

EARNING MONEY ON A MAN-OF-WAR

Naval Methods Whereby Extra Cash May Be Accumulated.

THE PROFITS OF THE CATERER OF THE MESS—A SHIP'S TAILOR OFTEN BECOMES WEALTHY IN MAKING NATTY UNIFORMS FOR JOLLY JACK TAR—THE SHIP'S BARBER, HOWEVER, IS THE CROESUS.

The average person ashore looks upon the pay received by the enlisted men in the navy as being so small that a cruise is three years practically thrown away. He may be astonished, says the New York Times, at the variety of means resorted to by the enlisted men aboard ship to get an honest dollar to their income, and still more so by the really snug sums with which many in even the lowest grades are paid off at the end of a cruise.

The variety of ways by which extra money is earned on board every man-of-war can be but briefly described in one article, but even a bare enumeration is interesting as showing how thrift and ingenuity has its rewards even under ordinary adverse circumstances.

As the same means are resorted to on every vessel, and by the same class of men, those of energy and resource, it is only necessary to take as an illustration one of our big cruisers, whose crew really corresponds to a small village. On such a vessel the crew is divided up into a dozen or more "messes," in which a certain number of men in the various grades, corresponding to a family assemblage, mess together for the three years. Each man is allowed by the government 20 cents per day, or about 60 per month, known as a "ration." A certain number of these "rations," instead of being paid in staple food by the paymaster, are "commuted," that is, paid in money to the "caterer" of each mess, with which they extra food and delicacies from shore.

This "caterer" is chosen by his fellow-members of his mess generally for a period of one month, and has the handling of the general funds of the mess, which are augmented by a monthly subscription of from \$2 to \$5 per month. The ship's cook has nothing to do with the preparation of the dishes of the messes, but is in reality a kind of lord high admiral of the galley, receiving the various articles already prepared in the pans and pots, from the "berth deck cooks" at the galley door, and announcing the fact when the food is cooked and ready for serving. So, really all the important functions of a cook, such as preparing the dishes, setting the tables, washing up, etc., are performed by the "berth deck cooks."

THE SHIP'S COOKS.

These latter may belong to any branch of the service below the grade of petty officer and above that of an apprentice. Such positions are generally taken by men in the grade of cook, passers or landsmen. Such men are relieved from all other duties, except the necessary drills, and besides receiving their own rations, are generally paid one and sometimes two extra rations in money. So that a cook whose rating is that of a coal passer, and who receives as such \$22 per month from the government, receives besides at least \$20 per month from his mess, which swells his pay to from \$42 to \$50 per month. Many of these men develop into surprisingly good cooks, and very few are eagerly sought after by the "caterers" of messes. They can easily save three-fourths of their salary, and in hundreds of cases are paid off at the end of three years with more than \$1,000, a showing which is not often made by men of their standing in civil life.

The natty uniforms in which Jack appears on shore is never from the stock of the paymaster on board ship. Ready-made uniforms are served out to those who desire them, but they are rather ill-fitting affairs, and after a man has passed the recruit stage and begins to "draw his pay" he invariably has his clothes made by one of the innumerable tailors on his vessel. These men are called "sheenies" by their patrons. In the dress of some of the good naval tailors may be shipped on a cruiser and there piled his trade, and since then the art has been handed down until on every vessel there are from six to a dozen men who in leisure moments by their trade, and it is a well-known fact that not even the best tailors ashore can give to a blue-jacket suit that swing and flow that is characteristic of a true sailor's "rig."

The man-of-war tailor may belong to any grade or department. Sometimes he is a coal passer, fireman or oiler, but more often a seaman, gunner's mate or quartermaster. If he has proved a good tailor he is allowed his hand sewing machine, and after the decks have been cleared up and he is off duty he takes himself to some favored corner of the deck and, spreading his mat, places his machine on a ditty box before him and begins his work. His patrons draw sufficient cloth for a uniform and the "sheeny" receives \$5 for making it up, with all the trimmings and gill-guys about the flaps and pockets, and so dear to a sailor's heart. Some of these men who are known to be especially expert have such a rush of business that they pay regular assistants from among the ship's company. These men and boys are the "apprentices," and upon becoming proficient buy a sewing machine and launch out into business for themselves. There is always mending to do for both men and officers, and the business is extremely profitable.

These tailors are the most prosperous of all the extra-money-making class on board ship, and some of them add as much as \$50 per month to their wages. A fireman's monthly pay is about \$35, a quarter-master gets about the same, according to his class, and a seaman \$28, so it can easily be computed how much he increases his salary. Many of these men have been known to leave a vessel at the end of a three years' cruise with from \$1,500 to \$1,800 clear money. One quarter-master was paid off from the cruiser San Francisco a few years ago with \$2,000 representing a clear saving of \$1,000 per year.

THE CROESUS OF THE SHIP.

The Croesus of the crew, however, is the ship's barber. This was a one time regular rating in the service, but was abolished, and now the office is usually held by a "landsman." The holder of this valuable privilege is excused from nearly all duty, and is allowed some little unused quarters above the deck, where he can set up a couple of chairs. In a crew of 500 men he is sure to have a couple of hundred customers. His rates are 25 cents per month for two shaves a week and a hair cut once a month. This money is paid out each month to the average man-of-war barber. In the account of the customer, the barber is kept pretty busy, of course, but he keeps an assistant, paying him about \$5 a month. There is also about \$2 per month received from each customer among the officers, so that a barber on the average man-of-war receives from \$75 to \$100 per month to be added to his official salary of \$16. It is safe to say that few, if any, barbers in civil life receive such pay.

Another lucrative business which is sometimes, but not always, added to that of the barber, is the "sheeny." As in the case of clothing served out by the government, the ready-made caps are but poor affairs, indeed, in the eyes of the well-trimmed sailor, and nearly all the caps, especially those intended to be worn on shore leave, are made by the makers of caps on board. These men will make a cap, including the fanciful embroidery about the top and band, for \$1.50, and can easily complete one or, at a pinch, two in a day. This work simply requires a special skill in cutting and sewing, and is taken up by men in various ratings. A popular cap-maker adds \$15 to \$20 per month to his regular pay.

Then there is the lanyard knitter. His work requires a special gift, and than any other member of the "sheeny" fraternity. He will weave a lanyard containing fifteen or twenty strands of thread for \$1, a work that costs him several days of spare time. But the representative of this ancient and honorable craft is usually a splendid, saving fellow, and can add several dollars per month to his pay.

Of course there is on every vessel one or more "tattooing artists," and as the fashion of dermatological adornment is not extinct by any means on board ship, the tattooing man earns many an honest dollar.

The carpenter's mates, or shipwrights, as they are officially known, receive from \$25 to \$35 per month. Many of these men add \$10 or \$15 to their monthly salaries by making ditty boxes, which are small boxes in which the sailor keeps his trinkets of various kinds.

Somewhere about the vessel can be found in the long afternoons and evenings the maker and mender of shoes, and there is always a good business for one or more "shoos," as the corner in which the shoemaker sits is termed.

ADMIRAL DEWEY UNDER FARRAGUT

Received His Baptism of Fire on the Mississippi in 1863.

HIS CAREER A FINE ONE—RESOLUTION AND COURAGE HAVE ALWAYS BEEN MARKED TRAITS OF OUR NAVAL HERO—FORMER MESSMATES EXTOL HIM—PERSONAL REMINISCENCE.

"I always said that the ship that Dewey surrendered wouldn't be worth a d-n to the enemy. It would be just a lot of old junk."

This is what one of the old shipmates of the victorious American naval commander said in Boston when he heard of the triumph of our fleet at Manila. This, too, is the opinion of all of his other former messmates.

Commander George Dewey received his "baptism of fire" aboard the old steam sloop Mississippi, under Farragut, in the early days of the civil war. He is now about 61 years old and belongs in Vermont, from which state he was appointed to the Naval Academy in September, 1854. Four years later he was graduated, he was sent to the steam frigate Wabash for a cruise in the Mediterranean.

Dewey got his commission as lieutenant on April 19, 1861, eight days after Port Sumner was taken, and he was immediately assigned to join the Mississippi and do duty with the West Gulf squadron.

He was on the Mississippi when she took part with Farragut's other vessels in forcing an entrance to the Mississippi river, and again when the fleet ran the gauntlet of fire from the forts below New Orleans in April, 1862, and forced the surrender of that city. The ship he was in belonged to Captain Bulley's division of the fleet which attacked Fort St. Philip.

ONE OF THE PIERCEST OF BATTLES.

The hottest fight of the Mississippi ever engaged in was her last one, and this was perhaps as hot as any of the war. In March, 1863, the fleet tried to run by the Confederate batteries at Port Hudson. Some of the ships got as far as a narrow part of the channel, where they were fired upon almost muzzle to muzzle and then they were forced to retreat.

The Mississippi did not get as far as this, a foggy day had been chosen for the attempt, and amid the fog and the smoke of battle, which redoubled the obscurity, the Mississippi lost her bearings and ran ashore. Her officers found that she had struck just under the guns of a battery in the middle of the line of fortifications, and one of the strongest of the lot.

In half an hour 150 shots struck the vessel, and she was riddled like a sieve. There was no chance of holding her, so her crew took to their boats and landed on the opposite side of the river, after setting her on fire.

Soon, lightened by the departure of her crew and by the fire, she drifted off. Blazing and saluting with her shotted guns, she drifted down the river, until finally the fire reached her magazines, then her career ended in a great explosion.

HELPED ATTACK PORT FISHER.

Dewey was next attached to the steam gunboat Agawan, of the North Atlantic blockading squadron, and he took part in the attacks made on Port Fisher in December, 1864, and January, 1865. In March, 1865, he got his commission as lieutenant commander, and as such served on the famous old Kearsarge and on the Colorado, and the flagship of the European squadron, until 1868, when he was sent for service in the Naval Academy.

His first command was in 1870, when he had the Narragansett doing special service. He became a commander in April 1872, and still on the Narragansett, was engaged in making surveys of the Pacific coast, when he was made a lighthouse inspector and later the secretary of the Lighthouse board.

He commanded the Junonia in the Asiatic station in 1882-83, and in September, 1884, was made a captain and in charge of the Dolphin, then brand new, and one of the four vessels which formed the original "White Squadron." The following year he was sent to command the flagship Pensacola, of the European squadron, and he stayed there until 1888, when he became chief of the bureau of equipment and recruiting, and was promoted commodore. This place he held until 1893, when he was made a member of the lighthouse board. He got his commission as commodore on Feb. 28, 1886, and at about the same time was made president of the board of the position and survey. This place he held until he was put in command of the Asiatic station, in January of this year.

MOST DETERMINED OF MEN.

At the very outset of his naval career he exhibited the characteristics which made it impossible for him to meet defeat. Throughout his early manhood his Vermont training was more than once made manifest.

INCREASE OF THE NEW NAVY

Our Guns Can at One Discharge Throw 122,260 Pounds of Metal.

From the Washington Post.

Captain Boutelle gave some figures in the house late Saturday afternoon that show a steady growth of the new navy, and shed some light on the work that the house committee on naval affairs has accomplished in this direction. He pointed out that fifteen years ago there was not a single modern ship of war that flew the Star Spangled Banner. "We had not a modern ship of war in the navy of the United States," said Mr. Boutelle; "we had not a single modern ship of war that flew the Star Spangled Banner. In fifteen years, while we have not done all that we ought to have done in that direction, we have at least accomplished a notable work for the character of which we have a reason to feel ashamed."

He then demonstrated that the total appropriation for the naval service, including the construction of ships and ordnance and the appropriations carried in the present bill, have amounted to \$31,957,987. During the period of five years prior to the present bill, the appropriations for the construction of ships and ordnance and the appropriations carried in the present bill, have amounted to \$22,588,000, or almost 50 per cent. of the whole amount which has been appropriated for this purpose in one-third of the whole period. "During that time," added Mr. Boutelle, "we have increased the authorized number of vessels for the new navy, including those in the work that have been ordered for this purpose, by 2,314 tons, and of that amount it has been my pleasure to introduce bills that have carried \$20,500,000, nearly 60 per cent. in three years. 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