



PANAMA CANAL RIVAL

Construction of the Nicaraguan Canal, linking the Carribean Sea and the Pacific Ocean as a means of strengthening America's national defense units will be urged at the coming sessions of Congress.

The United States already has purchased exclusive canal rights in Nicaragua for \$3,000,000, planning to supplement the present Panama Canal.

The canal, estimated by Army engineers to cost \$722,000.00, would be constructed as a self-liquidating public works project.

The Nicaraguan Canal would run from Greytown on the Carribean Sea to Brito on the Pacific Ocean. Only two major locks would be required, since the great part of the route is at sea level. Lake Nicaragua would form a large part of the route, resulting in little construction work along this section.

Such a canal would shorten by three days the movements of American Battle Fleets from one coast to the other, relieve unemployment, and provide greater national defense. It would give this nation twice its present facilities to move its Fleet from coast to coast.

War Department officials pointed out that the Panama Canal, if destroyed by an enemy, would leave this nation tremendously handicapped in defense, since Atlantic and Pacific Fleets could not merge.

The Nicaraguin route is so located that all locks would be out of range and vision of an attacking Fleet. The only danger would be from aircraft. The terrain is such that air defense

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DUTY ON NEW DESTROYERS

On and after dates given below the Bureau of Navigation will accept requests from enlisted personnel for assignment to duty in connection with fitting out and afterward on board new destroyers which are scheduled for completion eight months later. Men must have good records, at least one year obligated service from date of commissioning, and if eligible for transfer to the Fleet Naval Reserve they must execute an agreement not to apply for transfer thereto until completion of one years' duty in the vessel to which assigned, from date of commissioning. Preference will be given to those men who have had previous destroyer experience, who are immediately available, and who are given favorable endorsement by their Commanding Officers.

Vessel	§§	**
USS Dale	12-1-34	7-1-35
USS Mahan	3-1-35	10-30-35
USS Drayton	3-1-35	11-3-35
USS Flusser	3-1-35	11-3-35
USS Portor	4-1-35	12-3-35
USS Phelps	4-1-35	12-3-35
USS Cummings	5-1-35	12-30-35

§§ Requests accepted
 ** Tentative commissioning date.

† † †

The men who have achieved success are the men who have worked, read, thought more than was absolutely necessary, who have not been content with knowledge sufficient for the present need, but who have sought additional knowledge and stored it away for the emergency reserve. It is superfluous labor that equips a man for everything that counts in life.

ATHLETICS

Athletics have been at a low ebb these past few weeks. Nevertheless, I think most of us have managed to get our workouts manning battle stations and loading guns. These boys in Spot One certainly ought to have their legs in shape. In spite of all the GQs our bowling team has kept going. Last Saturday evening they lost a close one to the Colorado. I heard that a couple of the boys thought it was a cinch to win and threw a couple (or was it a couple) of wild ones. However, tonight they have a chance for revenge against the Louisville. The Louisville won from the Colorado and with our boys out for revenge this ought to be some match. Let's drop around to the Premier Bowling Alleys at 1930 tonight and give the team a hand.

Scouting Force Boxing Finals

Speaking of watching athletic events, don't forget that Scouting Force boxing and wrestling finals will be held tonight at 2000 at West Side Stadium, 645 Anaheim, Long Beach. All seats are reserved until 1945 for Navy personnel. Then at 1500, 29 and 30 January there is a Cruisers Scouting Force swimming meet at Anderson Memorial Recreation Center, San Pedro.

Hoston Nine Starts Spring Workouts This Coming Week

Monday, 21 January, the ship's baseball team will start to get organized for the coming spring season. In an interview with coach Lyons he told the writer, "We have some good material and the team ought to make a fine showing but no one has a single berth sewed up. I am counting

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—: THE BLUE BONNET :—

A weekly publication published by the ship's company of the U. S. S. HOUSTON, Captain W. B. Woodson, U.S.N., Commanding and Commander F. D. Manock, U.S.N., Executive Officer.

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19 January, 1935

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PEP TALK

Our promise of last week cannot be fulfilled. Quotas in new ratings have not yet been received aboard, but will be published in these columns as soon as received. In the meantime, allow me to sermonize again. Those courses are all important in going up for that new rating. Many good men fail because of lack of preparation. A few minutes a day will work wonders if you use them correctly. Break out those courses and get some skull practice, and while you are at it, remember that A-N courses are a great help in passing those exams. More men fail in these elementary subjects because they think they know it all, than those who know they do not know.

A source of great aggravation to the Executive Office has been a recent flood of mail regarding delinquent payment of bills. Practically all of the world's business is done on credit. Credit involves a promise to pay, and when you fail to pay you are acting contrary to good business principles. Make it your moral duty to pay what you owe, for your own peace of mind, to save embarrassment that failure usually causes, and think of that record of yours if you have your naval profession at heart. A man who evades responsibility is a coward, a man who refuses to pay his due debts is a thief. If you are either, there is no room for you in the Navy or in the society of men. Play square with yourself and the world.

"Courtesy is the eye which overlooks your friend's broken gateway, but sees the rose which blossoms in his garden."

SPLIT ESSES

With the past two weeks devoted to SRBP, Night Illumination, and Fleet Tactics, training for dive bombing has come to a complete standstill. The few flights that we have been able to make, without upsetting the ship's gunnery schedule, have consisted mainly of Radio and Navigation hops. Monday we began again, and entertain high hopes of completing our schedule before the Fleet leaves for San Francisco.

During the past two months the Cruiser Wing overhaul program for slightly used "Air Knots," has been moving quietly but steadily along, and it is expected that by the time operations commence Monday morning, that this Unit will have four newly overhauled planes. With them we expect to be able to show these other Cruisers a thing or two about bombing.

Speaking of overhauls, we are reminded that one of our stellar pilots has left for San Diego, to ferry back to Long Beach, a certain cream colored Packard, that has just had a small fortune spent on its motor. Don't do over 60 on those turns.

This week we welcome back to the fold, our missing Cross-country flier, Lt. Coates, who has just returned from the RELIEF. He says that it is a RELIEF to be back. Although transferred last week, owing to a case of sealed orders, he was almost a week getting back to the ship. Lt. Coates firmly believed that the plane which swooped down to pick him up at San Pedro, was there for the express purpose of returning him to the ship. After taking bearings he discovered that the plane was off Oceanside headed south. Upon inquiry, the pilot informed him that they were going to San Diego and would be there for several days. One hour later he arrived at the NTS San Diego, for what turned out to be a three day stay, sans necessary gear and clothes. Imagine his embarrassment when Lt. Hines offered to share his tooth brush with him.

Our agents bring back word that the "Battle of the Champs" is still raging in Long Beach. This event is of great interest to many of the gang, and a letter is being forwarded to the Senior Aviator, urging the discontinuance of flight quarters during the late morning hours, as it inter-

NOW HEAR THIS!

You'll no doubt be told plenty about the guy who makes Y M C A liberties. He comes in for his share of wise-cracking. But what about it? Let's see if there is anything between his ears.

Did you know that the San Pedro "Y" has comfortable reading, writing rooms, lounge, piano, radio, gymnasium, swimming pool, billiards room—all for your use? And did you know that dances are held at the "Y" every Friday night; that an entertainment and dance especially for Navy families is given the last Friday of each month; that a dancing class for beginners meets each Saturday at four o'clock; that a Breakfast Club meets for fellowship and discussion each Sunday morning at 9:30; that attractive music and addresses feature Vesper Services at five o'clock Sundays and that other social opportunities are afforded?

All of these and other special features are arranged for Navy men ashore. Men who think take in some or all of them.

The "Y" in San Pedro doesn't claim to be perfect. The staff there welcomes helpful criticism. If anything is wrong there let it be known where it will count.

We are going to spend a couple of weeks in San Pedro so keep this in mind.

† † †

AM I IN LOVE

Lost in memories, all of you
And your hazel eyes so true.
You are a brunett, dear, so fair
And I know you're waiting there.

In my dreams I hear you say,
"I know he will come back some day.
I'll wait and watch until he comes
For I know he loves but one."

In my heart there is a pain
To hear you call me yours again
To let you know that I love you
And hear you say you love me too.

B. G. Lilly,
U.S.S. Houston.

† † †

"Isn't this antique furniture gorgeous? I wonder where Mrs. Botts got that huge old chest?"

"Well, they say her old lady was the same way."

feres with the ringside broadcast of this attraction.



NOSEY NEWS by EV' BODY

Again we come to the press with some of the very latest flashes on the ever so prominent boys of the Houston. What is it that some of these peoples just can't keep from the public eye. Well, here's how. Seen on one of the back-yards of a well known member of the crew, "Dickie" Baker to be exact, and what he doin' well we would say hanging up the wife's clothes, now isn't this just too divine. Clark Gable in love on board the Houston, at least he autographed one of his pictures thusly "With All My Love to Bob" and the receiver was none other than our dear friend Botterell. The "Racketeer" from the sick-bay, Conley to youse folks, seemed to be all agog when the visitors called last weekend. Maybe that is a sure cure for sickness. And of all things a certain Yeolc seen using finger-nail polish and all the little gagets that go with it. Now about this Yelverton ??? Another one of those fair-haired men who were going out to take the country-side by storm was Csmth2c French, and what was that paper he signed that said four more years. And dear old Johnny Allen in it again and this time with both feet and the help of the better half. She says that he wears nice red pajamas and uses bath salts. My my what is this Navy coming too. Brown from the Gunnery Office says that he is going to stop making these Barroom liberties. Can it be that some fair young heart has him in tow, etc, etc., or what have you??? Now we know why Highstreet believes that he can't live like a married man on his pay. The answer, nine letters and two telegrams in three days. Says the number one side-cleaner to the coxswain of No. 2 M.L., "Let me make this

next trip for you." Reason: The little sugar plum was returning in that boat and he just had to have that last kiss. It is rumored that Gibson and Rosenkrans are going to enter the next "Walkathon" in Long Beach, "If you could only cook", "Rosey!" Least we forget that fourth division seaman likes to shine brightwork with women's wearing apparell, especially that of which goes so close to the body, see Lucas. Everybody knows what a love life Stearns, Bsmth1c, has been carrying on in Seattle, but have you heard him mention about the women from Missouri and a "widow" at that. Well, let's see if this issue of the paper goes to the northland. What is the answer to the question, "when is a politician not a politician? Well, I'd say, "See Herbie "Movie" Brown." We saw him rushing around the ship the other day with a request for the Base Force in one hand and a turned down special in the other. "Burrhead" Charlie Furr the well known "nasty man" says "I don't beleive in heaven", because I don't know anyone who has been there, or who knows anyone who has My what a nice new crop of grey hairs someone caused the married men the other day when the rumor got around that we were going back to China. Sgt. Gus Ostmeyer seems to be in the market for a good baby carriage. My my what now? It has just come to light that we have an international "Truesdale" in our midst for it was learned that while he was in the Orient he just had all the native girls agog, then it was the dark-eyed Italian miss, then the little Irish miss and they both lived in Frisco, and now to top it off he has a heavy dinner date with a fair young miss in these parts, nationality not quite certain. Just how do this Wallace? You may have noticed the marked resemblance between the Professor Clay of No. 4 uptake and the "Duke of Sylvia" of the power shop, at least we are running them for our twin contest against the Smith Brothers. It appears that John Webb is not only the proud owner of the largest proboscis on the ship but also the most uncanny of olifactory senses for he can smell the fragrance of freshly brewed coffee from anywhere on the ship. Although "Sarge" Selen has had his degree in "I.B.F." (international bar fly) for

many years he still has great difficulty in upholding that great society. Now that Wersal is the only sky gun manicurist, certain members of No. 2 turret gang can tell their pet sea stories without being bested. We hope that the Coxswain of a certain M.L. was not suprised when the O. O.D. on the CHICAGO said: You may bring the boat aboard after the liberty party is aboard. In a confidential moment Tommy Schramm was heard to bemoan the fact that no matter where he went these women would not leave him alone, Oh Yeah? Apparaently the round trip to San Diego was too much for Terrible Terry McGovern. I wonder why the fleet has to go to sea, says Yelverton of the 1st Lieutenant's office. And now your talking, my was that tomatoe juice good last Mon' morn' when the lads came back from that glorious weekend. Our Ace sleuth "Headlock" Wellbourne amazed us with his latest case last Monday morning, but this everlasting fog that insists on staying near the morning after the forty-eight before seemed to foul up the parade. The latest Mayor of the El Captain was thrown out last Saturday night according to the reports. We have been wondering why "Baldy" Romine is to be seen working into the wee hours of the morning here lately. Now it is learned that the heart-beat from Seattle up and took herself a husband and all the time he thought that he had the inside track. Oh well such is life in the far north. Motes that "sode jerkin" lad seems to be the ship's diamond merchant after seeing those rocks; and now who is the lucky receiver. Glider "our boy wonder" from the Exec's office, looks quite cute with his remodeled proboscis. Two of our sea soldiers threatened to give the crew an exhibition in Devil Dog tactics, but the topside zone seemed to have a chilling effect on their good intentions. What is this blackmail or what, a certain well known Sealc, sends the fair thing sixty fish, (\$60.00) and there were no questions asked. What coxswain of the forecastle is a patron of the "808" Club in L.A. With having to put up with boat plugs Mex appeal, and sode fountain, and that overwhelming desire to be heard over the rest a coxswain from the midship division is just about to

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HISTORY OF THE BOATSWAIN'S PIPE

The boatswain's pipe dates from antiquity, first being used to set the stroke for the slave oarsmen of the Roman and Greek galleys. Much later it was used in the Crusade of 1248 to summon all hands to what is equivalent to our 'general quarters,' and in those days the English cross-bowmen knew that meant action instead of drill. The pipe gradually came into more wider use and popularity, Shakespere giving it honorable mention in the 'Tempest.' It became a symbol of office, and in some cases a badge of honor. The Lord High Admiral of the British Navy carried a gold pipe secured around his neck by a golden chain, a symbol of his rank, being the only one allowed to wear one of that design. Our custom of allowing anyone of lesser office than Coxswain to wear one comes from the British Naval Regulations, worded to the effect that 'The Coxswain shall always be in the stern of the barge when going to receive a visitor, and he shall render honors with his silver whistle as soon as coming within one musket shot of the person to be honored.' I imagine the distance of a musket shot has been definitely specified in this day of high-powered rifles. The regulations also state that no one below the rank of Coxswain shall wear the whistle.

It was during the time of King Henry VIII that the pipe became standardized in shape and design. The first regulation pipe was designed by Lord Howard of the Royal Navy. He captured the notorious pirate, Andrew Barton after a bloody battle. The pipe Barton wore was of more fancy design, more elaborate and of more costly material than had ever been used until that time. When Lord Howard became High Admiral he caused the standard pipe of the British Navy to be modeled after the one used by the pirate. The weight and names of the parts were designated by King Henry VIII.

—Beaver Tales.

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Soda Coxswain: "Whutulyuhave?"
Seaman: "A seismographic disturbance of bovine extract."
S. C.: "Whutinell is that?"
Seaman: "Oh! a milk shake if you must be vulgar."

THE BLACK PRINCE

In the great Naval battle at Jutland during the World War, three British cruisers, the Defense, Black Prince and Warrior steamed into the thick of the battle. Immediately after they were under fire, a sea of flame flowed beneath the fore turret of the Defense and shot up an immense column of fire, black smoke, debris, and spray. When the mist cleared there was no sign of the ship. It had been blown to atoms along with the entire crew. At the same time the Warrior was terribly hit and steamed out of the battle only to sink the next morning.

The Black Prince remains one of the great mysteries of the sea. With 250 ships crowding about, she completely disappeared with 70 officers, 820 sailors, and no body or wreckage, has ever been found. It was reported that an unknown cruiser, a blazing mass of wreckage, drifted slowly down the German line. The flames shot up to her masthead, and the hull was glowing almost white from the heat of internal fires. Every few seconds exploding ammunition sent up cascades of sparks. Suddenly the night was split by a blinding flame as the magazines blew up; then all was darkness. Was the report true? If so was it the Black Prince?

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PANAMA CANAL RIVAL

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bases quickly could be established, with Nicaragua's consent. If the Nicaraguan Canal is not authorized by Congress, it will be necessary to spend at least \$100,000,000 repairing the Panama Canal in the opinion of Army engineers.

† † † —Lookout

ATHLETICS

Continued from page one

on some of the new men to make it plenty tough for the old timers. I want every man who ever thought he could play ball, especially catchers, to turn out when the word is passed." We have all heard the China sailors tell of the athletic prowess of the Houston while in the Asiatics. Let's get behind this baseball team and make the team of '35 the one to talk about in the future. Make it an ALL HANDS team, you cant beat that combination!

"YE OLDE DAYES"

Admiral Rodman, in his book "The yarns of a Kentucky Admiral," tells an interesting story relating to one of our first steam vessels in the Navy. It appears that this new-fangled steamer was attempting to tow one of our old frigates through the straights of the Dardenells. Not having the reserve power of our modern vessels and having adverse weather conditions, the skipper of the steamer, not realizing the wording of the text, sent the captain of the frigate the following message: "If tide and wind do not abate I can not pull you through the straight." Thereupon the old wind skipper who had little use for steam and who thought he was being "run," shot back the following: "As long as you have wood and coal, go ahead God dam your soul."

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NOSEY NEWS

Continued from Page 3.

have a nervous breakdown. What Chief makes the round trip to San Diego and back each week-end and it seems to keep him in good humor for the coming weeks work. For particulars see Berg.

Radio Material School, Class 23, convening in July, 1935, will be instructed in the Log Log Vector Slide Rule instead of the Polyphase Duplex Slide Rule. Candidates are advised to prepare themselves accordingly.

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NEWS OF FORMER SHIPMATES

Boisseau, C.W.T., formerly the oil king on board is now on the Ranger and is doing his bit toward the success of her basketball team just as he did while with us. Good luck Bozo.

Frankie Remus is now the ground man at Trona Field.

E.E. Hughes is going out on sixteen this year in Shanghai, according to word from him.

Wop Ricca, formerly of the fighting 3rd, is now on the New York, after trying the outside for awhile.

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Miss California Says:

A modern sailor's love life is made up mostly of persuing a woman and then trying to get past her; falling in love—then trying to fall out of it; wondering if he dare kiss a girl—then hoping he can stop altogether.