



The U. S. S. Oregon City, one of the new heavy cruisers, which carried 500 Reservists and an equal number of Regular Navy men on an October training cruise to Bermuda and back to Boston.

## Navy Cruises on Peace Mission

By Lt. Don Martin, U. S. N. R.

Editor of the Naval Reservist

ATTENTION of Washingtonians today—Navy Day—is focused on activities of the Nation's first line of defense, and particularly upon the Naval Reserve, in which many District area veterans of World War II are participating as civilians.

Sixty-six Naval Reservists of the Potomac Naval Command returned early last Sunday morning from the first 14-day cruise of the postwar Reserve training program. Together with officers and enlisted men of the 1st, 3d and 4th Naval Districts, they made up a complement of more than 500 Reservists who sailed aboard the new heavy cruiser, U. S. S. Oregon City.

Reporting aboard the 13,700-ton fighting lady at Philadelphia Navy Yard on October 6, the Reservists joined an approximately equal number of Regular Navy personnel to make up the ship's company for the trial cruise.

High lights were liberty stops at New York City and Bermuda. The Reservists were disembarked on October 19 at Boston.

### Program Calls for 35,000 To Cruise Each Year

The U. S. S. Oregon City is assigned to the 4th (Reserve) Fleet under the command of Vice Admiral Daniel F. Barbey and served as the flagship for the first half of the trip. During a press conference aboard the sleek 674-foot cruiser, Admiral Barbey proposed a plan for cruising more than 35,000 Reservists a year from the Eastern States aboard ships under his command.

If there should be a war based on atom bomb techniques, the admiral said, we would not have sufficient time to train the forces to retaliate against aggression. Object of the Naval Reserve program is to train and maintain a large force of Reservists who know their jobs



Loading ammunition aboard the heavy cruiser U. S. S. Oregon City at Fort Mifflin Pier, Philadelphia, preparatory to later firing practice at sea. Gunner's Mate 1/c H. A. Strain, 617 Lawrence street N.E., pauses at head of gangway.

Ammunition for the formidable 8-inch and 5-inch guns was taken aboard.

Dock trials were run in the ultramodern engine and fire rooms and the experience of Reservists was tabulated. Some were immediately given places on the throttle board and other key posts, while others were designated to stand by with experienced members of the ship's crew to learn the jobs.

On one or two steaming watches Reserve officers and petty officers were qualified to take charge at once. Two lumbering Navy tugs arrived on the morning of October 9 to push the powerful warship into the Delaware channel, and Capt. Burnett K. Culver, U. S. N., of Knoxville, Iowa, ordered all lines cast off.

Among the men handling the lines, operating the windlass and other deck equipment were Reserve Chief Boatswain Mates James R. Sampson, 3910 Pennwood road, Brentwood, Md., and Eugene F. Henley, 1938 Summit place N.E. Working with the chiefs was a deck force of Reserves and Regulars, including Seaman 1/c N. H. Wiggs, U. S. N. R., 410 Thirteenth street N.E., and Coxswain Kenneth G. Williams, U. S. N. R., 1508 North Capital street.

### Leaves for the Open Sea Under Squally Skies

Leaving the tugs behind, the Oregon City headed down stream for the open sea. Under squally skies, she slipped through Capes May and Henlopen and into the choppy waters of the Atlantic. Occasionally dipping her bow beneath a wave, the 35-knot warship took her departure from the Five Fathom Bank Lightship.

As steaming watches were set, Potomac River Naval Command officers and men took their places with Reservists and Regulars in filling the billets.

For example, Signalman 3/c Glenroy A. Stein, U. S. N. R., of University Park, Md., was on the signal bridge ready for visual communications—flashing light, flag hoists and semaphore—used in talking with other ships.

In the engine rooms, keeping an alert vigil on gauges and making the complicated adjustments that make the 120,000-horsepower steam plant respond quickly and accurately to the orders of the officer of the deck

Operations, requesting that the Oregon City be allowed to sail to Bermuda where weather for training would be better.

Among those standing watches in the radio shack was awaited from Navy officials in Washington was Reserve Radioman 3/c D. C. Taylor, a printer employed by Byron S. Adams Co.

Despite the failure of the planes to attack, radar continued searching surface and sky. In fact this had been going on ever since the ship got underway. All targets appearing on the radar screen were plotted and tracked. Within about a minute from the time a target was picked up men working on the plotting boards were able to tell its direction and speed and if it was another ship, to inform the officer of the deck at what distance the other ship would pass the Oregon City, if the courses of both ships were maintained.

### Electronic Devices Remove Many Hazards to Vessels

In this manner, ships of the modern fleet are protected from collision and other disasters that threatened the pre-radar mariner.

Radar and other electronics equipment requires constant and skilled maintenance. With personnel assigned the Oregon City as a unit of the 4th (Reserve) Fleet, it had been impossible to do more than turn the equipment on and operate it periodically.

Admiral Barbey pointed out that vessels of his 4th (Reserve) Fleet—some of the Navy's latest and most formidable—could be kept ready to go if trouble should break out by regularly cruising Reservists. This is one of chief values of the Naval Reserve to the national defense plan, he declared.

After a week end of sightseeing in



Gunner's Mate Strain enjoys Navy chow. The ship's company ate 11,000 pounds of meat in two weeks.

New York, Reservists sailed for the resort islands of Bermuda. En route they exercised at gunnery drills, firing at target balloons.

Vital routine of the ship continued during the cruise. Those attending the crew at sick call included Pharmacist's Mate 3/c Carl W. Harris, U. S. N. R., and Pharmacist's Mate 1/c Robert R. Jamison, U. S. N. R., West Maple street, Alexandria, Va.

Shore Leave at Bermuda Proves Climax of Trip  
Shore leave in the quaint British colony of Bermuda climaxed the trip. In typically American style, the sailors had the time of their lives.

Many enjoyed leisurely jogs about the island in one of the famous horse-drawn victorias, while others took bicycle rides.

As the new Governor of Bermuda and his wife, Admiral Sir Ralph Leatham and Lady Leatham, rode in state in a double victoria to the opening of the Colonial Parliament, a few fortunate camera fans were able to snap their pictures.

Seaman 1/c Joseph E. Hopwood, U. S. N. R., 1921 Park road N.W., an art student, took advantage of the Bermuda liberty to do some sketches.

Most agreed that the Oregon City chow was excellent. A typical dinner included cream of tomato soup, steak, natural gravy, flake potatoes, buttered corn, steamed spinach, crisp green salad, ice cream, bread and butter and hot coffee.

The food was prepared in the ship's all-electric galley by Reserves and Regulars working in cooperation. The galley gang included Baker 3/c Carl O. Clifton, U. S. N. R., 429 Elm street N.W., and Baker 2/c Joseph J. De Vaughn, U. S. N. R., 1717 Eye street N.W.

When the Oregon City arrived in Boston, Reservists and Regulars received a deserved "Well done." Officers and men were paid for the 14-day cruise according to their Navy rank or rating by a staff headed by Lt. (j. g.) Frank D. Pollard, 205 North Trenton street, Arlington, Va., Supply Corps Reserve.

## Other Halloweens

By John Claggett Proctor

HALLOWEEN soon will be here, and devils, both little and big, will be with us to celebrate the event, some with their innocent pranks, others with mischief making far in excess of what may be called innocent fun. From the beginning of the Christian era—even before—the practice of designating and worshipping saints has been a religious custom. Special days were assigned to the worship of each saint, but, as years and centuries passed, it was found that there were more saints than there were days in the year. To take care of the overflow, as it were, November 1 was designated as a day to be kept in honor of all the saints and known as All-Hallow mass or All-Saints' day. The night of October 31, immediately preceding it, was kept as a vigil and known as All-Hallow eve.

In olden times it was believed that all the spirits walked the earth on this evening. Devils and witches were believed to be abroad and the fairies were said to hold high carnival.

In the Second Book of Moses we find it said: "Thou shalt not suffer a witch to live." Shakespeare, we will recall, has Hamlet talking to his father's ghost, and it is the exception to find an early writer who did not place confidence in the supernatural. In 1692, at Salem, Mass., 19 citizens were executed as witches.

Many of the small frame houses had small stoops of one, two or three steps required to make access easy. In many cases these were not nailed to the houses, and when a "foraging" or scouting party of boys found one that was not secure, it was quickly carried away and consigned to the flames. Many a person almost broke his neck in an unexpected fall upon leaving home the following morning. Until prevented by fire regulations, the bonfire was a common form of celebration. During the early part of the administration of President Tyler, in 1841, when the repeal of the Subtreasury Act was passed, a thousand or more jubilant Washington Whigs marched in procession from Capitol Hill to the White House, with torches, music, transparencies and fireworks, escorting a catafalque on which was a coffin labeled "The Subtreasury." It is noted that "the procession moved slowly along Pennsylvania avenue," and "bonfires were kindled at the intersecting streets, many houses were illuminated and there was general rejoicing."

Flagrant Practices Criticized By Star Editorial of 1882  
But the destroying of private property in this way was not the only method used and other forms of celebration equally as despicable were employed. The Star opposed this type of so-called sport, and the day after the Halloween celebration of 1882, said: "Last evening, All Halloween, the boys throughout the city had their fun, if mischief can be called so, and crowds of them could be seen in all directions bent on playing some trick on their neighbor."

"In some cases, not content with throwing vegetables in through a door or window, the fronts of houses were daubed with filth, and even the streets were invaded by some youngsters with small packets of flour, which they bursted so to powder the dresses of passersby."

"About 7 o'clock p.m. a crowd of boys set on fire an old hoghead of straw near North Capitol street and Massachusetts avenue, causing an alarm of fire to be turned in and a run of engines. The fire was extinguished with a few buckets of water before the arrival of the engines, and as the firemen drew off they were followed by a crowd of boys, who jeered them for being taken in."

But naturally, as one might suppose, there were other forms of celebrating Halloween more pleasant to participants and decidedly more

Many Old Washington Houses Were Said to Be Haunted  
When the writer was a boy, there were any number of houses in Washington said to be haunted, and many people believed it to be true. This descent from grace was largely due to the vandalism of the boys of the neighborhood. As soon as a dwelling became vacant the boys bombarded it with their bean-shooters to see which could pop out the largest number of window panes. Soon some imaginative person started a report that the house was haunted, and it was indeed difficult to find a tenant who did not believe in "spooks." In one respect, at least, houses are like people, when they lose their good reputation, it is hard to recover it.

Washington then was small compared to its present population. To the north the city was not built beyond P street. Beyond this there was only a sprinkling of houses, and many entire squares were uninhabited. To be more precise, as re-



"The boys set on fire an old hoghead of straw."

agreeable to the public. These were the masquerade parties and dances, the latter being generally public affairs.

Louis Bartels, then at 808 E street N.W., and L. Moxley, 608 Tenth street, were the popular costumers and furnished our false faces and costumes.

Foremost, perhaps, in giving masquerade dances, were the Washington Light Infantry Corps, the National Rifles, Columbia Boat Club, Saengerbund and the Capital Bicycle Club among others.

A program for a uniform soiree of the Capital Bicycle Club, held at the National Rifles' Armory in 1883, lists as its Reception Committee: L. O. Howard, H. S. Owen, L. W. Seely, Max Hansmann, P. T. Doge and H. J. Smith.

The Floor Committee included Dr. H. M. Schooley, C. G. Allen, E. H. Fowler, S. P. Hollingsworth, J. McK. Borden and J. E. Leaming. Of those mentioned Dr. Howard, former chief entomologist, Department of Agriculture, and Max Hansmann are known to be living.

### Early Day Dance Teachers Include Prof. L. G. Marini

Of the early dancing teachers of which the present generation may have knowledge there was Prof. L. G. Marini, who began teaching here about 1865. Prior to this the directory lists him as a sutler, and the dictionary says that a sutler is one who follows an army and sells provisions, liquors, etc., to the troops.

He early established himself at Temperance Hall, 914 E street N.W., where he remained until about 1888, when he removed to Masonic Temple, Ninth and F streets.

Prof. Marini's school was attended by Washington's elite and here for a while he was assisted by Miss Flora Cook, who, as Miss Dennison, some time afterward began teaching for herself and subsequently continued to do so as Miss Flora C. Dyer.

George T. Sheldon, another early instructor of the light fantastic and probably as well known as Prof. Marini, began teaching toward the close of the Civil War. His dancing academies were on Pennsylvania avenue, near Seventeenth street, and then at the northeast corner of the Avenue at Eleventh street, opposite The Star.

### Hawke Sisters Were Pupils Of James H. Vermilya

By 1888 the field had increased and the following instructors were mentioned in the directory: Alfred J. Birmingham, Joseph E. Caldwell, Hinton & Greenwell, Frank M. Proctor, Emily E. Frech, Adeline Duval Mack, Martyn's College and Isadore L. Truell. Allen DeC. Mueller arrived in 1891 and E. Mortimore Caruna in 1893. The latter died about 20 years ago.



"Many a person almost broke his neck."

Armory, the master of ceremonies being W. F. Clark and the Floor Committee, W. B. Todd, Dr. F. Donohue, E. K. Plant, W. F. Sinnott, L. R. Tremblay and J. A. Whitcomb. Miss Mary Hawke, who became Mrs. Bert Saxton, died a few years ago. Miss Minnie Hawke, who taught dancing for about 59 years, is now retired, but tells the writer she is still very much interested in the terpsichorean art.

Identification of a house in an old drawing of Thomas Circle which appeared in last Sunday's Star as that of Justice Wylie was incorrect. The sketch did not include the Wylie house. The Star regrets the error.

## Those Were the Happy Days —By Dick Mansfield



Signalman 3/c G. A. Stein, Reservist, from University Park, Md., transmits a message.

and are ready to act if need should arise.

Without such a force of Reservists the Navy will not be able adequately to perform its mission if fighting should break out, Admiral Barbey declared.

Although one of the newest warships afloat, the Oregon City, like other ships of the Reserve Fleet, has only a skeleton complement of Regulars. The Navy therefore is dependent upon Reservists to man these ships, should they be needed.

During the first day or two at the dock in Philadelphia, Reservists ordered to the experimental cruise were issued bedding and assigned berths, division and battle stations.



Seaman 1/c J. C. Lubbes, U. S. N. R., Alexandria, tries on a 10-gallon hat with the help of Boatswain's Mate 1/c W. P. Garceau, U. S. N. The hat was a trophy of the Oregon City's crew. Lubbes, now a Reservist, served with the Army during the war. Others, left to right, are: Gunner's Mate 1/c H. A. Strain, Water Tender 2/c J. V. O'Brien, U. S. N. R., 2342 Thirteenth place N.E.; Seaman 1/c L. L. Perry, U. S. N. R., 55 Randle road, Suitland, Md.; and Coxswain C. W. Hayden, U. S. N. R., 121 Bates street N.W.

—U. S. NAVY PHOTOS.