day we ate in the mess hall of the main camp. On that day we were free to roam the camp and enjoy the events given in the camp, also patronize the canteen, which we almost raided for sweets and other articles. Better than this, a few days later we were given liberty. Some went to Gulfport, others to Biloxi and a few visited both cities. Each one had a good time and none

were in camp that rated liberty on that day.

The Third Company has a reputation of being very active, as its members participate in most every athletic event staged. We are honored by having two champion glove artists on our muster roll, Jimmie Leach, bantam weight champion of the Navy, and "Lefty" Allaud, undefeated champion of this station at 130 pounds. Rex Dawson, star pitcher of the station baseball team, as well as Captain "Snapper" Thompson and Azato, Gurlac, O'Hare, Allaud and Hagedorn come from Bernard's company. When it came to swimming Charles Shields had them all bested and when he went to Birmingham, Ala., to attend the National Swimming Events, he won the "All Southern Championship" and three other races for which he was awarded gold medals. Charlie was a Third Company man, too. Having champions in a company counts but little if the organization itself will not back it up, but we are proud to say all our men are sportsmen and will back our athletes to the limit.

The daily routine of the "Third Company" has been much the same since coming out of detention and through the efforts of Bernard and his chiefs the boys have developed into well-trained Gobs and are now ready to be transferred to some aviation school where they will be able to obtain advanced instruction on airplanes and their motors.





COMPANY "C," FIRST REGIMENT—FORMERLY THE FOURTH COMPANY

## Fourth Company

---

“FUTHEY’S FOURTH; the company different.” At inception, characterized by Lieutenant Clementz as an unusually fine lot of young fellows, the organization became somewhat conceited. This conceit coupled with the fact that the unit has many orators—making “pipe down” a hardship—are absolutely its only shortcomings.

The personnel is enlisted in the Aviation Section and have been assembled from most every State in the Union. They are a type on which Navy discipline would be expected to bear heavily, but it is doubtful if there is a more satisfied bunch in the service.

The spirit, good fellowship and general efficiency of the Fourth are due mainly to “twentieth century leadership.” Donald E. Futhey assumed command of the company at organization. Futhey is a second cruise man, having served a “hitch” in the Asiatic fleet. When the ambitions of the Hohenzollerns prompted the United States to awaken Bill from his dream of world domination, Futhey felt the call of his boyhood days and once more came into the service, leaving a civilian calling of executive capacity

at the Studebaker shops, Los Angeles, Cal. His happy disposition and manner of getting his men “pulling with him” have gone far toward his success. Happily possessed is the company with “Don” as commander.

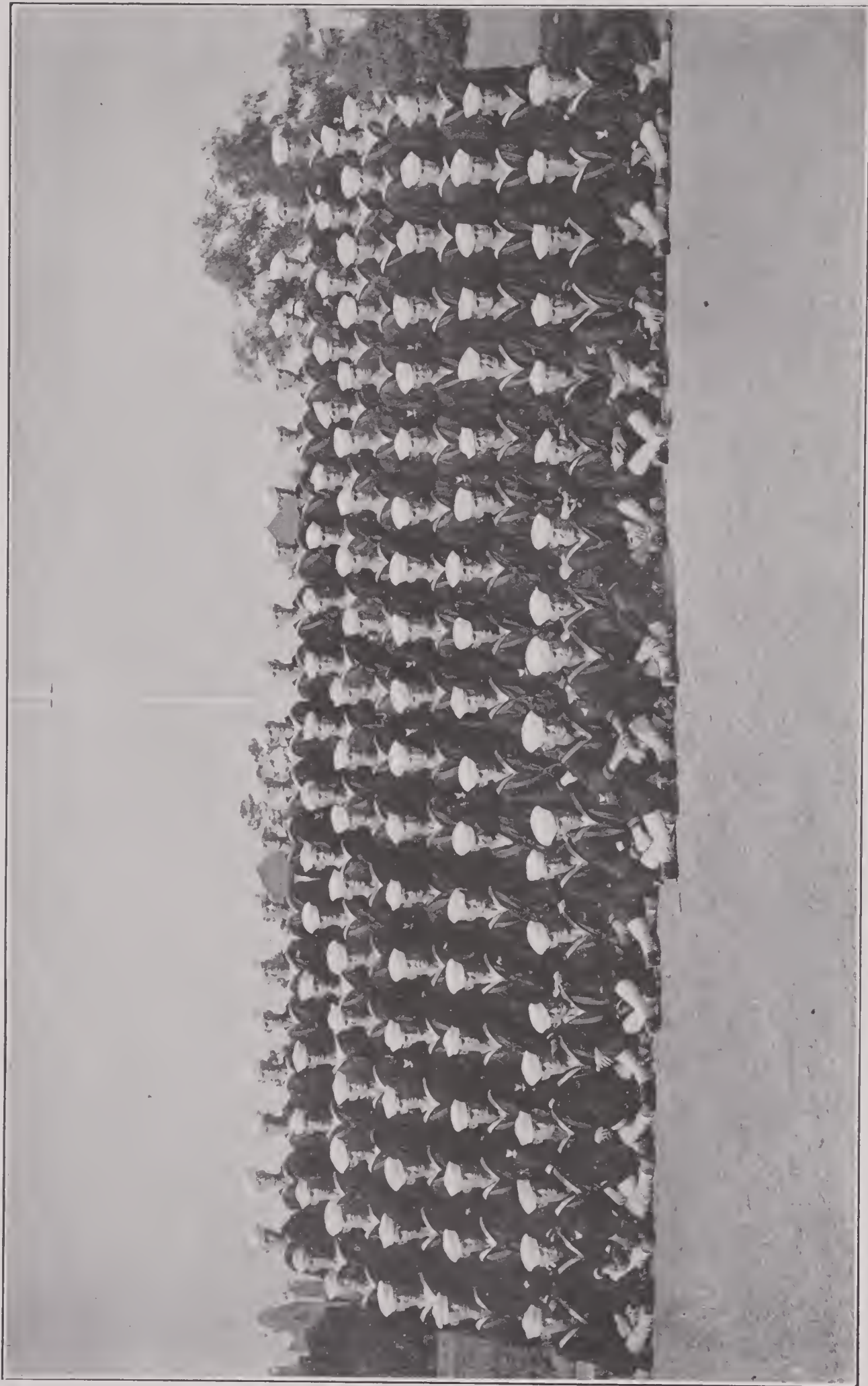
Next in command is Elting C. Hubberd, another Californian, claiming Oakland as his home. Having had previous training at one of the military institutes of his home State, Hubberd was made section leader. His ability in the position assigned him can be judged from the Fourth’s performance on the drill field.

On Labor Day the company was picked to execute “Butts Manual.” It was the first opportunity the people of this section of the country had to witness this clever gun drill and the Fourth felt honored by the selection. With but two days’ training, under the direction of Chief Lay, the drill was mastered and the manner of execution highly commended.

Second Section Leader Don Douglas, of Whittier, Cal., filled the position vacated by Homer Stanfield. He enjoys the same brand of popularity as the other leaders.







COMPANY "D," FIRST REGIMENT—FORMERLY THE SIXTH COMPANY

## History of the "Sixth"

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**T**IMES change and we with time. Who would think that the old "salts" who now comprise the Sixth Company were once just plain, ordinary "boots" who left dear old "Bean-town" on the evening of August 17?

After two days spent traveling de luxe at the expense of Uncle Sam, we gradually became acquainted with each other—some through the various games of chance and others by indulging in the greatest of indoor sports, "throwing the bull."

We reached our destination and after a night spent in our new quarters we were made acquainted with the man who was to have a part in shaping our Naval careers—our Company Commander, E. Lester McCoy.

Our commander is strong for discipline and infantry drill and between the two he kept us busy enough so that our days in detention camp passed very quickly. Our real life started when he told us to "stand by" to "shove off" for the main camp. With visions of liberty and big eats we finally got settled in our permanent quarters.

As time passed we found that our Company was possessed of all kinds of talent—from O'Brien, the Lowell plumber, and Rothemisch his un-sanitary helper, to Paul Estey, of

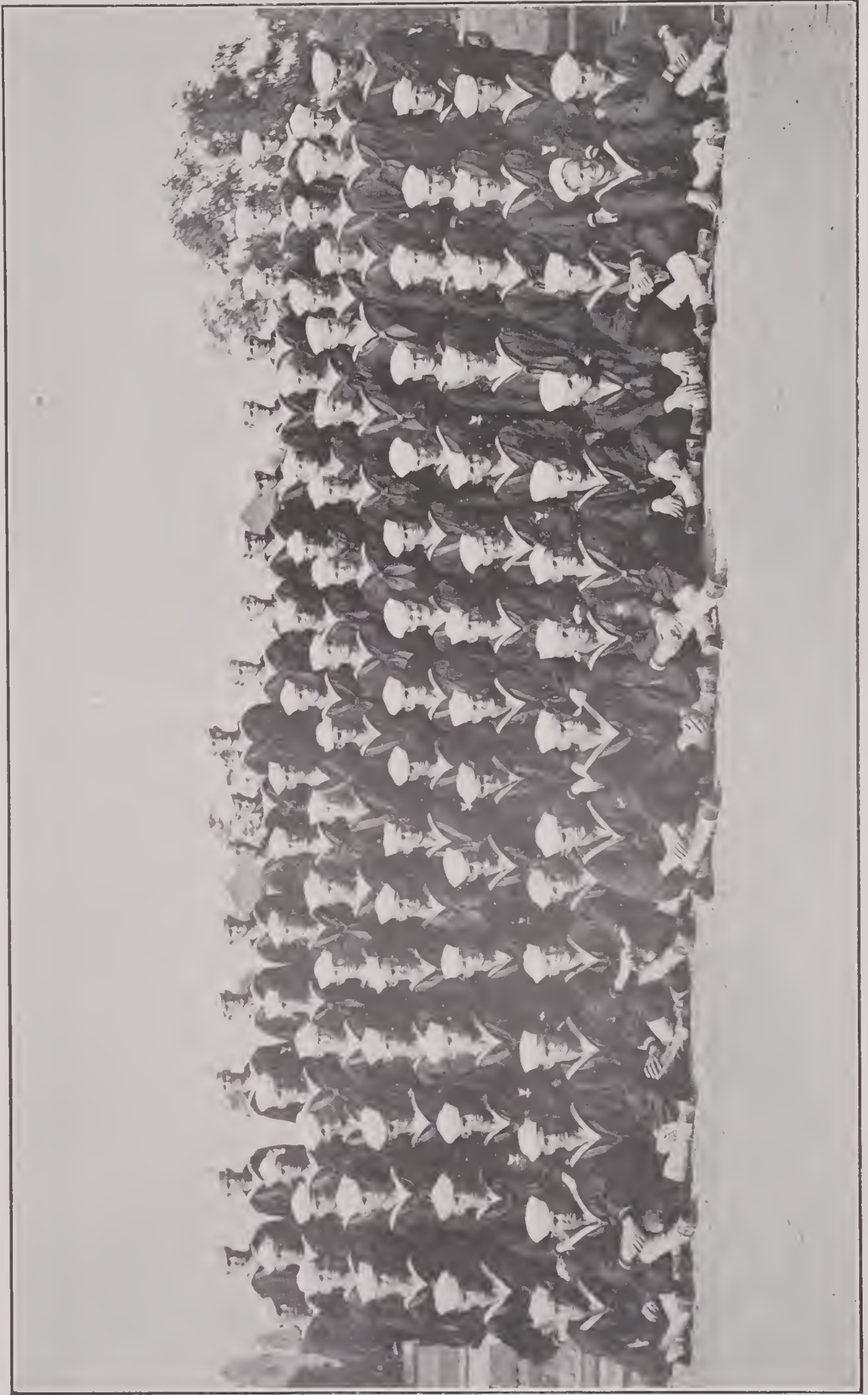
hand-organ fame. Much discussion has taken place as to whether Joe Miron is really a flier or just a plain expert on pots and pans.

One of the interesting sights in our daily life is to see the mad scramble to get on the working parties when volunteers are asked for. Such men as Getz, Green, Boyle, Klose, Maguire, McLeod, Farry, Bulman and Tom Bannon immediately step out of ranks and are very indignant if they are not the lucky ones to be selected.

Other notables in our aggregation are J. Joseph Crowley, first platoon leader, a matinee idol, and safe cracker; "Admiral" Woods, skipper of Woods' Navy, is our second platoon leader, A. Pershing White, who is a staunch advocate of the working man; "Grandma" Ulrich, who expects to win the war with concrete airplanes; Homer T. Nelson, who actually loves galley work (when he has eating tools handy); Maguire, Caruso's only rival, of Whang Doodle fame; "Shorty" Baker, the signal expert; "Silent" Walker, who never gets into an argument; J. P. Quirk, ex-fire chief; McDonald, who kept his riders satisfied while guiding the destinies of a trolley car at Clinton, and "Red" Wright, our ex-mail man, now platoon leader of the Eleventh.







COMPANY "E," FIRST REGIMENT—FORMERLY THE NINTH COMPANY

## Ninth Company

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**T**HE organization of the Ninth Company began about September 15, 1918. At that time it consisted of only a few men but was soon mustered up to full strength. Most of the men are from the southern states, and in conversation with them this is apparent as they all have the courtesy of manner and speech that is so easily distinguished in men from the South.

The company has made rapid progress under the command of Homer D. Peabody, a college man and an ex-Army officer. Much credit is due his platoon leaders, C. P. Redman and O. Donnell. They are men of keen perception and friends of all. They have labored unceasingly to put the Ninth "over the top" and are held in highest esteem by every man in their company.

In this company we have our friend, Cohen, who, as anyone can

tell by the name, is an Irishman from Jerusalem. When asked what his occupation was in civil life, he stated that he was in the banking business. Since joining the Navy, however, he claims that when it comes to coaling ship, galley detail and swabbing deck he can compare favorably with anybody even though his experience is limited. Needless to say, he is making wonderful progress in mastering the manual of arms.

We also have in our midst one long, lanky, elongated person of the male species called "Slim." He is a very busy person these days. "Slim" can generally be seen doing his daily task of leaning against the barrack to keep it from falling down, and is always complaining of being overworked. Some time ago, when asked if he was a Christian Scientist, he said, "No; landsman for radio."



### "About One" is Right

The supply officer, upon returning with a party of friends from a more or less successful fishing trip the other day, was hailed on his way back by a pal in a passing row boat.

"How many did you get?" hailed the friend.

"Oh, about one," the paymaster replied.

"Is that just a rough estimate?" came the further query.

"Yes," was the answer. "One red fish and one cat fish. I think I've got it doped out just about right."

### Over Commissary Phone

Wentzell: "Hello; Commissary Store."

Customer: "Will you please send two pounds of dog meat with my order?"

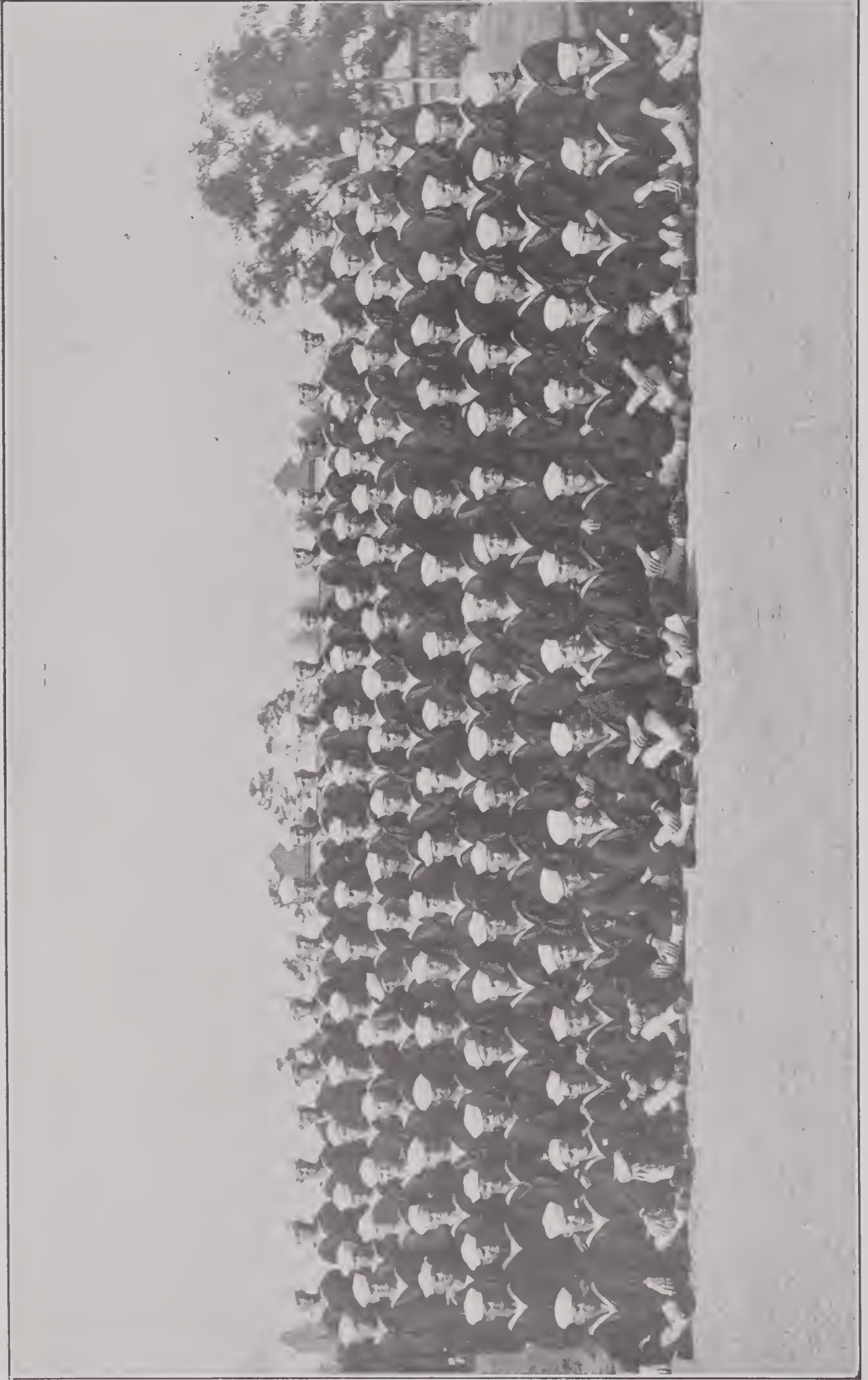
Wentzell: "Who for, please?"

Customer: "Why, the dog, of course!"

Wentzell: "All right; goodbye."

Scene: Barrack 11-E, dressed up with Victrola borrowed from 10-E. Voice: "If we had a new Victrola we could have some music, if we had some new records."





COMPANY "F," FIRST REGIMENT—FORMERLY THE ELEVENTH COMPANY

# History of the Eleventh Company

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Not many boys now in the 11th company thought three months ago that so many things could happen to them in so short a time. The varied experiences of the boys on their way to camp form an inexhaustible subject. However, after these experiences they arrived and were assigned to "D" Camp. For entertainment while in "D" Camp we leveled sand; washed clothes; learned to sleep in hammocks; and livened the evenings with pugilistic encounters.

One day at muster, we received the order, "Pack sea bags and hammocks and stand by to move." We thought we were on our way to France, but we were "out of luck;" we just moved into the Main Camp where we strung our hammocks and hung our sea bags on the rail.

These of the 11th who deserve personal mention as "shining lights" are, S. H. Van Tassell, our Com-

mander; who 'treats others as he would like for others to treat him; W. R. Wright and H. Fred Soderholm, Platoon Leaders; who are following in the footsteps of their Commander.

Goldberg, our cartoonist comedian, Goldin and Hardin, the "Gold-dust Twins," Maynard, Rogers and Sonnenleiter, who are going to locate at Monte Carlo after the war.

L. B. Elliott and Price are going to re-enlist until they get six hash marks. H. A. McGhee, Bureau of Information. Ingalls and Geggis, who have the "Destroyer Feet." G. H. Robertson, chow expert.

Ruth and Dallas are quite apt when it comes to 'Right Oblique'.

Hackett, who Cupid's arrow has singled out as its mark.

McCarthy, the child of "Erin," who keeps the boys from getting on working parties after taps. And, G. R. Cox, our musician!



## Chief Smithy

---

"Extra Duty" Smithy

Is a chief with an eagle eye  
He watches the line from end to end  
Not a one of us gets by.

He watches all the Companies

"They're a hard-boiled bunch,"  
says he

"I never knew a tougher crew  
In Gulfport by the sea.

"They can't even hear the bugle,  
I think that is a stall,  
If I had my way, they would be  
Inside a prison wall.

"I'll fix you rooks," Smith says  
one day

"I sure have had enough;  
I'll show you that you cannot get  
Away with that old stuff."

We drilled and drilled

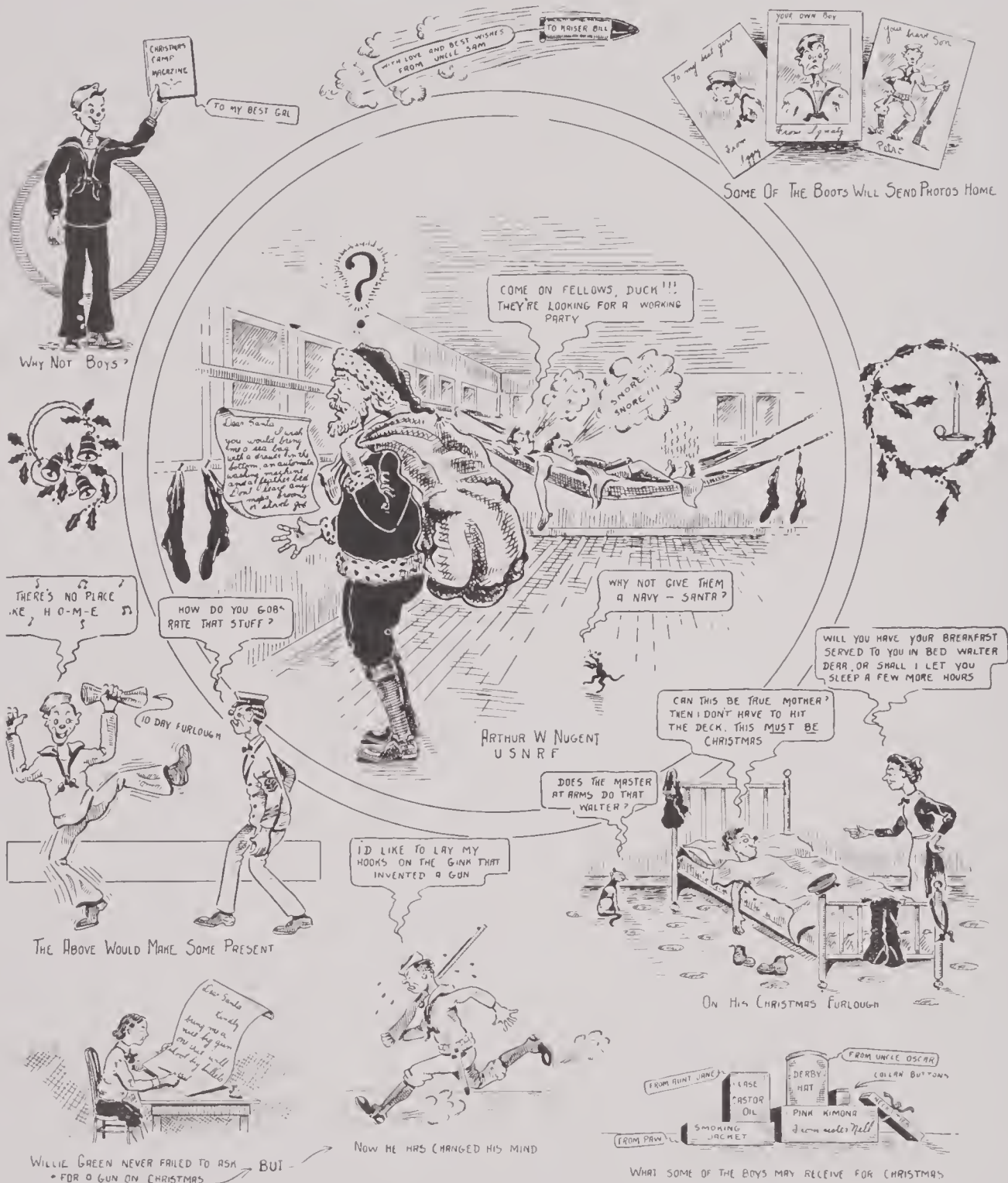
And then we marched a thousand  
miles or more,  
The rocks raised blisters on our feet,  
Believe me we were sore.

And so you Gobs not on the jobs  
And smoking on the grounds  
Beware of Smithy when he comes  
A'snooping on his rounds.

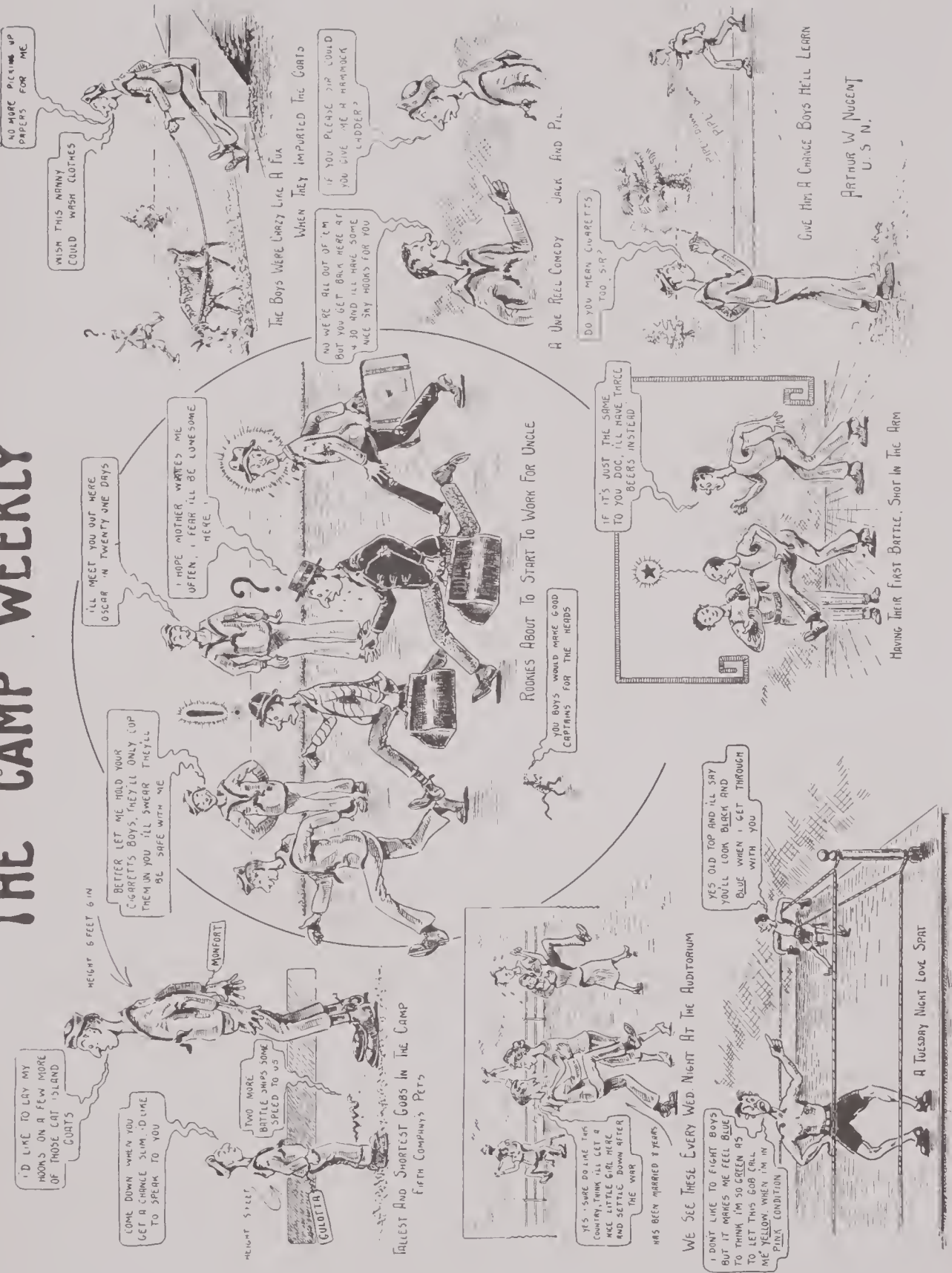




# CHRISTMAS SUGGESTIONS



# THE CAMP WEEKLY



NO MORE PICKING UP PAPERS FOR ME

WISH THIS NANNY COULD WASH CLOTHES



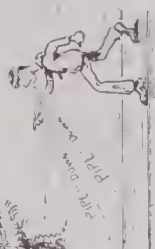
THE BOYS WERE LAZY LIKE A FOX WHEN THEY IMPARTED THE GOATS

IF YOU PLEASE ZIP UP, WOULD YOU GIVE ME A MARMADOCK LADDER?



A ONE REEL COMEDY JACK AND PILL

DO YOU MEAN CIGARETTES TOO SIR?



GIVE HIM A CHANGE BOYS HELL LEARN

ARTHUR W. NUGENT U.S.N.

I'LL MEET YOU OUT HERE OSCAR IN TWENTY ONE DAYS

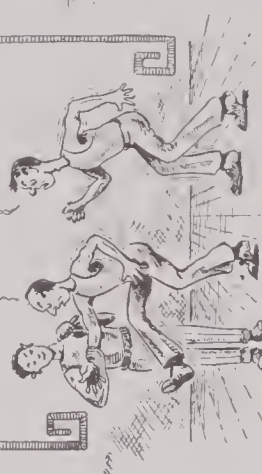
I HOPE MOTHER WANTS ME OFTEN, I FEAR I'LL BE LONESOME HERE



ROOMIES ABOUT TO START TO WORK FOR UNCLE

YOU BOYS WOULD MAKE GOOD CAPTAINS FOR THE NEEDS

IF IT'S JUST THE SAME TO YOU DOC, I'LL HAVE THREE BEERS INSTEAD



HAVING THEIR FIRST BATTLE, SHOT IN THE ARM

HEIGHT 6 FEET 6 IN

BETTER LET ME HOLD YOUR CIGARETTES BOYS, THEY'LL ONLY COP THEM UN YOU'LL SWEAR THEY'LL BE SAFE WITH ME



I'D LIKE TO LAY MY HOONS ON A FEW MORE OF THOSE CAT ISLAND COURTS

COME DOWN WHEN YOU GET A CHANCE SLIM, I'D LIKE TO SPEAK TO YOU



HEIGHT 5 FEET

TWO MORE BATTLE SHIPS SOME SPOILED TO US

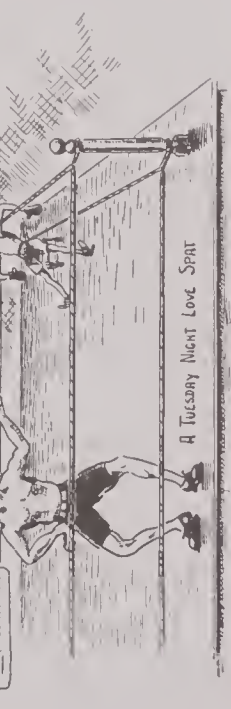
TALLEST AND SHORTEST GOBS IN THE CAMP FIFTH COMPANY'S PETS



YES I SURE DO LIKE THIS COUNTRY, THINK I'LL GET A NICE LITTLE GIRL HERE AND SETTLE DOWN AFTER THE WAR HAS BEEN MARKED 8 YEARS

WE SEE THESE EVERY WED. NIGHT AT THE AUDITORIUM

I DON'T LIKE TO FIGHT BOYS BUT IT MAKES ME FEEL BLUE TO THINK I'M SO GREEN AS TO LET THIS GOB CALL ME YELLOW WHEN I'M IN PINK CONDITION



YES OLD TOP AND I'LL SAY YOU'LL LOOK BLACK AND BLUE WHEN I GET THROUGH WITH YOU

A TUESDAY NIGHT LOVE SPAT





SECOND REGIMENTAL COMMANDER AND STAFF



“**B**UGLER! Bugler! Bear a hand!” Sound Przemysl, famous as the prize of battles and the birthplace of Ensign Stanley Mneek, now Commanding Officer of the Second Regiment, whose date of birth was September 8, 1891.

The Statue of Liberty lighted his way into New York Harbor in 1898, and Fall River, Mass., received him as a resident and pupil in the Rugles Primary School and later Lincoln Grammar School.

Like many self-made men he learned a trade by apprenticeship, and co-related education in a Technical High School. He can supervise the work of a building, or build

with his own hands a complete house fit for the best of us.

He enlisted in the Naval Militia of Massachusetts as a seaman, September 21, 1914, and was advanced after training, to the rank of ensign, Company F, his company, was the first to be called into service in the Spanish-American War and the present war.

On the U. S. S. *Kearsage*, U. S. S. *Oklahoma* and U. S. S. *Lydonia* he has seen extended overseas and war zone service.

The best fun of his life were the submarine attacks he experienced while on the *Lydonia*.

He was made Commanding Officer of the Second Regiment, July 24, 1918.



## Discipline

By Ensign S. MNEEK, Commander of the Second Regiment

**D**ISCIPLINE is essential to organization.

In the Navy this rule holds true and fast. There is no part of the training of enlisted men and officers which has more effect upon

the naval career or the civilian career after service than the stern and hard rules of discipline.

And the men like it themselves. After it has been impressed firmly upon their minds its effects are al-





## The Gadget

ways evident. With few exceptions the results attained are wonderful, for American youth is responsive to training and easily grasp the reason why things are done in this or that manner. They learn to take pride in it.

When a recruit has passed his medical examination, drawn his clothes, sea bag and hammock and when he dons the navy blue, a feeling of intense pride and satisfaction comes to him. He belongs,—he is a part of something big—he is a unit in a big machine upon which great responsibility and trust is placed; he is among that number selected to carry forward the traditions of the select fighting unit of the world. His heart talks out to him and says that it takes a pretty good man to be a sailor and under his skin the boasting pride has begun to germinate. If the folks back home could only see him now.

But uniform clothing does not make a sailor. If he could be and act as real sailors do! Well, here it is, discipline makes actions as uniform in the Navy all over the world as the Navy clothing. Well then, he gets busy getting his actions as salty as his hat and language. Pride drives him to learn discipline.

No matter how carefully the bringing up of a youth is conducted he can always profit by discipline. Particularly is this true in the cases where the lad is petted or pampered by his parents. He is made to know that he is only one lad and that he is entitled to no more than anyone

else. He begins to realize that he is not the only young fellow that the world exists for, but he is never tyrannized or victimized for he is taught to uphold his end of the argument by the power of his two hard fists, which Naval discipline hardens, and the rights laid down in the Bluejackets Manual.

Naval discipline combines individual fitness and self sufficiency with social subservience and cooperation. No man can live unto himself alone with the chain as good as the link. In our democracy nothing can be more beneficial than these ingredients in proper combination.

A lad who has had the misfortune to lose the love and manly influence of his father and who has to a certain degree become effeminate is the best example of what discipline will do for one in one way. By his continued association with the men of his ship or station he became as salty as any oldtimer on the ship. He got away from those little feminine characteristics which marked him and became one of the sailors, so to speak, in every sense of the word.

Discipline entails routine. The training period means regular hours, regular eating, regular study, regular work and regular play. The period of play looms high among the regular working period. Work adds zest to play. Mastery of work gives the joy of accomplishment. Life is all reality and work begets energy.

Do you want to be happy, "Jack?"



## The Gadget

Work like Hellen B. Happy—then eat!

The recruit soaks up uniformity and regularity from his environment like four does moisture.

As soon as the period of detention is over and he gets in the main part of the camp or ship, as the case may be, he sees the way the oldtimers wear their hats. He notes it and tries to imitate it but not successfully until the secret of sewed hats is imparted to him, the results being that he immediately looks up some oldtimer who sews hats and has the job done. Other things he gets next to is the way collars are cut down, the length to wear the trousers, the best place to keep his money, and the best way to scrub his clothes, hammock, and keep his sea bag ready at all times for bag inspection.

As these little tricks of the trade dawn upon him he is getting the Navy talk and method of doing things firmly impressed upon his memory in such a way that he is not likely to forget them soon. He learns a certain way to carry himself when he walks and a certain way to swing his arms and running true to form he will very nearly always start out with his left foot. These are just minor parts of training which go to make up a part of the method of disciplining recruits.

Naturally the lad has to do many things for himself which before entering the service he would not dream of doing. He gets used to doing them and as he does he thinks of the many hardships he placed on

his mother before he was a service man. He thinks of the way he used to leave his clothes lying around in every place imaginable for his mother to pick up. In the Navy if he leaves his clothes lying around the master at arms picks them up and puts them in the "lucky bag" and to get them out the unfortunate lad has to do extra duty or work as a little reminder that he is not supposed to leave them out of his sea bag—the proper place for them.

The lad sews on his own buttons and when he rips his clothes he is his own tailor and repairs them himself unless he can get the ship's tailor to do the job. Ten to one the job he does is nothing compared to the wonderful needle work done by his mother on his clothes at home. How that lad longs for his mother. He begins to really appreciate her and remember the work and worry and trouble she has gone through and the sacrifices she has made for him.

Thus he becomes more self-sufficient and appreciative.

Never before in his young life does he love his dear mother more, and never before in his life has he idolized his father as much as when he sees the very principles of manhood which he has taught him embodied in and stamped upon the personality of the officer under whose command he is.

He will often remember how it was that father and mother wanted him to do something some certain way and how he kicked and fretted at doing it because he wanted to





do it the way he thought was best. Then he will laugh to himself and say what a big dunce I must have been and what regular fellows father and mother were because they let me do it my way. His family instinct is sharpened by appreciation for it.

Appreciation of every favor done him by some ship-mate begins to assert itself and he thinks that he must have "had it awfully soft" when he was home, which he really did. Now he figures himself lucky if he gets through from one day to another without some comrade hiding his clothes and some of his personal effects, in a joke, and make

him suffer the consequences. He becomes a social being.

That lad develops into a man who can go home and make good with father and mother, first of all because he understands life better, and because he loves his parents better for the simple reason that he understands them better, and he wants to make good with them. Good sons make good husbands and fathers.

To speak of the occupational training he receives would take more space than my portion.

He leaves the Navy a better man to his God, his Country, his family, his neighbor and himself.



## The Good Ship Gulfport

We shipped on the good ship Gulfport,  
A hardy crew were we,  
We longed to sail the stormy deep,  
And brave the raging sea.

We reported in the morning  
On a bright and sunny day,  
We hoped to do our little bit  
And give the war a sway.

At first it was the "D" camp  
That took our noble eyes  
With "shots" and "extra duty"  
We had a great surprise.

Next came the many details  
For work that must be done,  
We shouldered rakes and hoes and  
spades  
And mastered every one.

Then came class and drilling,  
Of course we wanted that,  
For should emergency arise  
We'd know how to use a "gat."

In airplane lore they taught us  
In seamanship and guns  
So we could be of service  
In wiping out the Huns.

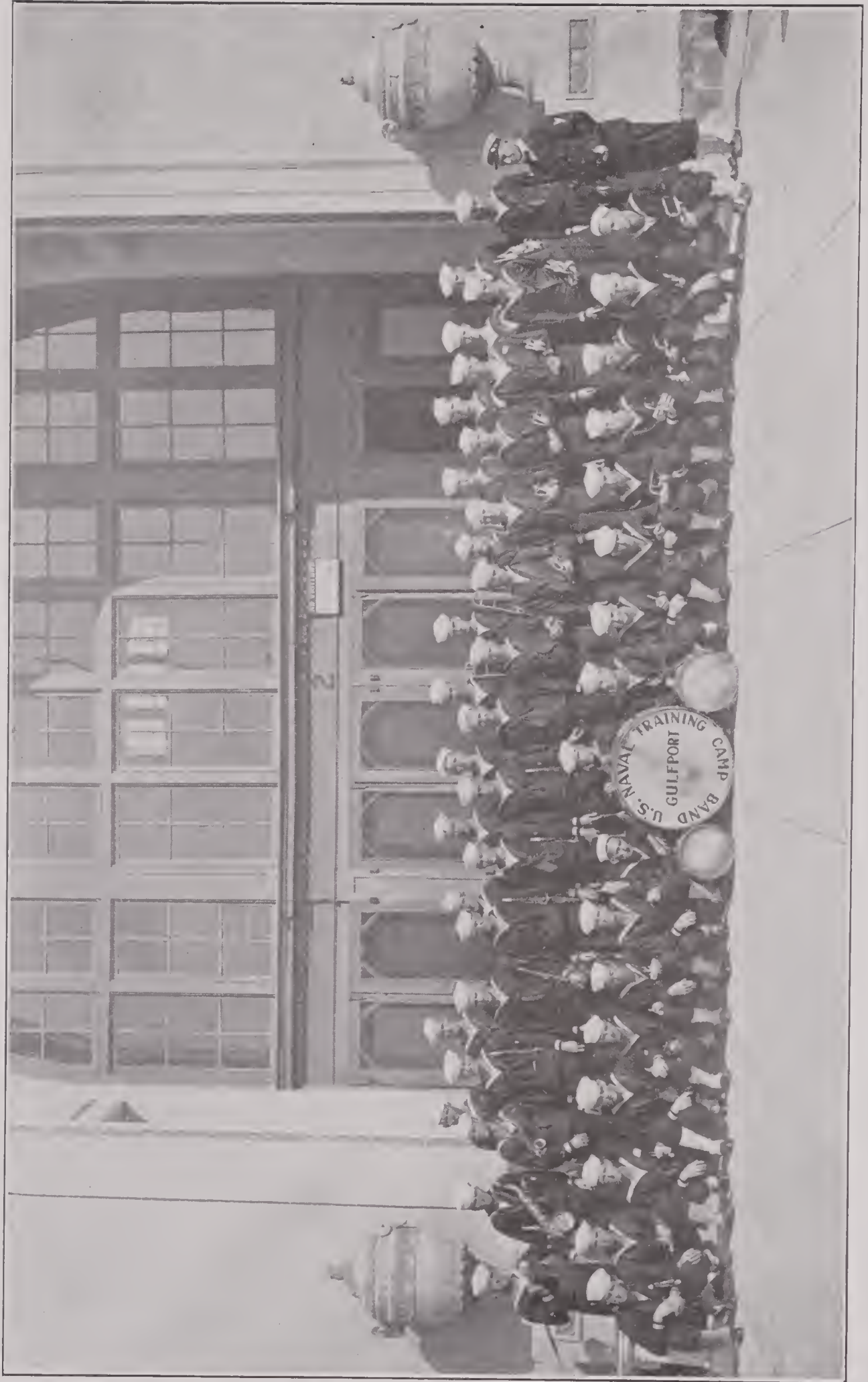
So now mates let's stand ready  
To build another fort;  
We'll all weigh anchor and be off  
On the good old ship Gulfport.

ORVILLE R. DONNELL.



THE END OF THE PIER





CAMP BAND AND BUGLERS



SOME three years ago the little city of Bartlesville, Okla., was pursuing the even tenor of its way, practically undisturbed by the great world's drama being enacted on Europe's bloody battle grounds, when there appeared among the people of the city a quiet, unassuming man, destined later to become a leader in one of the greatest fighting forces known to history.

J. W. Lawson was primarily a lover of music, and his highest ambition was to create a musical organization second to none in the state.

With this end in view, and recognizing the talent at hand, he set diligently to work, and was soon the head of a band, the future history of which no one even dreamed. Under the competent leadership of this man, the band soon became known as one of the best musical organizations in the state.

It was about this time that the people of the Middle West began to realize that their country was in the war in earnest, and Lawson

conceived the idea of offering himself and his band, to the Stars and Stripes to do their bit in the grim struggle for democracy.

After revealing his plan to the members of his band, and finding them ready and eager to go, he at once communicated with Army and Navy headquarters, offering to enlist the band in either arm of the service.

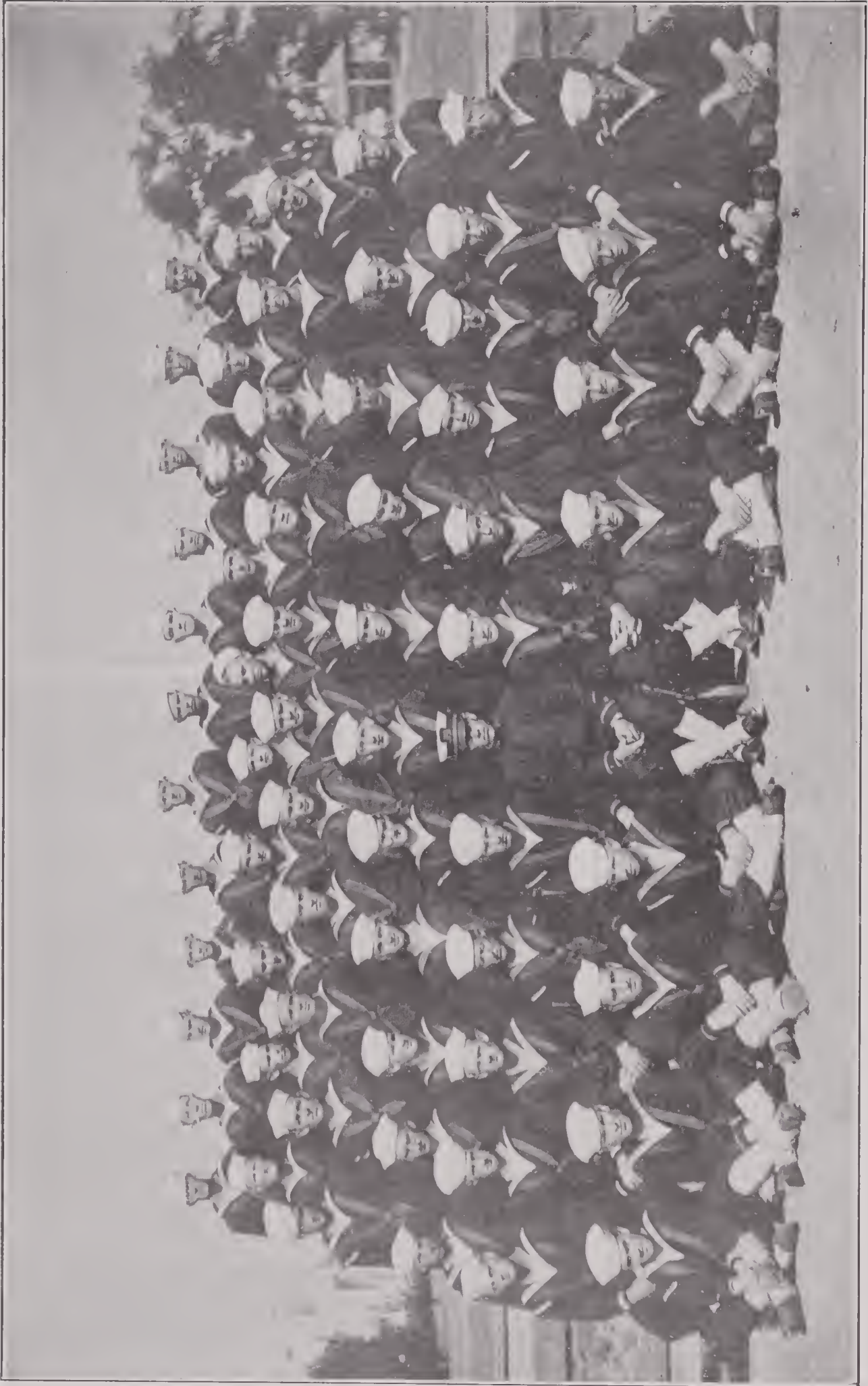
Not having sufficient personnel for a military band, a call was sent to the neighboring state of Kansas.

The Navy being the first to notify Chief Lawson of its acceptance of his plan, the boys broke their home ties in December, 1917, and after a rousing patriotic send-off, embarked for New Orleans, La.

There, in conjunction with the band at the Algiers Naval Station, they soon gained national reputation as one of the best bands in the service.

After serving four months at New Orleans, the band was shipped to the Naval Training Camp at Gulfport, Miss., where they are now stationed.





SEAMAN GUARD



# SEAMAN GUARD

SAMUEL LEVIN

**T**WO Gobs, slowly trudging up the road towards the Naval Training Station, were deeply engrossed in discussing something which was evidently very dear to them. As they came nearer the bend in the road their voices became audible.

"Well, anyway, she's one good old ship and when the Kaiser is trying to get rated as a million-stripe devil and the boys are all gone I'll always remember her."

"You betcha will," said the other Gob.

"Say, Quick, do you remember the first watch we stood. Boy, Howdy—she was as cold as the North Pole herself. I went on at 4 bells—pulled out of bed at the hotel—you remember the "Sad Oaks" we were stowed away,—and I was on till 2:00 the next morning. I got in about five hours' sleep and then went on a working detail for eight hours. They were the days!"

"And the worst part of it was those darned holes filled with water. When you fell in one you floundered around for an hour before you could get out. Atkins got stuck one night and we

thought he was going to freeze to death before we could get him out."

"Yes, I'll sure remember those days. No lights to see with, and the post you had to walk was given out as, 'from here to there.'"

"Let's see, that was the first night we got here. Was it December 6, 1917? It was a happy bunch that pushed off from West End," but they were taken back a little when they saw the place. What say?"

"I'll say so."

"Who was it that did all the shooting last Christmas?"

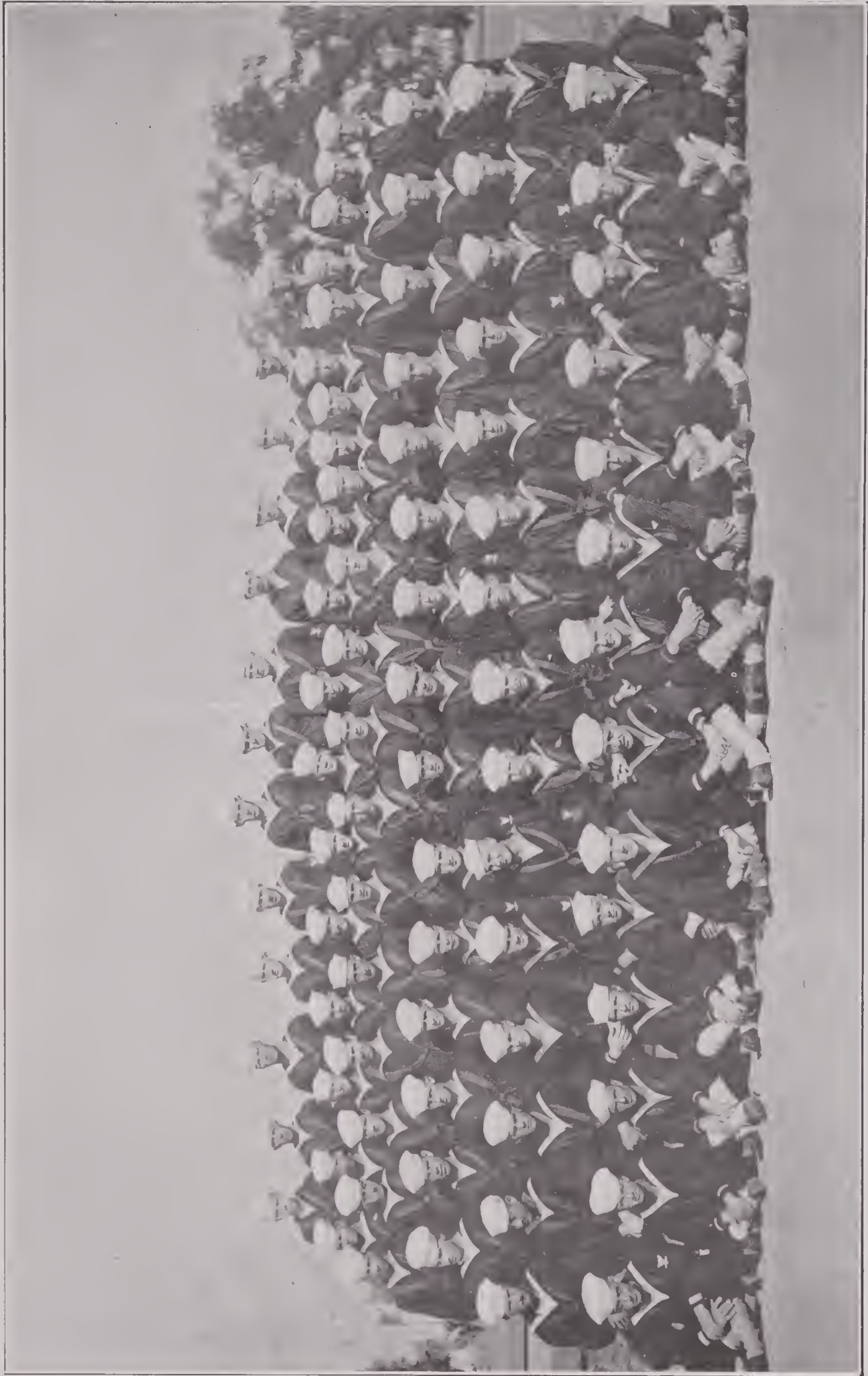
"That was me. Two of those porpoises,—I had to do something to stimulate the camp and believe me I sure did. The O. D. rushed down to the main gate and I expected to get a little jolt in the brig, but, Gosh! I was sure lucky."

"They were the days."

The Seaman Guard is now composed of Companies, Eight, Ten and Y.

The seamen do all the special guard duty and are under Ensign Mneek's direct supervision. The petty officers are: V. J. Vives, J. S. Sonnier, F. L. Sterey, William Hagemeyer, Charles Thiessen.





COMPANY "A," SECOND REGIMENT—FORMERLY COMPANY ONE

# First Company

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IT is said of George Washington that he was first in war, first in peace and first in the hearts of his countrymen, and so say the men of the First Company. The personnel of this famous organization joins hands across the United States, the majority of our boys calling California and Massachusetts their mother states. Of course as may be expected a couple of chaps from New York lend variety to the aggregation.

The above named fighting unit arrived here on or about July 1, 1918, and opened this resort for the summer. As is usually the case of all early arrivals at watering resorts, the manager was at the gate to meet them, and after the usual exchange of greetings the new arrivals were escorted to their respective rooms. The manager, being very solicitous for the health of his first guests, "persuaded" them to remain in a confined space for about three weeks, during which time the new patrons of this establishment spent their time becoming acquainted with each other, killing mosquitoes and perspiring.

Owing to the fact that toward the end of July new guests commenced to arrive, the First Company was compelled much against its wishes to vacate its temporary quarters and take up permanent quarters in a different wing of this hotel. For the sake of economy the unit, after talking the matter over at some

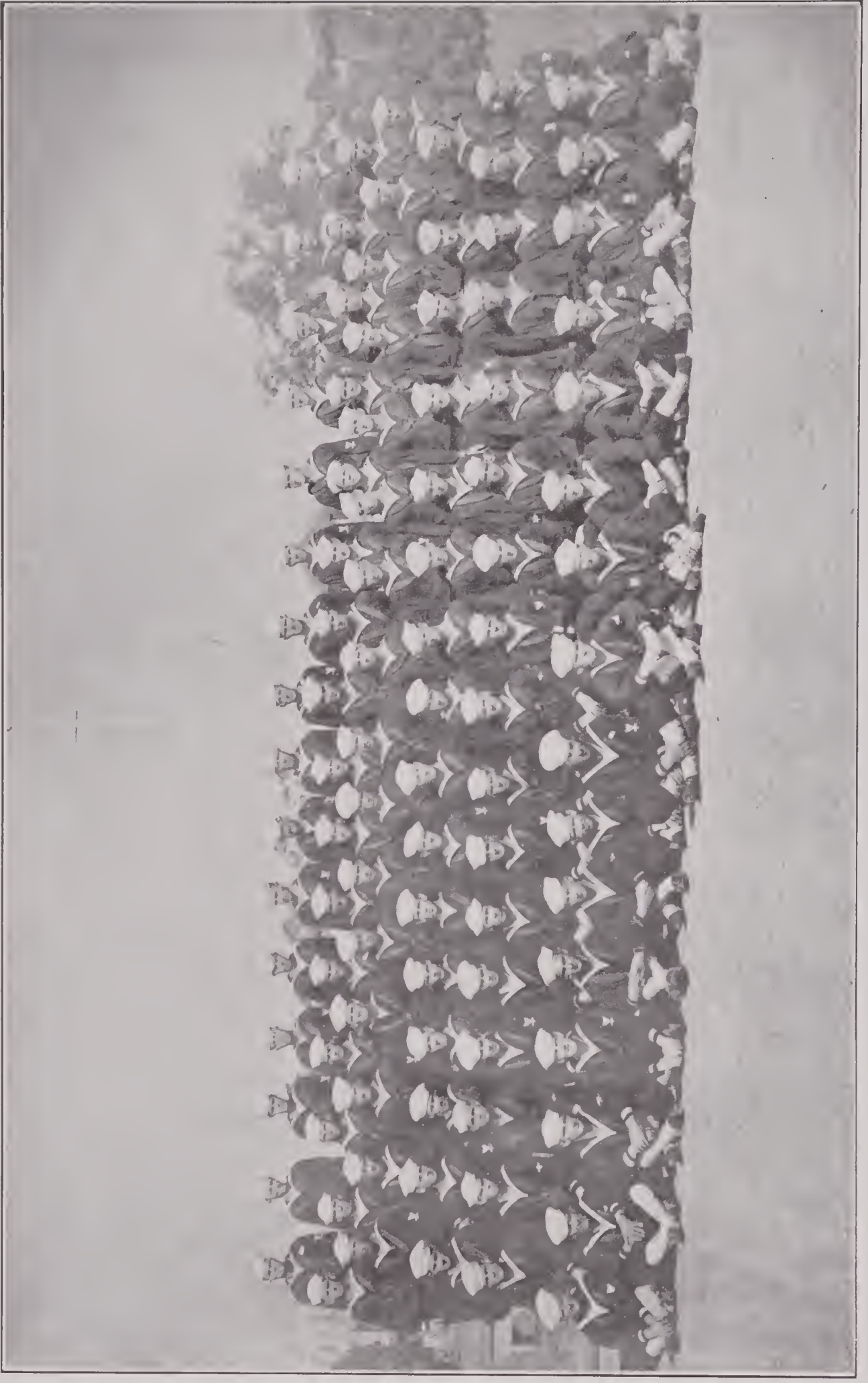
length, decided to take smaller and more congested quarters.

After spending several weeks in the unimportant miscellaneous pastimes, indulged in by persons spending a summer vacation, such as drilling, seamanship, signalling and manual of arms, the First Company got down to the real serious purposes of its visit and one Monday morning fifty-four of them visited the galley and suggested that they be permitted to assist in the preparation and serving of the food of the other guests who by this time were many in number. After some discussion and much reticence on the part of Mr. Gaustad the latter through kindness of heart accepted their services. The remainder of the First Company not to be outdone by their colleague importuned Mr. Bellinger to give them light and interesting work under the auspices of the Public Works Department. Mr. Bellinger, not to be outdone by Mr. Gaustad, permitted the boys to dig sewers, shovel coal, haul ice, chop down trees and build roads.

After many weeks of the above intensive training in accordance with the curriculum laid out by the authorities for the training of aviators, one morning Mr. Mneek, guardian of the First Company, received a notice that the First Company had graduated and as far as Naval aeronautics were concerned had nothing more to learn.







COMPANY "B," SECOND REGIMENT—FORMERLY COMPANY FIVE

## Fifth Company

THE Gulfport Training Camp received a remarkable addition, when on August 21 and 22, the Fifth Company came. From the far east, New York and Connecticut, came this joyful crew, and so the West and South would not feel hurt because they had been omitted from this aggregation, a man from Seattle, Washington; Bisby, Arizona; and St. Petersburg, Florida, came also. The men are both large and small, boasting the largest man in camp, "Slim" Montford, and also the smallest, "Shorty" Gullota. And as for handsome men, they are incomparable — witness Graber, Snyder and Hickey.

Did you ever see the Fifth Company drill? It is a well established fact that provided they are on the field alone, they are by far the best company present. In galley detail they are famous and it is rumored that Mr. Gaustad has forbidden their reappearance in that duty because they served more chow to each Gob in one meal than is ordinarily served in two. Apples and oranges are said to have disappeared as if by magic

during their "hitch" as "galley hounds."

There is much talent in the outfit, for everybody knows of Arthur Nugent, *Gadget* cartoonist, and athlete. For the past three years and at present he holds the Metropolitan and National A. A. U. title as professional tumbler. There is also Herlehey, formerly of the Royal Flying Corps, who joined the Navy after being discharged from that organization following injury in a "nose dive." "Kid Sullivan" who is Stephen Tricamo, of Brooklyn, is a featherweight of fame who has fought successfully in New York, New Orleans, St. Louis and Chicago.

On the football team are three of our men, Otis, Hambly and Lewellen. The "*Gadget*" draws a very large part of its staff from the Fifth. Nugent, Levine and Kumme make up its entire art force and Brandow is assistant to the Officer in Charge.

Of course the fame of this company is due in a large part to its leaders, for the men are all proud to be commanded by A. T. Atkins, assisted by J. W. Gardner and Fred Thrasher.



'Tis a hammock fair,  
Way up in the air,  
Just seven long feet from the floor.  
But when to the deck,  
You fall on your neck,  
You never come back for more.

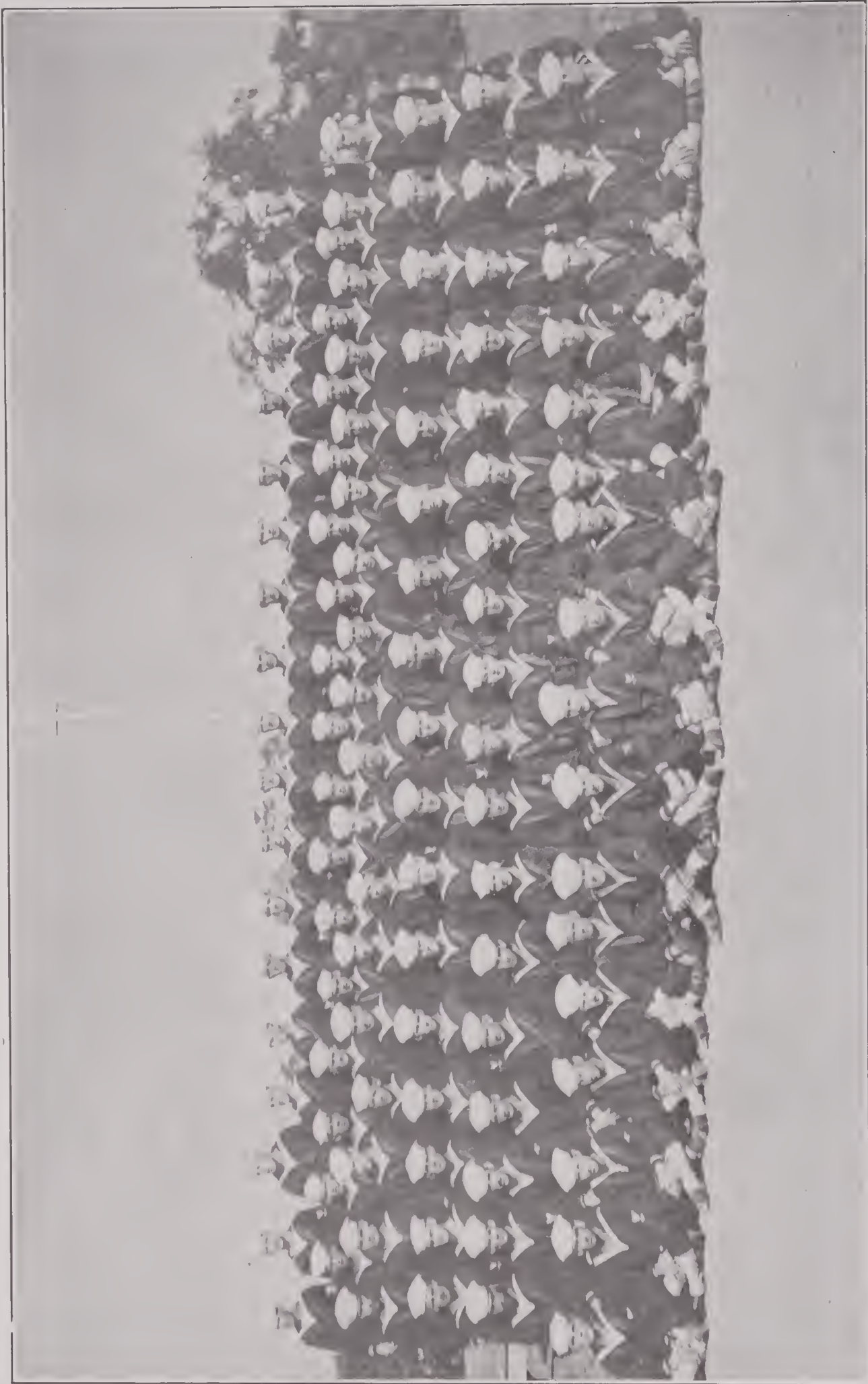
One Gob wired to his folks at home: "Brought down my first machine this morning."

After investigation it was found that he had carried a typewriter down the steps in the Administration Building.

Officer: "But what are you doing in those large shoes?"

Recruit: "Growing into them, sir."





COMPANY "C," SECOND REGIMENT—FORMERLY COMPANY SEVEN

## Seventh Company

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THE Seventh Company, under command of Arthur T. Rich, now finishing up his second cruise, concluded its period of detention and came into main camp during the second week of September. It has been very prominent in camp activities since then, and has one man on the baseball team, three on the football team and ten or twelve on the track team. Incidentally the Seventh Company has gained fame through its exhibitions on the drill field and on working parties.

The company had contributed to the camp in general the handsomest master at arms in captivity, our

former platoon leader, H. L. Reamer, who has the good will of all the men on the station.

Harry G. Luphor, who was appointed to succeed Reamer as platoon leader, had just started his second enlistment when he was taken away during the influenza epidemic. The Seventh also mourns the loss of George L. Liles, L. S. McKelvey and F. G. Herron.

The Seventh Company is now commanded by A. T. Rich who has as platoon leaders, Bobbie Woodward, Bill Gourley, George Watkins and Glenn Allen. We have received the nickname of "The Lucky Seventh."



## Rumors

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We understand although there is no official confirmation, it is rumored in the camp:

That peace has been signed.

That peace has not been signed.

That camp will be dismantled at once.

That the camp will not be dismantled.

That the clothing allowance has been raised.

That the Admiral has gone to Washington to arrange for closing up the camp.

That the Admiral has gone to New Orleans.

That there will be Xmas furloughs granted.

That there will be no Xmas furloughs.

That we will be paid off immediately.

That we will be in Gulfport another year.

That fifty Gobs "thought" quarantine had been lifted.

That fifty Gobs were all wrong.

That "Jerry" has threatened to raise some more cane.

That the First, Second, etc., companies will really be transferred.

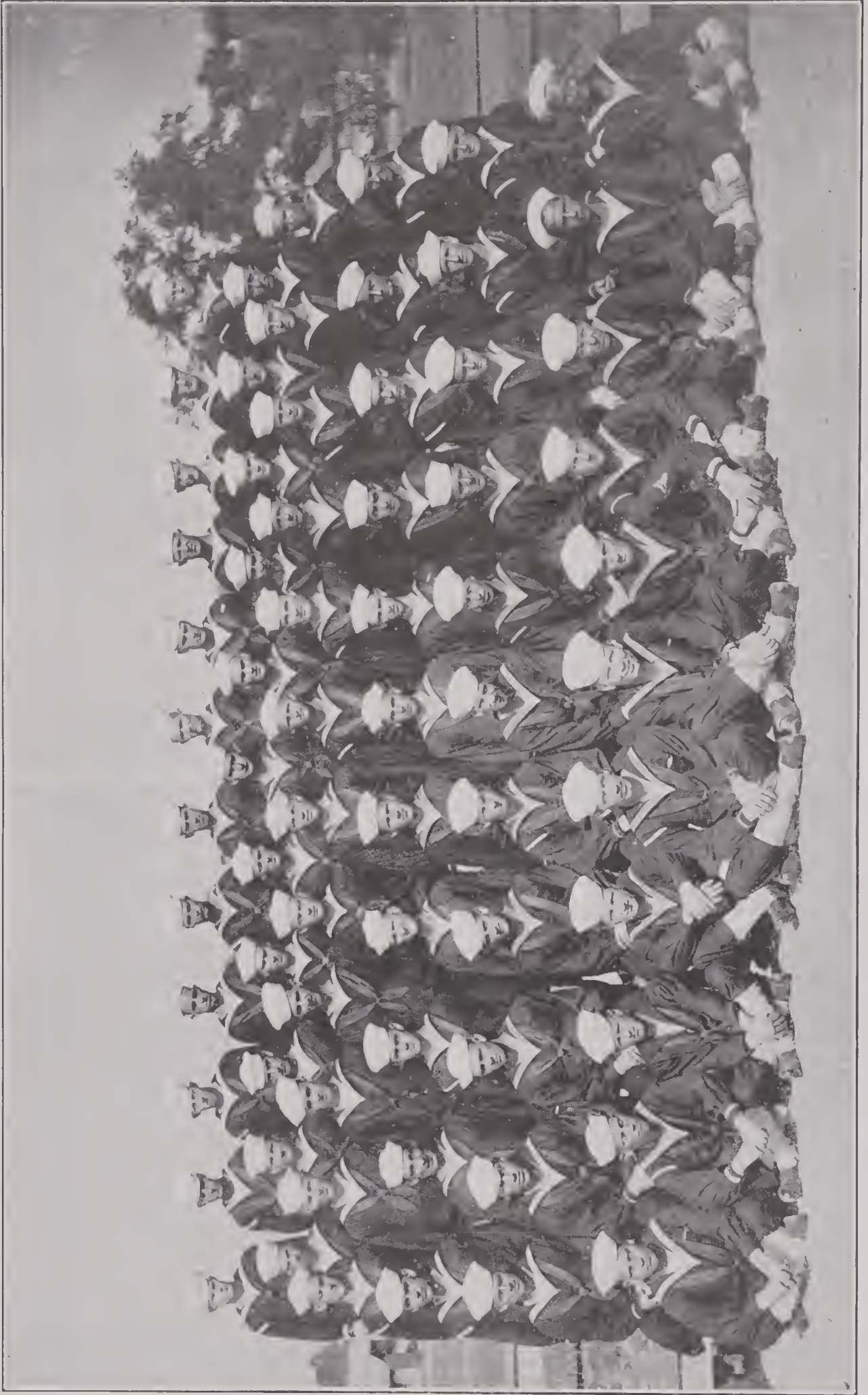
That the trolleys will run on time.

That most of the boys will ship over as regulars.

That Sherman was certainly right







COMPANY "D," SECOND REGIMENT—FORMERLY COMPANY EIGHT

## Eighth Company

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UNDER the leadership of Thomas W. Holman, the eighth company was organized very early in the morning of September ninth, just before "monkey drill."

For several days previously the boys had been coming in from the various southern states, going through all the preliminary stages of "rookyism" from medical examination to donating cigarettes to importunate old-heads.

The company was composed of three general classes of sailors; the radio electricians, or future wireless operators; the machinists mates and landsmen for machinists mates; and the big crowd of boys who had come into general service in the seaman branch.

After "chow" on Monday evening September 30th, the seamen in the company were ordered

out of Detention and were assigned to the Second Regiment as members of the various squads of the seaman guard. The following noon the radio and machinist men came out and were quartered in the First Regiment.

For several days the company was in these two divisions until Peabody's Ninth was liberated from Detention. On their arrival in the First Regiment, Holman's command underwent a decided change. All the men who were not seamen were transferred to the Ninth Company.

In return for these Holman got all the seamen of the Ninth.

The eighth company now was composed entirely of seamen, and were placed with the five squads of the Seaman Guard. Under the command of Wade S. Quick, they are doing regular guard duty.



## Efficiency

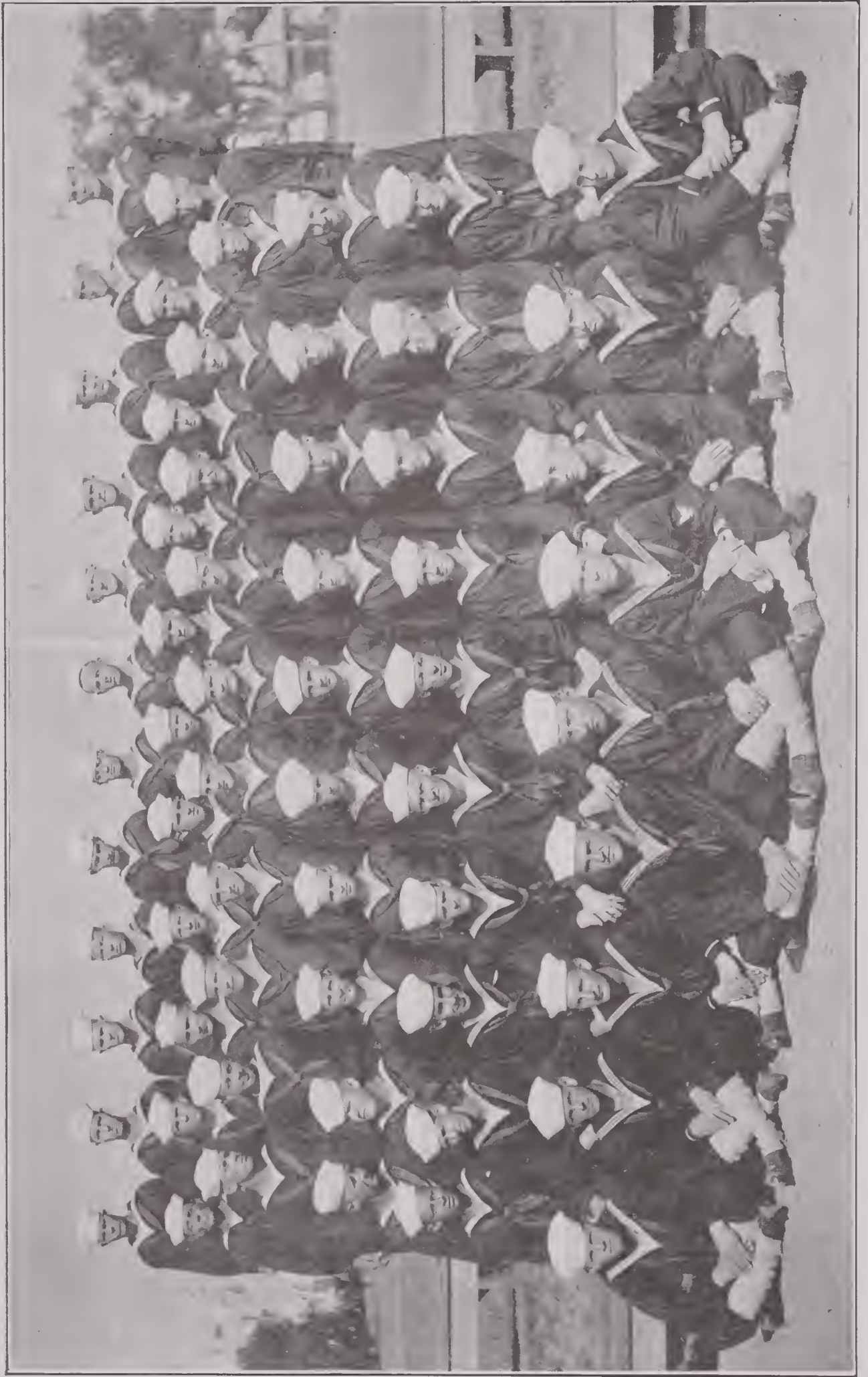
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One of our friends in the pay office tells a rather interesting story which points out the efficiency of the chief petty officers in the Navy. The story goes that there was a chief quartermaster who was in charge of the recruiting station in central California during the early part of the war and that he was ordered by headquarters to swear in a young doctor as an officer in the medical department.

This is at the very least a commission officer's job and one which the

commander usually takes care of. However, this fact did not daze the ambitious quartermaster, who wanted to make a record for himself, so he wired his headquarters as follows: "Sir: If you want me to swear in young doctor as officer please forward, via parcel post collect, one commission, one cocked hat, one frock coat, one sword and one Bible, and I will proceed immediately with the official duties of my position."





COMPANY "E," SECOND REGIMENT—FORMERLY COMPANY TEN

## The Tenth

THE men in the Tenth Company are very lucky in having three ex-service men as their leaders. V. L. Reilly our company commander, hails from Brooklyn, N. Y., having served four years in the regular Navy, during which time he traveled the seven seas, seeing actual fighting at Vera Cruz. Our platoon chief, E. G. Hopp, from Seattle, Wash., acting company commander during Reilly's absence, first served in the Spanish-American War in the Volunteer Infantry, later putting in four years in the regular Navy. R. H. Smith, our second platoon chief from Kane, Pa., is an ex-Army man who served on the Mexican border. "Smithy" is an expert on Army military tactics and manual of arms; Hopp is strong on Navy regulations, and Reilly's long suit is scheming for the good of the company.

Our three weeks of intensive training while in "D" camp consisted of various things such as washing clothes, drilling, learning to manoeuvre wheel-barrows, policing the grounds and keeping off of "Buck's" grass. After leaving that wonderful

Furloughs would be a heap more pleasant if it wasn't for the first day after a guy gets back.

"I wonder why it is that so many of the air men in the Navy have accidents," queried the budding young pilot.

"Go look in the looking glass at your dome and you will find out," remarked the cook.

place we were moved into tents for two weeks.

At first our military tactics caused some funny situations. One morning as we were being inspected by the "Stripers" one of them asked a big Texas boy where was his clean suit. In response the fellow in his excitement said, "Sir! My clean suit is dirty." On another occasion three fellows were called out of ranks and placed in front of the company and told to "cover off." Not knowing what to do, off came their hats. During swimming instructions we discovered that among our midst we had a real fish, in Brother Albert. (He swims in everything but water.)

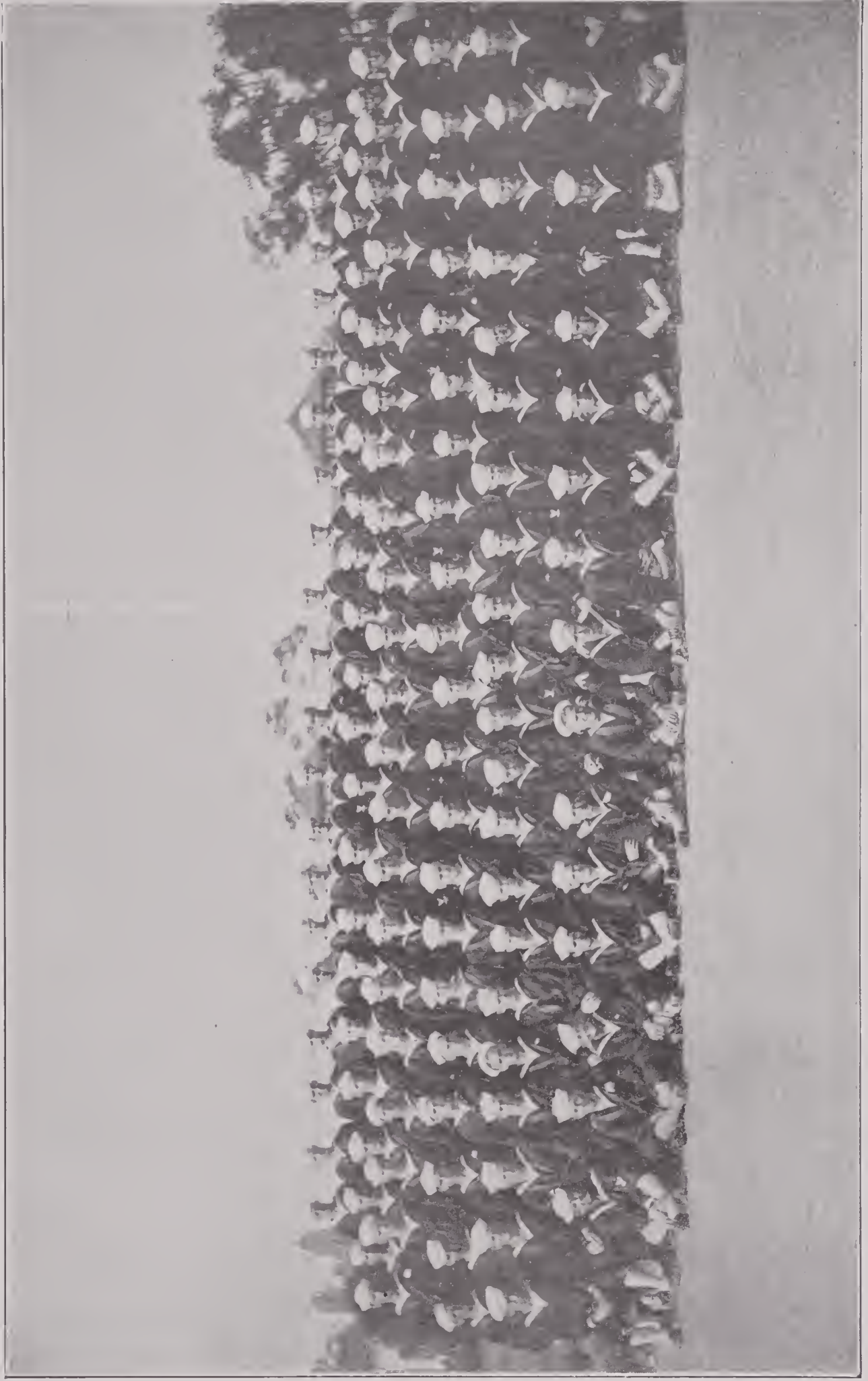
After several weeks of training we were considered one of the best drilled companies in camp, but unfortunately the commander saw fit to relieve us of all our machinist mates, seamen, and other men of different branches and left only the radio-men. Still we uphold our reputation. We are also proud to state that none of our men have been at report mast or in the brig.

J. H. SHACKLEFORD and  
J. T. FOOTER.



Say, honestly, if you were on the main gate on Wednesday evening and some other Gob tried to get past you with your girl, what would you do?





COMPANY "F," SECOND REGIMENT—FORMERLY COMPANY TWELVE

## Twelfth Company

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WHEN the good ship "Navy Bound" pulled out of the South Station at Boston it had aboard about 110 New England men who, though they did not know it at the time, were destined to be the foundation of the Twelfth Company at the Gulfport Training Camp.

Sailing into "port" about 8.30 p. m., three days later, they were greeted by the old "salts." The usual good advice was handed out to us "boots" but it was taken with a grain of salt (you see we began to get "salty" right at the start).

Some of the boys made themselves right at home and shook hands with the other guys and were then escorted to their future residences. Those hammocks were sure formidable looking outfits and there was none so brave as to take a chance on swinging them up, so all the "Bean Eaters" stuck right close to the "deck." On rummaging through the bedding the boys discovered that they were fortunate in getting "sheets" and knew that the right way to use them was to get into them bag fashion and fasten the straps over their shoulders. Of course a little later they discovered that these supposed "sheets" were mattress covers.

We agreed that Sherman had the right angle on war after we had our first "Battle of Drill" and up to the present writing these battles are

still waging fiercely and there has been no armistice signed as yet.

The detention period was spent very pleasantly as the masters at arms were not too hot on our trails and we had an opportunity to while away the time in a "friendly game" occasionally. By the time we were admitted to the main camp we had them all backed off the boards for being "old timers." We had our hats "sewed" and clothes stops stenciled and everything. At our first outing which was to see the movies at the Coliseum all the other companies started to "ride" us and a verbal battle royal was staged. Before the end, however, we had them all with us and now they say the Twelfth Company is the best and most popular on the station (we admit it ourselves).

After a few weeks on the drill field under the direction of our able Commander Samuel Covert, popularly known as "Rover," the Dozen Company men believe they are qualified to enter any drilling contest.

We have been nicknamed "Covert's Rats" as a compliment to the quickness with which we execute all commands and orders issued by our beloved "King Bee." Our ranks have recently been increased by the addition of a number of good men from Pennsylvania and we have also adopted a few from other States.







"D" CAMP COMMANDER AND STAFF



**T**HE purpose of the detention camp, in charge of W. H. Buchanan, C. M. M., is to isolate and set apart the men who have just arrived from civil life from the men already in the service.

A period of twenty-one days is the length of time the new men are held in detention, as this period is usually sufficient for any disease germ to become active; at the end of this period, nothing developing, the men are released from detention and sent to the main camp.

For the homesick and lonesome boy on his first night apart in detention camp, there is written in his imagination, as vividly as was Dante's motto o'er the gates of the Inferno—"All hope abandon, ye who enter here."

After he has been in a week, obtained a "hammock ladder," learned the true meaning of "Gadget"—can tell "chow" from what "Mother used to cook," he changes his mind completely.

A recruit, in Naval parlance, is known as a "boot." Reporting in, half frightened to death, he is imme-

diately taken in charge by an acting master at arms; he draws a canvas hammock, two blankets, a bag for his clothing, and is taken to the Medical Officer. Here his troubles for a modest man begin, because he leaves behind all evidence of civil life. After the examination, if accepted, he is issued his clothing, and emerges with all his belongings.

The "boot" is then assigned to a barrack in the detention camp. These barracks are arranged so as to house twelve men, and are complete with galley, washrooms and showers, and toilets; the barracks are so arranged that, were sickness to develop in one barrack, the men could be quarantined in that barrack alone.

During the detention period, instruction is given in infantry drill, elementary signalling with flags, and in ordnance. Above everything, however, cleanliness of body and clothing is drilled into the new men from the very beginning. The men wash and scrub their own clothing, dishes, and keep the barracks clean.





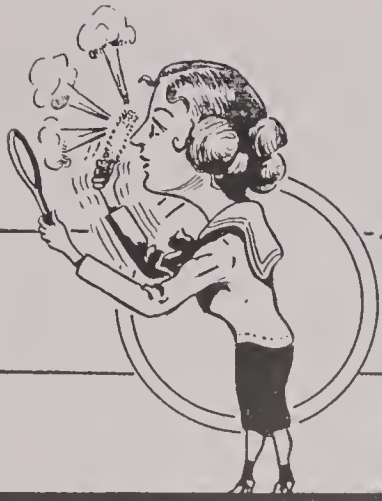
A COMPANY STREET IN THE "D" CAMP







OUR YEOMANETTES



# Yeomanettes

ARTHUR W. NUGENT

**W**HY is a yeomanette? This is a much discussed question, but the answer is apparent—just see who we have with us—they are their own excuse for existence.

To the old-timers in the Navy, the coming of women into the greatest of all military services, was looked upon as a calamity. No longer can a circular be sent out to "The Men of the Navy"—now it must read "To the Women and Men of the Navy." Sounds revolutionary doesn't it? And it is revolutionary—anything women enter into becomes revolutionary, but somehow they get away with it.

In this particular instance they have gotten away with it very well. The time came when the nation was hard pressed for men to man ships at sea. Recruiting was stimulated to obtain more men to fill in positions vacated ashore. More vessels were commissioned—more trained men were required to man these vessels. Therefore, it became apparent that the women of the nation would have to take up the burden of helping to run the Navy—and they are running their particular end of it to the Queen's taste.

It was, of course, highly impracticable to put women on board battleships, but it was entirely practicable to dislodge some of the "moss-backs" who had been holding down shore jobs since Adam was a pup and give them an airing at sea, replacing them to a good advantage with trained women. It was also practicable to fill in new jobs ashore with women releasing just so many more men for duty at sea. And so it was done.

Our Naval Training Camp, at Gulfport, in the State of Mississippi, received its quota of yeomanettes, just to be in the running with its big brothers at other points. Here we find them employed in many of the offices, doing the work formerly done by men, and doing it just as efficiently. In the Commandant's Office, Executive Office, Supply Commissary, Chaplain's Office, Canteen, and even in the post office, we find them busy from early morning to late at night.

These young ladies have proven a valuable asset at this Camp, and have rendered creditable services to their country when it was sorely in need.

NONA ROY COX.



# The Gadget

WHEN the war broke out and the great call for men made labor scarce, a number of women in this vicinity came forward. The first of these was Mrs. Betty Meyers of Gulfport who from about July 20, 1917, the date of Rear Admiral Reynolds' arrival, to some time in January, 1918, tendered her services during the entire period of confusion and organization without being on the Navy payroll. She was enrolled and rated chief yeowoman in January, 1918, after examination. "Miss Betty" is the only chief yeowoman in the Eighth Naval District and there are very few in the United States.

The executive office with its intricate mass of records and reports has three "yeomanettes": Misses Delia Hanley, yeowoman 2c, Josephine Le Cand, yeowoman 2c, and Myrtle Saucier, yeowoman 2c.

The yeowomen in the Supply Department are engaged in men's work. Their duties have been described in departmental articles. Their situation is like that of the train and the farmer. A farmer upon seeing a train for the first time declared to his wife, "It will never start! It will never get started!" Then upon seeing it run at lightning speed the same farmer just as emphatically declared, "They'll never stop it; they'll never be able to stop it!" Now it is doubtful if the Navy ever discontinues the employment of yeowomen.

Mrs. Velma Steele, Miss Hattie Murphy, Mrs. Cecilia Fallon, Miss Maria McCoughlan, in the G. S. K.

Department, and Mrs. N. M. R. Cox are the yeowomen in the Supply Department.

There are now fourteen yeowomen on the camp. Mrs. Edwina Watson, Mrs. Ella Gasper and Miss Lilly Saenz are canteen workers. This branch of war work for women has received a great deal of public consideration and some of the most noted women in America and abroad are engaged in it.

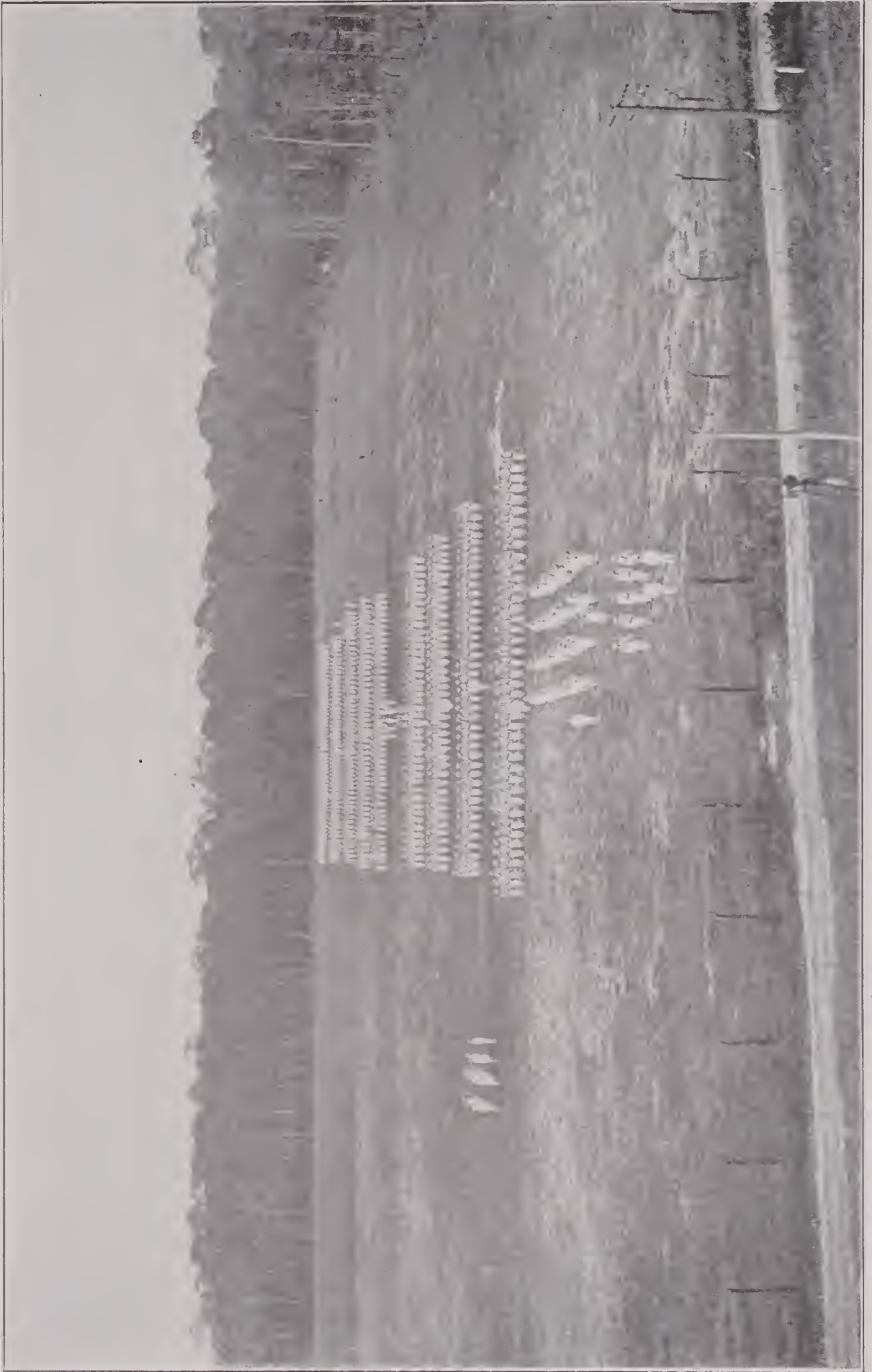
"When a 'rook' first lands here he feels like going to the Commandant if each mail does not bring him a letter from his girl, it seems," says Miss Florence Bailey, of the camp post office, who hands out the mail to the lovelorn. Miss Bailey has had a life long experience in this work, being the daughter of the postmaster at Long Beach. She has a well known right wing, having pitched baseball at the Mississippi Normal School.

Miss Hilda Yelverton is in Chaplain Taylor's office. Her duties are as librarian and social worker.









"PASSING IN REVIEW"



**I**T is Wednesday afternoon and on this particular day I succeeded in being excused from Regimental Review. There are two very different aspects to every occasion, the inside and the outside. This time I was fortunate to be able to enjoy the outside one so that we will try and visualize it together.

It is immediately after chow and there is great cleaning up—soon the Gobs will be in the uniform of the day—clean whites, neckerchiefs and leggings. Muster sounds, which means that each company must “fall in” in its respective place of assembly. “Fall in” is Navy talk for “assemble.”

Next comes inspection, at which time the company commanders carefully inspect their men to be certain no Gob has failed to live up to that old adage that “cleanliness is the God of the Navy.”

Let us proceed with the companies to the Armory where they receive their arms and return to the plaza, ready to go to the reviewing field.

In the midst of all this preparation, our attention is attracted momentarily to a burst of radiance near

the main gate. Yes, I was right, it is a bevy of charming ladies from Gulfport, bent on doing us honors while just behind them in another car one can recognize Biloxians. Now they come thick and fast, all with one accord heading toward the drill field.

But it must not be understood that the ladies possess all the honors, for among our visitors one sees business men and boys, indeed a goodly crowd, all of which tends to give evidence of the attractions of review for the townsfolk hereabouts.

As usual, it is bright and warm so all the ladies have brilliantly-colored parasols. It is a true futurist picture, done in the most brilliant colors. As we cross the railroad, the drill field lies before us, a great clearing twelve hundred feet square. We will take our post on the south side for we can here command the best view of the proceedings.

The companies are now coming on the field in columns of squads and form in their respective positions along the north and east sides of the field.

They execute a “squads left”





## The Gadget

movement and come into a regimental front, that is, all men facing the center of the field and being arranged in two ranks. The company commanders have just given their men "parade rest" and so they will stand until "attention" is sounded.

The reviewing officers are now coming, and you will recognize them as Admiral Reynolds with his aide, Lieutenant (J. G.) Jucker, Commander Schwartz, and his assistant, Lieutenant (J.G.) Wrightsman. They take their place in the center of the south side of the field.

That is adjutant's call. All companies come to attention and the band begins to "sound off." The colors company falls in behind the band and marches to the entrance of the field where the colors are waiting. The color bearer and guards, you see, now fall in between the first and second platoons and march back with the company to the position they will occupy during the parade. Colors, however, shift from between the platoons to the rear of the colors company.

The command "Platoons right, forward march" has just been given, for the companies swing into a column of platoons to make their circuit of the field. The band of course is leading, and you will agree with me that it is indeed one to be proud of. That is Lieutenant Clementz heading the first regiment composed of five companies under

his command. You will notice that each is a perfectly drilled military unit of which he is justly proud. There come colors, behind the Fourth Company, to which every one renders the honors due "Old Glory." As the companies pass the reviewing officers, each gives the formal parade salute of "Eyes right."

After the First Regiment has passed the reviewing officers, the regimental commander falls out and takes his position with them. Here is the Second Regiment commanded by Ensign Mneek. Directly behind him we see the seaman guard with their field pieces, each manned by its full complement of twenty-four men. That movement, the execution of left turn by them, is the most picturesque in the entire review. Following them are the four companies under the Second Regimental Commander, and it is indeed a difficult task to determine whether the honors should go to the First or Second Regiment. Here come the companies from "D" camp. They are "boots," we know, but their bearing is excellent, despite their short period of training. After passing the reviewing officers, all the companies return to their former positions. The officers then leave the field, after which the companies form in column of squads and headed by the band and escorting the colors, march back to the armory where they are dismissed.

EDWARD C. BRANDOW.



## Old Settler Sam

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EVERY community has an old "settler" in it who is its walking history. He remembers times antebellum and post-bellum, the floods and the storms, the marriages and the deaths, the scandals and the glories and the celebrations. S. Ferrara, Jr., Y. 1c., was the first enlisted man to arrive at this camp, on November 14, 1917. The "Gadget" goes to press on the anniversary of his landing in Gulfport.

All that Sam's lonesome eyes could see were the Exposition buildings; there were no barracks, no detention camp, no brigs, no "monkey drills," no manual of arms to be practiced, no inoculations, no vaccinations, no extra duty, no dishes to wash, no hospitals, no galleys, no washhouse and no roads of any kind. The only officers here at the time were, the Commandant, Drs. Gatewood, Wilson and Jones, Civil Eng. A. A. Baker and Chief Pharmacist's Mate Hines.

The one good thing about the circumstances that Sam was in at that time was that he could go to his boarding house every night and *sleep* in a real bed, instead of "balancing" himself to sleep in a hammock.

Upon his arrival at the camp he was detailed to the public works for duties under Civil Engineer A. A. Baker, U. S. N. He was also general correspondent, telephone girl, accountant, errand boy and what-not. If there was anything to be done, Sam was the "goat." It was a case of "let Sam do it."

Some time in January, 1918, Ensign Montgomery arrived at this camp and assumed duties as cost accounting officer, and when he was ordered to Washington, about two months later, Sam became "the works" of the accounting department. He has been performing duties in that department, in various capacities, from that day on.







"THE GADGET" STAFF



<i>Officer in Charge</i> .....	JEROME L. WIENER.....	Warrant Carpenter
<i>Editor-in-Chief</i> .....	JOSEPH R. MCCOY.....	Chief Yeoman
<i>Managing Editor</i> ...	EDWARD C. BRANDOW.....	Lds. M. M. (A)
<i>Associate Editors</i> .....	JOHN P. LALLY.....	Lds. M. M. (A)
	CHARLES J. CARMICHAEL.....	Lds. Radio Elect.
	LESLIE R. TARR.....	Ph. M. 2c
	LEE K. HOLLAND.....	Lds. Q. M. (A)
	EDWARD I. SMOLEN.....	Lds. M. M. (A)
	HAROLD A. NEECE.....	M. M. 1c (A)
<i>Art Editors</i> .....	ARTHUR W. NUGENT.....	Lds. M. M. (A)
	SAMUEL LEVIN.....	Lds. M. M. (A)
	WALTER KUMME.....	Lds. M. M. (A)
<i>Advertising Manager</i> .....	A. STANLEY STANFORD, JR.	Chief Comm. Std.



## Concerning Ourselves

On the morning of September 14, 1918, bowed beneath the weight of his bag and hammock, arrived J. R. McCoy, the erstwhile bi-weekly contributor of a page of Camp News to the Gulfport *Herald*. In his heart he bore regrets that Adam had sinned, for did he not have to earn this furlough by the sweat of his brow. On the main drive he encountered Warrant Carpenter Jerome Wiener, who from a distance appeared to be possessed of some nervous failing. So great was his

agitation that his mouth appeared to twitch impotently, for no audible sound as yet issued therefrom. But it was only the exuberance of Jerry's spirits that made him talk about the "Gadget" to McCoy, long before he had come within range.

"Do you remember what Chief Commissary Steward Stanford said about starting a Camp magazine,—a Christmas publication with all our pictures in it,—and stories and articles about our Camp? Well, we've started it. Ed Brandow's





# The Gadget

helping me with the work and, as for the editor, *you're* it and there's a bunch of copy waiting for you to dig into now. Come right on in and get busy."

"Say, how about talking this thing over, and giving a guy a chance to shed his gear and get some cinders out of his eyes before you unload the big idea, will you?"

"You can do all that later, what we want is action, now, so come on you," said Jerry. "Bear a hand, you're needed."

And so the struggling victim was dragged to the inner shrine of the executive office, where a motley fist full of manuscript was shoved into the hand not engaged in balancing his teetering sea-bag.

"Copy?" says Mac, "what am I expected to do with this masterpiece of poetry from Company 'X,' that begins with Geraldine throwing her white arms around the neck of her little 'Gobbie' as the moonlight plays on her classic profile, and two stanzas later has the sunbeams whispering in her golden hair? And here's another salt-water 'ace' watching the battleships go in and out of Gulfport Harbor, as he soars above terra firma, one arm clasped about his beloved and the other engaged in strangling the throttle to his Liberty motor?" So endeth the first day.

In the peace of the night, the idea began to grow on Mac. "It would be a mighty fine thing to get the pictures of all the boys and buildings and Camp life, as a souvenir of our Gulfport cruise. There is Jerry,

an artist, who could make the pictorial section a classic, and I have met a lot of fellows who could write a cracking good article to recall this life by. If I could only find those fellows. Fellows,—let me see."

The next morning Lee Holland and E. I. Smolen offered their services, and after a little try-out, they went to work as members of the staff. Then came H. A. Neece as poetic critic. Anxious to make their work go over, these men had soon hit their stride.

J. P. Lally, formerly an expert linotype operator and copy reader for the *Metropolitan Magazine*, came in with a stolid face and his heart set upon work, plain WORK, mechanical work, copy reading, make-up, arrangement, all of which carries with it no fun. It was all just work. He had a mass of disjointed, unrelated, crude material to arrange and head and correct, and it all had to come out looking like a silk purse. "I'll never forget that fellow," says Mac, "it's all right enough about inspiration and enthusiasm but Lally was certainly a gem for working and knowing his trade."

Carmichael was the same brand as reporter. He is young yet, but we will look to see his name in big print, when he hits the street again.

The staff lost a good man in Morton, who was ordered elsewhere before he could complete his assignments. His article on the Red Cross is a proof of the excellence of his work.

The gentle rain was a sad calamity during the picture days for as sure



as the sun shone, there was a picture being taken somewhere on this Camp. Jerry thought in terms of pictures. Every man of us, from the Commanding Officer to the mess boys was the subject of a portrait. The reality of the "Gadget" grew with the pictures.

With palette and brush the artists, Walter Kumme and Samuel Levin, contributed fine art to mechanical art. Designs, headings and decorative features appearing in the foregoing pages are in a large measure creatures of their own brain and talent.

If you happened to have any peculiarities of manner, anatomy or speech, for Nugent to "hang his hat on," it is a cinch that you kept them well camouflaged during cartoon days. Every day new crayon children were born unto Nugent,

and every day his sketches threw a laugh into the beholder. Nugent's sense of humor is only exceeded by his excellence as a tumbler.

The business end while somewhat obscured by the writings and pictures herein, is nevertheless, the foundation upon which the entire structure rests. Chief Commissary Steward Stanford's able handling of the advertising campaign, deserves the highest praise and has a generous part in the success of the entire program.

Last but by no means least, we wish to make appreciative mention of Edward C. Brandow who, through his knowledge of the practical and technical points in the printing game has rendered most valuable assistance to both Warrant Carpenter Wiener and Chief Stanford, as Assistant to the Officer in Charge.



## Lest We Forget

**O**LD MAN "POLICY" has wrecked many a ship of state and other smaller craft on the sea of life, as well as many a private and public venture. He made his appearance in the editorial rooms early in the game, and it was only through the experience, knowledge, talent and direction of one to whom each man of us is forever indebted, that order was brought out of threatening chaos and a smooth working machine organized and perfected.

Assistant Paymaster John Landesco, assistant to the Supply Officer on this Camp, is the one to whom

we refer. He came to our rescue at a time when black despair had us hard and fast by the heels, and with his coming, the success of the "Gadget" both financially and in a literary sense, was assured. Every minute of his time, which he could spare from his duties throughout the day, has been devoted to the pages of this book, and far into the night, even unto the wee sma' hours of the morning, he has stuck by us.

Through many an hour of jaded toil his keen and all pervading sense of humor, has buoyed us up and spurred us on to renewed efforts.





Through practically every page herein presented, there runs the golden thread of his understanding of human nature. Whatever of literary merit these unsigned contributions may possess, the honor and the credit belongs to him.

“Pay” Landesco is a “regular fellow.” His gold stripes have never made of him a creature any the less human, any the less understanding than he has always been. His voluntary association with us in this work has been at the same time a privilege and a pleasure, and it is

with a keen sense of regret that we finally close these pages, knowing that hereafter our paths must necessarily be divided.

Paymaster Landesco would fain have hidden his light beneath the proverbial bushel, but in order that each man who reads these pages, shall know of his efforts in their behalf, and come to feel in some small measure the regard and esteem in which he is held by those of us with whom he has labored shoulder to shoulder, we write these final lines of tribute.



## Postoffice Wails

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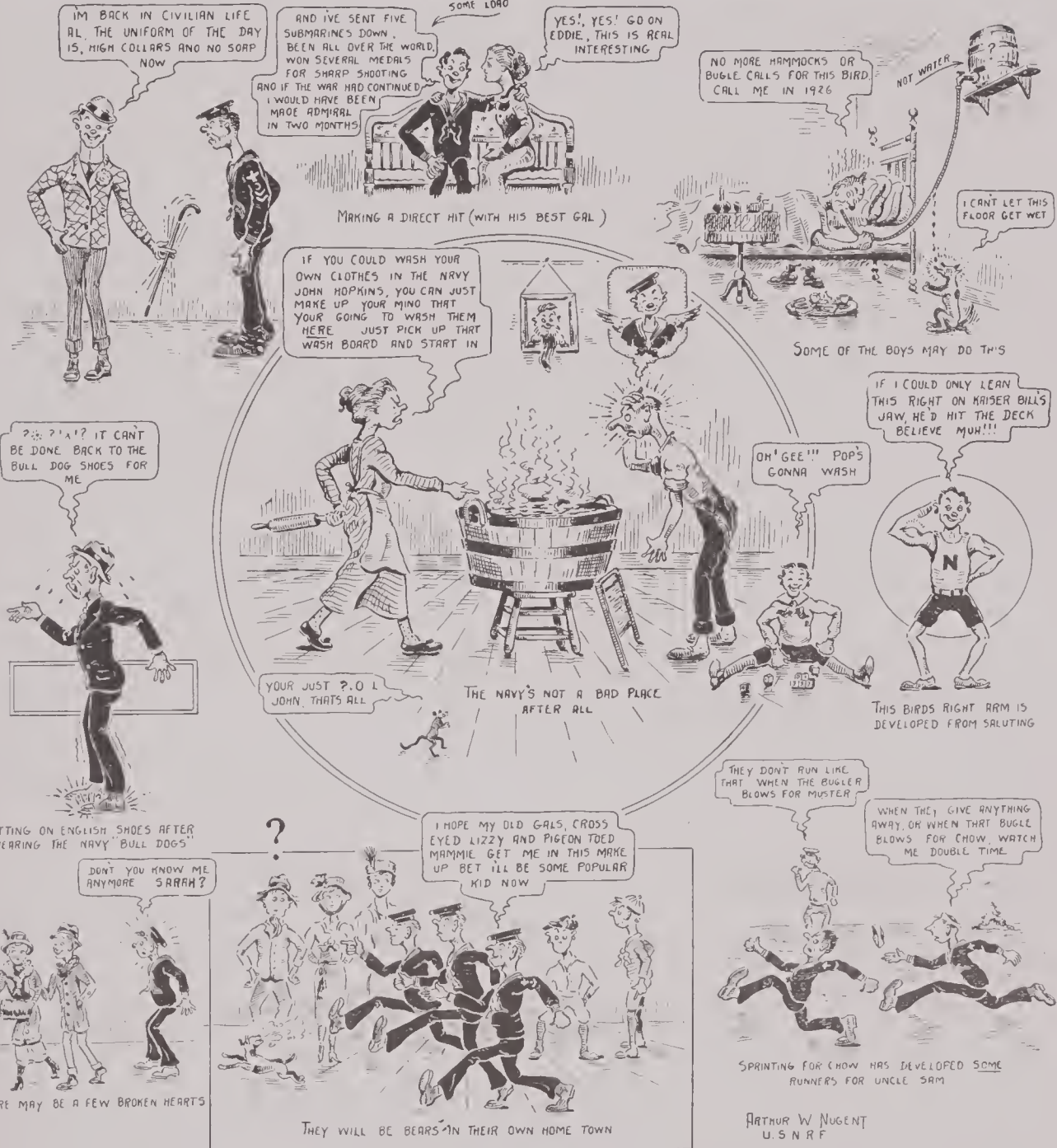
The only place where the Gobs can  
kick,  
Is the postoffice, gee, they lay it on  
thick.  
A letter from home says a package  
was sent  
Three weeks ago, “Now where has  
it went?”

But the time that they had it, was  
during the “fu,”  
Some letters had traveled the camp  
through and through.  
First to the Hospital, to wards A,  
B and C,  
Over to “D” camp, and Main Dis-  
pensary.

One day a “guy” came to apply for  
a job;  
To open and censor the mail for the  
Gob.  
When asked why he thought the  
camp rated a censor,  
“Two-thirds of the parcels came  
busted,” he answered.

Yet with patience the postoffice  
force jogs right on,  
Finding owners of parcels whose  
addresses are wrong;  
Delivering specials to poor homesick  
Gobs,  
Like all Uncle Sam’s faithfuls, al-  
ways on their jobs.

# WHEN THE BOYS COME MARCHING HOME



IM BACK IN CIVILIAN LIFE  
AL THE UNIFORM OF THE DAY  
IS, HIGH COLLARS AND NO SOAP  
NOW

AND IVE SENT FIVE  
SUBMARINES DOWN,  
BEEN ALL OVER THE WORLD,  
WON SEVERAL MEDALS  
FOR SHARP SHOOTING  
AND IF THE WAR HAD CONTINUED  
I WOULD HAVE BEEN  
MADE ADMIRAL  
IN TWO MONTHS

SOME LOGO

YES!, YES! GO ON  
EDDIE, THIS IS REAL  
INTERESTING

MAKING A DIRECT HIT (WITH HIS BEST GAL)

NO MORE HAMMOCKS OR  
BUGLE CALLS FOR THIS BIRD.  
CALL ME IN 1926

NOT WATER

I CANT LET THIS  
FLOOR GET WET

IF YOU COULD WASH YOUR  
OWN CLOTHES IN THE NAVY  
JOHN HOPKINS, YOU CAN JUST  
MAKE UP YOUR MIND THAT  
YOUR GOING TO WASH THEM  
HERE JUST PICK UP THAT  
WASH BOARD AND START IN

SOME OF THE BOYS MAY DO TH'S

IF I COULD ONLY LEARN  
THIS RIGHT ON KAISER BILL'S  
JAW, HE'D HIT THE DECK  
BELIEVE MUM!!!

OH'GEE!! POP'S  
GONNA WASH

THIS BIRDS RIGHT ARM IS  
DEVELOPED FROM SALUTING

?...?..? IT CANT  
BE DONE BACK TO THE  
BULL DOG SHOES FOR  
ME

YOUR JUST P.O I  
JOHN, THATS ALL

THE NAVY'S NOT A BAD PLACE  
AFTER ALL

THEY DONT RUN LIKE  
THAT WHEN THE BUGLE  
BLOWS FOR MUSTER

WHEN THE, GIVE ANYTHING  
AWAY, OR WHEN THAT BUGLE  
BLOWS FOR CHOW, WATCH  
ME DOUBLE TIME.

PUTTING ON ENGLISH SHOES AFTER  
WEARING THE NAVY 'BULL DOGS'

DONT YOU KNOW ME  
ANYMORE SARAH?

I HOPE MY OLD GALS, CROSS  
EYED LIZZY AND PIGEON TOED  
MAMMIE GET ME IN THIS MAKE  
UP BET ILL BE SOME POPULAR  
KID NOW

THERE MAY BE A FEW BROKEN HEARTS

THEY WILL BE BEARS IN THEIR OWN HOME TOWN

SPRINTING FOR CHOW HAS DEVELOPED SOME  
RUNNERS FOR UNCLE SAM

ARTHUR W NUGENT  
U.S.N.R.F





CHIEF PETTY OFFICERS

# INSTRUCTION



LIEUT. (J. G.) CHARLES B. WRIGHTSMAN comes from New York City. When war was declared, he was a student at Columbia University. The next day he enlisted in the National Naval Volunteers, and a week later, was commissioned an

Ensign in the Flying Section. He was then detailed to organize the Bay Shore Aeronautic Station. After serving there for about a year, he was ordered with his commanding officer to the Aeronautic Station at Miami, Florida where he was Executive Officer. He was then advanced to the rank of Lieutenant (J.G.). Early in July, 1918 he was ordered to Brooklyn expecting immediate overseas duty, but instead was ordered to Gulfport. At this camp Mr. Wrightsman has been assistant Executive Officer and director of all the instruction. Following the sign-

ing of the armistice, he was ordered to inactive duty to follow his profession as an oil producer. His duties at this camp are now being performed by Ensign S. A. Mead.



THE method of training the enlisted personnel of the Station has been systematically prepared so that each man shall receive sufficient instruction to fit him for service in his particular line.

Instruction has been divided into four periods each day, two periods in the morning and two in the afternoon, with the exception of Wednesday afternoon, Saturday and Sunday. All classes are instructed by Chief Petty Officers, experts in their particular line of work, although oftentimes the Commissioned Staff will take a class in hand to point out to them the finer details of the subject.

Classes in progress embody aeronautics, motors, ordnance, seamanship, signals, mathematics, boat drill, infantry drill, etc. In addition to these general classes, there are classes in which men are preparing for the various Officers Material Schools—Engineering, Ensign and Paymaster.





## Signals

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**S**IGNALLING is a subject of which little has been written but which is of the utmost importance in connection with navigation. To the casual observer, the varicolored display of pennants and fags of the ships of the Navy are merely decorations, a display to attract the admiring eyes of those ashore. Little is it realized that every pennant or burgee, every motion of flags, every flash of light, every sound, conveys some message of import.

In the Navy, each ship is equipped with an efficient means of communication, whether it be wireless, heliograph, semaphore or wigwagging. The importance of such equipment is very evident, in fact it is very hard to understand how navigation was conducted before the advent of the wireless; certainly its efficiency was greatly impaired. Lack of means of communicating information to ships beyond the horizon greatly reduced the efficiency of the Navy and undoubtedly worked hardships on the mariners of those days. This fact is brought even more to mind when one considers conditions as they exist to-day.

In these days of marvelous inventions, signalling by means of wireless telephone and radio are given little thought, although these subjects are now rated indispensable to the safety, comfort and efficiency

of the Navy. To this end, therefore, it is expedient that these subjects receive the consideration to which they are entitled.

For instance, by means of semaphore or wigwagging it is possible for small boats afloat to keep in touch with the ship to which they may belong, to follow whatever instructions it may be necessary to issue. Similar methods of communication are used between craft of every description wherever possible and is also applicable to landing parties, oftentimes figuring prominently in a victory which might not otherwise have been gained.

In war formations, flags are indispensable for sending messages inasmuch as wireless messages might be picked up by the enemy, consequently it is to familiarize the recruits in this necessary work that instruction is given.

From the above, it will be agreed that stimulating interest in signals is unnecessary. This instruction has been mastered by the men of the Navy in an admirable manner and receives practical usage whenever occasion presents itself.

The course of study embraces the two-arm semaphore, the wig-wag or dot-and-dash code, International flag code, storm signals and ship's lights.

Chief Quartermaster Ramsey is in charge of instruction and is under the direction of Ensign Mneek.



## Ordnance

“ORDNANCE,” as taught by Chief Gunner’s Mates Selman and Epps, must necessarily tend to convey the impression that this subject is of such importance as to warrant close application to the finer points as propounded by the instructors. Ordnance and gunnery go hand in hand, both of which are vital to the life of the Navy; any error of judgment, miscalculation or misunderstanding on the part of those engaged in the performance of the duties mentioned above nearly always results disastrously.

It should not be thought by those unfamiliar with present-day life in the Navy, that the course of instruction in any particular subject to-day, is in any way reduced or slighted, for such is not the case. On the contrary, it is evident that the instruction offered to-day is, while possibly more condensed, on a wider scale and in such form as to be easily absorbed and understood.

In presenting the subject in hand it is the endeavor of the instructors to create the utmost interest among students of Ordnance in the work before them, in order that they may uphold the traditions laid down by the gunners of our Navy in every respect, and at the same time find sufficient enjoyment in their studies to make them anything but tedious, as one might be led to believe.

Instruction in Ordnance covers quite a variety of arms ranging anywhere from the smallest side arms to the large Naval guns which are readjusting many ideas heretofore held by ordnance experts. While it is of course impossible to give this matter as much consideration as it merits without experience aboard ship, it is the intention that the graduates of the Station carry with them a general working knowledge of the points in question, so that in such training as they may hereafter experience, they may be prepared to undertake their work with that confidence which can only be established by a knowledge of sound fundamental principles.

When one takes into consideration the above points, bearing in mind the tons of explosives stored in the magazines below decks, the fact that a battle is either won or lost in the first few minutes, it will be readily seen, it is essential that not one false move on the part of those engaged in sighting the gun, taking the range or in handling ammunition from the magazines, be made.

In conclusion, it need hardly be added that at all times it is the desire uppermost in the thoughts of instructors to promote efficiency in every sense of the word, so that regardless of the station or assignment a man may receive, he may acquit himself with credit.





## Seaplane Motors

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THE inauguration of a class in seaplane motors under the tutelage of Chief Machinist's Mate Leeds, is but another incident in the routine of the Station. In dealing with this all-important subject to Aviation candidates, the principles of construction, adjustment, repair and operation of motors receive the greatest consideration and are taken up in detail.

Too much cannot be written of the function of the motor in the operation of a seaplane, consequently it is essential that men of ability in this particular sphere be selected for this branch of the service. Always must the worthiness of a seaplane be measured by the performance of the motor, hence one must acquire a keen sensitiveness to determine without hesitation, whether or not a motor is functioning properly.

To this end, therefore, it will be seen that the theory of motors is one of the controlling factors which receives little consideration from the average layman unfamiliar with the evolution of seaplane motors. Probably no other subject in the present day has been given more thought and study than the development of air fighting and as the efficiency of any seaplane, as mentioned above, depends to a great extent on its engine, it becomes evident that too much time cannot be devoted to this particular subject.

The design of motors must of

course differ according to the theory of the engineer directly interested, but the one point for which all designers strive is to secure compactness, lightness and simplicity, commensurate with power. When one takes into consideration the types of motors employed in the training of pilots, one can readily understand the necessity for close application on the part of motor students to the subject involved. Suffice to say it is the desire that the men transferred from this Station be as thorough in motors as it is possible to prepare them with the facilities in hand.

Specialization in motors is applied to this branch of the service properly, in that it behooves each man to learn the work required of him, in order that the duty to which he may be assigned may be completed with accuracy and dispatch, for probably in no other section of service are these points more dwelt upon. Seaplanes have oftentimes failed to return from sea patrol owing to some slight faulty working of the engine.

The instruction course on this Station consumes a period of twelve lessons, wherein each student is required to undergo an examination. Until such time as he successfully passes such tests as may be required of him, he is not acceptable in the Naval Aviation branch for practical work.



## Seaplanes

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MODERN warfare has evolved numerous engines of destruction not the least of which has been the evolution of the flight machines on land and sea. Probably no branch of the service has been brought more to the attention of the people of the nation and certainly none has had greater difficulties with which to contend than our "air cavalry." The success with which the American forces have met in this phase of the fighting is a tribute to the genius of construction and design which has entered into the vast constructive air program undertaken by the nation.

The problem of design was undoubtedly the chief obstacle in the path of the development of our air forces for a long time. The development of the European type of plane had been so rapid up to our entry into the war that much valuable time had to be given to the production of a machine which would not only successfully cope with those then in use, but which would prove superior to anything likely to be produced in the near future. How well we succeeded in this enterprise may be measured by the record which our air forces have attained.

Quantity production has ever been the foreword of the American Business Institution, hence the problem with which the manufacturers had to contend was not entirely one of design but also of the production of aircraft in great numbers. Stand-

ardization provided the solution. The prominent part which American planes have played in the operations abroad is indicative of American ingenuity.

The period of our country's entrance into the war found the nation thoroughly aroused in its purpose to eliminate the submarine menace. Of all the means employed toward this end probably none has proven more successful than the Seaplane. This engine of defense hovering over its convoy or protecting a stretch of coast finds little difficulty in sighting a submarine should one be operating in the vicinity and through the use of depth bombs has thus engineered the destruction of numerous enemy undersea craft.

Training of pilots for this fascinating work has proceeded with the usual promptness characteristic of the Navy, ever keeping pace with the construction of Seaplanes until now the submarine peril is considered a negligible quantity in the calculation of military critics.

Even more stupendous has been the preparation of training instituted for the purpose of producing efficient mechanics. Efficiency of a Seaplane depends upon the thoroughness and ability of the mechanic, hence the necessity that mechanics be well grounded in the fundamental principles of flight.

This station early obtained recognition as a training school for personnel of the Aviation section and





the methods employed to obtain maximum efficiency are in strict accord with Navy standards. Lectures pertaining to the construction of planes, theory of flight, rigging of machines, etc., in fact each detail appertaining to the flight of aircraft, are rendered each company during the assigned period and are so conducted that each subject is fully discussed. The graduation of classes is constantly occurring and the merit of such instruction is readily discernible.

Instruction in aeronautics is under the supervision of Chief John E. Dean.

In conclusion let it be understood that the Gulfport Naval Training Camp, instituted primarily for the preliminary training of aviation mechanics, has established a sound foundation upon which to erect an efficient institute for the advancement of aircraft.

MAITLAND STORER.



## Popular Sayings About Camp

- “How you makin’ out?”  
“Bear a hand.”  
“They’ll do that—*every time.*”  
“Snap out of it.”  
“Sweet papa.”  
“Ain’t he dashing?”  
“As a matter of record.”  
“Whazza madder you fella?”  
“Detailed to Public Works.”  
“S. O. L.”  
“No bowls.”  
“I hope t’ tell ya.”  
“Hell’s afloat!”  
“Carry on.”  
“Rise and shine, boys.”  
“What’s the big idea?”  
“I reckon so.”  
“How’s the boy?”  
“Where y’ all goin’?”
- “Take it from me, kid.”  
“Holy Mackerel!”  
“Some salty.”  
“Shove off; this is your sailin’ date.”  
“Tell it to the Commander.”  
“Flat foot inspection to-day.”  
“I ain’t got no orders.”  
“Keep yer chin up.”  
“Now in my outfit they do it this way.”  
“Throw out yer anchor—yer driftin’!”  
“You will explain by endorsement hereon.”  
“I’ll tell the cock-eyed world.”  
“’Nough said.”  
“Where d’ye get that stuff?”  
“Crock it out.”





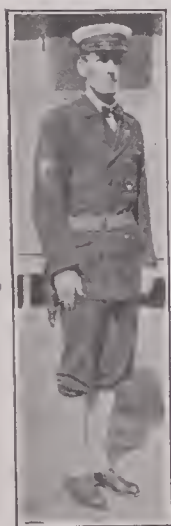
# BRIG



ARTHUR W. NUGENT  
U. S. N. R. F.

## The Best Way to Keep Record Clear

(By Master at Arms Spitzkeit)



In promulgating your esoteric cogitations, or articulating superficial sentimentalities and philosophical psychological observations, beware of platitudinous ponderosity. Let your conversations possess a clarified conciseness, comprehensibleness, coalescent consistency and a concentrated cogency. Eschew all conglomerations of flatulent garrulity, jejune babblement and asinine affectations. Let your extemporaneous descantations and unpremeditated expatiations have intelligibility and veracious vivacity without rodomontade or

thrasonical bombast. Sedulously avoid all polysyllabic profundity, pompous prolixity, ostentatious verbosity and vaniloquent vapidity, and you will never be put on report.









**UNITED STATES  
NAVAL  
HOSPITAL**

W. K.







BIRDSEYE VIEW OF HOSPITAL—CONTAGIOUS GROUP IN FOREGROUND



A VIEW OF THE HOSPITAL WARDS





J. D. GATEWOOD, CAPTAIN, MEDICAL CORPS, U. S. NAVY, COMMANDING HOSPITAL



# The Gadget

**J**AMES DUNCAN GATEWOOD, M. A., M. D., Captain, M. C., U. S. N., commanding Naval Hospital, Gulfport, Miss., is a Virginian. He is a graduate of the Virginia Military Institute and of the University of Virginia. He was appointed an assistant surgeon in the Navy in 1880, and has been promoted through the various grades of his corps, being now the medical director of the Navy on the active list with longest service in that grade. He has served on the following naval vessels: *Franklin*, *New Hampshire* (when flagship of the Training Squadron, in 1882), *Kearsarge* (of Alabama fame), *Dispatch* (when she was wrecked), *Dolphin*, *Puritan* (during Spanish-American War), *Lancaster*, *Yankee*, *Tennessee* and *California*. He was fleet surgeon of

the Pacific Fleet 1909-1910. He has been instructor in hygiene at the Naval Academy and at the Naval Medical School, and is the author of a book on that subject which is used throughout our Naval service and also abroad. He was in command of the Naval Medical School and of the Naval Hospital, Washington, for four years, and early in this war, was a member of the National Research Council and of the Military Committee of that Council. He represented the Medical Department of the Navy at the International Congress on Leprosy (Berlin, 1897) and at the Sanitary Convention of American Republics (Washington 1905, City of Mexico, 1907). He holds Cuban Campaign Medal ] and Spanish Campaign Badge.







#### MEDICAL STAFF

First row, left to right—Lt.-Com. Zachary T. Scott, Capt. James D. Gatewood, Lt.-Com. Frank C. Gregg. Second row—Lt. (j. g.) Alto F. Mahoney, Lt. Ralph C. Davis, Lt. George H. Gilbert, Lt. (j. g.) Charles S. Gates. Third row—Lt. (j. g.) Clifford W. Brainard, Lt. (j. g.) James E. Bellinger, Lt. (j. g.) Frank H. Hagaman.

# MEDICAL OFFICERS



Zachary Thompson Scott, M. D., Lieutenant Commander, M. C., U. S. N. R. F., is a Texan and prior to his entrance into the naval service was engaged in the practice of Surgery in Austin, Tex. He received his preliminary education in the public schools of Clifton, Tex., his boyhood home, later being prepared for university work in private schools of Virginia. In 1903 he was graduated in medicine from the University of Texas. He was engaged in the practice of general medicine until 1909 when he was appointed Bacteriologist and Assistant State Health Officer of the State of Texas. After resigning from that office in 1910 he did post graduate work in surgical clinics of New York, Chicago and Baltimore and limited his work to surgery, becoming in 1912 chief surgeon to the Austin Presbyterian Sanitarium, retaining this position up to the time of volunteering his services for the period of the war. On September 10, 1917, he organized the Austin Naval Hospital Unit No. 6 composed of five physicians, ten nurses and an enlisted personnel of forty. In this organization he occupied the position of surgeon and

with the other members of the unit was ordered, on January 15, 1917, to report for duty at U. S. Naval Hospital, Gulfport, Miss.

Frank Cousins Gregg, M. D., Lieutenant Commander, M. C., U. S. N. R. F., is a Texan and prior to time of volunteering for service during this war was a practitioner and consultant at Austin, Tex., and was the physician in charge at the Austin Presbyterian Sanitarium. His early education was at the High School, Manor, Tex. and at Webb's School, Bellbuckle, Tenn. He took the academic course at the University of Texas and in 1900 graduated in medicine at that university; subsequently serving as interne at the John Sealy Hospital, Galveston, Tex. He did post graduate work at Johns Hopkins and at New York Polyclinic. It was on September 6, 1917, that he voluntarily enrolled in the U. S. N. R. F. for the war as internist in the Austin Naval Hospital Unit No. 6, and under orders from the Navy Department, reported for duty at Naval Hospital, Gulfport, Miss., on January 15, 1917.





# The Gadget

George Horace Gilbert, M. D., Lieutenant, M. C., U. S. N. R. F., was born in Austin, Tex., and received his preliminary education in the Austin public schools. He then spent two years in the University of Texas in the Science and Arts Department and four years in the Medical Department, University of Texas, graduating there in 1903. His professional life began with two years' service in the State Hospital for Insane, Austin, Tex. He next occupied the position of Physician to Texas State Confederate Home, and later he had charge of the Texas Sanitarium for Tuberculosis; going from this institution to Southwestern Insane Asylum at San Antonio, Tex. He resigned from this hospital in 1913 and entered private practice in Austin, Tex., limiting his work to the field of X-ray and Genito-Urinary Surgery. During this time he did post graduate work in New York, Baltimore, Chicago and Rochester. In September, 1917, he was enrolled in the U. S. N. R. F. and was ordered to active duty on January 15, 1918, as X-ray specialist in Austin Naval Hospital Unit No. 6, to Naval Hospital, Gulfport, Miss.

Ralph Chain Davis, Ph. G., M. D., Lieutenant, M. C., U. S. N. R. F., is a Texan. After graduating from Bonham, Tex. High School in 1901, he entered the School of Pharmacy, University of Texas, where he graduated in 1903. He then graduated in medicine at the same school in 1911. He then served internships in Kansas City General Hospital,

Kansas City, Mo., Brooklyn Eye and Ear Hospital, and Bellevue Hospital, New York City, finally entering private practice in his home at Bonham, Tex. On October 22, 1917, he was enrolled in the U. S. N. R. F. and joined the Austin (Tex.) Naval Hospital Unit No. 6 as Eye, Ear, Nose and Throat Specialist. He was ordered to active duty at Naval Hospital, Gulfport, Miss., in January, 1918.

Charles Shackleford Gates, M. D., Lieutenant (J. G.), M. C., U. S. N. R. F., is a Texan. After preliminary education in the public schools of his State he entered the Medical Department, University of Texas, from which he graduated in 1910. He then spent a year as interne in John Sealy Hospital, Galveston, Tex. In 1911 he was appointed Assistant Superintendent Southwestern Insane Asylum, San Antonio, Tex., where he remained two years. In September, 1917, he was enrolled in the U. S. N. R. F. entering the Austin (Tex.) Naval Hospital Unit No. 6 as Pathologist and Bacteriologist. In January, 1918, he was ordered to active duty at Naval Hospital, Gulfport, Miss.

Clifford Wayne Brainard, B. S. M. D., Lieutenant (J. G.), M. C., U. S. N. R. F., was born in Michigan, and received his early education in the public schools of Battle Creek, Mich. Later he entered the University of Michigan, from which he graduated with degree of Bachelor of Science in 1916, and Doctor of

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Medicine in 1918. He was enrolled in the U. S. N. R. F. in May, 1918, and received his first military duty in the Naval Medical School, Washington, D. C., to which he was attached from July 1, 1918, to August, 24, 1918. He was transferred to Naval Hospital, Gulfport, Miss., on August 30, 1918.

James Edward Bellinger, M. D., Lieutenant (J. G.), M. C., U. S. N. R. F., is a New Yorker, and was educated in Canisius College, Buffalo, N. Y., and at St. Louis University, St. Louis, Mo., from which he graduated in 1918 with degree of Doctor of Medicine. His military experience includes enlistment in National Army, 1917, enlisted Reserve Force U. S. A., 1917 to 1918. He was enrolled in U. S. N. R. F. in May, 1918, and was attached to Naval Medical School, Washington, D. C., from July 1, 1918, to August 24, 1918, reporting for duty at Naval Hospital, Gulfport, Miss., on August 26, 1918.

Alto Freed Mahoney, B. S., M. D., Lieutenant (J. G.), M. C., U. S. N. R. F., was born in Florida and received his early education in that State. In 1906 he entered the University of Louisville and graduated from that institution in 1911 with degrees of Bachelor of Science and Doctor of Medicine. At the time of volunteering in the Naval service for duty during the war he was practicing his profession in South Carolina. He was enrolled in the U. S. N. R. F. on June 24, 1918, and reported for duty at Naval Hospital, Gulfport, Miss., on August 1, 1918.

Frank Henry Hagaman, M. D., Lieutenant (J. G.), M. C., U. S. N. R. F., is a Mississippian and attended the schools of Science and Medicine of Tulane University, New Orleans, La. He was enrolled in the U. S. N. R. F. July 12, 1918, and had his first active duty when attached to the Naval Medical School, Washington, D. C. He reported at Naval Hospital, Gulfport, Miss., on November 6, 1918.



MEDICAL WARD



## United States Naval Hospital, Gulfport, Miss.

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THE Naval Hospital is a general hospital with twenty-four buildings which were carefully designed and rapidly constructed to meet the greatest emergency that can arise in Naval service. It was this greatest of all wars that caused the location here at Gulfport of the Training Camp, and of the hospital which, after all is maintained to meet the medical and surgical needs of the camp from a hospital point of view—to care for the sick and injured and to rectify defects in order that men placed on cruising ships and in the air may be physically equal to all naval requirements.

The east boundary of the hospital grounds is the eastern limit of the city of Gulfport. To the north are the tracks of the Louisville & Nashville Railway, and to the south is the great Gulf which dominates the southerly winds that sweep over the hospital, tempering in summer the heat of a semi-tropical climate.

In front of the hospital is an artificial lake with rustic bridge and summer house, water lilies, fringes and shrubbery, with a background of wonderful live oak trees beyond which opens a vista of the ever-changing Gulf waters.

It was in November, 1917, that ground was broken for the construction of the hospital buildings, and it was in April, 1918, that the hospital was placed in commission, thoroughly equipped and ready to meet all requirements.

This was no small undertaking in view of the manufacturing difficulties throughout the country and slowness of transportation incident

to the congestion caused by the magnitude of the war. But it was accomplished, and, from the first of the hospital activities, every patient has received all the care that could have been afforded at the best institutions of long standing.

The hospital proper is made up of detached pavilions oriented north and south, each pavilion opening at ends to receive the cooling breezes from the south, having solaria, and porches, large numbers of windows, complete ridge ventilation, light buff colored walls, electric light and also steam heat as may be required. But it is not only in mere physical equipment that this hospital has been fortunate, but also in its personnel.

A medical staff of the highest attainments was made practicable primarily by the immediate utilization of a Red Cross unit constituted for Naval service at Austin, Tex., by Dr. Zachary T. Scott, who, a surgeon of high reputation, enrolled in the Naval Reserve Force with the rank of lieutenant commander. He associated with him in this unit, Lieut. Com. Frank C. Gregg, M. C., U. S. N. R. F. (internist); Lieut. George H. Gilbert, M. C., U. S. N. R. F. (X-ray expert, urologist and psychiatrist); Lieut. Ralph C. Davis, M. C., U. S. N. R. F. (eye, ear, nose and throat); Lieut. Charles S. Gates (J. G.), M. C., U. S. N. R. F. (pathologist and bacteriologist); all volunteering their services to the Navy, enrolling in the ranks designated, sacrificing their professional activities in civil life and offering for duty anywhere the emergency demanded. But it was just

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at that time that the Naval training camp here came into being and it was that situation which led to the assignment of all of those officers to duty at this hospital, and it is those officers, acting under the commanding officer of the hospital, who exercising their specialties, have made the medical and surgical activities of the hospital a most commendable part of the history of the Navy during this war.

who were assigned to duty at this hospital and who have given splendid service. There are seven of those nurses now at the hospital, all in the Navy as reserve nurses.

In constituting the nursing force of the hospital there are also four Reserve Force nurses.

Thus the hospital has been fortunate in having the highly trained services of eleven volunteer nurses who were actuated by the spirit of



In addition to the medical officers forming the medical section of the Austin unit, there have been a number of additional medical officers of the Naval Reserve Force who have served on the hospital staff. Of those, Lieut. James E. Bellinger (J. G.), Clifford W. Brainard, Alto F. Mahoney and Frank H. Haggman are now a part of the staff, and have done excellent service which has been of great value in maintaining hospital efficiency.

In the Austin unit there were also a number of Red Cross nurses

sacrifice incident to the war, having devoted themselves to the care of the Navy's personnel, bringing cheer and help to each bedside.

In addition to the volunteer nurses the hospital has had the advantage of having in its nursing force three nurses of the regular Navy Nurse Corps. In fact, all the nursing activities of the hospital have been under Miss Fredricka Braun, the chief nurse, who has a long record in the Navy Nurse Corps of efficient service at many Naval stations, and





NURSE CORPS

Front row—Miss Clara T. Stone, Miss Fredricha Braun, chief nurse; Miss Vera O. Harmon.  
Second row—Miss Lora A. Maddux, Miss Annie Gabriel, Miss Ruth Wasson, Miss Clara Kassel.  
Third row—Miss Nell Friend, Miss Eva Todd, Miss Sallie Reagan, Miss DeAlva Frazier.

# *The Gadget*

who has sustained her well merited reputation at this hospital.

In every hospital the medical and surgical work is necessarily paramount in any ordinary sense, yet, all such work rests upon organization which includes not only the question of handling medical and surgical supplies, but also food, together with its proper preparation and service. And in association with all these things are extensive records, kept in definite relation to all personnel and to all property of every description.

In that connection the Administration Building of this hospital has been in many respects the busiest part of the hospital. In that building are not only the offices of the commanding officer and other med-

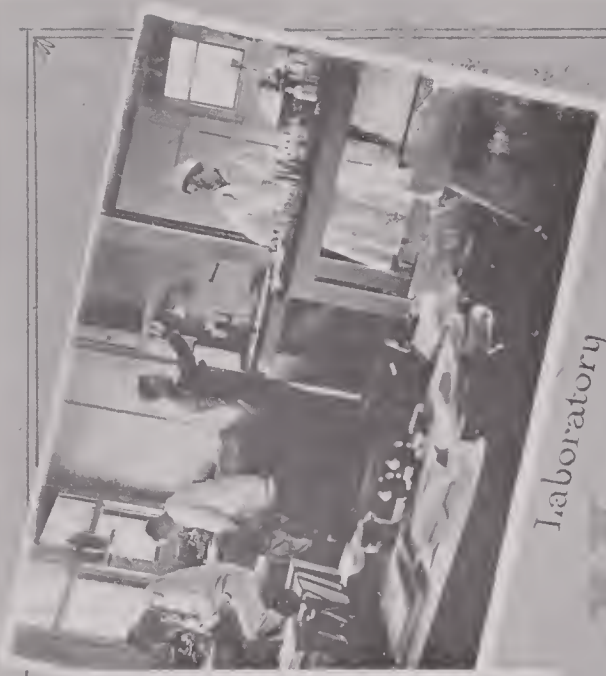
ical officers, and of the chief nurse, but also of the pharmacist, who has the important duty of handling and perfecting all records, of controlling and guiding the record room force, of keeping definite control and record of all hospital property, of supervising the obtaining of all food supplies, and of general management of the entire commissary.

This important work has been done by Lieut. Edward R. McColl, M. C., U. S. N., who entered the Naval service in 1909, and who by virtue of his long experience has made the success of the hospital in all these designated relations a subject of most favorable comment. In fact, no hospital can be a success without a most intelligent supervision in these respects, and the Naval Hos-



PHARMACIST'S OFFICE  
Lieutenant Edward R. McColl, Medical Corps, U. S. Navy





Laboratory



Eye, Ear, Nose and Throat Room



X-Ray Room



Laboratory  
In the media room.



Operating Room



Laboratory

# *The Gadget*

pital, Gulfport, has earned during this war a most desirable record in the care of its patients and personnel, not only in the way of comfort and food requirements, but also in the direction of its complete records which are of such great importance to each individual in his relation to a beneficent Government. And in the record room there are now yeomen who are designated in the illustration of that room who have often been found at their work through the midnight and into the small morning hours.

And in relation to food, an essential requirement is its preparation and serving. In that connection the galley force is paramount. In that the hospital is fortunate in

having a number of good cooks. Some of these were enrolled by Lieutenant Commander Scott, M. C., U. S. N. R. F., in forming the Austin unit and some came to the hospital from New Orleans. Of the four cooks, three volunteered their services to the Navy during the war and one is a regular service man. In the hot summers of this region such duty is truly patriotic and there have been times in the history of this hospital when three of these cooks have efficiently performed their duties for 450 people.

In the direct service of food the hospital has had the services of ten colored mess attendants, all volunteers for the war, and they have had much duty to do.



RECORD OFFICE

Left to right—C. E. Wiggins, L. S. Doak, W. G. Lewis, J. W. Wilcox, W. W. Russell





#### HOSPITAL CORPS

Front row—R. W. Price, H. A. Wagner, Louis Hoehn, H. R. Myers.  
Second row—E. E. Beeler, J. R. Nagle, C. E. Cook, E. T. Harris, L. A. Lawlor, R. R. Klapp.  
Third row—J. F. Mounts, C. L. King, Hubert Gaspard, Leslie Woverton, S. R. Yantz, F. O. Mason.  
Fourth row—B. R. Moore, A. J. Howard, J. G. Jones, J. B. Martin, E. A. Wepfer.  
Fifth row—G. S. Phelan, W. I. Weiser, A. B. Puckett, W. G. Lewis.  
Sixth row—Pope McCorkle, W. S. Patterson, L. M. McCurdy, John Flanagan, J. E. Murdock, N. F. Cowley.  
Seventh row—B. H. Lammers, A. E. Kennedy, R. F. Cantrell, Deck Hess, Albert Medearis, H. W. Sampson, L. B. Eastland, L. G. Jones.

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But, considering all the hospital activities, an expression of the work of the Naval Hospital Corps at this hospital is gladly made. The Hospital Corps is one of the regular Navy corps, made up, as are all other parts of the regular service, of men who have come forward to serve without limitations or conditions, in peace and in war, ashore and at sea. Such men on enlistment receive instruction at the Hospital Corps Schools and are assigned to duty wherever their services may be needed.



CAFETERIA SERVING IN THE GALLEY

In this war, with a rapidly expanding Naval force, men in the Hospital Corps in the higher ratings of that corps have been limited in number and consequently unusual responsibilities have been placed upon men of relatively short service. This situation has given opportunity for the rapid exercise of initiative in the lower ratings of the corps. It is from that point of view that the hospital has had the good fortune to have assigned to it for duty



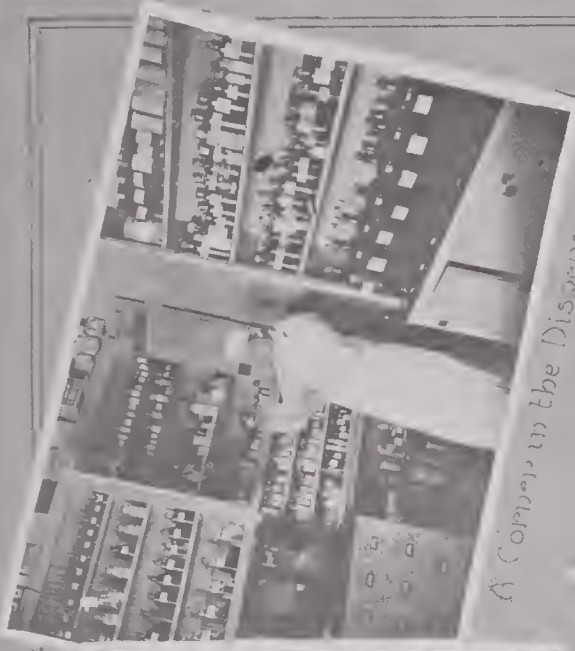
MEN ATTENDANTS

a considerable number of hospital corpsmen who have done remarkably good service during this war period, many of them accumulating experience under the medical staff and trained nurses, showing commendable cheerfulness and willingness and doing duty in the general wards, in the care of contagious cases, in the handling of clothing, in disinfection, in operating room, in X-ray room, in laboratory, pharmacy, first aid, stretcher transfer of patients, duty as master at arms



HOSPITAL CORPS COMPANY—  
LITTERS AT THE CARRY





A Corner in the Dispensary



Hospital Carpenter Shop



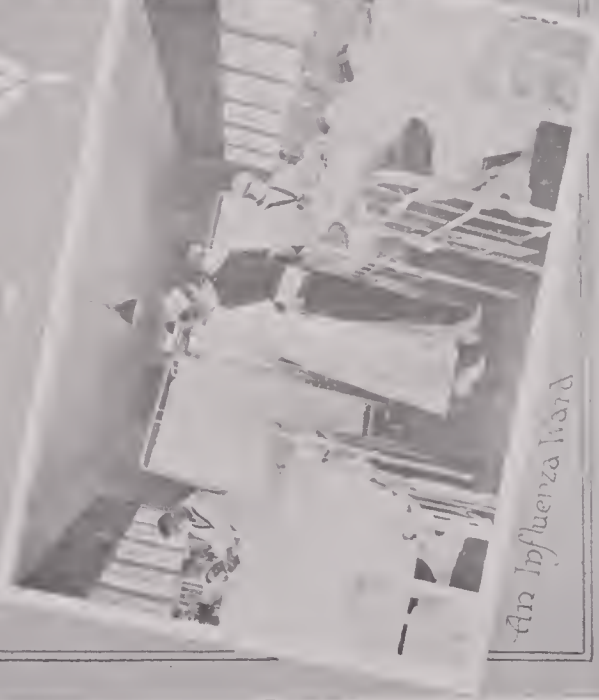
Disinfesting bedding



Isolation Ward Diet Kitchen



Hospital Ambulance



An Influenza Ward

## *The Gadget*

and commissary duty, and in many other directions. These duties have been done night and day, often with few hours of diversion, and such duties have been very essential in making the efficiency of the hospital.

It was the Red Cross that donated two of the three ambulances at this hospital. The Bureau of Medicine and Surgery, Navy Department, supplied the hospital with a remarkably complete Cadillac ambulance. The two Red Cross ambulances are Reos.

The drivers of these ambulances and of the other hospital motor vehicles have the rating of machinist's mates 2nd class, are volunteers for the war, and are skilled automobile mechanics. Their services have been invaluable. They have operated ambulances night and day, have made all repairs, and have had charge of the hospital garages.

In the hospital power house there have been one chief machinist's mate and three firemen. This power house has supplied steam for heating all buildings, for the laundry, and for sterilizers and disinfectors. The chief machinist's mate, who, together with the firemen, is in the regular service, has been in efficient charge, not only of the power plant as such, but also of the extensive plumbing and of all machinery. With him have been also associated three plumbers and fitters and two electricians, all the latter being volunteers and in the Naval Reserve Force. The work of all these men has been very well done and has formed one of the essential activities of the hospital.

One of the chief activities of any well regulated hospital is in keeping clean. Cleanliness is one of the essentials in every household, and in no direction is that more important than in a hospital laundry. The equipment of this hospital includes a large and thoroughly supplied steam laundry, which is necessarily one of the busiest places on the grounds. Work in that building has required skilled service which has been rendered most satisfactorily by three machinist's mates 2nd class, two of them being in the regular service and one in the Naval Reserve Force. These men came to the hospital with excellent reputations which they have maintained not only in end results, but also in management of clothing from patients suffering from many varieties of troubles.

No hospital has ever been constructed that did not, soon after occupation, require many structural adjustments in fittings of all kinds. In such adjustments the carpenters' work is of prime importance. And the carpenters' work is also essential in making lockers, tables, tent floors



HOSPITAL LAUNDRY





and very many other things that go to complete the efficiency in equipment. This hospital has been fortunate in having such work performed by four men, one a chief carpenter's mate of the regular service and three carpenter's mates, 2nd class, one a regular and the others in the Reserve Force. These men have shown considerable ingenuity and a very commendable spirit.

And so, as this great war ends, it is a pleasure to review even in this general way the activities of the United States Naval Hospital, Gulfport, and to indicate by illustrations and by name the men who have so cheerfully and efficiently performed such essential duties ashore.

One is apt to think of the many

mechanisms and appliances that have been developed in this war, but without placing emphasis upon the fact that man is the most important instrument of all. After all, it has been in the training of men that this war has been won, and in that direction this hospital has performed its full duty. Surely one must realize that even the simplest machine requires care and attention and repairs, and that the complicated machine known as man cannot be trained without the attention in selection, sanitary management, medical and surgical adjustment which the Medical Department of the Navy has supplied in this time of war and in which a Naval Hospital has its full share.

J. D. G.



## “Otherwise Quiet Prevails”

Scene: XYZ Ward.

Time: 9 p. m.

All bed-patients in bed. Heavy snoring heard in distance, otherwise quiet prevails. Red Cross nurse— young, pretty, very pretty,—sitting at desk reading latest copy of *Life*.

Door opens with loud bang— young Doctor Whoosit enters. Corpsman No. 1 wakes up—rushes madly over to his sleeping mate, shakes him gently, whispering “Hist.” Corpsmen dash swiftly up to approaching M. D. Nurse follows more leisurely. Groans heard from patients on doctor's entrance.

Doctor removes hat, smiles at nurse. Nurse keeps hat on but smiles back. Patients groan. Corpsmen smile and go back. Patients continue to groan. Doctor speaks to nurse—nurse smiles and answers. Patients groan louder. Doctor looks into nurse's eyes—nurse smiles, blushing—patients groan. Doctor asks nurse question—nurse shakes head, blushes. Patients groan feebly. Doctor exits.

Nursie resumes latest *Life*. Patients quiet. Corpsmen resume sleeping. Heavy snoring heard in distance, otherwise quiet prevails.

T. J. D., JR.

# DRIFTWOOD



## Is It Possible?

"A big cheesy moon was camouflaging the Gulf with a touch of silver. Inside the Coliseum the dancers were hopping along, puffing and steaming. A little Biloxi girl nestled up to a possible aviator and cooed:

"Flying can't be half as nice as this."

"Nice as what?" he asked, lighting a cigarette.

"Why just to think that I am in a real naval station, talking to officers and everything: It is all so wonderful and I feel like 'Alice in Wonderland.'"

The officer took the little hand that fondled the sleeve, where he is in hopes of having a stripe some day. "It is truly wonderful," he sighed.

They stood in front of the officers' mess and gazed at the moon-lit Gulf, then at one another, mingling the emotion of their hearts with the poetry of the beautiful night.

The "may be" aviator staggered forward. "I love you, Victrola; will you be my little aviatrix?"

She breathed a deep sigh, and in the manner of her screen favorite, it reached his ears and registered love.

"I-I-I-can't, dear—I simply can't. I-I'm engaged."

"What?" the officer's eyes blinked with pain. "What difference does that make to you and I little girl?"

"Why, how can I be your little aviatrix, when you are just—I mean, when you do not know the first thing about an airplane? The man I'm to marry can do wonderful things. He-he-he's a cadet!"

"But Victrola, I———"

"Yes," she said smilingly, "I know what you are going to say, my 'fiancé' told me not to believe everything that officers without stripes say; he said they 'threw the bull'—whatever that means. He said that the men with white hat bands were real aviators, and the others were only taxi-instructors."

The officer bit his lip. "When did you meet this cadet of yours?"

"Gee, I met him long before I met you. It was the second dance but it was not until the first extra that he asked me to marry him. It's almost like cousins marrying, we know and understand each other so well."

A big blushing youth from the Military Academy had wandered up





## The Gadget

and was standing before them. "Pardon me but this is my dance."

"Surely," said Victrola, "I was just telling——"

But the youth from the Military Academy pulled hard on Victrola's

arm, and the officer watched a pair of "putts" and a pair of satin slippers saunter toward the Coliseum. "D——n those Academy kids," he muttered, and beat it for "something soft."



SOME of our best known and most celebrated surgeons and scientists have for generations past argued the importance of mental suggestion in the treatment and cure of many human ills. But that this power of suggestion could be wielded by so unpracticed a hand as that of a plain Gob was something we never dreamed of.

It appears that one of the employes of the canteen had a difficulty with a recruit and pursued the matter to such length that the affair ended with the hapless recruit being dragged off to the cooler by one of the masters at arms. As he was being hauled brigward the hapless one yelled over his shoulder, however, at his triumphant enemy, "I hope you choke; I hope you choke for this." This sinister and terrible wish was repeated over and over until the prisoner's voice was lost in the dim recesses of the calaboose.

The canteen man, being of a somewhat superstitious turn of mind, pondered over these strange words of his antagonist all afternoon, and the more he thought of it the more it worried him. As time wore on he began to feel a sense of uneasiness in his chest, and finally, just

before quitting time, he was horrified to sense coming over him that awful choking sensation that had been foreshadowed in the rookie's wish following the difficulty that afternoon. The unfortunate canteen man began to choke. The hospital was only a short distance away. There was no time to lose. With his eyes sticking out like door knobs and croaking frenziedly, "He wished it on me, he wished it on me," the stricken man made a mad dash for the dispensary.

Arrived at the abode of the medicos the unfortunate appeared in the last throes of strangulation and it was some time before they could bring him round. When he did come to himself he was told there was nothing the matter with him, and asked for the love of Mike, what he made all that fuss for. "I tell you I was choking," he insisted; "that guy wished it on me." No amount of persuasion would convince him that he was not the victim of a strange and terrifying vengeance. The doctors say it is the clearest case of mental suggestion that has ever come under their notice but the survivor still insists his ailment was "wished on him" and nothing short of a miracle saved his life.



## Appreciations

**A**S Chief Executive of the City of Gulfport, I desire to express our appreciation of the Naval Station in Gulfport. It has been my pleasure to have known personally the officers who so ably and wisely-planned the Station.

We appreciate the high type of Gentlemen in command of the Station and all Departments.

To the enlisted men, I desire to say that we are glad to have them with us and I want to congratulate them on their high moral conduct and assure them that Gulfport fully appreciates their presence and it is our purpose and hope to do everything possible for their benefit and pleasure while in our midst, with the hope that wherever they may be called they will have pleasant memories of Gulfport.

GEO. M. FOOTE,  
Mayor.



In speaking for the people of Pass Christian generally I take pleasure in giving expression to sentiments that approve and admire the splendid deportment and morale of the many young men enlisted in the naval service and located at the Gulfport Training Station. It has been the pleasure of our people to be thrown in contact, socially and otherwise, with many of these young sailors, and their visits and actions have always been a source of pleasure.

J. H. SPENCE, Mayor.

### BRITISH CONSUL EXTENDS THANKS

William Edwin Belton, British vice consul; Captain Patterson and Archibald O. Thompson, representing the British ship owner, Norton Lilly, in an interview at Gulfport, expressed a deep gratitude to the administration of the Naval Training Camp for the friendliness and helpfulness extended Captain Patterson and the Lascar crew.

“We take this opportunity to say that our gratitude to the Naval station administration cannot be expressed, and more especially to Lieutenant Clementz for aiding in important engineering repairs when skilled mechanics could not be found; to Mr. Holcombe, who is a most enthusiastic and practical Red Cross man, for the untiring aid given the Lascars in their sickness. The very Mohammedans themselves will never cease to thank Allah for sending them Mr. Holcombe. Nor do we wish to ever forget John Landesco for his direction and advice.

“The civilian population, as well as the military, caused us to remember that we are blood relations with the Americans. Miss Witchard, Miss Summers, Miss Sorrell, Miss Pierce, as nurses, and Dr. West, for his valuable medical aid, will ever be in our hearts.”



# *The Gadget*

At peace beneath your fig and vine,  
A householder, and ripe with age,  
You'll turn to these leaves of mine  
To show them to your sons, I wage.

I will preserve your youth and grace,  
When time and destiny unkind  
Have marked with age your form  
and face,  
A youthful self in me you'll find.

As sacred vestments of the brave  
They will regard the Navy blue  
In pride I'll witness that you gave  
When justice asked, your all and  
you.

JOHN LANDESCO.





ARTHUR W. NUGENT  
U.S.N.R.F.



## Acknowledgment

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The Gadget Staff take this means of expressing their appreciation of your generous support of our book. The advertisements on the following pages and your contributions have made this book possible.

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☞ You are a vital part of our war machine. You are but a step behind the man in the trenches. It is your task to ensure him the unfailing supply of guns, ammunition, all of the fighting equipment that means victory.

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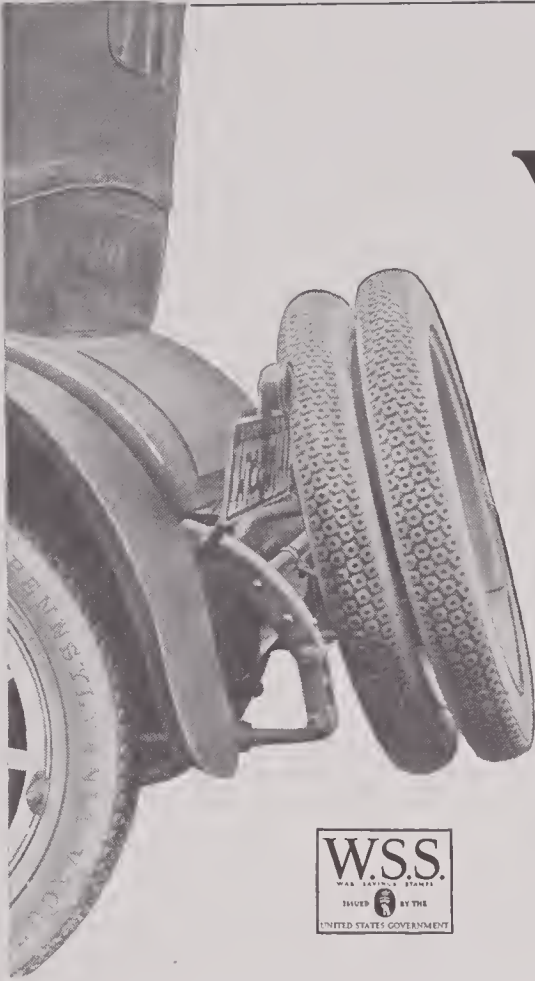
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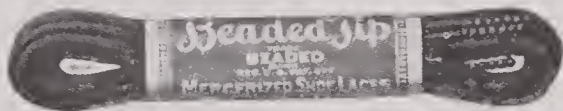
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1848

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1898

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1861



## Colt's Patent Fire Arms Mfg. Co.

Hartford, Conn., U.S.A.

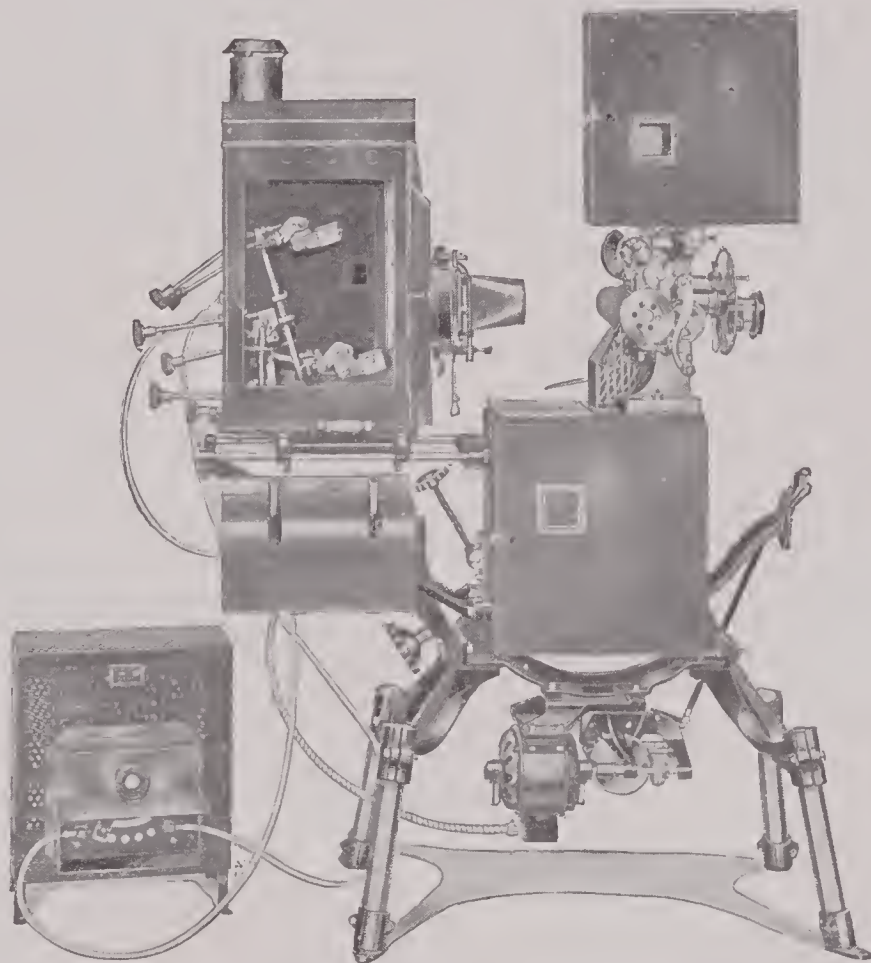
1918



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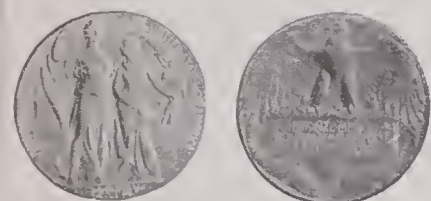
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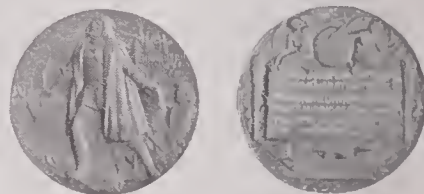
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# “When Good Fellows Get Together”

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☞ But come to think of it, there’s nothing so really remarkable about it. Young fellows know that their lady friends enjoy Ice Cream more than any other treat, and have themselves come to recognize that it is the symbol of camaraderie and the pledge of good-fellowship, and have passed the good word along.

☞ So now it is by no means an unusual thing, when good fellows get together, to see them ordering each his particular flavor, and doing it all as a matter of course. It is a sign of the times—and a most hopeful and encouraging sign at that.

☞ Another thing you may have noticed is that nearly everywhere you go these days the Ice Cream served in the best places is

**BROWN'S**  
*Velvet*  
**ICE CREAM**  
MADE BY NEW ORLEANS ICE CREAM CO.

In fact, Brown’s Velvet Ice Cream is deservedly famous as a food delicacy of supreme quality and delightful flavor. There is no secret in its excellence—it is due alone to the purity and goodness of the ingredients used, which are blended with rare skill and painstaking care. It is made for particular people by particular people.

☞ Always call for Brown’s Velvet Ice Cream by name—you’re sure then of getting the best Cream made.

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