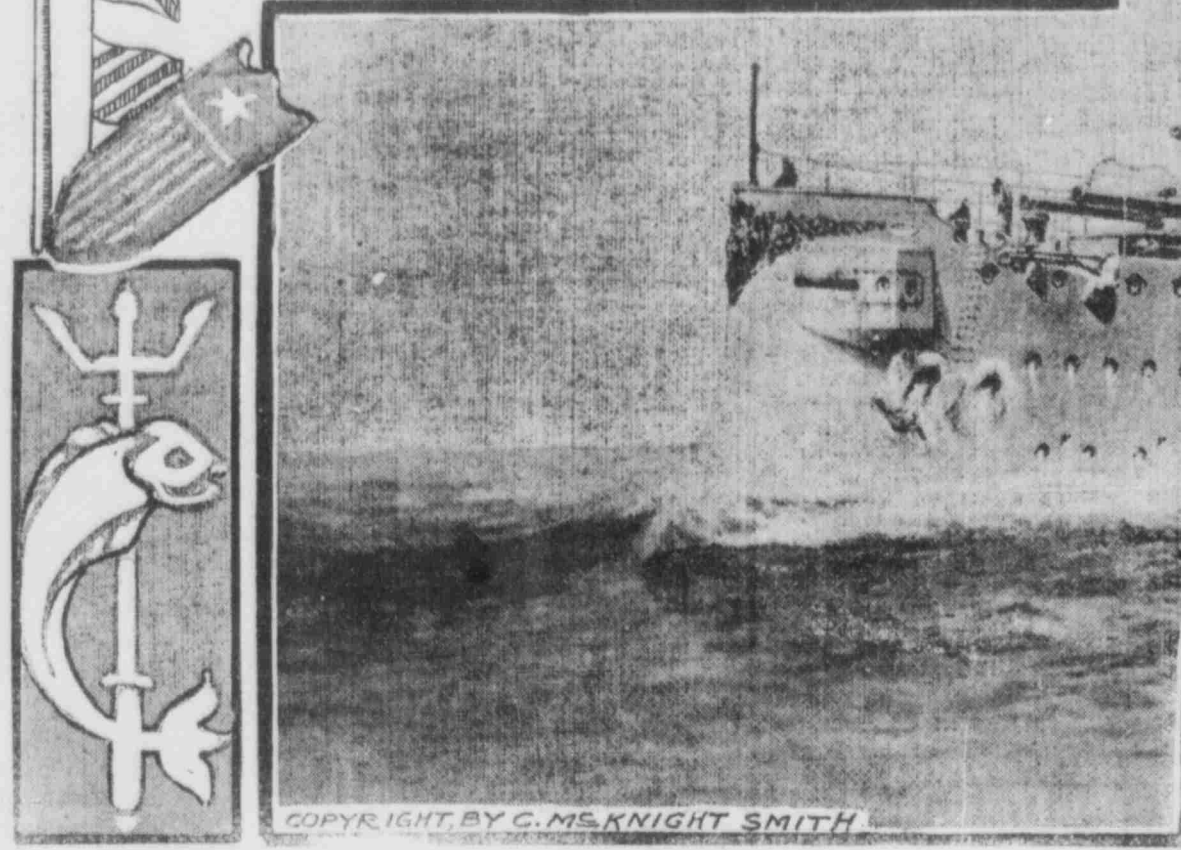


# UNCLE SAM'S NAVY

## AS IT IS TO BE



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 THE BATTLESHIP DELAWARE, FIRST AMERICAN DREADNOUGHT.

**T**HE return of the sixteen battleships of the United States to Hampton Roads after a cruise of the world was another page added to the naval history of the world. Unparalleled as it was, as full of interest as it is and ever will be, it is only a part of the story of the United States navy, which has leaped into second place as a sea fighting force.

On the day of the return of the fleet the keel of another in the class of Dreadnoughts was laid at Camden, N. J. This will be known as the Utah. She will be the state ship of the Florida. The contract price, without armor or armament, is \$3,946,000. Her tonnage will be 1,000 tons greater than the North Dakota or the Delaware, both in the Dreadnought class.

A few days before, Feb. 17, the United States senate voted for the construction of two 26,000 ton battleships. When these two are completed and the Utah is afloat the United States will have, with the completion of seven under construction, thirty-four first class battleships.

In 1830 the United States navy was to recall a paragraph that went round the globe at that time, "The laughing-stock of the world." It was below several of the South American republics. The present showing recalls another quotation, "He who laughs last laughs best." Put in another way, since this country was the laughing-stock of the world as a naval power it has spent for the construction of first class battleships nearly \$90,000,000. This does not include the contract price of the Utah, nor, of course, the cost of the two 26,000 ton battleships voted for recently by the United States senate.

With the completion of the last two the navy of this country will have the two biggest sea fighters in the world.

With due respect to its army, every nation of the globe is judged today as a power by the rank of its navy. This has been the glory and the strength of Great Britain.

"We come next" is spoken with pride by every American. The country's fighting force on the sea justifies exultation. The showing submitted is for first class battleships only, and the cost of each is given its proper place:

Alabama	\$2,520,000
Connecticut	4,200,000
Georgia	3,200,000
Idaho	2,950,000
Illinois	2,380,000
Iowa	3,960,000
Kansas	2,910,000
Kentucky	2,250,000
Louisiana	2,250,000
Maine	2,850,000
Massachusetts	2,060,000
Minnesota	2,360,000
Mississippi	4,110,000
Missouri	2,380,000
Nebraska	2,730,000
New Hampshire	3,740,000
New Jersey	2,820,000
Ohio	2,820,000
Oregon	3,220,000
Rhode Island	3,460,000
South Carolina	2,260,000
Texas	2,550,000
Vermont	4,170,000
Virginia	2,260,000
Wisconsin	2,970,000

Following are the names of the first class battleships under construction: Michigan, South Carolina, Idaho, Delaware, North Dakota, North Carolina and Montana. The construction cost of the Delaware is \$3,937,000, of the Michigan, \$3,535,000, of the North Dakota, \$3,577,000. The keel of the Delaware was laid in 1907, of the Michigan in 1908, of the North Dakota in 1907.

The armored cruisers of the navy are: The Brooklyn, California, Colorado, Maryland, Montana, New York, North Carolina, Pennsylvania, South Dakota, Tennessee, Washington and West Virginia.

Following is a recapitulation of the entire navy: First and second class battleships, 27; armored cruisers, 10; cruisers, first class, 12; second class, 7; cruisers, third class, 18; torpedo boat destroyers, 16; torpedo boats, 26; submarines, 12; monitors, 10; wooden cruisers, 4; gunboats, 35; transports, 7; supply ships, 7; hospital ship, 1; collier, 1; converted yachts, 24; tugs, 42; training sailing ships, 5; receiving ships, 2; unseaworthy for sea going, 10; under construction or authorized first class battleships, 7; torpedo boat destroyers, 15; submarines, 16; gunboats, 1; colliers, 7; tugs, 2.

Officers on the active list are 1771 commissioned and 597 warrant officers; on the retired list, 878 commissioned and 84 warrant officers. The enlisted strength allowed by law is 44,500 men and apprentice seamen.

The marine corps consists of 267 officers and 9,213 men. Major General George P. Elliott is the commandant. Besides one admiral, George Dewey, there are 27 rear admirals.

The navy yards are at Brooklyn, Charlestown, Portsmouth, Kittery, opposite Portsmouth; Philadelphia, Mare Island, Washington, D. C., and Puget sound. There are 19 naval stations in this country and its possessions.

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According to the last official orders of the department the distribution of the navy was:

Atlantic fleet, first squadron, Rear Admiral Charles S. Sperry commanding. First division, Connecticut (flagship), Kansas, Vermont and Minnesota.

Second division, Rear Admiral Richard Wainwright commanding, Georgia (flagship), Nebraska, New Jersey and Rhode Island.

Second squadron, third division, Rear Admiral Sealon Schroeder commanding, Louisiana (flagship), Virginia, Ohio and Missouri.

Pacific fleet, Rear Admiral William T. Swinburne commanding. First squadron, first division, West Virginia (flagship), Colorado, Maryland and Pennsylvania.

Second division, Rear Admiral Uriel Schuss commanding, Tennessee (flagship), California, South Dakota and Washington.

Second squadron, third division, Milwaukee and St. Louis; C. C. Rogers commander of the Milwaukee, Albert Gleaves commander of the St. Louis.

Fourth division, no vessels assigned. Third squadron, first division, Rear Admiral Giles B. Harbor commanding, Rainbow (flagship), Charleston, Chattanooga, Cleveland, Denver and Galveston; second division, Concord, Wilmington, Helena, Villalobos, Callao and Samar.

Resting in this connection, especially in view of the leap which the United States navy has made, to recur to the early history of the department. The origin of the department dates from Oct. 12, 1775. At that time congress authorized the equipment of two frigates and fourteen guns. Before the end of that year fifteen vessels of from twenty to thirty guns were authorized. The affairs of the navy were then referred to a "marine committee." The navy department was created in 1798, Benjamin Stoddard being the first secretary. Before the end of 1864 the navy took a back seat for some time. Congress cut down appropriations and naval affairs were at low ebb. In 1866-82 only a few vessels were authorized. Five monitors, from 4,000 to 6,000 tons were ordered and about a dozen wooden cruisers. Several old vessels were ordered to be repaired. It was at this time that we were the laughing-stock of all the civilized world.

In 1882 a board was appointed by the secretary of the navy to recommend the needs of the service. The board recommended the construction of sixty-eight vessels of various types. Congress was not in a receptive mood at the time and made appropriations for only two, but at the next session it increased the number to four, but reduced the size which the board had recommended. It also made a cut in the number of officers recommended, and this effectively blocked promotion for ten years. Work on five monitors which had begun in the seventies was stopped.

In 1882 interest was revived by an appropriation of \$400,000, and the next session of congress made an additional appropriation of \$1,000,000, but the succeeding congress withdrew all unexpended balances of this appropriation.

Occasionally from that time on congress made some additional contributions to the navy. In 1886 the Maine and Texas were provided for, and in 1890 three battleships of the Oregon type were ordered. These were called "coast line battleships." Then the Iowa was authorized. She was called a sea-going battleship.

Then came the war with Spain. Although that country was a second class power, attention was quickly called to this country's state of unpreparedness, so far as fighting chances

on the sea were concerned. Congress realized the situation with commendable suddenness. Several heavy battleships, armored cruisers and torpedo boats were authorized.

In 1899, for the first time in twenty years, congress passed legislation of importance concerning the officers of the navy. From that time until the present every additional appropriation for the betterment of the navy has met with stubborn resistance in some quarters. The present efficiency of the department has come about through great tribulation, but it has steadily advanced. The recent cruise of the world's seas, which had a splendid welcome in Hampton Roads, has revived interest in the fleet. It had a corresponding effect on other countries.

The head of the navy department is a civil officer, as is his assistant. The department consists of eight bureaus—navigation, ordnance, equipment, construction and repairs, steam and engineering, yard and docks, supplies and accounts, medicine and surgery and a judge advocate general. Strategical and tactical matters are controlled by the general board, which is similar to the general staff of foreign services.

How do we compare with other powers in respect to sea fighting vessels? A brief resume of other first class powers on the sea will answer the question:

Great Britain.—Model battleships, 55; old battleships, 2; armored cruisers, 35; first class cruisers, 19; second class, 32; third class, 14; scouts, 9; torpedo gunboats, 17; torpedo boat destroyers, 158; torpedo boats, 167; submarines, 61.

United States.—Model battleships, 27; old battleships, 4; armored cruisers, 8; first class cruisers, 5; second class, 7; third class, 18; scouts, 2; torpedo gunboats, 40; torpedo boat destroyers, 16; torpedo boats, 26; submarines, 19; monitors, 10; unprotected cruisers, 10; Germany.—Model battleships, 24; old battleships, 4; armored cruisers, 14; second class cruisers, 11; third class, 10; torpedo gunboats, 21; torpedo boats, 47; submarines, 4.

Japan.—Model battleships, 14; old battleships, 5; armored cruisers, 12; first class cruisers, 3; second class, 12; third class, 2; scouts, 2; torpedo boat destroyers, 62; torpedo boats, 95; submarines, 16.

France.—Model battleships, 25; old battleships, 3; armored cruisers, 22; first class cruisers, 8; second class, 8; third class, 3; torpedo boat destroyers, 16; torpedo boats, 33; submarines, 61.

Italy.—Model battleships, 9; old battleships, 4; first class cruisers, 7; second class, 3; third class, 13; torpedo gunboats, 10; torpedo boat destroyers, 29; torpedo boats, 110; submarines, 13.

Austria-Hungary.—Model battleships,

## THE PRESIDENT'S CABINET

From Washington to the Last Day of Roosevelt's Term.

**W**HETHER Washington walked the floor when he was arranging his first cabinet is not definitely known. From all accounts it kept him wide awake after it was formed. Every president since Washington could have told a similar story, with some variations.

Including the members of President Taft's cabinet, nearly 300 men have been called to assist in the questions of state which come before the "official family." A meeting of the cabinet always gets a place in the news of the day, no matter how inconsequential the result. The public is always interested in learning when the cabinet met, how long it was in session and what it did. Information as to the latter is not always forthcoming at the time; but, like an executive session of the senate, the action of the cabinet comes out sooner or later.

It may interest the new generation to know that the word "cabinet" nowhere appears in the constitution. In two clauses of the "foundation of this republic" there are references to "heads of departments." In another place there is a provision that regular statements and accounts of the receipts and expenditures of public money shall be published from time to time, but the provision does not so much as intimate that such publication shall be by the "secretary of the treasury."

The first cabinet council of Washington consisted of only four members—a secretary of state, a secretary of the treasury, a secretary of war and an attorney general. There was a postmaster general, but he was not a cabinet man.

There was no secretary of the navy until 1789. Up to that time what little there was to do in connection with naval affairs was entrusted to an official of the war department. Now in many respects the navy department

comes next in importance to the state department.

The cabinet as formed by Washington existed nearly fifty years before it was enlarged. The portfolio of the interior was established in 1849. Functions previously discharged by the department of state, treasury and war devolved upon the secretary of the interior. The agricultural portfolio was not known until forty years after the interior had been established. The department of commerce and labor came into existence in the administration of President Roosevelt. The cabinet as now constituted is normally smaller than its British prototype and smaller than the French cabinet.

Political students as well as others who are in search of precedents and side lights will be interested in knowing that the cabinet has furnished ten presidents. Eight were secretaries of state, two were secretaries of the treasury, and one was secretary of the interior.

Up to the formation of the present cabinet thirty-three states have been represented in the councils of the official family of the government. New York has had 21 members; Massachusetts, 22; Pennsylvania, 23; Ohio, 21; Virginia, 22; Maryland, 18; Kentucky, 15; Connecticut and Illinois, 9 each; Georgia, Illinois, Louisiana and Tennessee, 8 each; Missouri, 7; Maine, South Carolina and Wisconsin, 6 each; Delaware, Iowa, Michigan and New Jersey, 5 each; Massachusetts and North Carolina, 4 each; California, Minnesota, New Hampshire and West Virginia, 3 each; Vermont, 2; Alabama, Arkansas, Colorado, Nebraska and Oregon, 1 each.

The administration of Franklin Pierce was the only one, except that of J. Q. Adams, in which there were no cabinet changes. The department of agriculture was not created until the

close of the first administration of Cleveland, and the department of commerce and labor was made in 1892. The attorney general did not provide for the department of justice until 1870.

Changes in the cabinet have been the order in every administration except Pierce and J. Q. Adams'. In the two administrations of Washington he had three secretaries of state, two of the treasury, three of war, three postmaster generals and three attorney generals.

From Jefferson to Roosevelt.

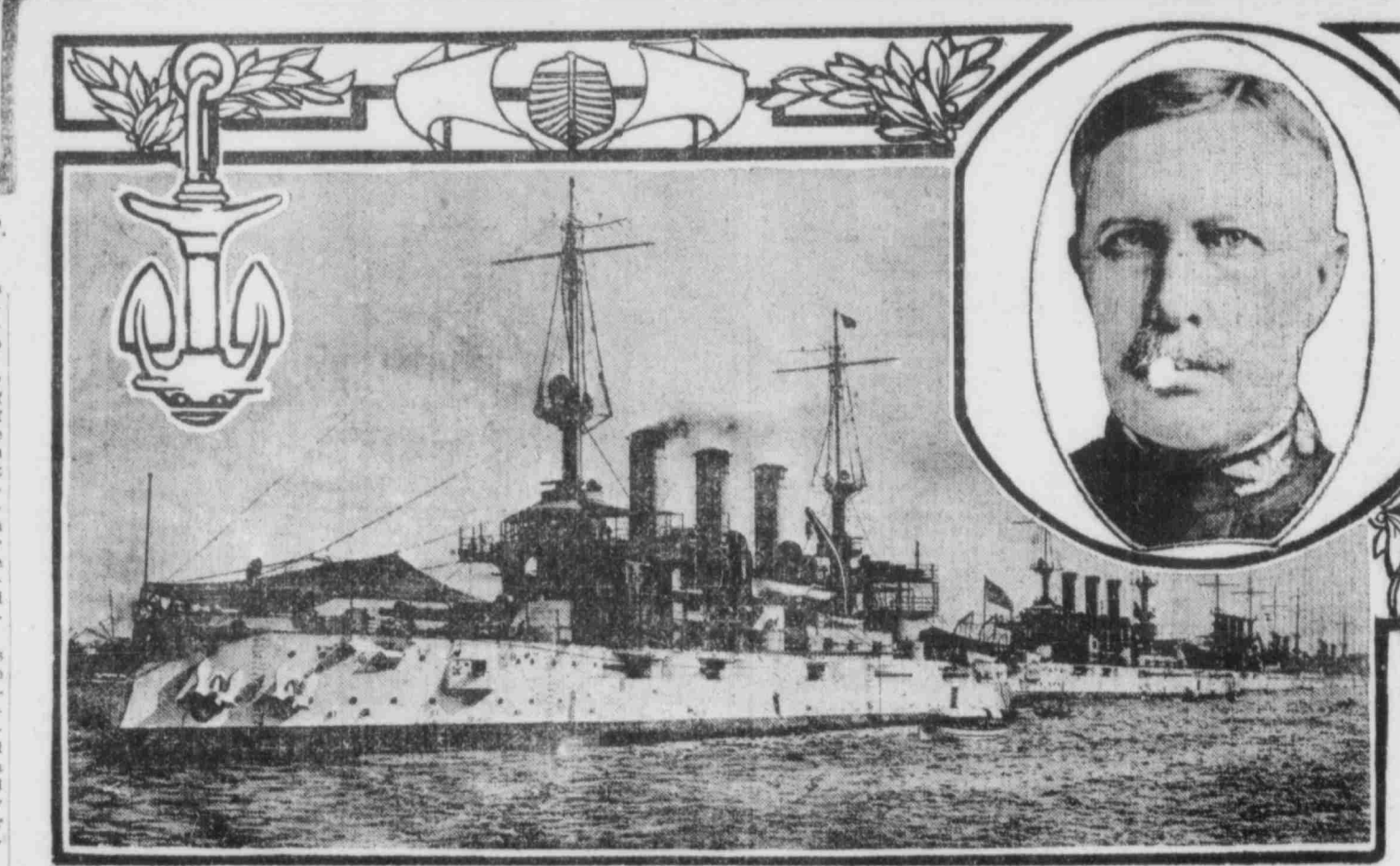
Jefferson asked for the resignation of his secretary of the treasury, who had come to him from the administration of John Adams. Madison had seventeen members in his cabinet in eight years. John Quincy Adams had twenty-four, but some departments were not long-lived. In the administration of Andrew Jackson there were twenty-six. But a new department, that of commerce and labor, was created. Some of the members of the Roosevelt cabinet were transferred to other departments. In the navy department there were six appointments and five in the postoffice department. Roosevelt had six secretaries of the navy and five postmaster generals.

HONOR RIVERS.

**DULUTH.**

Duluth has a peculiar right to its name. It was not dictated by fancy. It was not concocted from the ravings of a mad old seaman. It was not arranged as a sort of puzzle word, nor was it chosen to satisfy the fond recollection of a tottering intellect.

It belongs to the city historically and gives a dignity and character that come from inspiring association. Greyson du Luth was the chief of the carriers du luth in the time of the first band of brave, daring and adventurous explorers and traders who gained for France this northwestern



REAR ADMIRAL SHROEDER AND THE ATLANTIC SQUADRON.

destroyers, 25; torpedo boats, 47; submarines, 4.

Japan.—Model battleships, 14; old battleships, 5; armored cruisers, 12; first class cruisers, 3; second class, 12; third class, 2; scouts, 2; torpedo boat destroyers, 62; torpedo boats, 95; submarines, 16.

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Austria-Hungary.—Model battleships,

back later inevitably to all that makes a real appeal. His receptivity is at its very apex, and his productivity is at low ebb. Thus he can profit by others' examples vicariously and get experience by proxy better now than ever before or later. He lacks confidence in his own power to achieve. His curiosity is most intense concerning things adults are most reluctant to talk about. He abhors method and system, but is greedy for subject matter, or, as one of them said, "Any old way that gets there suits me." There is almost nothing in the whole sphere of mind, life or culture that he does not want to sample. He is a cultural vagrant, always making little voyages of discovery, but not sailing far in any direction. He is especially eclectic, orientating and circumnavigating as a fast growing vine swings round and round to find a proper support. The boy is never so inquisitive, unreliable, troublesome, unpredictable, shifty and shirky. He wants a long tether, but is always getting entangled in it. He is never so uncoercible by direct, but never so docile to indirect and tactful control. He is insistently forming new plans and reconstructing old ones. He is uneasy because he is always wanting, though not knowing at all what he wants. He is a victim of caprice and whims galore, often fantastic, often preternaturally and wishily sage.

**AMERICAN MONEY IN EGYPT.**

According to Richard Croker it is American money which seems to be keeping Egypt going. "Two-thirds of the visitors," says Mr. Croker, "I met all around came from America, and they represented all parts of the States. They provide the people with a living not only in the hotels, but in the streets. I never saw such people for begging. As soon as an Egyptian child is born it seems to ask for back-sheesh, and Egyptians are looking for money all the time."

**ETHEL ROOSEVELT IN GEORGIA.**

One day last year Ethel Roosevelt jumped into the cab of a locomotive on a Georgia railroad. She watched the driver for some time after the train was under headway. She thought she could run the locomotive and expressed herself to the engineer. She took the throttle and stood at her post in a manner that pleased the old employee. When the train reached Atlanta she was still at the throttle of the engine. She had piloted it for forty miles. It was the same spirit which had made her at home in the saddle from the first time she ever mounted a horse. One of the familiar sights in Washington and environs is Ethel Roosevelt galloping her pichard pony at its full speed. One of her most enjoyable exercises is to accompany her father when he takes his mount. How well he can ride is known all over the country. She is seldom far behind.