

# LOUP CITY NORTHWESTERN

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## PROFESSIONAL CARDS

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J. W. BURLEIGH, Ed. and Pub.

### AMONG THE PHILIPPINES

Live Letter From a Loup City Boy in the Navy.

(Continued from last week.)

There are two papers here in Manila, one is the Cablenews, the other the American, which are printed daily. They are very good papers, but all papers have their faults. Just as the colors sounded on the morning of the 3d instant, the Kentucky, flagship of Rear Admiral R. D. Evans, commander-in-chief of the Asiatic station, raised her anchor for her homeward voyage. Our band on the forward bridge bade adieu with the strains of "My Old Kentucky Home," and "Home Sweet Home," concluding with three deafening cheers as the Kentucky slowly gained way. Three cheers returned from the decks of the homeward bounders with hats thrown in the air, expressing the joy of her crew as she stood upon her course, her beautiful colors nailed stiffly on the breeze. As the familiar shape of the flagship disappeared on the western horizon her absence seemed to create a void in the harbor, and many who had watched her out of sight went below thinking of the past companion ship she had furnished. The Oregon then shifted her berth and the two remaining ships, the Wisconsin and Oregon shook hands as it were, and assumed a deeper relation of fellowship.

We expected to go with the Kentucky to Hong-Kong, but in this transitory life movements are quite uncertain, so our cruise for the last two weeks has been one mostly at anchor and with little to break the monotony. Admiral inspection and coaling ship, with the consequent field days, have kept us pretty well on the move, so that the time seems to have slipped by without being noticed.

The anchor was weighed on the morning of Thursday, the 10th instant, and the ship steamed out in the open harbor to have a little extra drill, etc. The first was "man-over-board," followed by target practice, accounts of which show our good work and attentiveness to our drills. When the word was passed, "man-o-board," two life-boats were quickly manned and lowered. In seven minutes from the time the alarm was sounded, the "boys" had been recovered and the boats were again in place on their davits, and the ship was under way at a twelve-knot speed. The distance the life-boats pulled was about 400 or 500 feet and back to the ship again. We also had to stop the ship and wait for the boats that were manned by six men, one officer in charge and one man in the boat for steering, or in other words he is the coxswain.

As I come to think about it, I will try and give you an account of our admiral inspection, which is as follows:

Early on the morning of the 9th instant, Admiral Evans, with his staff, and officers from the Oregon, came aboard to make his final inspection of the ship before transferring his command of the station to Admiral Cooper. All hands were called to quarters and the admiral immediately commenced his inspection of the crew, taking them a division at a time. After having viewed the men at quarters, the ship was thoroughly inspected and all compartments underwent the admiral's careful scrutiny, following which came bag inspection, when every man displayed his wearing apparel before the inspection officers. Bags were secured on the jack-stays just in time for the crew to respond to the call of "hammocks," when the condition of our bedding was thoroughly examined. Hammocks returned to the nettings, the rapid

ringing of the bell called every man to his station for fire-quarters. Grenades and hoses were quickly brought to place with sufficient strength to extinguish any possible conflagration. With fire quarters, concluded the morning inspection, when "messgear" sounded welcome to the crew. During the meal hour the admiral visited the different messes inspecting them and messgear.

Immediately after dinner, the battalion equipped for heavy marching order. Adjuant's call at 1 o'clock brought the companies together in battalion form on the quarterdeck, following which came inspection of each man's knapsack and haversack. After this followed artillery and divisional fencing and signals. Equipments being stowed, a blast from the siren started the crew on a run for collision drill, every compartment on the ship being closed against the supposed flood of water. The word, "All hands abandon ship," was passed, all boats were lowered and provided with food and water, quietly and quickly, and the officers and crew left the ship, as in event of her having really foundered. Following this, we armed and away for distant service concluding the day's work. On the following morning the ship cleared for action. Everything movable not needed in engagement was moved from the deck to a place below, safe from conflagration which might come in case of action.

General quarters was sounded and soon gun's crews were at their stations and ammunition was coming up from the magazines. A test was made for speed of all guns and hoisters for a period of three minutes. During this time the ship was under way.

The admiral's inspection was concluded with the firing of three torpedoes, which showed excellent work with those engines of destruction, which in the late wars have proved a most powerful exponent to other implements of war. So that concludes our inspection by Admiral Evans. After the inspection, and on the 12th instant, Lieutenant Commander Henry T. Mayo, executive officer of this ship, surrendered his office to Lieutenant A. W. Dood, Mr. Mayo sailed on the Kentucky. He returned to the United States for duty on shore, his sea service having expired. Before leaving the ship, Mr. Mayo received a committee of petty officers, representing the ship. He thanked them for their ever willing efforts to execute his orders during his service aboard this ship. Mr. Mayo, as navigating officer, put the Wisconsin in commission, having been connected with her construction.

Saturday evening, the 12th instant, saw a brilliant scene on our quarterdeck, as the officers of the fleet assembled to bid farewell to friends homeward bound on the Kentucky. The reception was tendered by the Wisconsin's officers, Lieut. Vogelgesand and Lieut. Mayo being guests with the Kentucky officers. The quarterdeck was decorated beautifully with flags and brilliantly illuminated.

On Monday evening, the 12th instant, our minstrel troupe associated themselves with the players at the Orpheum in Manila. The Wisconsin minstrels were a drawing card and the house was packed. The boys sustained their reputation as merry-makers.

The ship was rigged for coaling on the evening of the 14th, and after an early breakfast the following morning, all hands turned to with the shovels. Work proceeded busily during the day and the last lump of coal was in the bunkers and the chute unrigged before supper. The day concluded, more coal has been put aboard than at any previous coaling in the same space of time since the ship arrived on the station.

Early in the afternoon, F. M. Kelley of Blair, Nebr., apprentice second class, was struck by a falling bag of coal, receiving painful injuries. His face was badly cut, his body bruised and his right leg broken. He was taken to the sick bay and immediately removed to the

(Continued next week.)

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