

Uncle Sam's Pacific Fleet

Sixteen Big Battleships Which Will Steam Fifteen Thousand Miles to San Francisco—Santa Claus Will Come Aboard at Trinidad—Magdalena Bay Target Practice



MESS CALL ON THE LOUISIANA.

HATS OFF! The fleet is passing by. More than half way around the earth in sailing distance—about 15,000 miles—to reach a point 3,000 miles away by land, the most magnificent, the most formidable, the most effective of naval fleets sets sail from Hampton Roads, Virginia, for San Francisco.

From the Atlantic to the Pacific, from the east to the west by way of the south, down the Atlantic coast, around Cape Horn, through Magellan strait and up the Pacific coast, these ships of war will plow their way through nearly 14,000 nautical knots of brine. From mid-December until mid-April the whole world will take the progress of the sixteen mighty American battleships and their attendant lesser war vessels. Every nation on the map of the globe will take a keen official interest in the news of the cruise. Intelligent citizens in every clime will follow the dispatches chronicling the onward career of the splendid squadrons. It is an important piece of world news.

In the United States naturally the cruise of this great fleet from the Atlantic to the Pacific will be of the highest interest to the average person. For

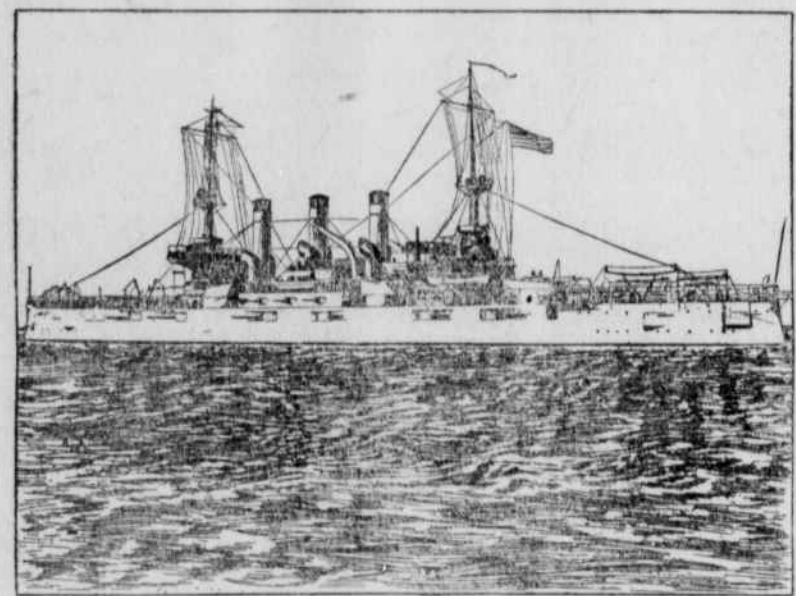
ance. We have no desire to fight England or France, yet we keep the Atlantic coast constantly guarded by powerful fleets. The movement of a great fleet to Pacific waters is but a natural consequence of changed conditions. Secretary of the Navy Metcalf remarked some months ago when this movement was under consideration that it had "practically no significance from a military standpoint." At that time there was some little friction with Japan on account of incidents in San Francisco. That matter was settled amicably, and now the big fleet goes forward with such significance as industrial and commercial conditions may give it.

Under the command of Rear Admiral Robley D. Evans this grandest assembly of American ships that ever plowed the seas is going around the tip end of South America and up through the blue brine of the Pacific to resuscitate and rejuvenate San Francisco.

The sixteen battleships which, with the necessary colliers, supply ships, repair ships and other auxiliaries to an extended cruise, constitute this fleet are as follows:

	Tonnage.	Guns.	Speed.
Connecticut	17,000	24	18
Louisiana	17,000	24	18
Minnesota	17,000	24	18
Vermont	17,000	24	18
Kansas	17,000	24	18
Virginia	15,330	24	19
Georgia	15,330	24	19
New Jersey	15,330	24	19
Rhode Island	15,330	24	19
Maine	13,500	20	18
Missouri	13,500	20	18
Ohio	13,500	20	18
Alabama	11,565	18	17
Illinois	11,565	18	17
Kearsarge	11,540	22	16
Kentucky	11,540	22	16

[Guns of secondary battery not given.]
According to the itinerary mapped out, the ships must travel 13,722 knots



THE BATTLESHIP CONNECTICUT, FLAGSHIP OF REAR ADMIRAL ROBLEY D. EVANS.

six months we have been talking about this proposed movement of warships. For six months Uncle Sam has been making preparations for the voyage. Some citizens have acquiesced with enthusiasm in the plans of the navy department. Others have objected to the cruise on various grounds. Some have looked upon it as a valuable "demonstration" in view of possible Japanese hostilities. Others have commended the plan merely as a matter of exercising our ships and seamen, just to show what they can do when they try. Still others have hinted that it is nobody's business outside of America what we do with our own naval equipment so long as we keep the peace. Opponents of the cruise have held that it is a needless waste of money, while a few of them seem to regard the movement as something akin to the shaking of a red rag in the face of a bull.

Very probably those who hold that it is nobody's business but Uncle



ROUTE OF THE FLEET AND DISTANCES.
Sam's are close to the mark. The United States has two long coast lines to defend, separated by 3,000 miles of land. Until the acquisition of Hawaii, Guam and the Philippines our Pacific coast was relatively unimportant in a naval sense. United States ownership of those islands increased the importance of Pacific coast naval patrol. Japan's growing military and naval prowess further enhanced this impor-

tant. We have no desire to fight England or France, yet we keep the Atlantic coast constantly guarded by powerful fleets. The movement of a great fleet to Pacific waters is but a natural consequence of changed conditions. Secretary of the Navy Metcalf remarked some months ago when this movement was under consideration that it had "practically no significance from a military standpoint." At that time there was some little friction with Japan on account of incidents in San Francisco. That matter was settled amicably, and now the big fleet goes forward with such significance as industrial and commercial conditions may give it.

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While the disposition of the fleet after arrival in San Francisco bay is not definitely indicated, it is safe to assume that the big battleships will do more or less cruising up and down the Pacific coast. It is quite probable that considerable time will be spent in the Puget sound harbors, such as those at Seattle and Tacoma. It may be that a cruise to Honolulu will be included.

"Fighting Bob" and His Men

Three Rear Admirals, Sixteen Captains and Fifteen Thousand Men Who Man the Ships For the Pacific—Robley D. Evans, the Picturesque Veteran Who Commands the Fleet



REAR ADMIRAL CHARLES M. THOMAS.

them any bouquets undeserved to say that they constitute the finest and fittest fighting force that ever trod the decks of steel war monsters.

Robley D. Evans, the commander in chief of the fleet, is perhaps the best known man in the navy. From his

an important incident in naval history. Admiral Evans has seen much sea service, his experience in handling large fleets making him available for command of this expedition. In spite of his sixty-one years he is still a vigorous, active man. The policy of the president and the navy department in preferring younger men for the main commands has not eliminated "Fighting Bob," who is said to possess the spirit of a young man of forty.

In Admiral Evans' fleet are several subordinate commanders who have made distinguished records—men of interesting personality aside from their performances. Rear Admiral William H. Emory, commander of the division of the fleet which includes the great battleships Georgia, Virginia, New Jersey and Rhode Island, with the Georgia as his flagship, is distinguished in the navy for his bravery, his diplomacy and his dress. When he was a young officer he married a wealthy young woman. For years the Emorys lived in the finest house in Washington and were known as most lavish entertainers. William H. Emory, when not in uniform, was gorgeously garbed. It was said at one time that he changed his trousers every hour in the day. The late Admiral Worden remarked, "Emory is not so much of a dude as he looks." In fact, this officer always



REAR ADMIRAL ROBLEY D. EVANS.

flagship, the splendid battleship Connecticut, he will direct the movements of the sixteen great battleships and the other vessels. He has been forty-seven years in the navy, counting from the date of his entrance in the Naval academy. He began his career as an active fighter in the latter part of the civil war. In the assault upon Fort Fisher the young ensign received wounds which gave him a permanent limp and caused him to be retired from the navy for disability. But Evans made a stubborn fight for reinstatement, in which he was the winner. Thus

commanded the respect of his brother officers and the men under him.

A few years ago Emory severely censured a seaman, who remarked later that it was only the officer's uniform that protected him from a licking. Emory immediately doffed his uniform, dressed himself in one of his gorgeous citizen suits, got a shore leave for the enlisted man, met him up an alley and administered the licking himself, though the other man was the bigger. Then he helped the defeated man back to the ship and sent him to the hospital ward.

Rear Admiral Charles M. Thomas, who commands a division of the Pacific bound fleet, consisting of the battleship Minnesota, flagship, and the battleships Ohio, Maine and Missouri, entered the Naval academy only two months later than Robley D. Evans. Admiral Thomas has had very large experience as an educator and trainer of seamen. For years he was senior instructor in ordnance and was in charge of the infantry battalion of cadets at the Naval academy.

Captain Richard Wainwright, commanding the battleship Louisiana, is one of the notable heroes of the Spanish-American war. At the naval battle of Santiago he was in command of the torpedo boat destroyer Gloucester, a converted yacht. He dashed into the thickest of the fight and destroyed the Spanish torpedo boats Furor and Pluton. Later he captured without assistance the Porto Rican harbor of Guanica for use as a landing place for the army of General Miles. The secretary of the navy in presenting Wainwright a sword from the people of his native section said: "There is a roll of honor. Commander Wainwright, which is known as that of the bravest of the brave. On that imperishable roll your name has been written by your countrymen."

The commander of the battleship Virginia, Captain Seaton Schroeder, has distinguished himself not only as a naval officer in sea service, but in civil life as governor of the island of Guam for two and a half years. Governor Schroeder established a school system on the island and in other ways helped to Americanize Guam. He is also an author, having written a work entitled "Fall of Maximilian's Empire" and several notable magazine articles.



CAPTAIN RICHARD WAINWRIGHT.

was saved to the navy an officer who for a generation past has been its most picturesque character and one of its ablest men.

Rear Admiral Evans is now near the age of retirement for naval officers. It is said that he is highly pleased with his assignment to command the fleet on the cruise to the Pacific, thus rounding out his long career with a service of unusual distinction, which will be

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