

WHAT COULD OUR OWN NAVY DO?

Then comes the Idaho class, of 15,000 tons, with four waterline and eight eight-inch guns in a single line, and such a powerful broadside as to make any other battleship in the world seem like a toy. This is a seventeen knot type and is represented by the Idaho and the Mississippi. The latter is a complete belt at the waterline, and covering all except nine feet at bow and stern, where the armor gradually tapers off until it is four inches thick.

At least in tonnage and their speed is to be 22 knots. Their waterline belt will be 2 1/2 and 6 inches of steel and their gun turrets will be armored in a 6 1/2 inch plate. They will all be built in the American cities.

Armored Ships for Each State.
The exceptions to this rule of uniformity are the battleships Kearsarge, Oregon, and California, which are in New York, each named after the cities of those names, and the armored monitors Arkansas, Florida, Nevada and Wyoming.

average age of battleship commanders is 45, and the average age of the captains of the five heaviest Japanese ships in the light in the Sea of Japan was 43-4 years.

The Gannery of Our Men.
Much has been printed about the fine gannery of American sailors. It is a common source, official and unofficial. To prove that the American view of it is not an exaggerated one, the writer has examined Spanish and German reports of our men in the following references to American gunnery in sources of which can be suspected of flattery:

Lieutenant Jose Y. Tejedo, the second in command of the Spanish cruiser Reina Mercedes was sunk the hostile ships fired on her with the same accuracy as if it were a target.

The Spanish officers reported that during one of the bombardments the American ships to the east of the harbor were firing at the Mercedes, and "though she was hidden from them by the hill of the harbor, the accuracy of their fire was so great that at this time, too, large caliber shells fell all around the Reina Mercedes and the Vizcaya."

These bombardments, it must be remembered, were made by the American ships, and not to approach the Spanish batteries, and the Spanish vessels were anchored under the protection of the land, and only the protection of the land saved them from destruction.

Commander Jacobson of the German cruiser Geier, which was almost constantly on the scene of the Cuban naval operations, will be accepted as a witness who does not owe to the German admirals the attitude of official Germany toward America at the time.

"The Union need fear no comparison with other nations so far as personnel is concerned. The American sailor does not mean to be misunderstood and does not mean to give the impression that the American navy is above all censure, and should be taken as a model in every respect. Not at all. Everywhere, I will only call to mind the taking off of the armor plates of the Iowa and several other gun construction. And the bodies were probably broken up by the explosion. But in what navy are such defects not found?"

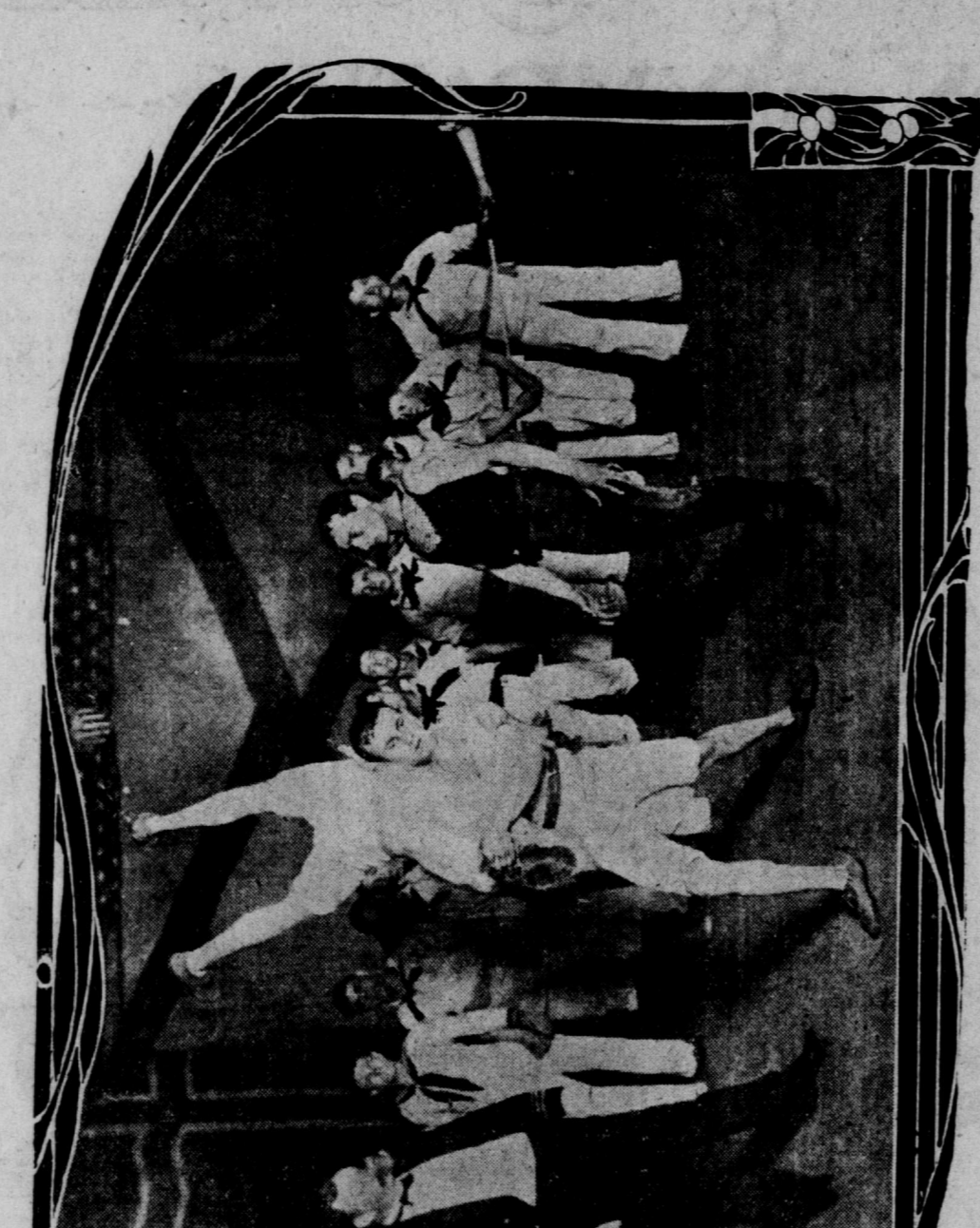
Referring to the fact that the naval bombardments did not destroy the Spanish coast fortifications are extremely hard to put out of action, even with an expenditure of large quantities of ammunition. The American method of firing may, perhaps, be susceptible of improvement. But the American naval officers may take comfort in the thought that other seafaring nations would not have done better in their place—perhaps not so well; for no navy, with the exception of the British, has ever been able to maintain a time of peace to make the bombardment of coast fortifications the subject of thorough practical study."

Rear Admiral Pludemann, in commenting on the gannery of the fact that a great number of the American shells did not explode, owing to the defective use of the naval fuse used at that period—a defect which has been recognized by the Americans and corrected by a complete success and achieved such destructive fires," says he, "it was because of the comparatively large number of hits."

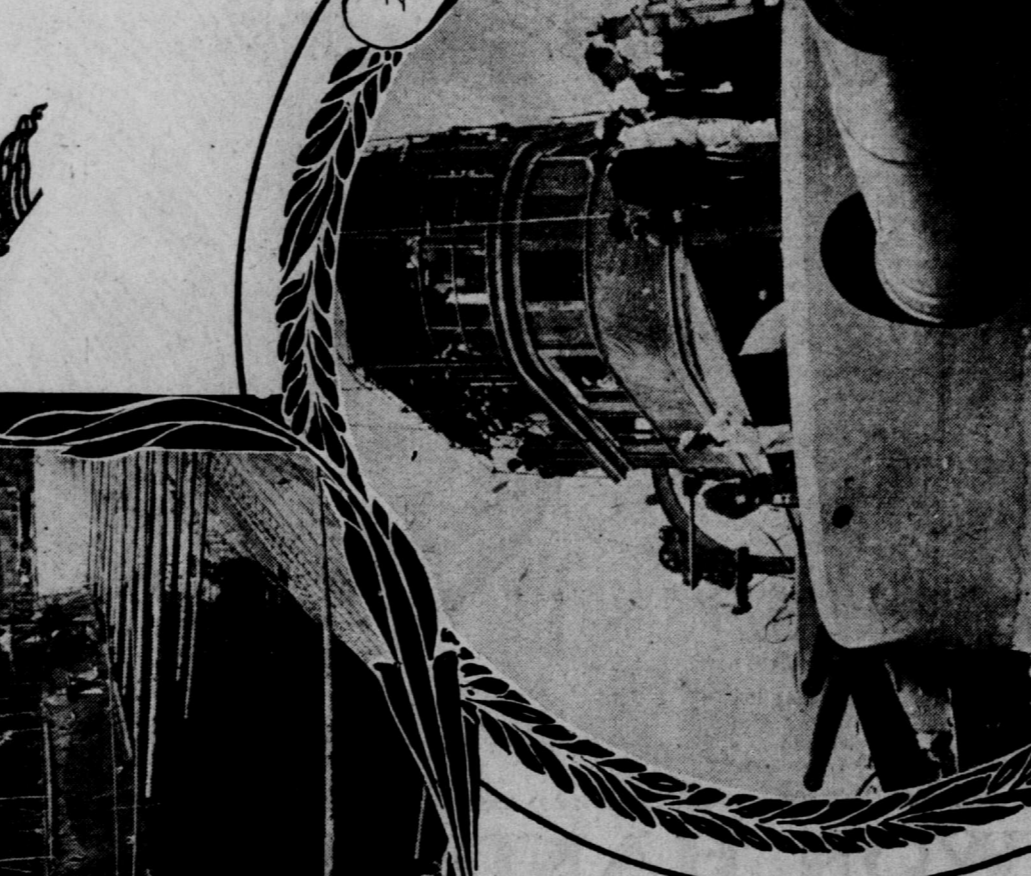
Since that time there has never been a commission have not been drilled in the swiftest and most accurate use of their armament, from big guns to the smallest rapid fire.

Of the remaining seven-ton ships, the Merrimack was sunk in twelve, ten and eight inch rifles in the turret, to enable the men to practice with the big guns freely without making it necessary to use up the enormous amount of powder which would be consumed in the discharge of the great guns. Simple as the device looks, it is based on most intricate calculations. Its effect is that the crew learns to swing and slight the gun on any sort of a vessel, and the gunner discharges a small rifle suspended over it and this sends its projectile into a target suspended on the ship. The records on the target tell the crew how far they are from the mark, and if not, how far they are from the mark.

In the actual practice with the great guns, which is frequent, the men must be drilled in the use of the gun, and the accuracy of the gunnery. American navy gunnery records are abundant. In the Spanish war, the accuracy of our ships' batteries in war, for every shot that is fired is an aimed shot, and for the swiftest firing ever reached.



KEEPING THE MEN IN THE PHYSICAL CONDITION



THE BATTLESHIP OREGON'S CRUISER FORWARD TURRET

The only States that are still to receive money from the sailors on deposit, and pay 4 per cent interest on it. Money so deposited is forfeited to the Government if not expended in June, 1904. One might almost call that a bond of more than half a million dollars put up by the nation's sailors for the benefit of the Government. It is a fact that in the last three years being almost one-third as high as Great Britain, and millions more than France and Germany. The administration of the department may justly be called economical. That it is usually so dubious in civil life is not to be wondered at. The money is spent for ships, guns and men and not for clerks or sailing wax.

That it is not badly spent may be deduced from the fact that the Government has bought in Spanish war, eighty-five are still on the list and in active service, despite the fact that the Government could expropriate detailed little control of the remaining seven-ton ships, the Merrimack was sunk in front of Santiago, two were wrecked, and five are serving the War Department as transports. That the Government has not turned out a single ship is a fact.

The 265 vessels of all kinds carried on the active lists by name do not comprise all that there are of the floating elements of the fleet. There are 117 warships, 117 lighters of all kinds and twenty-three caucos, which are Philippine boats captured and bought in the Philippines. In addition to all these are the small cutters carried by each ship. There are more than 1500 of them.

The Naval Organization.
The system that cares for and uses all these craft has an admiralty of 28 admirals. Then follow in order of rank 380 captains, 122 lieutenants, 190 lieutenants, 338 lieutenants, 170 ensigns, 160 midshipmen, sixteen medical directors, fifteen medical inspectors, eighty-six surgeons, 260 assistant surgeons, 100 pay directors, inspectors and paymasters, and for the swiftest firing ever reached.

pieces. Four torpedo tubes project before the stern of each. They cost more than the battleships, for while the estimated cost of the Idaho and Mississippi battleships is three million dollars each, the armored cruisers at least before they are ready for sea.

This is an amazing growth since the day of the "White Squadron," the "Squadron of Evolution," of which the country was so proud just twenty years ago. The four ships of the White Squadron, the Oregon, the California, the Texas and the Brooklyn, that little gathering of ironclads with both armor-piercing projectiles to crush the waterline armor and smaller shells to affect upper works and personnel.

The new type has a preponderating speed. The Oregon and California are 20,000 in tonnage, more than 100 feet in length, 5000 in horsepower, and having almost double their armor belt at the waterline the terrible battery power of the new type, the Brooklyn carries a main battery of eight eight-inch and

WHAT COULD OUR OWN NAVY DO, II?
You have undoubtedly asked yourself and others that question numerous times since you read how Tokyo sent the Russian fleet to the bottom of the Sea of Japan in a two days' fight. You have had brought home to you as never before, the importance of the navy. Therefore:

WHAT COULD OUR OWN NAVY DO, II?
Here is the answer in cold facts and figures. But they are not dull facts and figures. They are hot with interest to every red-blooded American. And they contain many surprises. For example, how many Americans know that within three years we shall have twenty-five battleships; that the navy itself has been quadrupled in seven years; and that the 1413 great guns which we shall soon have ready for any emergency on our floating fortresses will almost equal in weight the entire tonnage of the navy we possessed at the beginning of the War of 1812?

But read the answer for yourself, and then, the next time some one asks you, "What could our own navy do, II?" you will be able to give a reply that will make his backbone thrill with pride and cause him to have no fear about what the navy would do, II—

WHAT COULD OUR OWN NAVY DO, I?
A LITTLE more than 100 years ago, the United States frigate Constitution, then one of the finest fighting craft of the world, held the sea with a battery of thirty-two twenty-four-pounders on her main deck and twenty-three smaller guns on her secondary armament. She was a wooden-hulled vessel, and could have thrown 140 pounds of cast iron.

Today the New Hampshire type of battleship carries seventy-four guns and weighs 15,000 tons. A single broadside will send out in one discharge of her main battery 3200 pounds—more than a ton and a half of metal—with an energy of more than 70,000 foot tons. And the six battleships of that class which are building now are designed to fire such broadsides as fast as they can get them forth in action.

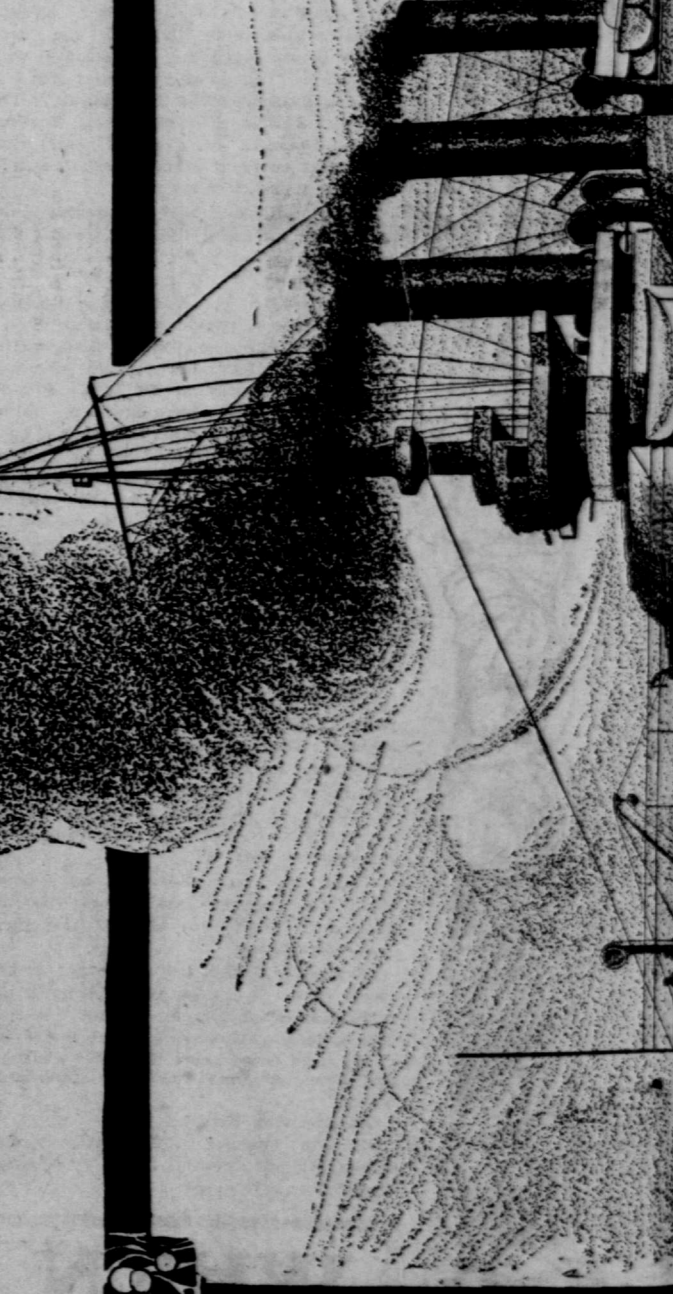
In February, 1886, the United States had about in commission:

Four first-class sea-going battleships, one second-class turret sea-going battleship, two armored cruisers, thirteen protected cruisers, fifteen gunboats, six steel turret monitors, one dynamite cruiser, one ram, six torpedo boats.

This fleet was augmented by the hurried conversion of purchased vessels, mostly mercantile, when the Spanish-American war began. But the real navy was as given.

LET FOR FIGHT TO-DAY.
To-day the United States navy almost and fit for immediate service is:

Eleven first-class sea-going battleships, one second-class turret sea-going battleship, two armored cruisers, fifteen protected cruisers, three unprotected cruisers, twenty-three light cruisers, six composite gunboats, four steel gunboats, one ram, one dynamite-turret cruiser, one armored ram, sixteen torpedo boats.



BATTLESHIP OREGON IN BROOKLYN NAVY YARD DRY DOCK