



Navy Wins At Poughkeepsie

IT HAD been figured out by the dopesters that the race this year was between the two Western boats, California and Washington. All the Eastern boats were to go along just for the ride. But something went wrong there for the Navy took the lead at the halfway mark and then was never headed.

Buck Walsh, Navy's crew coach at the Naval Academy, fell a day before the big race and so injured his spine that he was confined to the hospital. The entire Navy crew visited their coach at his bedside and vowed that they would bring the bacon home if it killed everyone of them. Well, they did it. Not conceded an outside chance they rowed the race of their lives and crossed the finish line ten feet ahead of California. Washington finished a bare third.

The race was a fast one. A course record was established by Navy which will undoubtedly stand for a long time.

The old Navy Fight carried her sons to another victory. We feel proud to be able to say that we are a part of that Navy.

Nice Work Navy !

(From the San Fran. Chronicle.)

“THE boys of the U.S.S. Houston, anchored off Mare Island, are after me good and proper for writing that Navy didn't do so much
(Continued on Page 2.)

Fourth of July Approaches

MONDAY is the Fourth. Firecrackers, brass bands, lemonade, soda pop, picnics, baseball games, and foot races are the order of the day.

THE Houston finds itself this year spending the 4th in the Navy Yard. Last year we had the good fortune to be the guest of Astoria, Oregon. They showed us a great time. In Vallejo we have most of our families with us. If there is any celebrating done we almost always like to have those who are closest to us around.

On the 4th many accidents will occur—mostly automobile crashes. Firecrackers will start fires and probably injure some children—no sailors, of course. We hope none of our complement will be casualties on this day.

Changes In Officer Personnel

SINCE the 28th of May there have been twelve changes of officer personnel. Ensign Quackenbush started it by leaving for a destroyer. On the 31st he was followed by Ensign A. V. Ely who went to Pensacola. Among the aviators Lieut. (jg) A. G. Dibrell and Lieut. (jg) P. E. Emrick were detached on the sixth and seventh of June respectively. Lieut. (jg) W. C. Jonson arrived on the sixth to fill the vacancy and on the 11th, Lieut. (jg) F. M. Slater arrived.
(Continued on Page 4.)

Early Flags Show Originality

BEFORE the revolution against England, the colonists flew the British Union Jack as their flag. It was a similiar flag to the present “red ensign” of the British Merchant Marine but had a colonial design added to it.

During the conflict the Continental Army flew four main flags of varying design. The Bedford flag consisted of a mailed arm with a short sword with this motto “vince aut morire” on a scroll. Oddly enough this flag was designed by the British for their use.

A second flag almost identical to the present flag of the state of Connecticut was first used at Prospect Hill near Boston.

The Philadelphia Light Horse Troop flag was of yellow silk 40 inches by 30 inches with the letters L. H. worked in the elaborate shielf and rosette arrangement. Below the pattern was a motto scroll. This flag first symbolized the thirteen colonies by 13 blue and silver stripes in the upper left corner.

The flag with seven red and six white stripes and the crosses of St. Andrew and St. George in the blue field of the canton was used both by the Army and the Navy.

There were many other flags used for short periods of a very revolutionary composition or emblematic of the patriotic fervor of the bearers but the above were the four most universally used.
(Continued on Page 4.)