

Big Cruisers Fast and Well Manned

The cruisers of the "Big Four" squadron are among the newest and the best of all the ships of Uncle Sam's fighting line. Powerful, swift and fully manned they are individually worthy of the position they hold in the second navy of the world in point of number of ships and tonnage and the first navy in the world in point of a record of uninterrupted victory.

The four cruisers composing the First Division of the First Squadron of the Pacific Fleet, the West Virginia, Colorado, Maryland and Pennsylvania, are all of the "California" type, of which there are six in the navy. Of the four now here, the West Virginia and the Pennsylvania are sheathed and coppered and have each a tonnage of 13,890 tons; the other two have a tonnage of 13,400 tons. The cruisers are 502 feet long, of

seventy-foot beam and draw twenty-six and a half feet.

The cruisers are powerfully armed, the big eight-inch guns being of the 1899 model. Of these each vessel carries four. Of six-inch guns each cruiser presents seven on a broadside, fourteen in all. Each has eighteen three-inch guns, twelve three-pounders, eight one-pounders, two gattlings and six colts. Two submerged torpedo tubes are also a formidable part of the fighting equipment of each of the members of the squadron.

The ahead fire of each of the cruisers consists of two 8-inch guns, four 6-inch guns and six 3-inch. On a broadside projectiles can be hurled from eleven guns of the main battery, including the four 8-inch turret guns.

The machinery consists of two sets of four-cylinder triple expansion engines, operating two screws and capable of driving the cruisers at a rate of twenty-two knots.

WHY THE BIG FOUR CAME HERE

(Continued from Page One.)

Official confirmation of it was several weeks, and long after it was generally accepted—so strictly limited to the needs of the movement were the orders regarding it—Admiral Very expressed disbelief in the rumor because he had received no orders concerning it.

But the bringing of a fleet of battleships to the Pacific necessitated changes in the assignment of the naval vessels already there. A rearrangement of the naval forces was a natural sequence. That is now going on. Partly because of it, the present squadron is here.

But there are other reasons. The present naval rearrangement has its educational side. The American people must be educated up to the reasons for it, and also put to a willingness to sustain an enlarged naval program. The people must be taught in some degree the purpose of this movement and of the larger plans for the navy. The importance of Hawaii from a military and naval point of view must be impressed on the public. The sending here of a considerable squadron is a part of that purpose. The same reasons make it very probable that the battleship fleet will come here, a matter that for some time was in doubt, and in the minds of some is still in doubt.

To recapitulate, the present squadron, a really formidable one, is here as a part of the political and naval strategy which was forced on the administration and the country by the sudden and serious Far East situation that, if not brought to a crisis, was brought clearly into view, and unmistakable as to its seriousness by the action of the San Francisco School Board last year, a situation which Japan has really created and of which the rapidly intensifying and widely spreading anti-Asiatic feeling throughout the world, are symptoms.

The first announcement of the coming of the present squadron was many weeks ago. But it was a confused report, uncertain in tenor and not fully verified for a considerable time afterward. In fact there seems to have been uncertainty in the announcements regarding it from the first, perhaps a purposeful uncertainty. Even as to the time of sailing of the squadron there was uncertainty, and it was not actually known here when it would sail until after it had actually sailed. Mail steamships arriving from the Far East for the past six weeks have brought contradictory reports. However, shortly after the sailing of the squadron from Yokohama, announcements and orders concerning it were made public here, and its arrival was timed to within a few hours of the actual fact.

The squadron consisting of the armored cruisers West Virginia, Maryland, Colorado and Pennsylvania, arrived here Monday, September 2, 1907. It had been expected that communication by wireless either from the Naval Station apparatus or that of the cruiser Cincinnati, which was in port, would be established while the squadron was still several hundred miles from here. But such was not the case for some reason, which has not been made very clear. In fact the squadron

was sighted from Waianae, the south-westerly part of this island, before wireless communication was established, though wireless communication was established very soon afterward.

Mention of the Cincinnati in connection with wireless communication to the squadron, makes some mention of the visit of the Raleigh and of the Cincinnati desirable in this connection. The Raleigh and the Cincinnati are cruisers of much smaller size, and inferiority of armor and armament to the four vessels of the squadron now in the harbor. They have been for a long time in Far East waters and were attached to the Asiatic Station. They were sent from Yokohama here and hence to the coast with the short-term and time-expired men of the Asiatic Station in their crews, and with homeward bound pennants flying. Both vessels are to go out of commission and to undergo extensive repairs. The Raleigh, under command of Commander Peters, arrived here Sunday afternoon, August 25, and sailed for Mare Island August 29. The Cincinnati, Commander Quinby, arrived here two or three days later than the Raleigh and sailed for Mare Island September 2, a few hours after the armored cruiser squadron had been

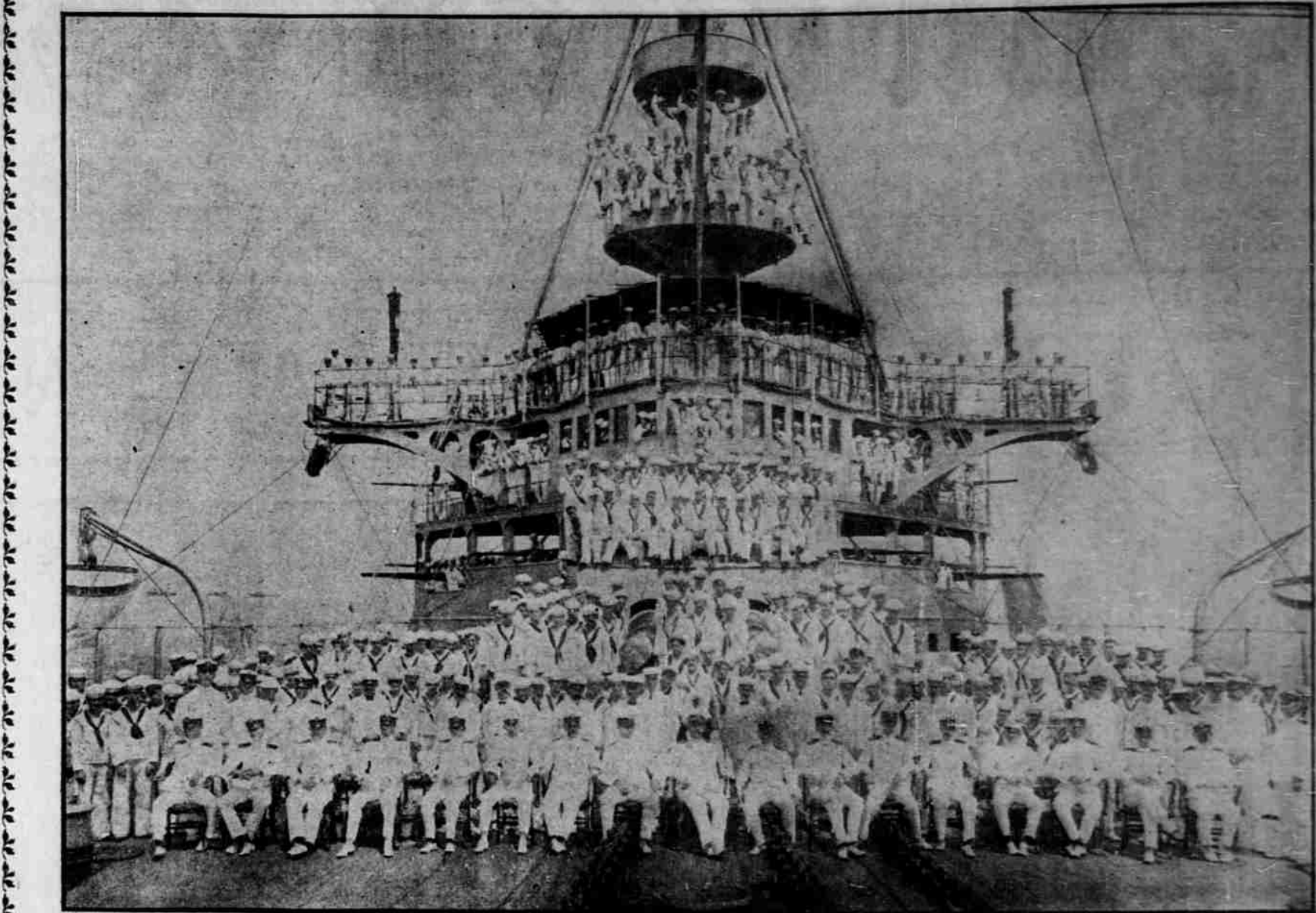
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side the channel, launches were sent in from the squadron for the mail for the several vessels, and there was other communication. Later in the afternoon the vessels of the squadron came into the harbor, all but the Maryland which came in the next morning, wharf facilities not being sufficient in the first day.

The West Virginia, Admiral Dayton's flagship, came in first, coming up to her wharf at 4:30 o'clock and being saluted from the naval station as she came down the channel. Admiral Very called on Admiral Dayton very soon

after the West Virginia was at her wharf and the call was returned promptly. The other vessels of the squadron each received its due ceremonial, and four imposing war vessels lay at wharves in Honolulu not distant from each other.

Coaling operations on the squadron began very promptly and now each of the four is coaled for the voyage to San Francisco, though they are not scheduled to sail until September 19, making a stay here of more than a



Captain Ward, OFFICERS AND CREW, U. S. S. PENNSYLVANIA.

fortnight.

The presence of the squadron has been a real event. Thousands of people have visited the vessels, for the greatest courtesy has been shown visitors by the commanding and other officers and men of the squadron. The visit of the school children to the squadron on Tuesday, September 10, was perhaps a most interesting incident in the stay of the squadron here. Something like 2000 school children accepted the invitation extended by Admiral Dayton between the hours of two and four. They came by schools,

men have indulged in horseback and carriage riding, and bicycle riding ad libitum. They have gone on four through every part of the town. They have been liberal purchasers of all kinds of merchandise. They have given the town a life and gaiety that will make the contrast very striking when the squadron leaves.

On the whole the men have been excellently behaved. There has been very little complaint of vandalism or annoyance from the men and there has been little friction with the police. For the entertainment and accommodation of the men a good deal has been done. Under the leadership of the Salvation Army a vacant store at the corner of Fort and Merchant streets, has been fitted up as a reading and writing room, and reception room. The Y. M. C. A. and the Seamen's Institute have kept open house and made the men welcome.

The Minstrel and Vaudeville company of the cruiser Pennsylvania gave a very excellent minstrel and vaudeville performance at the Hawaiian Opera House Saturday evening, September 7, which was well attended both by townspeople and by men from the fleet.

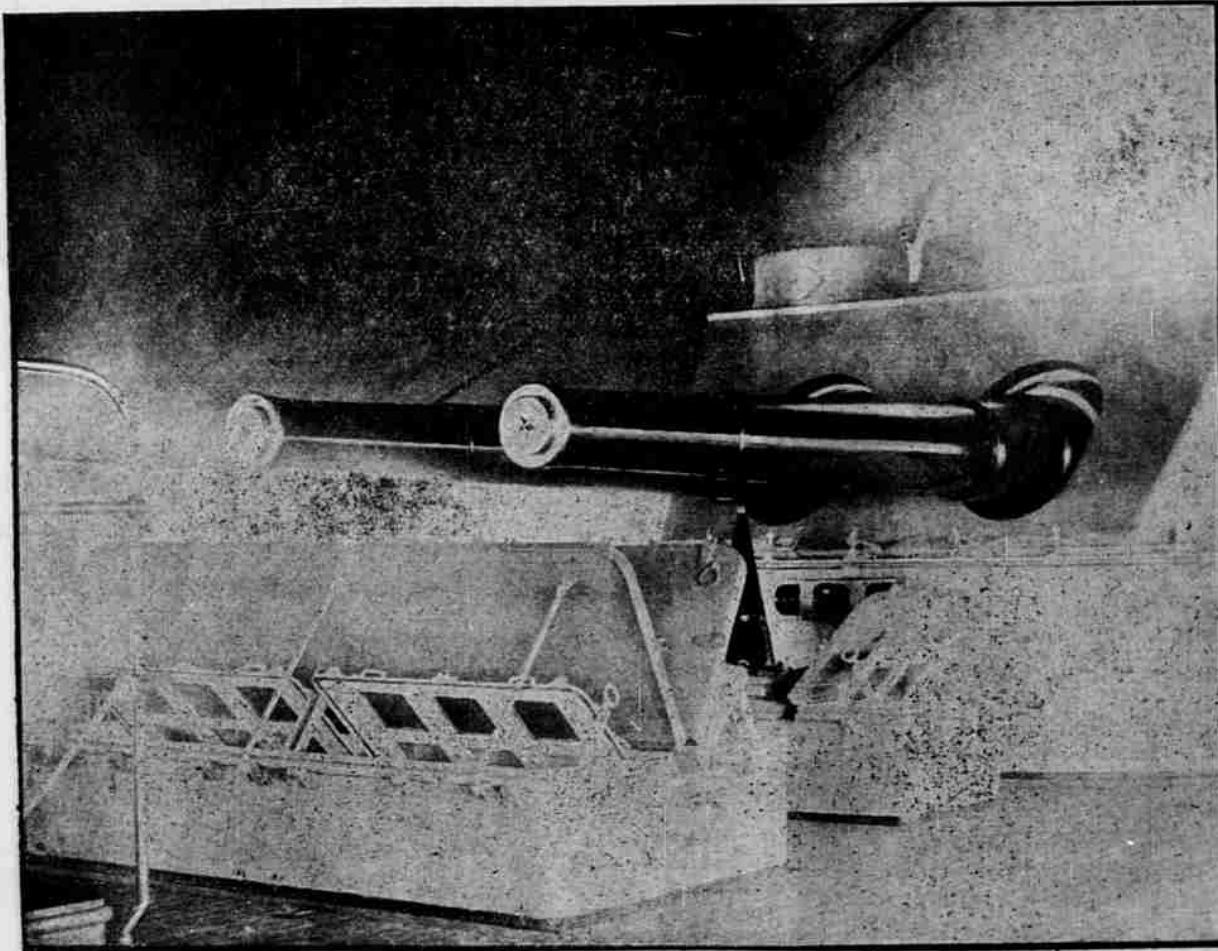
In official circles there has been a formidable succession of calls and return calls. The Consular corps, Federal officials and Territorial officials have all been scrupulous in this matter and a list of the calls made and those who made them or returned them would almost fill a "Blue Book." Governor Frear and Secretary of the Territory Mott-Smith gave a formal reception in honor of the officers of the squadron at the Alexander Young Hotel last evening.

There has been a good deal of private entertainment of the officers during their stay here and there will no doubt be a great deal more during the remainder of their stay here.

The visit of this squadron has been an event in the history of Honolulu, and will no doubt prove an important incident in the naval development of the Pacific.

THE PORTS VISITED.
After leaving Newport on September 8, 1906, the West Virginia visited Gibraltar, Naples, Piraeus, Greece, Port Said, Egypt, Port Tewfik, Egypt; Bombay, India; Colombo, Ceylon; Singapore, S. S.; Cavite, P. I.; Target Range, Manila Bay; Manila; Hongkong, China; Woosung, Nankin; Kobe, Japan; Subig Bay, P. I.; Cavite, P. I.; Yokohama, Japan, and Honolulu, making the voyage from Yokohama to this port in fourteen days in disagreeable weather. The arrival of the cruiser here was the anniversary of her departure from the United States.

The flags on an American man-of-war cost \$2,500.



AFTER TURRET GUNS OF U. S. S. PENNSYLVANIA.

The Second Fleet

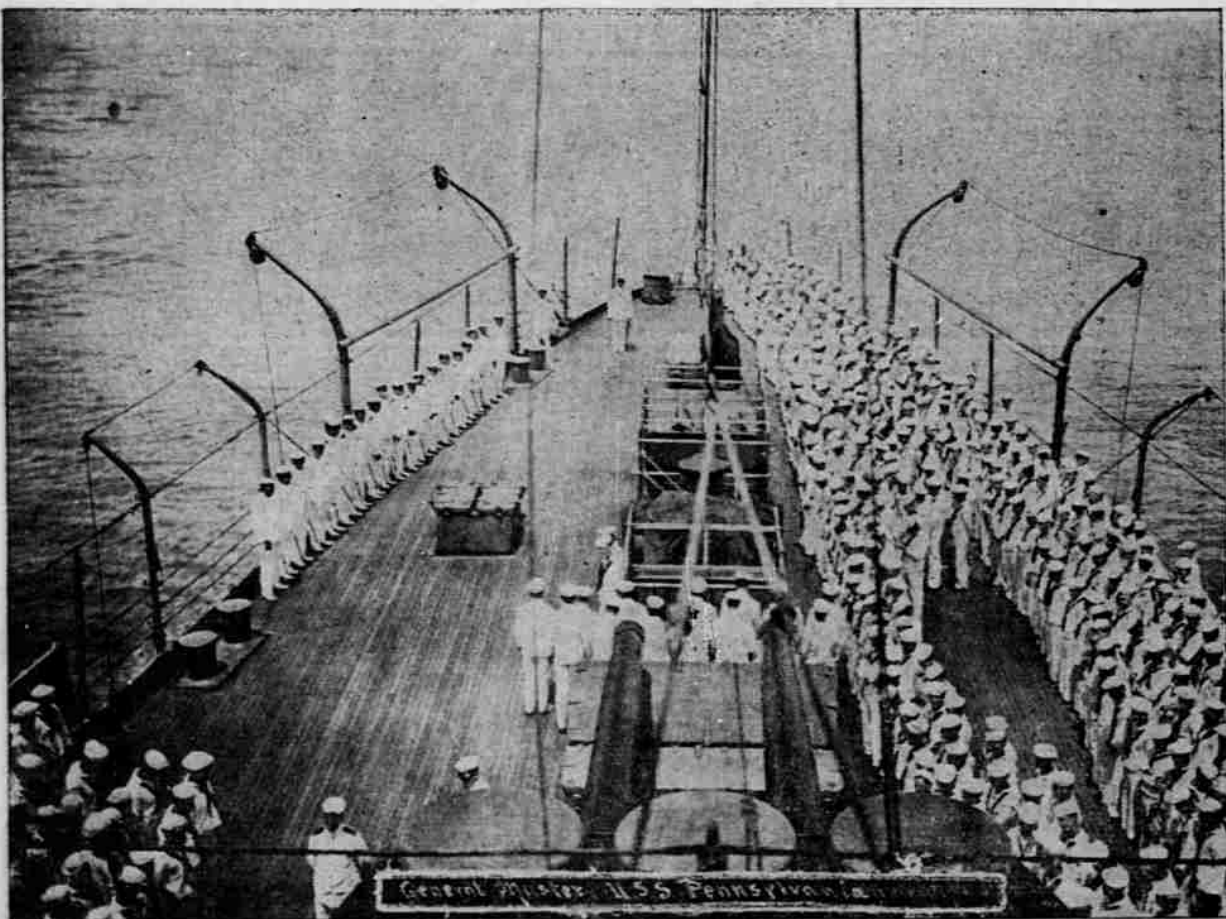
The statement of Brassey's "Naval Annual," that the American navy is now the second in the world has a new confirmation in the 1907 edition of Mr. Fred T. Jane's "Fighting Ships." Mr. Jane's testimony is of especial interest, because he has always taken a rather critical attitude toward the navy of the United States, refusing to accept its fighting strength at its paper value. He says now:

"The extraordinarily high figures for United States ships affords food for considerable thought, for both in ships with high-powered guns or impervious to vital injury at long range, the United States fleet is superior to any other navy in the world, even by the inclusion of 40-calibre 12-inch types extinct so far as new ships are concerned, the United States is an extremely good second, and the corresponding lead in invulnerability outside seven thousand yards is considerably increased."

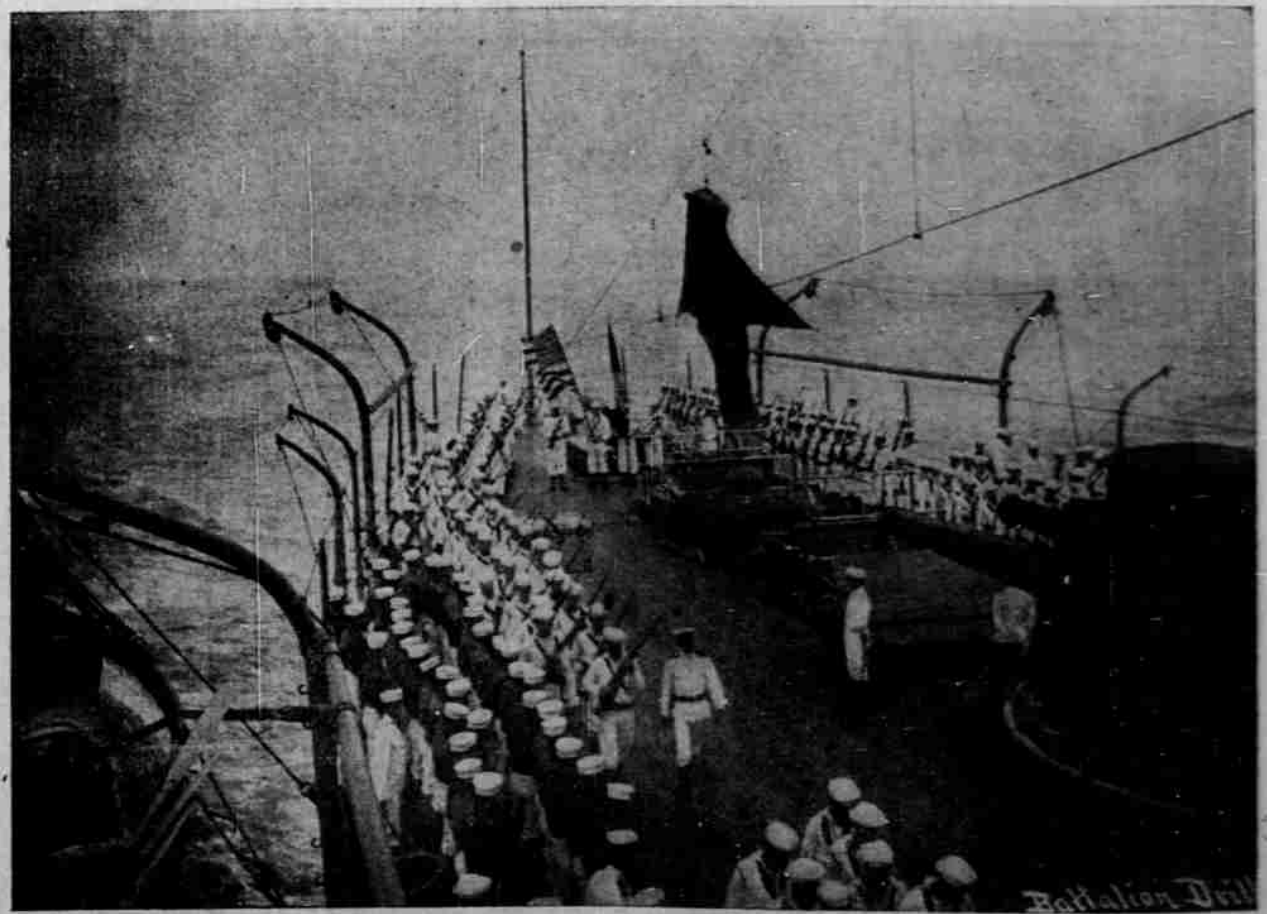
Mr. Jane is the naval expert of the "Statesman's Year Book," and his calculations in that manual, showing in terms of Dreadnoughts that the United States possesses the second fighting fleet in the world have already been noticed in these columns. According to this computation the strength of the British navy in 1907 is equal to twenty-nine Dreadnoughts, that of France to eleven, that of Germany to ten and that of Japan to seven. At the end of 1910 the British fleet will be equivalent to forty-one Dreadnoughts, the American to twenty-one, the French to a little less than twenty, the German to a fraction over sixteen, and the Japanese to eleven.

Of course, the defects recently pointed out in American ships by such domestic critics as "The Navy," have not escaped the attention of foreign experts, but they know that foreign vessels have their faults, too. And there is one respect in which the American navy is much stronger than the foreign experts give it credit for being—namely, in the character of the personnel. The surprising hallucination still prevails abroad to a great extent that American crews are a conglomerate mixture of mercenaries of all nationalities, the truth being that ninety-five per cent. of them are citizens, and almost all of those native-born. The melancholy series of accidents we have had of late, painful as it has been, has at least served the purpose of bringing into bright relief a courage and a discipline that have never flinched under any test. Those accidents themselves were the result of a too eager desire to excel, pressing

(Continued on Page Three.)



ALL HANDS FORWARD.



BATTALION DRILL ABOARD U. S. S. PENNSYLVANIA.