

THE SPLENDID FLAGSHIP KENTUCKY.

(Continued from page 1.)

to Naples, where orders awaited her to proceed to Smyrna, where a little international difficulty was waiting to be straightened out. It seems that the Cramps who were then building a warship for the Sultan of Turkey were getting anxious about the payments. As the Sultan had some bad bills still in the hands of Americans the Cramps were exceedingly anxious for an understanding. Lloyd D. Griscom, who recently went through Honolulu on his way to Japan, where he had been appointed minister, was then Charge d'Affaires at Constantinople. With the Kentucky on hand to impress the Turkish ruler, Captain Chester and three officers called with Mr. Griscom on the Sultan and managed to impress him as well with the necessity of being a little more prompt in settling the debts owing to Uncle Sam's citizens. The negotiations were satisfactory and after a stay of three weeks the Kentucky continued on her way to Suez, Port Said, Aden, Singapore and finally Manila. The Kentucky has been in the Orient ever since she was first sent out three years ago. At Hongkong Captain Chester's tour of sea duty was ended and he was succeeded in command of the Kentucky by Captain Stockton. At the same time Admiral Kempf transferred his flag to her and she became the flagship of the Asiatic Squadron. She then returned to Manila and became the flagship of the station fleet. Admiral Kempf left her in March, 1903, and was succeeded by Admiral Wildes. She remained his flagship until the arrival of the Rainbow, when the Kentucky sailed again for Yokohama. Admiral Evans arrived there about the first of May, this year, and transferred his flag to the Kentucky. Just prior to that time Captain Stockton was relieved by Captain Barry, the present commander, who has been with her only since last March.

The Kentucky will return to Manila with the fleet and is then scheduled to sail early in the coming year for New York by way of the Mediterranean, with Admiral Evans aboard.

Although in commission now for three years the Kentucky is still in perfect condition. But a very few



CAPTAIN URIEL SEBREE, of the Battleship Wisconsin.

thousand dollars have been spent in repairs in all her service, and when she arrived in Honolulu Wednesday morning not a nut or bolt was out of order.

The Kentucky has baseball and football teams with the best of them and her band also is second to none. The football team defeated the Wisconsin's twice just prior to leaving the Asiatic station and the boys of the Kentucky are not through telling about it yet.

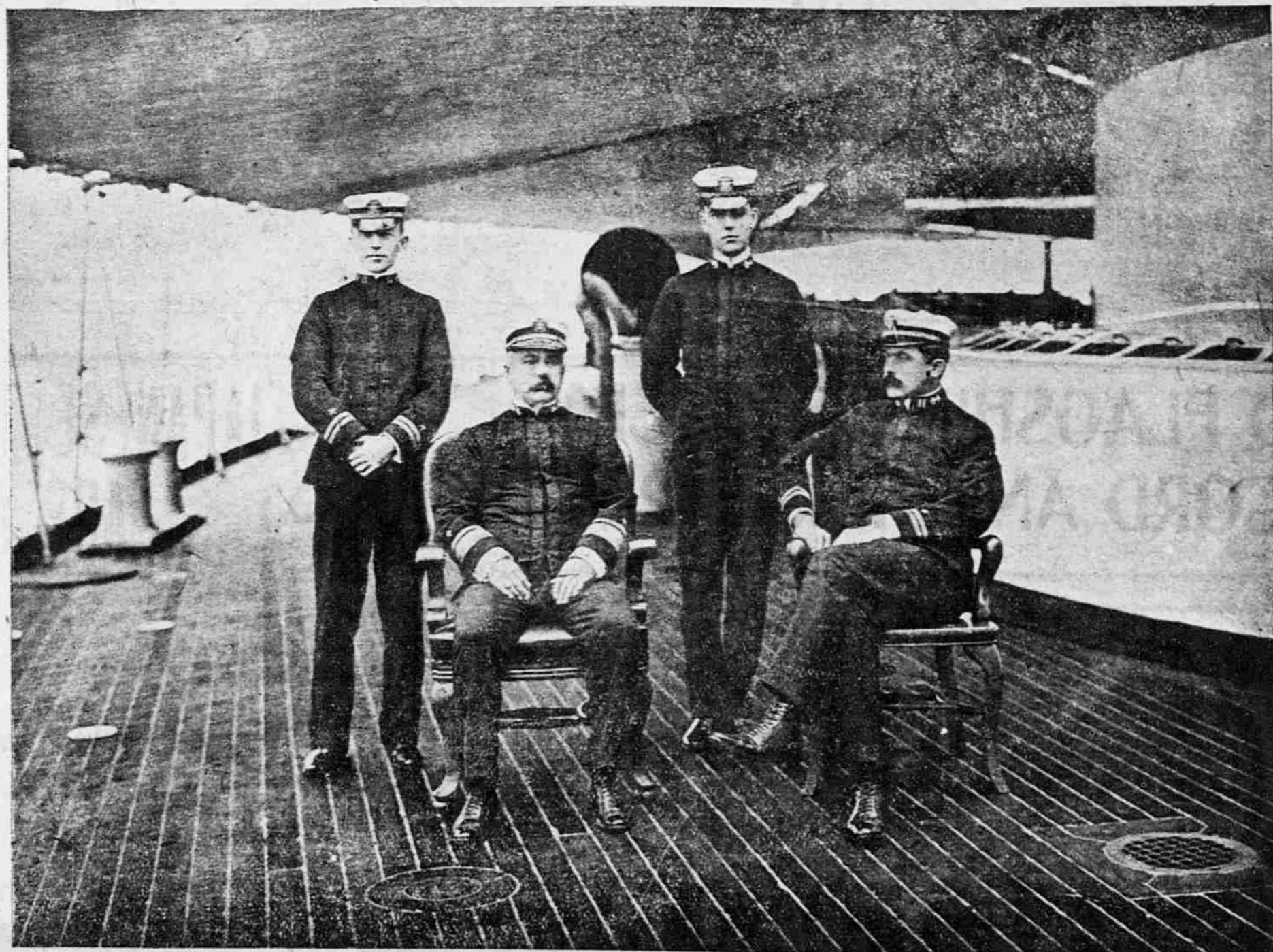
Below is given the cruise of the Kentucky from the date of her launching until her departure for Honolulu: Newport News, Va., Hampton Roads, Va., Lynnhaven Bay, Hampton Roads, Va., Newport, R. I., Navy Yard, N. Y., Newport, R. I., Long Island Sound, New London, Conn., Gardiner's Bay, Portland, Me., Squirrel Island, Me., Boston Light Ship, President Roads, Mass., Isle of Shoals, Me., Cape Ann Course, Portsmouth, N. H., Bar Harbor, Me., Portsmouth, N. H., Newport, R. I., New York, N. Y., Tompkinsville, Staten Island, Ponta del Garda, Azores, Gibraltar, Spain, Algiers, Africa, Naples, Italy, Smyrna, Turkey, Port Said, Egypt, Ismailia, Egypt, Suez, Egypt, Aden, Arabia, Colombo, Ceylon, Singapore, Malay Peninsula, Manila, P. I., Hongkong, China, Manila, P. I., Amoy, China, Woosung, China, Nagasaki, Japan, Cavite, P. I., Sam Sah Inlet, China, Nagasaki, Japan, Chefoo, Taku, Woosung, Nanking, Chinkiang, Woosung, Hongkong, Amoy, Woosung, China; Nagasaki, Kobe, Yokohama, Japan; Cavite, P. I.; Yokohama, Yokosuka, Yokohama, Kobe, Nagasaki, Japan; Kichow, Chefoo, Taku, Port Arthur, Dalny, Chefoo, China; Chemulpo, Korea, Nagasaki, Japan, Vladivostok, Siberia, Hakodate, Yokohama, Japan; Woosung, China, Yokohama, Japan, Amoy, Hongkong, China; Cavite, P. I., Victoria, Labuan, Singapore, Hongkong, Amoy, Yang Tse Entrance, China; Nagasaki, Yokohama, Yokosuka, Yokohama, Japan; Chefoo, Taku, Chefoo, Kichow, China; Nagasaki, Kobe, Japan.

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THE ROSTER OF THE KENTUCKY

The following is a roster of the officers and crew of the Flagship "Kentucky" corrected up-to-date:

Captain R. M. Berry, Lieut. Com. and Executive Officer H. B. Wilson, Lieut. Com. and Chief Engineer C. E. Rommel, Lieut. and Navigator H. A. Field, Lieutenant N. C. Twining, Lieut. W. K. Gise, Lieut. I. V. Gillis, Lieut. R. W. McNeely, Ensign A. B. Keating,



REAR ADMIRAL PHILIP H. COOPER, COMMANDER OF CRUISER SQUADRON, AND STAFF.

Left to right: Lieut. Francis Boughter, aide. Ensign H. L. Wyman, aide. Lieut. Victor Blue, Flag Lieut.

Ensign S. H. R. Doyle, Midshipman H. A. Baldrige, Midshipman R. M. Griswold, Midshipman R. Wallace, Jr., Midshipman R. P. Craft, Midshipman D. A. Weaver, Midshipman W. T. Conn, Midshipman E. P. Finney, Midshipman J. Rodgers, Medical Inspector E. H. Green, Asst. Surgeon F. A. Asserson, Pay Inspector W. W. Galt, Major, U. S. M. C., G. Barnett, 2nd Lieut., U. S. M. C., E. H. Ellis, Boatswain R. P. Teel, Gunner H. Campbell, Carpenter C. S. Kendall, Warrant Machinist M. J. Clancy, Warrant Machinist G. C. Ellerton, Warrant Machinist G. H. Paul, Warrant Machinist G. W. Johnson, Pay Clerk T. H. Daughtrey, Fleet pay Clerk E. R. Walter.

CHIEF PETTY OFFICERS. Chief Boatswain's Mate J. H. Gronberg, Chief Gunner's Mate C. H. Durbin, Chief Quartermaster C. H. Squires, Chief Quartermaster B. Schumacher, Chief Machinist A. P. Devine, Chief Machinist J. M. Fitchette, Chief Machinist C. L. Memes, Chief Machinist C. Allen, Chief Machinist A. Jensen, Chief Machinist J. J. Wall, Chief Electrician C. C. Smith, Chief Carpenter's Mate J. A. Sheehan, Chief Com. Steward J. W. Johnson, Chief Yeoman J. H. Morgan, Chief Yeoman J. H. Darley, Chief Yeoman C. M. Rutledge, Chief Yeoman A. C. Foster, Hospital Steward T. W. Scott, Bandmaster A. H. Hauser, Chief Water Tender D. McGuire.

PETTY OFFICERS FIRST CLASS. Master at Arms T. J. Greene, Master at Arms P. O'Shea, Boatswain's Mate W. P. Barnum, Boatswain's Mate J. McCarthy, Boatswain's Mate J. Sullivan, Boatswain's Mate C. Jones, Gunner's Mate M. Hansen, Gunner's Mate W. Oakley, Boilermaker J. A. Baynes, Boilermaker P. Kammerling, Machinist H. T. Holmes, Machinist W. Nelson, Machinist A. Smith, Machinist J. W. Sawyer, Machinist C. Whitney, Electrician W. R. McLeod, Electrician F. H. Wilson, Electrician C. L. Flagg, Electrician A. M. Collins, Electrician C. M. Grace, Electrician W. Johnson, Electrician C. J. Robinson, Copper-smith F. B. Newman, Blacksmith D. F. Marcy, Blacksmith J. Crapf, Ship's Fitter H. T. Newman, Plumber and Fitter J. Foenher, Plumber and Fitter L. J. Hugel, Sailmaker's Mate B. O. Halliwell, Watertender J. E. Doherty, Watertender T. Davis, Watertender W. P. McCabe, Watertender D. O'Connell, Watertender W. C. Shafer, Yeoman W. P. Bradley, Yeoman H. G. Waggener, Yeoman H. S. Farish, 1st Musician J. A. Sabrowsky.

PETTY OFFICERS SECOND CLASS. Master at Arms G. Howard, Boatswain's Mate G. C. Rees, Boatswain's Mate A. Boos, Boatswain's Mate A. McQuarrie, Gunner's Mate W. Allan, Gunner's Mate M. G. Manuel, Gunner's Mate J. F. Spink, Gunner's Mate E. Wagenheim, Gunner's Mate H. K. Miller, Gunner's Mate J. J. McLaughlin, Machinist A. Jordan, Machinist J. J. Kenney, Machinist L. H. McGuire, Machinist E. W. Robbins, Electrician G. J. Early, Electrician E. Ellison, Electrician G. G. Bryner, Electrician W. F. Stoll, Electrician F. L. Ordway, Electrician E. H. Loud, Electrician F. M. Holmes, Oiler A. Cramer, Oiler W. Hutson, Oiler P. Kelley, Oiler W. Kelley, Oiler C. Lawrence, Oiler P. Mullin, Oiler C. E. Minor, Oiler R. McGann, Oiler B. McNeill, Oiler J. O'Connell, Oiler J. O'Brien, Oiler C. L. Prince, Carpenter's Mate K. Kukkonen, Ship's Fitter T. E. Griffin, Printer W. J. Laser, Printer W. L. Lowman, Yeoman J. A. Crofford, Yeoman C. Compton, Yeoman J. T. Holman, Yeoman C. L. Holt, Yeoman C. A. Miley, Yeoman C. L. Burnett, Painter A. W. Alden, Painter P. O'Connell, Painter Kwong Tong.

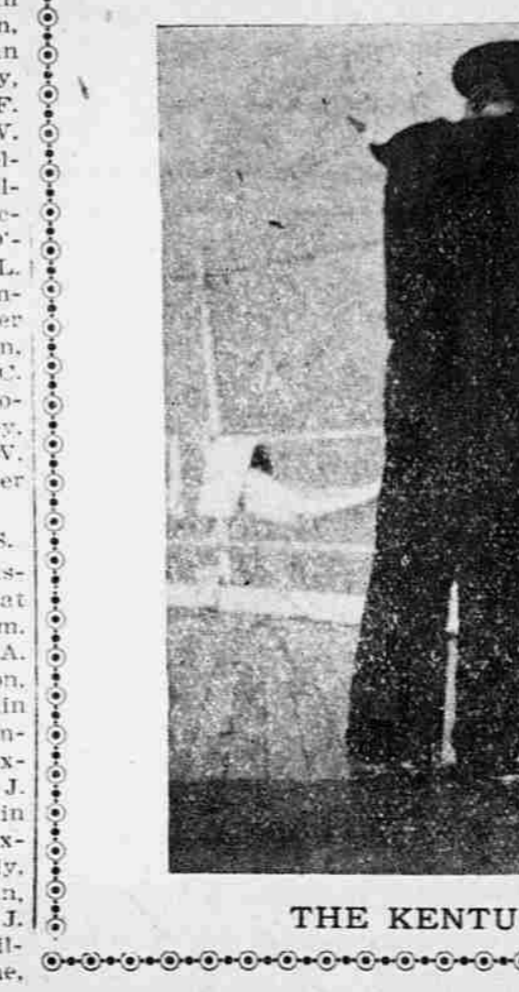
PETTY OFFICERS THIRD CLASS. Master at Arms P. A. C. Beese, Master at Arms H. R. Schaefer, Master at Arms H. R. McCarthy, Cox to Com. in Chief H. Lawrence, Coxswain A. Anderson, Coxswain R. Amundson, Coxswain A. G. Brookman, Coxswain H. H. Coleman, Coxswain M. C. Danielson, Coxswain R. H. Hanlon, Coxswain J. A. Hathaway, Coxswain J. L. Lapsire, Coxswain J. Mathis, Coxswain F. Meier, Coxswain L. Neilson, Coxswain G. Purtell, Coxswain J. Reilly, Coxswain S. Saal, Coxswain H. Doran, Coxswain E. H. Sage, Coxswain J. Trainor, Gunner's Mate A. G. Broellard, Gunner's Mate A. H. Doane,

Gunner's Mate P. Farlang, Gunner's Mate J. M. Fry, Gunner's Mate A. Kaser, Gunner's Mate G. Kleinsmith, Gunner's Mate R. Lewis, Gunner's Mate L. R. Miller, Gunner's Mate H. W. Stratton, Gunner's Mate L. W. Totten, Gunner's Mate G. C. Tanske, Gunner's Mate R. W. B. Wagner, Gunner's Mate H. P. Whiteman, Gunner's Mate Z. O'Neill, Quartermaster A. N. Anderson, Quartermaster W. H. Beers, Quartermaster C. Luckenbach, Quartermaster C. Waespe, Electrician G. E. Tucker, Carpenter's Mate J. J. Fitzsimmons, Carpenter's Mate J. Teeling, Yeoman C. F. Van Wickle, Yeoman W. Brandenberg.

SEAMEN. H. I. Larson, J. D. Milne, A. Myers, W. P. McKinnon, J. McCollough, W. X. Alvey, F. P. Conolly, J. Clifford, F. Cappahe, H. E. Smith, J. J. Dwyer, R. Fitzgerald, W. Frank, W. W. Gardner, W. J. Gillis, H. O. Hedlund, B. E. Hill, W. H. Humphrey, J. Janson, D. Nagle, H. P. Pedersen, W. Penny, F. W. Peters, J. L. Praeger, P. J. Smit, E. S. Swansen, J. F. Smith, A. Tonroos, C. Johansen, H. Lefferts, F. Muus, W. McCurdy, F. R. McMahon, J. McCarthy, E. A. Noonan, H. Abrams, C. S. Chester, F. Campbell, W. F. Counce, W. Dunn, H. Daly, R. G. Spargo, J. Flynn, G. J. Garrigan, A. Hoppe, A. Hargrave, H. Hagedstedt, H. J. Hagerty, C. E. Johnson, M. J. O'Connor, M. Perez, G. M. E. Petterson, A. E. Pollock, W. Russell, C. Shoberg, S. Slama, C. Thompson, P. H. Thompson, J. J. Johansson, C. G. Jessen, J. Kalua, E. Kessler, C. E. Wise, L. E. Young, P. Kuypers, H. Kossler, O. S. Kandle, G. L. Weimann, O. M. Severeid.

APPRENTICES FIRST CLASS. F. F. Adams, C. V. Brown, A. C. Barnett, L. B. Bullock, E. O. Brill, J. H. Chase, J. R. Dennis, G. Deloherly, G. Doyle, G. W. Edwards, E. G. Farmer, R. F. Ferguson, M. J. Fitzpatrick, W. C. Hussey, R. E. Ingle, B. C. Judd, W. T. Leece, F. X. Leavey, F. H. Mosgrove, J. L. Macklin, C. P. McNally, S. D. Newlander, A. P. Nilsson, P. E. Rosignol, J. F. P. Siegmann, L. C. Strub, C. A. Schwab, J. F. Senyeta, J. E. Sheridan, A. T. Tredway, E. J. Taylor, W. M. Thom, J. J. Tyrrell, C. G. Wildfang, J. C. Wayne, J. Zahn.

ORDINARY SEAMEN. T. P. Archut, W. H. Allister, L. D. Brooks, E. Bullis, T. Blarcom, R. L. Ballentyne, W. W. Beedle, A. O. Butler, H. Busher, J. Brady, P. Connors, W. Crusier, C. R. Cull, L. Cordier, F. Cott, R. Clark, J. J. Conway, J. F. Cronin, E. Charlton, T. J. Connolly, L. W. Coombs, C. Cully, T. P. Daley, J. C. Edmiston, J. Farrington, J. Gerck, P. P. Gately, J. A. Galvin, N. S. Garity, V. L. Greiner, R. Gilmore, L. Goerlitz, D. Hickey, D. Horan, J. Holloway, D. Humphreys, C. K. Jones, M. Kelly, J. Kenny, W. J. Shuknecht, E. N. Lewis, J. F. Lavine, W. F. Lloyd, L. Laut, A. S. Lewis, J. W. Looker, J. G. Muhs,



THE KENTUCKY'S BEAR.

J. J. McGrann, F. McClafferty, J. L. McInerney, J. McIntyre, J. H. McCants, J. McCann, W. L. McKee, J. Olsen, P. Polske, Ah Ping, W. F. Pritchard, W. M. Parker, W. Quigley, Z. A. Rowan, E. W. Realey, C. Rumber, J. Schroeder, H. T. Sherman, H. Staub, W. J. Murphy, O. F. Story, C. L. Strauss, C. V. Sacco, F. J. Seidler, F. C. Schlick, J. Schwalbe, R. W. Shoop, W. J. Wagner, H. Waldvogel, F. Walmer, J. Ward, E. Zobel, W. Frank.

APPRENTICES SECOND CLASS. A. G. Aquaturo, F. E. Barry, A. Bognett, W. S. Blake, F. E. Dill, F. W. Feldt, C. Faber, H. B. Fuller, W. T. Gaylord, C. V. Hendricks, H. R. Hair, C. R. Albrecht, C. H. Bennett, H. Brumberger, H. Dohbs, D. M. Dean, R. C. Floyd, G. A. Fuchs, A. Gibbons, C. E. Guthmann, P. H. Harris, L. Hardeman, J. E. Fry, W. Heaver, S. Hussey, J. J. Herley, R. L. Johnson, R. M. Johnson, F. S. Kirby, C. B. Kelleigh, L. W. Langlais, E. T. Meyers, S. Mottershead, A. Ohle, J. N. Rauscher, G. St. John, P. Schlossberg, C. H. Thomsen, C. A. A. Wooten, J. Halko, J. Hugard, F. J. Hullar, M. A. Jones, A. L. Jarrard, E. O. Jensen, J. J. Kasper, J. V. La Taste, F. D. Lawton, C. W. Martin, W. F. McGee, C. J. Rask, J. Sheridan, J. H. Singer, L. Topolewski, J. F. Thiefsel, L. F. Walden.

LANDSMEN. W. H. Burns, L. M. Barrett, W. J. Barton, P. W. Chapman, E. D. Dobson, E. C. Hubbell, D. Hurley, M. Killey, Kum Lum, P. McGrail, E. C. Noran, R. B. Richmond, W. A. Shands, Lou Tung, G. Crosby, A. J. Brodeur, H. Beesly, G. W. Cecil, S. A. Casey, W. H. Harmer, R. F. Hagberg, W. F. Harris, W. H. Large, P. H. Martschink, P. McPhee, J. Rohrbecker, H. Reinher, C. L. Schlesinger, J. B. Wesner, J. T. Lenhardt.

FIREMEN FIRST CLASS. J. Abrahamsen, F. Benz, J. J. Coleman, A. Crawford, J. Ennis, N. Gavin, J. Gaffey, M. Gibbons, T. Johnson, W. F. Murray, A. S. Parker, D. Tazelaar, F. A. Andre, M. Corbett, D. P. Cullinan, J. Carney, J. Finn, T. T. Griffin, F. Gordon, J. Hoey, J. F. Kane, A. Nelson, F. Schultz, W. J. Uran.

FIREMEN SECOND CLASS. J. Byrnes, P. Casey, W. Casey, J. Foley, M. Hart, A. J. Keenan, A. Lindberg, H. Marshall, J. Morless, J. O'Connell, W. Pindar, A. Palmstedt, J. S. Rudd, W. F. Burns, N. Conte, W. Drudy, J. Hodge, J. Jones, F. C. Loudenslager, T. Lyons, W. Morrissy, E. Murphy, W. O'Connell, J. Perters, R. J. Robinson.

COAL PASSERS. G. L. Adams, J. Butler, H. M. Bell, J. E. Brown, J. Bradford, S. H. Berkeley, J. L. Clark, C. A. Corcoran, A. R. Clark, W. J. Clark, A. De Groat, D. Eckerd, E. B. Graff, F. Hilscher, F. A. Adams, A. W. Blackstock, J. Burke, C. Begley, E. Bennington, C. C. Clem-

ons, W. R. Chase, D. J. Conway, J. Carney, G. Coons, D. Duna, G. F. Grotz, W. R. Gibson, C. F. Harris, D. A. Holder, F. A. Koepke, F. S. Leibrand, E. A. Magerstadt, G. A. Mott, E. N. Miller, J. J. McCaffery, G. Osanna, J. V. O'Brien, F. O. Pierson, Y. Queenan, H. Ray, C. H. Ward, J. Johnson, E. S. Lewis, P. Mollaghan, A. C. Moore, A. Morriss, C. W. McGuire, P. W. Ott, C. O'Toole, C. H. Piner, E. J. Palmer, J. H. Reeves, F. P. Scott, J. F. Warren.

SHIPWRIGHTS. H. W. Gibbs, F. Dane. SHIP'S COOKS. First-class E. Dorian, Second-class J. E. Smith, Second-class E. M. Doran, Third-class P. Duffy, Fourth-class T. Dorman, Fourth-class J. F. Cannon, Fourth-class D. Malone, Fourth-class J. Kelly.

BAKERS. First-class W. Doty, Second-class M. Nelson, Second-class S. Hagensee. MUSICIANS. Bugler A. Bonaparte, Bugler, C. Glass, First-class G. Globbe, First-class P. Mancini, First-class E. Rausner, First-class J. Glosque, First-class P. Ciavola, First-class A. H. Howe, First-class A. Hoy, First-class G. Noble, First-class L. Catania, First-class A. Bediti, First-class S. Ruselca, First-class L. Scarucce, Second-class G. Chetcutti, Second-class V. Do nato, Second-class D. Darby, Second-class C. Foglia, Second-class B. Mills, Second-class U. Poppl, Second-class A. Pitarresi, Second-class E. Rocco, Second-class G. Saplano, Second-class V. Villa, Second-class M. Martone.

MESSMEN. Steward to Com. in Chief G. Duff, Steward to Com. in Chief Ah Ling, Cook to Com. in Chief Ta Zee Ding, Cabin Steward Weng Wong Weng, Ward Room Steward Sack Ying, Ward Room Steward Chee Pook, Ward Room Cook Lee Sea, Junior Officers' Cook Ah Com, W. O. Steward Lo Ah Dow, W. O. Cook Ju Fu, Mess Attendant Ah Chee No. 1, Mess Attendant Ah Chee No. 2, Mess Attendant Ah Chow, Mess Attendant Ah Kow, Mess Attendant L. One Ping, Mess Attendant Loo Pang, Mess Attendant Ah Sin, Mess Attendant I. Shanghai, Mess Attendant Ah Sing, Mess Attendant Chin San, Mess Attendant Ah Tai, Mess Attendant Sho Won, Mess Attendant Ah Wing, Mess Attendant Sung Yee, Mess Attendant Ah Fook, Mess Attendant Ah Fat, Mess Attendant Ah King.

MARINES. First Sergeant H. R. McFarland, Sergeant C. Hughes, Sergeant J. J. Garrigan, Sergeant W. Thompson, Sergeant M. Kearney, Corporal E. C. Blyington, Corporal J. J. McNamee, Corporal J. Swenson, Corporal W. Boardman, Corporal T. B. McNamara, Drummer C. E. Burgess, Trumpeter C. D. Sheffer.

PRIVATE. S. P. Bailey, S. S. Ball, C. E. Baughman, Earl Beach, M. L. Burton, J. F. Busch, J. A. Chapman, W. J. Connors, T. F. Corkle, P. J. Creed, W. B. Cridler, W. H. Crossman, L. Detrick, R. A. Dorsey, C. F. Ertell, A. Farrar, J. A. Fowler, S. A. Gambrell, E. Griffin, W. Hecker, S. A. Hicks, O. P. Holloway, E. A. Hopkins, E. Hoppe, E. Hubbard, W. S. Hogan, J. N. Hoey, N. O. Hoover, H. B. Hurtt, W. Hunter, J. C. Keepers, C. C. Klinger, R. Lonergan, J. Luginbuehl, E. E. Mattocks, J. F. Meehan, J. W. Miller, D. Morrison, H. Nelson, P. J. O'Reilly, F. W. Paget, J. C. Peyer, W. H. Pickard, O. B. Raymond, C. Ravenscroft, C. Raye, O. Renstrom, E. Sayles, J. J. Scott, A. W. Schumaker, F. M. Siler, C. E. Smith, J. H. Smith, C. F. Templeton, D. A. Travis, E. G. Usher, M. H. Vaughan, J. C. Wilson, F. K. F. Wright.

AN ADMIRAL'S REMARK. One of the greatest surprises that has met the officers and men of the U. S. fleet now here has been the valuable and full stock of goods carried by the stores. One of the Admirals remarked that "in the whole course of his naval career beginning with his departure from Annapolis in the early sixties he had never come across a finer and more complete line than that carried by the grocers on King street, Lewis and company.

STORY OF THE BATTLESHIPS

The "Oregon"—the pride of the navy and the most renowned of modern fighting ships—is now one of the oldest battleships in the United States navy. She was launched in 1893, but while ten years has brought many improvements in naval architecture, it is safe to say that the "Oregon" has held her age as well as any ship in the world. This is due principally to the fact that she and her sister ship were the first battleships to be armored with Harvey steel. This has since been superseded by Krupp armor, but it was such an improvement over the unhardened steel which it replaced that the "Oregon's" 18 inch belt and 17 inch barbettes still represent a very sufficient protection. In the caliber of her guns she was also ahead of her time. When Uncle Sam first began planning his own battleships, the typical British ship was a vessel bearing four 13 inch guns and ten 6 inch guns. The big guns were for piercing heavy belt armor, while the 6 inch guns were considered heavy enough to penetrate the lighter armor of the rapid fire guns. But there is a tradition in the American navy which has come down from the War of 1812, that an American ship must carry heavier guns than those of any opponent of equal size, consequently, in place of the 6 inch guns the American builders designed 8 inch guns, which were first placed on the "Oregon" and her sister and which have remained to this day the characteristic feature of the United States Navy.

When the "Oregon" was built, foreign naval experts criticized her severely. In the first place, she was overgunned, and it was freely predicted that in the stress of actual battle she would rack herself to pieces by the recoil of her own broadsides. In the next place, she was plainly unfitted for long voyages. To this day the British believe that they have the only ships which can cross the ocean and arrive fit to fight on the other side, a belief which they purchase by pulling fewer guns on the same size hull than any other nation. But in the case of the "Oregon" their criticism seemed well founded. Was she not officially classed as a "coast defense" battleship, and did not her low freeboard proclaim that she was going to stay close to the shore? Last



CAPTAIN W. T. BURVELL of the Battleship Oregon.

of all, her designed speed of 15 knots, even though exceeded on trial, was too slow to render her of any value except with an enemy anxious to fight.

Then came the Spanish war and a rude awakening. The "coast defense" battleship started on a 14,000 mile run and maintained the creditable average of 11 knots in all weathers. Disdaining the permission to dock if in need of repairs, she joined the fleet at Santiago as fit to fight as the day she started. On the day that crushed Spain's power, she poured in her broadsides with the best, and she ended the fight by overhauling an armored cruiser with a paper speed of 20 knots and compelling her to surrender. Small wonder that she took her place in American hearts beside the Constitution.

It is not to be expected, however, that our first battleship design was without some defects. The eight-inch turrets were expected to have an arc of fire of 150 degrees, being mounted higher than the thirteen-inch turrets so that they could fire directly over them across the deck. It was found, however, that this resulted in serious injury to the men in the thirteen-inch turrets, and that even in firing directly fore and aft, the blast from the muzzle of the eight-inch guns was too near the thirteen-inch turrets for safety. Even with stops on the eight-inch turrets, as at present arranged, the officers in command of the after thirteen-inch turret at Santiago had his ear drums fractured by the concussion of the eight-inch guns above him. On the next battleship, the Iowa, the "cross deck" scheme of fire was abandoned, and the eight-inch turrets moved further amidships to get them away from dangerous proximity to the big guns.

Considerable improvement has taken place in guns and turrets since the Oregon was built, and it is probable that in the near future provision will be made for her reconstruction in this particular at least. With new balanced turrets of Krupp steel and rapid fire guns of the high velocities now built, the Oregon will hold her own in the line of battle for many years to come.

The Kentucky is chiefly remarkable for that much discussed innovation of American designers, the placing of the eight-inch guns directly on top of the thirteen-inch turrets. "What is the practical value of the superposed turret?" asked the Kaiser, after inspecting the mechanism of her sister ship. "That, your majesty," replied the tactful captain of the Kearsarge, "can be demonstrated only in actual conflict." The answer is, perhaps, the best that can be given, considering the fluctuations of opinion even in the American navy. After the Kentucky and the Kearsarge were built, the

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