



## “Fog, Rain—and Death”

(With Apologies to Floyd Gibbons.)

To get the yarn right from the start we've got to follow the career of a heavy cruiser, the U.S.S. Charleston. Built at Newport News in 1905, and ordered to duty as flagship of the Pacific Fleet, she put into New York harbor for provisions before making the trip around the Horn.

Being a new vessel many visitors came aboard. One day a little old lady came aboard and asked to see the captain. After explaining that it would be impossible, the Officer of the Deck, out of politeness, asked if there was any message he could deliver. The little old lady wasn't stumped. She had a message, “Please tell the captain,” she said, “that the Charleston will be blown up in Magdalena Bay, Mexico, on the eighth day of May, 1908. It will be foggy, rainy and a tramp steamer will come out of nowhere and refuse to give any information about herself.”

The story got around, and of course it gave the crew a big laugh. Why, there hadn't been a drop of rain in Magdalena Bay since time began. Putting the old lady down as another crackpot they forgot about it. That is, they did until May 1908.

The Charleston took up her duties in the Pacific and the spring of 1908 found her at Magdalena Bay for target practice. The prophecy was almost forgotten. But some of the more superstitious on board did remember and on the night of May 7, 1908, after a day of perfect blue, cloudless skies they turned in their hammocks wondering.

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## Our Captain Leaves

It is with a feeling of deep regret and cherished memories of many happy cruises spent together that we bid our commanding officer, Captain Guy E. Baker, a fond farewell and a heartfelt goodbye.

During the past two years under his skillful guidance the ship not only ranked as a highly efficient fighting craft of the navy, but was, as we rightly can say, a happy ship. The crew and officers felt as a coordinated team, always justly proudful to point out that they were serving aboard the United States Ship Houston.

So it is for this and to the fact that Captain Baker possesses the qualities of a real man that we wish him good speed and good luck in his next assignment where he will report for duty to the Chief of Naval Operations, Washington, D.C.

To our new commanding officer, Captain G. N. Barker, coming from duty as Professor of Naval Science and Tactics, R.O.T.C., Harvard University, Cambridge, Massachusetts, we extend a hearty welcome. We hope that you will like our ship, and we will do all in our power to make your tour of duty aboard both pleasant and profitable.

## Full Power Run Successful

Highly successful were the Full Power and Smoke Prevention runs made between Astoria, Oregon and the navy yard, Mare Island. To many this may seem to be just another routine problem for the Engineering Department. It is, but there is a great

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## United States Savings Bonds

Much has been said and many words written on the subject of saving. No doubt spending or saving is habit forming; that is, once a person starts spending or saving there is a tendency to continue at the same.

Many methods of systematic saving are tried in the navy. Allotments to a bank are very popular but in a great number of cases it is, “Dear Bank, Please remit,” with the request reaching the bank each month about five days before the allotment check has arrived.

Another method is the Ship's Bank which has the disadvantage that no money deposited, even in the most extreme emergency, may be withdrawn until discharged.

Yet another method has recently been presented by the government in the form of United States Savings Bonds. These Savings Bonds are sold on a discount basis and mature ten years from the date of issue for one third more than their purchase price. Savings Bonds range in purchase price from the \$18.75 bond which matures at \$25.00 to the \$750.00 bond maturing at \$1,000.00. Bonds may be bought at third class or larger post offices or direct from the Treasurer of the United States. In addition a beneficiary in case of death may be designated on all bonds that are not under co-ownership.

Savings Bonds may be redeemed by proper identification, the execution of request for payment on the back of the bond being witnessed by a postmaster or executive officer of any

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