



WHOOPING IT UP

The Cruise is only one week off. It is high time that we bring a few matters under consideration.

On deck, weather and other conditions permitting, we must exercise our vocal cords at sing-songs.

We have plenty of talent on board and we want men who are able to entertain as singers, dancers, musicians, etc., to come forward now and register at the Navigator's Office. Our cruise will be made brighter if we get into the spirit of providing entertainment for ourselves.

HOUSTON AMATEUR CONTEST

We, of course, have heard Major Edward Bowes' entertainers from time to time. It is understood that there are very good amateur entertainers in the HOUSTON and we are setting out to un-earth our talent and entertainers in an amateur contest on board. Appropriate prizes will be offered.

Tune up your banjo, guitar, put on your dancing slippers, exercise your vocal cords and get in trim for the big event!

ON BOARD AT VALPARAISO

In conjunction with sight-seeing trips in and near Valparaiso, it is planned to engage the very best talent of Valparaiso to come aboard and entertain the personnel of the HOUSTON. This program will prove to be very colorful, folk songs, dancing and music. No man can afford to miss this entertainment.

Ample notice will be given at a later date in regard to the matter.

NEW PACIFIC COAST DRYDOCK

A 15,000 ton floating drydock will be placed in commission by the Todd Shipyards Corporation at Seattle, Washington this month. It consists of five sections each 90 feet long and 127 feet wide with a maximum depth of 20 feet at the center.

Rear Admiral Frederick Harris, U. S. N., retired, is consulting engineer of the corporation.

ADMIRAL REEVES SHIFTS FLAG

Last week the PENNSYLVANIA, the fleet flagship, returned to San Pedro from her regular overhaul at the Puget Sound Navy Yard, Bremerton, Washington. During the absence of the PENNSYLVANIA, the Commander-in-Chief, U. S. Fleet, and his staff were temporarily on the NEW MEXICO of Battleship division Three. The flag was shifted on Friday, 27 March, without ceremony. The PENNSYLVANIA now occupies her regular berth just inside San Pedro breakwater and the NEW MEXICO has returned to her old anchorage on the Long Beach side of the harbor.

FORMER SHIPMATE

Bos'n A. H. Gunn has reported to his new duties on the U.S.S. CINNATI.

In a recent letter to the CPO Mess he states that he misses the old joking crowd, and his duties on here will always be a cherished memory, as the mess was an excellent crowd. Mrs. Gunn is as proud of the sword as he and wishes to again thank the mess for the sword that was presented to him. Mr. Gunn wishes all many pleasant cruises.

THE PANAMA CANAL

A Few Interesting Facts:

First Survey for an Isthmian Canal in Panama made by Spain in 1534.

First ground broken by the Frenchman DeLesseps, in 1881 at Pacific entrance.

Real work begun at Culebra, now the famous Gaillard Cut, on January 20, 1882.

In 1887 the idea of a sea level Canal was abandoned and a lock Canal decided upon.

Two different French companies made attempts to build Canal but both failed, one in 1889 and the other in 1902.

United States took over Canal construction in 1904 and on August 3, 1914, or 10 years later, first ocean steamer sailed through.

United States has use and occupation for all time of a strip of land 5 miles on each side of center line of Canal. For this she paid Panama ten million dollars cash and pays annually \$250,000. The cities of Panama and Colon are within the 5 mile limit but are excluded from above arrangement.

Dry excavation was finished when President Wilson pressed the button in Washington that blew up the Gamboa dike on October 10, 1913.

The air distance between the Atlantic and Pacific is 34 miles.

The Canal channel is 50 miles. High point on center line of Gaillard Cut was 312 feet above sea level when work was started by French.

The cost of Canal construction was \$388,000,000; present capital investment is \$535,000,000.

Value of old French property was \$42,800,000.

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