

TRICKS IN THE NAVY

HOW THE MEN CONTRIVE TO PUNISH UNPOPULAR OFFICERS.

Jack Tar Has Many Effective Ways of Getting Full Revenge For His Grievances—The Difference Between a "Lay Down" and a Mutiny.

American men-o'-war's men don't mutiny these days. They know the punishment that would be meted out for that sort of thing, and their average of intelligence and of esprit de corps is infinitely higher than that of the crews of the old time frigates who really did mutiny, much as is talked about the glories of the old navy by the ancient flat feet of the wooden navy, still in the service. A genuine mutiny on board any kind of ship is a good deal like what General Sherman termed war. The entire British navy in every part of the world upon a preconcerted and passed around word once mutinied—it was in the latter part of the eighteenth century—at a certain hour. There were doings then and afterward. The doings afterward arranged matters so that there has never been a genuine mutiny on board one British man-o'-war since. The yardarms were busy standing the strain of the swung men for long months after that mutiny, and it was a salutary lesson for naval mariners the world over.

But discontented men-o'-war's men in the American navy, suffering under what they deem imposition or a withholding of their rights, can, and sometimes do, make it mighty unpleasant on board their ship for the commander thereof and for the officers directly concerned with their grievances.

Such acts as heaving missiles at disliked officers are not done in the navy today, but the bluejackets have little methods of their own of getting back at severe or imperious officers. "Laying down" is one of their schemes, and it is an efficacious method. The men of a ship's company cannot be punished in a bunch for not coming up to a set standard in the performance of work, and they know how to take advantage of that knowledge. The amount of work that a disaffected ship's company can't do in a given space of time is something immense. In the matter of coaling ship, for example, they can either make life miserable for the commanding officer, if he is the man they have it in for, by loafing on their job through all the watches and dragging the dirty and unpleasant coaling task through an interminable length of time, or they can punish any watch officer for whom they have got it in by "showing him up."

In the latter case they calmly wait till the watch officer who has incurred their displeasure takes the deck and assumes direct command of the work of coaling, and then they proceed to give an exhibition of how frantically a ship's company of naval seamen can work without doing anything. They shovel away furiously, but somehow or another very little coal seems to find its way over the ship's side and into the bunkers. The bluejackets in the coal lighters pant and perspire under the strain of labor that looks quite terrific, but there is a monumental lack of headway in the coaling of the ship.

The disliked officer of the deck may chafe and mutter deep and dark things under his breath, but this doesn't get coal into the bunkers. When he makes his report to "the old man" of the amount of coal that has been got aboard during his watch it is found by comparison that it is only about one-third the amount that was hoisted over the side during the watch of the preceding officer of the deck, who happened to be popular with the men. A matter of this sort always sets a commanding officer to thinking, for men who are old enough to be commanders of American men-o'-war have learned by experience that it is as easy as launching a dingy for a naval officer to acquire and hold the good will of enlisted men and that the usefulness on board of a ship of an officer who has sacrificed the confidence and good will of the men for'ard is just as good as gone.

And so it comes to pass that nowadays few officers of the United States navy fail to apprehend how well it pays them to make themselves popular with the men for'ard. In the old navy it often happened that officers who had earned the ill will of the bluejackets actually feared to go for'ard at night after lights were out, and there was a reason. Such officers, taking the chance, would no sooner set foot under the fore'sle, where, after lights out, there was only the dim illumination of a single standing light, than they would have to dodge all manner of missiles—"soup and bully" cans, choking blocks, mess gear, boots, anything and everything throwable that the sailors and marines, in and out of their hammocks, first laid their hands upon. On such an occasion the officer who was the target had but one thing to do, and that was to scoot aft as fast as his legs would carry him. He could make complaint to the commanding officer the next day if he were foolish, but he rarely secured the punishment of any men for'ard. The throwers couldn't be singled out.

But there are modern occurrences in the American navy equally illuminating. A deck officer who had gained the extreme ill will of the men for'ard was attached to a cruiser on the China station some years ago. He was a fine drillmaster, and it became his duty to take landing parties of the ship's company ashore at Chemulpo for drill instruction. When the men for'ard heard of this order the word "lay down" went around among all hands. It was a slyly accoutered gang of 300 bluejackets that appeared on deck to compose the first landing party.

There seemed nothing particularly the matter with the men's military makeup except that there was a general look of sullenness about them. Each man

had all of his gear on according to regulations, but somehow or another all hands looked seedy, awkward, untrained and unmilitary—this despite the fact that the men belonged to what was rightly considered one of the crack crews of the whole American navy.

The disliked officer got the men ashore and started to drill them. They fell down in a body at the simplest orders. Half of them came to a present arms when the other half came to an order arms. The officer berated them and tried again. The men did worse than before. The officer began to march them. Apparently not ten men in that landing party knew the difference between fours right and left oblique. The movements were a howling farce, and the foreign naval officers ashore stood by laughing boisterously. The unpopular deck officer flew into a rage and began to drill the men one by one. Every man went through the individual drill, manual and movements, like a major, and when the officer had drilled about half of them in this way he started again to give them orders in a body. Again they were like a pack of recruits. The inextricable jumble into which the men plunged themselves warranted the glee of the foreign officers. The disliked officer decided to punish the men, and he marched them five miles into the country over a bad road. The men straggled along like a flock of pursued sheep, with no order whatever and all as solemn as owls about it. The officer marched the men back to the landing after the ten miles had been covered and got them aboard the ship. Then he reported to the commanding officer that it was the stupidest pack of bluejackets he had ever commanded.

"Stupid?" the commanding officer said. "You must be dreaming. Those men you had ashore today make one of the crack battalions of the whole American navy. I shall take them ashore myself tomorrow and find out what's the matter. You shall accompany me with the landing party."

The "old man," an extremely popular commander among the bluejackets, did take the landing party ashore on the following day. Every man appeared on deck speck and span, alert, all a-quiver with mettle. The commanding officer got them ashore and put them through their manual. The bluejackets were as one man with their pieces. The skipper then put them through the movements, and the clean, practiced fashion with which the bluejackets performed the evolutions caused the foreign officers who had laughed the day before the greatest amazement. When the party returned to the ship the disliked officer put in his application for a transfer.

When a chief engineer on a man-o'-war of today acquires the dislike of his men—the "black gang"—they are capable of making heavy trouble for him. Aside from the commanding officer, it might almost be said that of all the officers attached to a modern war vessel it is most necessary for the chief engineer to possess not only the good will, but the actual devotion, of the men under him. The chief engineer is held strictly accountable for the preservation in good condition of the ship's boilers and machinery. A loose screw may very easily disable an engine, and it is the simplest thing in life to loosen a screw without anybody being the wiser. One cut rivet is enough to make a boiler useless, and crown plates may be let down easily enough. A crime of this sort has never been actually fastened upon an enlisted man in the engineer's department of an American ship of war, but it is a matter of common knowledge in the navy that those chief engineers who are unpopular with the men under them have far the most trouble with the machinery and boilers in their charge, and some of these disliked chiefs have to expend a great deal of ink and paper in explaining to the department just why there are so many breakdowns in the gear over which they have control. It is quite possible for so low rated a man as even an aggravated coal passer to get his chief engineer tangled up with a court of inquiry.

Moreover, it often happens that an unpopular chief engineer can't get his men to make steam. The firemen apparently work hard enough, but they don't get the revolutions out of the propellers. News travels just as fast from the cabin to the fore'sle as it does from the fore'sle to the cabin, and when the firemen hear that their unpopular chief engineer has been ordered to get the ship to such and such a port at such and such a time they just catch one another's eyes, and the ship doesn't get there in that time or anything like it. It would make no difference if the chief engineer himself were to stand watch in the fire rooms twenty-four hours at a stretch. The steam registers wouldn't take any upward leaps on account of his presence. The assistant engineers also stand in need of the good will of the black gang. On ships attached to which there have been two assistant engineers, one of them liked and the other of them out of favor with the black gang, it has frequently been observed that the speed of the ship during the watches of the disliked engineer has fallen short by knots of the speed got out of the engines by his brother officer.

And so it goes. Things are about the same the world over, and men are human on board ship as well as they are on dry land. A gang of railroad construction hands will "lay down" on an unpopular foreman in just about the same way that a disaffected gang of bluejackets will "show up" an unpopular officer.

But "laying down" isn't mutiny.—Washington Star.

His Preference.
Lady—Are you not ashamed to be begging on the streets? Beggar—Well, yes. I'd sooner do it in the pulpit or at a church bazaar, but fate is against me.—London Tit-Bits.

MAKE YOURSELF KNOWN.

A Little Story That Shows the Value of Acquaintances.

How professional men make acquaintances can be illustrated by the story of two men whom I know. One of them, a dentist, had a practical father, who taught him how good an investment good clothes and many friends might be. This doctor lived for many years at leading hotels and at evening mingled socially with the guests. There was never a pleasanter man than he at these leisure times, nor a man of better appearance, although during the early years he was constantly in debt to his father, and in all this social life he never mentioned his profession or his work unless such personal talk came naturally into the conversation. Each year he went to Europe and dined at the captain's table, always in immaculate evening clothes. Sometimes he went and returned by the same ship, for there was little to gain by staying abroad. Everybody liked him, and today he has an immense practice, a considerable proportion of which he admits frankly can be traced to his steamship acquaintance. One day a year ago he met a lawyer of about his own age and degree of success at their club.

"I'm going abroad Saturday," said the lawyer. "Come along," he added, half in jest. The doctor hesitated for a moment in thought. "All right," he said. "What boat?" The lawyer told him and then asked with some surprise how he could manage to be away on such short notice, and if he had intended to take his vacation at that time. "I've been over eighteen times," said the doctor, with a genial smile, "and for the same reason that you have gone and are going. We'll work the boat together, you and I."—Arthur Goodrich in Leslie's Monthly Magazine.

The First Anthracite Coal.
When the first two tons of anthracite coal were taken into Philadelphia, in 1803, the good people of that city, so the records state, "tried to burn the stuff, but at length, disgusted, they broke it up and made a walk of it." Fourteen years later Colonel George Shoemaker sold eight or ten wagon loads of it in the same city, but warrants were soon issued for his arrest for taking money under false pretenses.

Invaluable.
"In what way could you be of any use to an employment bureau?" said the proprietor.

"Simplest thing in the world," replied the shiftless looking applicant. "You are always in need of men to fill positions, and I'm always out of a job."—Detroit Free Press.

A Step Too Far.
Author—It's a wise man who knows when he's well off.
Friend—Yes?
"C. told me that everybody was talking about my new book."
"And what then?"
"I was foolish enough to ask what they said."

GRAIN MARKET.			
Rye.....	65	Wheat.....	84
Barley.....	45	Oats.....	25
		Corn.....	48

PRODUCE AT STORES.			
Lard.....	08	Butter.....	12
Potatoes.....	50	Eggs.....	15

Over-Work Weakens Your Kidneys.

Unhealthy Kidneys Make Impure Blood.

All the blood in your body passes through your kidneys once every three minutes.

The kidneys are your blood purifiers, they filter out the waste or impurities in the blood. If they are sick or out of order, they fail to do their work. Pains, aches and rheumatism come from excess of uric acid in the blood, due to neglected kidney trouble.

Kidney trouble causes quick or unsteady heart beats, and makes one feel as though they had heart trouble, because the heart is over-working in pumping thick, kidney-poisoned blood through veins and arteries. It used to be considered that only urinary troubles were to be traced to the kidneys, but now modern science proves that nearly all constitutional diseases have their beginning in kidney trouble.

If you are sick you can make no mistake by first doctoring your kidneys. The mild and the extraordinary effect of Dr. Kilmer's Swamp-Root, the great kidney remedy is soon realized. It stands the highest for its wonderful cures of the most distressing cases and is sold on its merits by all druggists in fifty-cent and one-dollar sizes. You may have a sample bottle by mail. Home of Swamp-Root, N. Y., also pamphlet telling you how to find out if you have kidney or bladder trouble. Mention this paper when writing Dr. Kilmer & Co., Binghamton, N. Y.

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UNITED STATES COURT OF CLAIMS

The Publishers of Webster's International Dictionary allege that it is, in fact, the popular Unabridged thoroughly re-edited in every detail, and vastly enriched in every part, with the purpose of adapting it to meet the larger and severer requirements of another generation.

We are of the opinion that this allegation most clearly and accurately describes the work that has been accomplished and the result that has been reached. The Dictionary, as it now stands, has been thoroughly re-edited in every part, and is admirably adapted to meet the larger and severer requirements of a generation which demands more of popular philological knowledge than any generation that the world has ever contained.

It is perhaps needless to add that we refer to the dictionary in our judicial work as of the highest authority in accuracy of definition; and that in the future as in the past it will be the source of constant reference.

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Schedule in Effect May 27, 1906

Trains Leave Centre Hall

FOR MONTANDON and intermediate stations, Sunbury, Harrisburg, Baltimore, Washington, Philadelphia, Wilkesbarre, Scranton and Williamsport: 7:04 a. m., 2:35 p. m. week-days.

FOR ELMIRA and intermediate stations, 2:35 p. m. week days.

FOR BELLEFONTE, Tyrone, and intermediate stations, 8:16 a. m., 3:36 p. m. week days.

FOR ALTOONA and Pittsburg, 3:36 p. m. week-days.

FOR LOCK HAVEN and intermediate stations, 8:16 a. m. week days.

W. W. ATTERBURY, General Manager
J. R. WOOD, Passenger Traffic Manager
GEO. W. BOYD, General Passenger Agent

CENTRAL RAILROAD OF PENNSYLVANIA
Condensed Time Table. Week Days.

Read Down.	Stations	Read Up.	
No. 1. No. 10.		No. 6. No. 11.	
A. M. P. M. P. M.	Lv. Ar. Lv. Ar.	P. M. P. M. A. M.	
7:10	2:57	6:00	12:50
7:21	3:07	6:10	1:00
7:28	3:14	6:17	1:07
7:33	3:19	6:22	1:12
7:39	3:25	6:28	1:18
7:43	3:29	6:32	1:22
7:48	3:34	6:37	1:27
7:53	3:39	6:42	1:32
7:58	3:44	6:47	1:37
8:03	3:49	6:52	1:42
8:07	3:53	6:56	1:46
8:13	3:59	7:02	1:52
8:18	4:04	7:07	1:57
8:23	4:09	7:12	2:02
8:28	4:14	7:17	2:07
8:33	4:19	7:22	2:12
8:38	4:24	7:27	2:17
8:43	4:29	7:32	2:22
8:48	4:34	7:37	2:27
8:53	4:39	7:42	2:32
8:58	4:44	7:47	2:37
9:03	4:49	7:52	2:42
9:08	4:54	7:57	2:47
9:13	4:59	8:02	2:52
9:18	5:04	8:07	2:57
9:23	5:09	8:12	3:02
9:28	5:14	8:17	3:07
9:33	5:19	8:22	3:12
9:38	5:24	8:27	3:17
9:43	5:29	8:32	3:22
9:48	5:34	8:37	3:27
9:53	5:39	8:42	3:32
9:58	5:44	8:47	3:37
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