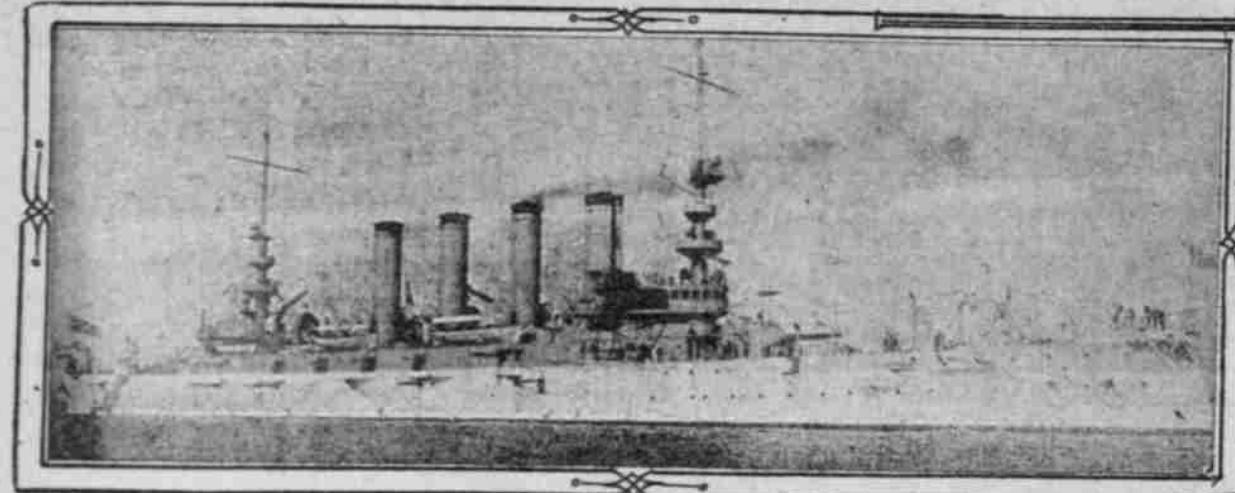
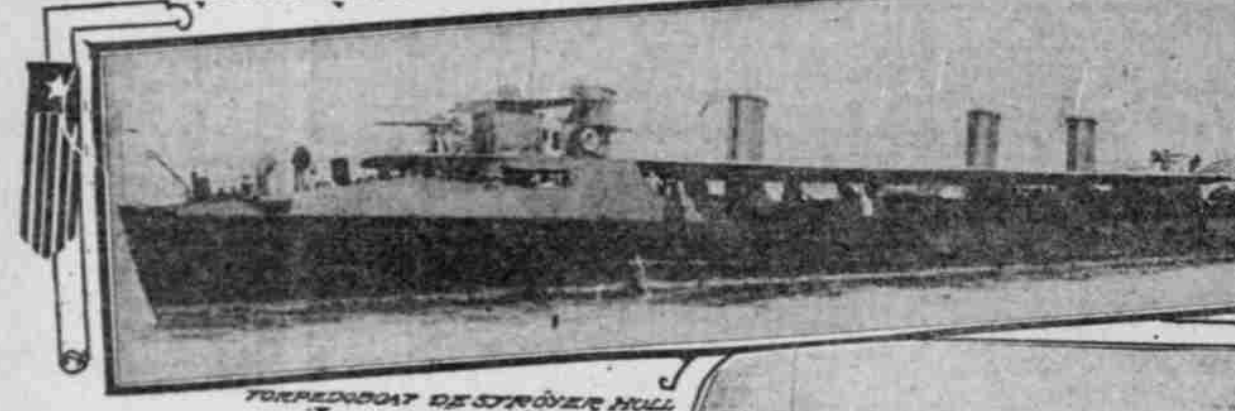


MARSHALLING THE PACIFIC FLEET

Imposing Array of Fighting Craft Drawn Up for Review in California Waters and Fleet Again Proves Its Ready Nobility and Readiness for Service—Represents Value of \$50,000,000 and Carries Between 8000 and 9000 Officers and Men.



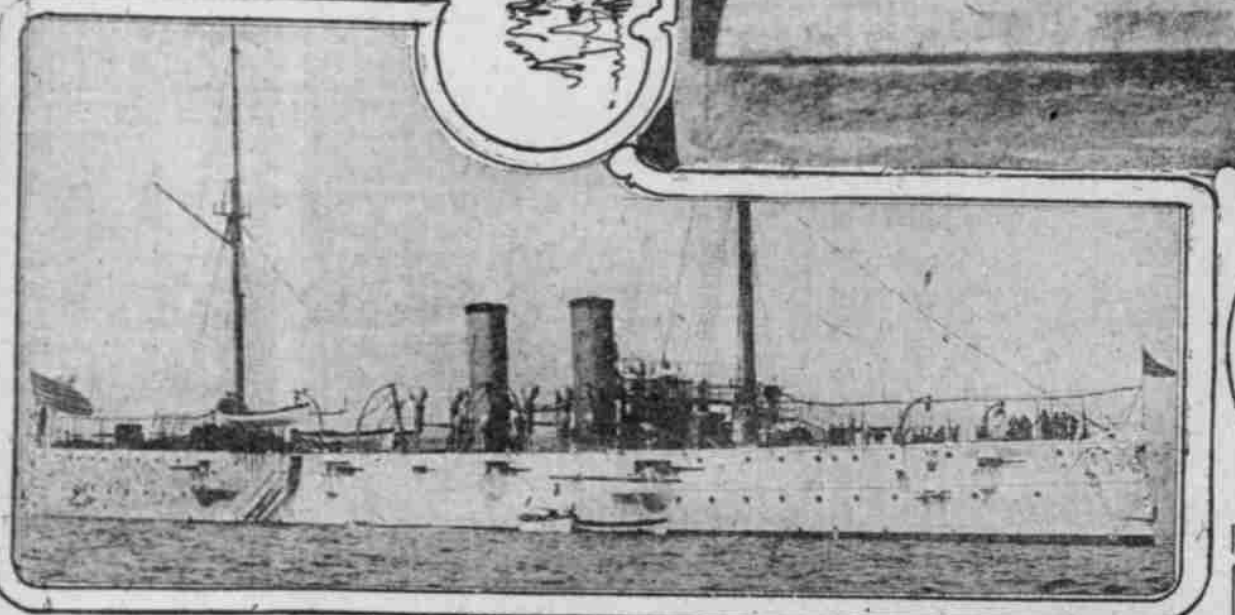
CRUISER CALIFORNIA, TYPICAL AMERICAN FIGHTING CRAFT



TORPEDO BOAT DESTROYER HULL

RESPONDING readily and without hitch or untoward incident to the call for assembly and review, the Pacific fleet of the United States Navy has again displayed its splendid mobility and readiness for actual use. The same state of preparedness in fact has been shown by the whole American Navy during the past fortnight in the two magnificent reviews in Atlantic and Pacific.

It took only a few hours to assemble the big Pacific fleet. The flotillas steamed from their several points of temporary rendezvous to the reviewing point off San Pedro quickly and in the best of form. And when the superb



PROTECTED CRUISER CINCINNATI

fleet, forming a great rectangle with four columns and six rows of fighting craft, passed in review, the hearts of thousands of Americans were thrilled at the sight.

In itself the Pacific fleet is not a great fighting force as modern armadas go. But it has proved itself a real force, and when backed up by that tremendous naval power lately assembled in Atlantic waters, seems well able to meet any emergency that might arise. It is the presence of such fleets that are greater factors for peace than the most earnest of peace conferences, many aver.

There were 25 ships in the fleet when it was assembled intact off San Pedro. These boats were immediately afterward scattered, most of them en route to San Diego. But it was displayed that should occasion require a few wireless messages would bring about prompt reassembly. Not a vessel was found under-manned, improperly equipped or ineffectively officered and handled.

Almost every sort of modern fighting craft was represented in the naval column that was reviewed by Admiral Thomas, commanding the fleet. There was a battleship, armored cruiser, protected cruiser, torpedo boat, destroyer, submarine, and a full complement of supply ships and collers. Here is the list:

- Battleship—Oregon.
- Armored cruisers—California, West Virginia, South Dakota, Colorado, Maryland, Washington.
- Protected cruisers—Raleigh, Cincinnati.
- Gunboat—Vicksburg.
- Torpedo boat destroyers—Whipple, Hopkins, Hull, Truxton, Preble, Stewart, Lawrence.
- Torpedo boats—Farragut, Rowan.
- Submarines—Pike, Grayson.
- Submarine tenders—Fortuna.
- Transport—Buffalo.
- Supply ship—Glacier.
- Collier—Brombeus.
- Naval tug—Troqueta.
- Parent ship of torpedo fleet—Iris.

The little torpedo boat destroyers have but 433 tons to their credit, while the submarines register but 120 tons. To be sure this fleet is not locked upon as able to afford full protection to the Pacific Coast should a formidable foe appear. It is merely intended as a force to meet ordinary emergencies and to act as a first line to hold things in check until reinforcements might arrive in the event of something serious in the way of a foe. But the batteries are powerful throughout and for its size there is no doubt but that the fleet could cope with an even greater force. Herewith is shown the guns

that make up the heavier batteries of the fleet:

| Caliber | No. of Guns |
|------------------------|-------------|
| 12-inch breech-loading | 4 |
| 10-inch breech-loading | 4 |
| 8-inch breech-loading | 26 |
| 6-inch | 26 |
| 4-inch | 26 |
| 3-inch | 26 |
| 2-inch | 26 |
| Total | 226 |

All of these guns constitute the main batteries, the guns of the secondary batteries running into the hundreds and comprising chiefly rapid-fire guns of small caliber.

Another important battle factor is the

torpedo efficiency and strength. The two torpedo boats Rowan and Farragut each are provided with tubes for Whitehead torpedoes, the Farragut carrying two for 18-inch torpedoes and the Rowan three, same caliber. Then each of the destroyers is provided with a set of torpedo tubes.

For coast defense work the fleet would be of the greatest value, the lighter draft vessels being able to penetrate to inland points on small streams where a formidable opponent would not dare follow.

Despite their small size the torpedo boat destroyers, known as the wasps of the navy, are provided with powerful engines and are able to make great speed. The destroyer Perkins, for instance, has engines with an aggregate horsepower of 12,000. The others of the wasp fleet range from 7500 to 8300 horsepower.

This is more horsepower than that



PROUD OLD FIGHTING CRAFT, THE BATTLESHIP OREGON

possessed by many of the unarmored steel vessels. It is an odd fact that the diminutive Truxton with its 433 tons of displacement is equipped with almost as powerful engines, so far as actual horsepower is concerned, as the great battleship Oregon with her 10,288 tons of displacement, the Oregon's engines having 11,037 horsepower, while the little Truxton boasts 8500.

This superior speed is essential to the combat craft of course. For it is upon speed that the destroyers must depend. It falls to these craft to slip head-on, into close range of an enemy, launch a torpedo and then return, exposing only a few feet of rapidly moving target space.

The armored cruisers, too, have tremendous engines, such vessels of the Pacific fleet as the Colorado having engines with something better than 26,000 horsepower. The Colorado's exact horsepower is 26,837. The South Dakota has engines with 25,543 horsepower and the California 29,000. The unarmored cruisers, such as the Raleigh, have horsepower about the 8000 mark.

In recording the cost of these vessels amazing figures must be used. It would make a pauper of a first-class millionaire to build a single first-class cruiser, while the average man could hardly save enough in ten years to pay for a single shot from one of the 18-inch torpedoes.

It cost \$5,241,754 to build the Cali-

fornia. The Colorado cost the country \$5,921,142, the Washington \$6,148,804, and the West Virginia \$5,729,057. The Oregon, when put afloat for the first time in 1892, cost \$6,575,032, and a fortune has lately been expended in bringing the craft up to date.

The cost of an ordinary unarmored steel cruiser, such as the Raleigh, is a big fortune in itself, for the Raleigh cost \$2,199,729. The cost of the gunboat Vicksburg was \$288,750, while the torpedo boat destroyers cost something over \$286,000 each, the cost varying only a few hundred dollars on each craft. The cost of the submarine Pike was \$170,000. The cost of a single torpedo for one of the 18-inch tubes is approximately \$5000. The cost of a modern naval battle runs rapidly into the millions of dollars.

In the face of that great American fleet that was reviewed off New York, the Pacific armada, of course, is of little consequence. But for that matter it can be regarded as little more than a first line which can be readily re-enforced from Atlantic waters, especially after the completion of the Panama Canal.

An idea of the size of the Atlantic battleship division alone can be had when it is known that they are in offensive and defensive power more than twice as great as the combined navies of Italy and Turkey, while the dreadnoughts alone are greater by far in every respect than all the battleships that King Victor Emmanuel and the

Sultan could put on the sea at the present time.

The displacement figures of this mightiest of all American armadas reaches the magnificent total of 536,333 tons. A fleet of 15 Lucitanias would not total in displacement figures as many tons as the American ships featured in the big naval show, whereas it would take more than 30 Kaiser Wilhelm II's to balance the scales if the ships under Admiral Osterhaus were to be weighed in tons.

There were, in all, 192 in line, ranging in size from the mighty Florida and Utah of over 31,000 tons to the little submarines of the Stingray type, whose tonnage is computed by hundreds and not thousands.

Of battleships there were 25 in the Atlantic marshaling. There were two dreadnoughts of the Florida, two of the Delaware, and two of the South Carolina types. Then the splendid array of first-class battleships of the Connecticut type, numbering, all told, six ships—the Louisiana, the Kansas, the Vermont, the New Hampshire, the Minnesota, and the Connecticut. Then the type that is represented by the Idaho and the Mississippi, five of the Virginia type, being besides that ship, the Georgia, New Jersey, Nebraska and Rhode Island, and of the Missouri type, and including that vessel, the Ohio, and the Maine.

These are the ships upon which the United States would rely in time of war to do the actual fighting. The tonnage of these battleships is 331,312, and the broadside of the big guns they could fire would mean a hail of 15-inch and 14-inch projectiles weighing approximately 112,000 pounds, while a broadside of all guns of all sizes would total at least 180,000 pounds of steel.

As to these guns, it is interesting to note that when the ships lined up for the great review there were on all of them eight of the 15-inch type, which is now abandoned in the newer ships in favor of the 15 and 14-inch types, and 124 of the 12-inch, every one of which represents the very latest in naval ordnance of that type.

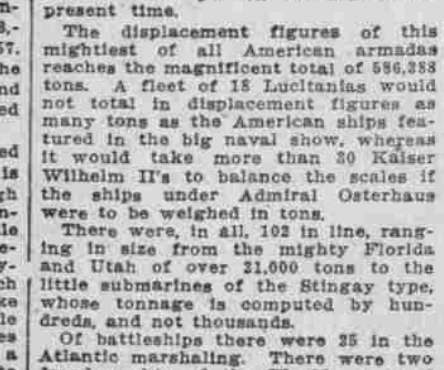
Add to the total of battleships the two big armored cruisers North Carolina and Washington, the fast-flying scout cruiser Salem, the unprotected cruisers Des Moines and San Francisco, a fleet of gunboats and at least five flotillas of torpedo boat destroyers and torpedo boats, eight of the newest and finest submarines in the world, and a fleet of splendid naval auxiliaries, and you will have the fleet that gave New York first call on the greatest naval show that has ever taken place in this country.

On these ships (counting in the batteries of 15 and 12-inch guns on the battleships), there are about 1800 guns, 972 of which are of the three-inch and larger types. Here is the list:

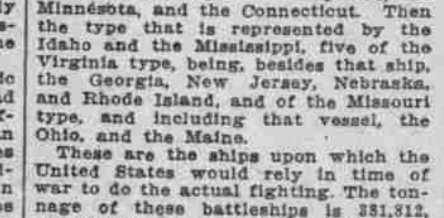
| Caliber | Number |
|---------|--------|
| 15-inch | 8 |
| 12-inch | 124 |
| 10-inch | 123 |
| 8-inch | 123 |
| 7-inch | 83 |
| 6-inch | 145 |
| 5-inch | 80 |
| 4-inch | 145 |
| 3-inch | 300 |
| Total | 972 |

In many of these guns were fired at the same time, it would mean in cold figures projectiles of all sizes that would weigh between 150,000 and 200,000 pounds.

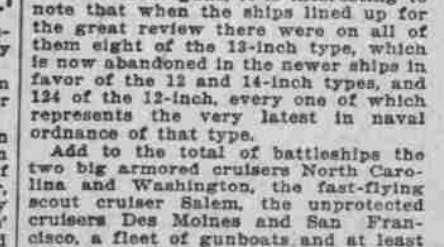
In target practice scores of 100 per cent are not uncommon in the United States, and so it does not take a very wild imagination to figure out what would happen to any other port or naval force if this avalanche of well-directed steel were turned against it.



ADMIRAL THOMAS ADDRESSING OFFICERS OF THE FLEET



PROTECTED CRUISER RALEIGH



GUNBOAT VICKSBURG, FROM WHICH ADMIRAL THOMAS REVIEWED THE FLEET

WOMAN MAYOR TALKS ABOUT HER JOB

"WHEN I took the oath of office I did so with a solemn resolution that I for one would faithfully discharge the duties of Mayor," says Mrs. Ella Wilson, Mayor of Hunnewell, Kan., in a recent interview. "I realized clearly this oath did not mean the letting down of the bars to graft, although it is frequently interpreted that way by some of our political men. No loyal citizen would be guilty of such an act, for it is no worse to steal a dollar from a beggar than to betray the government of which you are part."

"On entering my duties as Mayor pathways of roses did not await me. Instead, I found my way barred by technically advanced machinery brought forward by my opponents.

"My best efforts were given to solving these problems, which belonged to the judicial and not the executive department of the city government. This was a source of annoyance to me. All this labor could have been spent in making Hunnewell a better place. We learned to our regret that the Council which had been elected was not in sympathy with my reforms, and several members were radically opposed to women in office. They intended to combat my administration; if possible make it so unpleasant for me that I would resign.

"They were probably anxious I should fall, so this could be used as a campaign issue against women suffrage.

"The first regular session of the Council was to have been held the first Monday in May. Legal notices were

posted designating a room on Main street. These were ignored by the Council. Instead of meeting with me they convened in a bedroom on the second floor of a large hotel.

"Early in their session a messenger was sent hastily to me where I was then waiting in the room stipulated in the notices, with word that I must turn the ordinance and clerk's books over to them. Their demands were ignored.

"In June a second attempt was made to get a meeting. I waited an hour and a half, but only two came. The business could not be transacted.

"Immediately a letter was mailed by me to Governor Stubbs. He turned the matter over to Attorney-General Dawson with instructions to investigate, and the investigation was made. Each Councilman received a letter telling him what he must do.

"He present at the next Council meeting and transact the city's business in good faith or suffer the penalty of the law."

"The law is such the Attorney-General can bring on proceedings or prosecute under the crime act. The penalty is \$1000 fine or one year in jail or both.

"This advice was too much for my friends. They were all present at the next meeting. They opposed everything. My appointments were read. I could not get them confirmed. (It has been rumored that I desired Mrs. Rose Osborne appointed Marshal. This is untrue. An office that requires physical strength is not a woman's position.)

"What was I to do?"

"Sanitary conditions were poor, gambling and bootlegging going on, and my hands were tied. I boarded a train for

Lawrence, the home of Governor W. R. Stubbs. On my arrival I went directly to the Governor's residence. I found a splendid day of executive.

"He said: 'You go back, appoint your Marshal. I will see to his pay.' I did so, and very little or no bootlegging or gambling now exists within the border of the city to the best of my knowledge. These 'evils' must go. This prohibitory law can be enforced if the proper officer is behind it.

"It has been reported that I said I had learned that politics is not a woman's game, and I was ready to quit. Such statements are false. No remarks of this kind were ever uttered by me. I wish to reiterate, I mean to stand staunchly for good government, and will not quit until my term expires. I may be a candidate for reelection.

"Hunnewell has been run by a faction that has not been exacting as to the requirements of the law.

"Neither the judges nor the clerks of the Election Board were sworn at the election of 1910.

"The officers elected as the result of that election have had charge of the municipal affairs until the first day of May this year.

"Whoever heard of a City Treasurer serving without bonds? We have had just such an experience right here in Hunnewell.

"Our last three Treasurers have not been bonded. The first of the three went into bankruptcy. He left the town and the office was vacant.

"The books and documents were passed to the next man, who was honest. He resigned.

"The third candidate is still serving, but only in name. I have instructed him emphatically that he must pay no money.

"My appointment was Professor E.

A. Clark, Superintendent of the Public Schools. The Council refused to confirm him.

"The present incumbent claims the office on the grounds that he has right of office until a successor is appointed and confirmed by the Council.

"A man or woman who is anybody or does anything is most certainly going to be vilified, criticized, misunderstood, and condemned by the Council.

"The final proof of greatness lies in being able to endure contumely without resentment.

"All great political leaders and reformers have been severely censured. Many times these criticisms may have been just, but nine cases out of 10 have been unjust.

"No President has been so unjustly censured as our beloved Lincoln, yet he never resented criticism.

"This faultfinding is a contagion which spreads rapidly among a class of every municipality. If you live in a city, in heaven's name, use your influence in making that city a sanitary, moral, law-obeying place. If you must vilify, condemn, and eternally denigrate, change your citizenship to another corporate town, and when you are no longer a resident censure to your heart's content. But so long as you are a part of it, do not condemn it.

"Many women fear this publicity. Consequently they are contented to mother boys and girls of this great country, but do not think it their duty to help make the laws that govern them.

"I have been asked the question: 'Mayor Wilson, do you have any time for your housework?' Well, a woman without the love of home in her heart

is not a real woman. I have been accused by my friends of being overly tidy.

"Duties of home have always been an easy task for me and have never taken all of my time.

"The greater part of my life has been given to the church work. I have been associated with the various lodges of which I am a member—Eastern Star, Rebekah and Royal Neighbors. Very recently I finished three months' course with the eminent pianist and teacher, Rudolph Callahan.

"Should you call at my office almost any morning, you would probably find me reading letters that come from all parts of the world. Most of these are answered personally.

"Another question I often hear is, 'What do you think of a woman in politics, Mrs. Wilson?'

"Men are able to prosecute large commercial enterprises and still devote much time to the great political questions of the day. Usually these business men are successful. If their interest in politics does not affect their business, why should a woman's interest in politics affect her household?"

"Women are more sympathetic and conscientious than men and just as intellectual.

"Men have tried to govern here in Hunnewell and have failed, and the balance-wheel turned, just as it would be reversed in many other towns after I have succeeded here.

"My office means much more to me than just the simple Mayoralty of a Kansas town. If women can do good work in office here they can do good work elsewhere, and the men must admit it.

"This lesson will go out from Hunnewell. The men and all persons opposed to women in office will see that some of their ideas have been wrong."