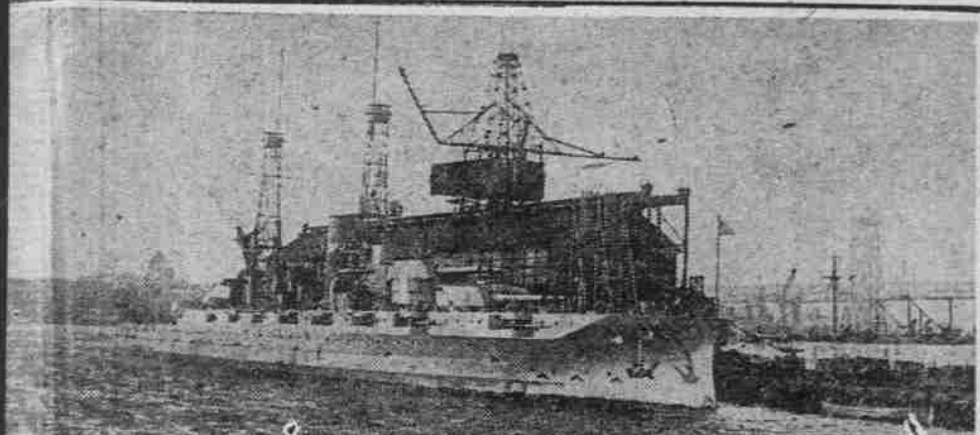
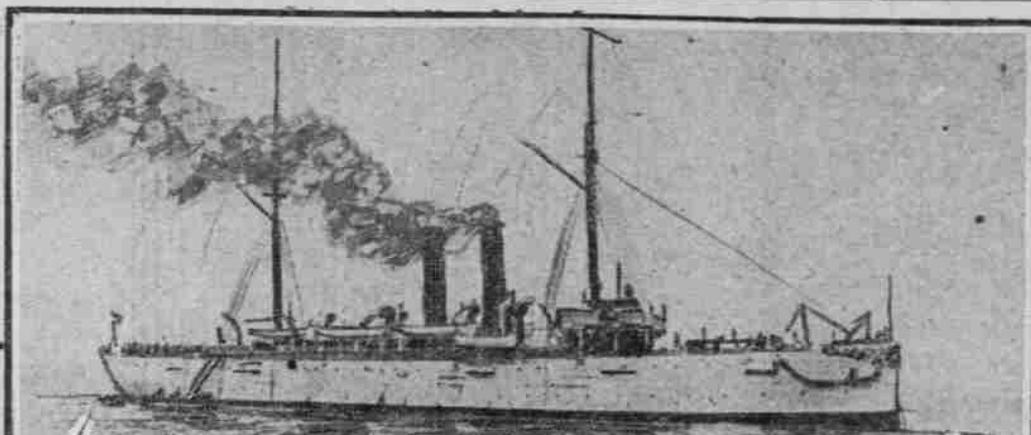


WAR COMPRISE MODERN ARMADA KNOWN AS PACIFIC FLEET

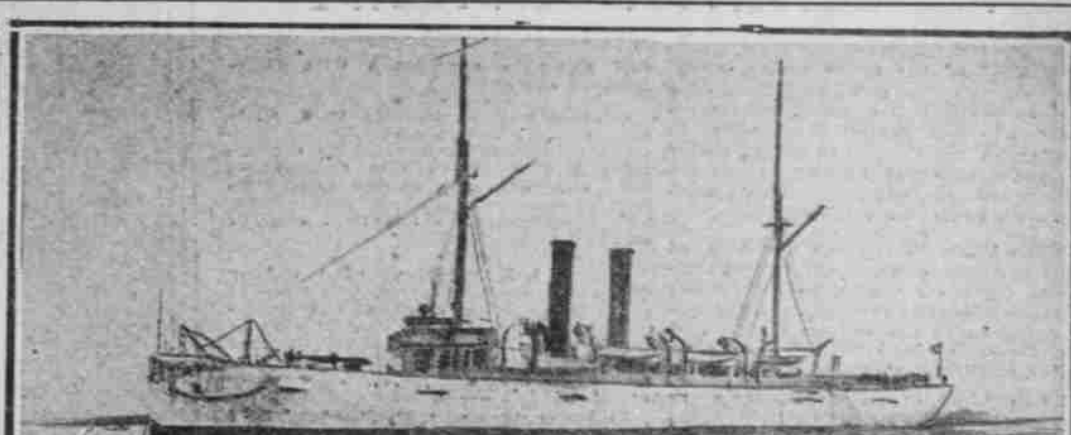
North Along West Coast to Take Up Permanent Station as Guard for Sunset Shore of Nation.



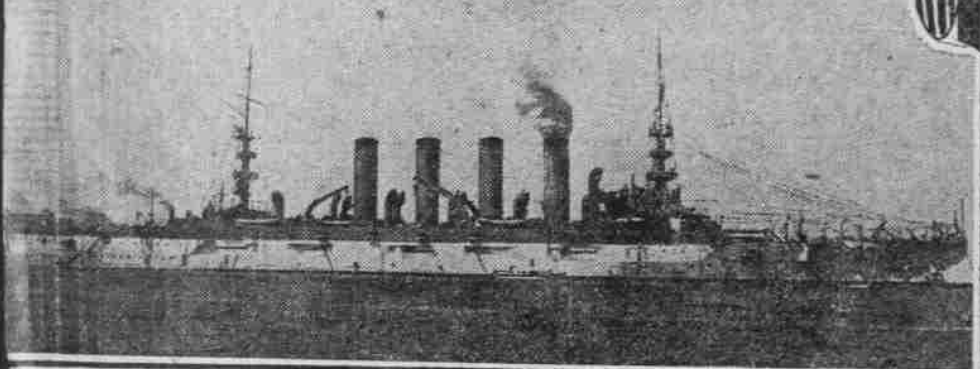
Battleship Arizona.



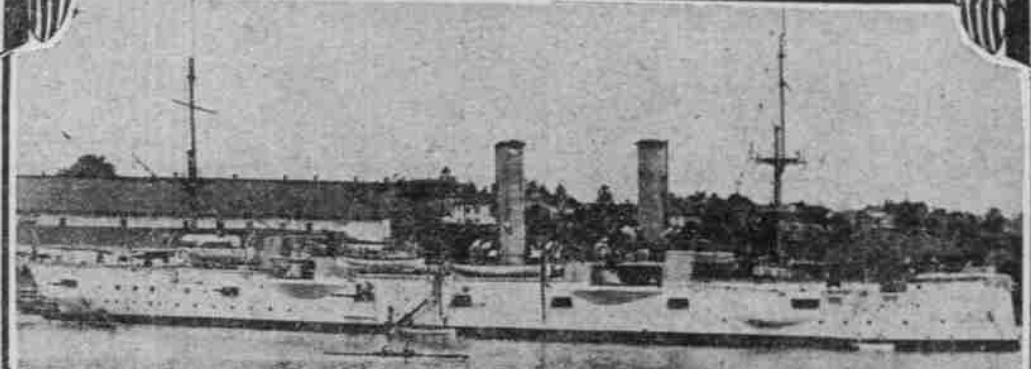
Cruiser Cleveland.



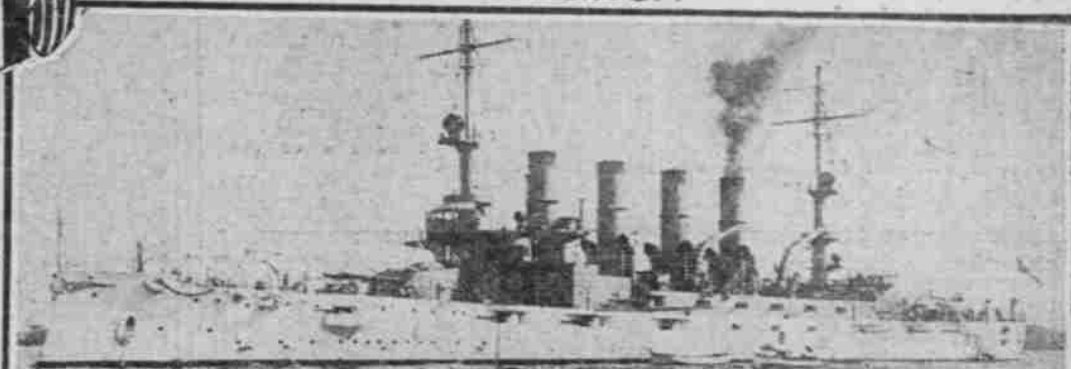
Cruiser Denver.



Cruiser Pueblo.



Cruiser Chicago.



Cruiser Montana.

BATTLESHIPS of every type, including the very latest models adopted by the United States government, ships which have formed a part of the grand fleet which patrolled the North Sea during the war, ships which carried the American troops by thousands overseas and vessels which served as convoys, ever alert to the perils of the Hun submarines, will sail from the Atlantic on July 12 as the new Pacific fleet. The entire fleet will visit San Diego, Angeles and San Francisco harbors. A portion of the fleet will enter the Columbia river, according to Secretary of the Navy Daniels. Just what will be included in the detachment to be sent to Portland, has not been ascertained, but it is expected at least one of the super dreadnaughts, the latest thing in the way of a modern battleship, will be included.

Fifteen major battleships with the New Mexico as flagship carry Admiral Clegg, a squadron of 11 cruisers and a squadron of 90 destroyers will comprise the Pacific fleet. In addition there will be detachments of submarines and mine layers. Ships which formed the 6th battle squadron of the grand fleet during hostilities will sail on July 17 from the eastern coast, commanded as follows: New Mexico, Captain Arthur I. Wilford; Mississippi, Captain William A. Moffett; Arizona, Captain John H. Day; Wyoming, Captain Harley H. Halsey; Arkansas, Captain Louis R. Dugger; New York, Captain William Pratt; Texas, Captain Nathan C. King; Idaho, Captain Carl T. Vogel.

The flagship New Mexico was built in the New York navy-yard and completed in April, 1917. This ship was called California and is one of the same class of ships. The construction of the New Mexico was authorized in 1914. Originally it was intended to build but two ships but the old Idaho and Mississippi were contributed two-thirds of the cost for a third unit. The Idaho and Mississippi, which are also designated as part of the Pacific fleet are the ships of the New Mexico type. These three ships have a tonnage of 18,000 tons, full capacity, are 600 feet long with a beam of 92 feet. Each has a complement of 1117 officers and men, although the flagship will carry more officers and men on the cruising cruise.

The Idaho was built at the plant of the New York Shipbuilding company, being turned over to the government in November, 1917. The Mississippi was constructed at Newport and also leaving the ways in November, 1917.

These three ships are equipped with the amount of armament, each having 14-inch, 50-caliber guns, 22 five-inch, 50-caliber guns, four three-inch, anti-aircraft guns and four six pounders for saluting exclusively. The ships are each equipped with two torpedo tubes, which are submerged.

The Arizona, which is of the Pennsylvania class, is said to represent one of the most successful of all dreadnaughts designed up to the present time. This ship has a displacement of 18,000 tons, a complement of 1117 men and carries the same guns as the ships of the New Mexico class.

The Arizona was authorized in 1913, completed in the New York navy-yard in October, 1916, and has a speed of 21 knots. She represents an enlarged and improved ship of the Nevada type and proved to be an excellent sea boat.

An exceptional steady gun platform. The general design of this ship is marked by great simplicity and a high standard of excellence.

The Texas and New York, included in

what is known as the Texas class, have displacements of 28,367 tons each. Each ship carries 1026 officers and men, are 565 feet in length, with a beam of 95 feet. Each ship carries ten 14-inch 50-caliber guns, 21 five-inch 50-caliber guns, three three-inch anti-aircraft guns and four three-pounders. Each ship is also equipped with four submerged torpedo tubes. The Texas was completed in Newport News March, 1914, and attained a speed of 22 knots on her trial trip. The dreadnaught New York was built in the New York navy-yard, completed in April, 1914, and has a record of 21.47 knots.

The Arkansas and Wyoming are ships of 27,243 tons, carrying an average number of 1050 officers and men each, and both are fitted as flagships. Construction of the Arkansas was completed in September, 1912. This vessel has a speed record of 21.15 knots. The Wyoming was also completed in 1912 and has a speed record of 22.45 knots per hour.

The two ships carry 12 12-inch 50-caliber guns, 21 five-inch 50-caliber guns, two three-inch anti-aircraft guns, four three-pounders and two submerged 21-inch torpedo tubes. Captain Frank H. Clark will command the Vermont, which is a ship of the Kansas class. The Vermont was completed in April, 1907, had a displacement of 17,650 tons, a complement of 963 officers and men and has a speed record of 18.96 knots per hour. The ship is 456 1-2 feet in length with a maximum draught of 25 2-3 feet.

The battleships New Jersey, Georgian, Nebraska, Rhode Island and Virginia are all in the 1902 class of battleships. The New Jersey, commanded by Captain Walter R. Gearard, was laid down in April, 1902, and completed in May, 1906. The Georgian, laid down in July, 1902, was completed in September, 1906. The Nebraska was laid down in July, 1902, and completed in July, 1907. The Rhode Island and Virginia were laid down in May, 1902, and completed in 1906.

All of the ships in this class have a displacement of 16,094 tons, with an average complement of 900 officers and men. The length of these ships are 441 1/4 feet, with a maximum draught of 25 5-6 feet. These ships carry four 12-inch 40-caliber guns, eight eight-inch 45-caliber guns, 12 six-inch 50-caliber guns, 12 three-pounders and four submerged torpedo tubes.

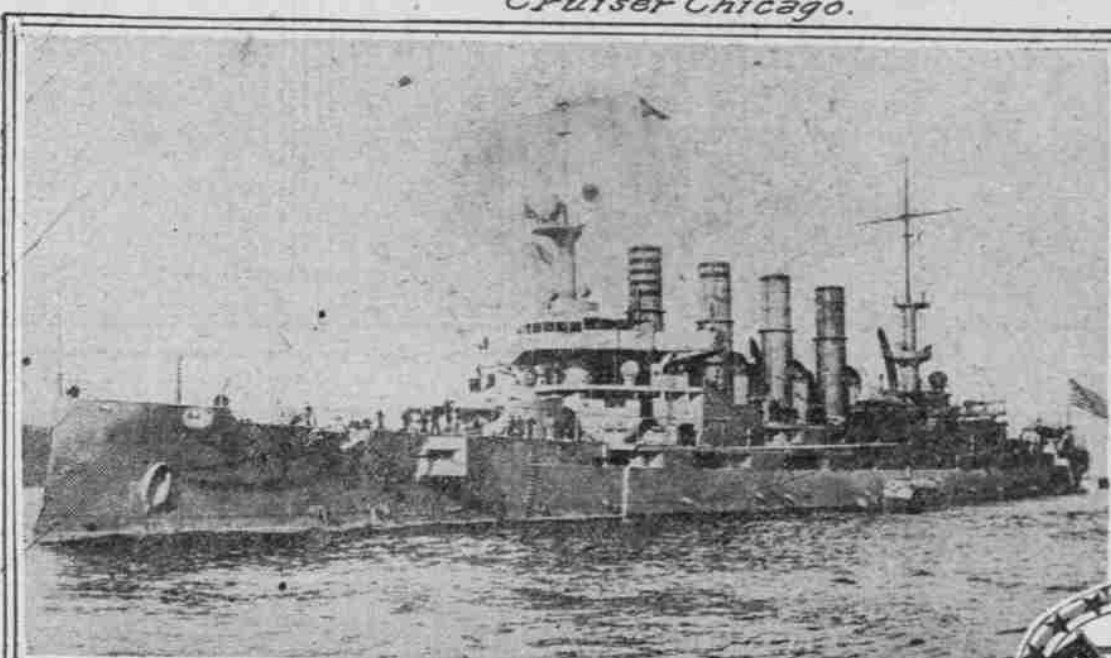
The armored cruiser Seattle will be the flagship of a squadron of cruisers selected to be a part of the Pacific fleet. The Montana and North Carolina are of the same class as the Seattle. They have a displacement of 14,600 tons and a complement of more than 1000 officers and men each. All three ships have a speed record in excess of 22 knots.

The Cleveland, commanded by Captain Frank L. Pinney; Tacoma, Captain Edward S. Jackson; Denver, Captain Edward D. Fenner; Marblehead, Captain William T. Tarrent; Machias, Commander Frederick R. Nalle, and the Vicksburg, with Lieutenant-Commander Charles E. Reordan as commanding officer, will sail to the Pacific coast independently, according to the navy department. These ships acted as convoys during the transportation of troops to the other side. None are of the late types of ships, the majority having been used as training ships for naval militia in various states.

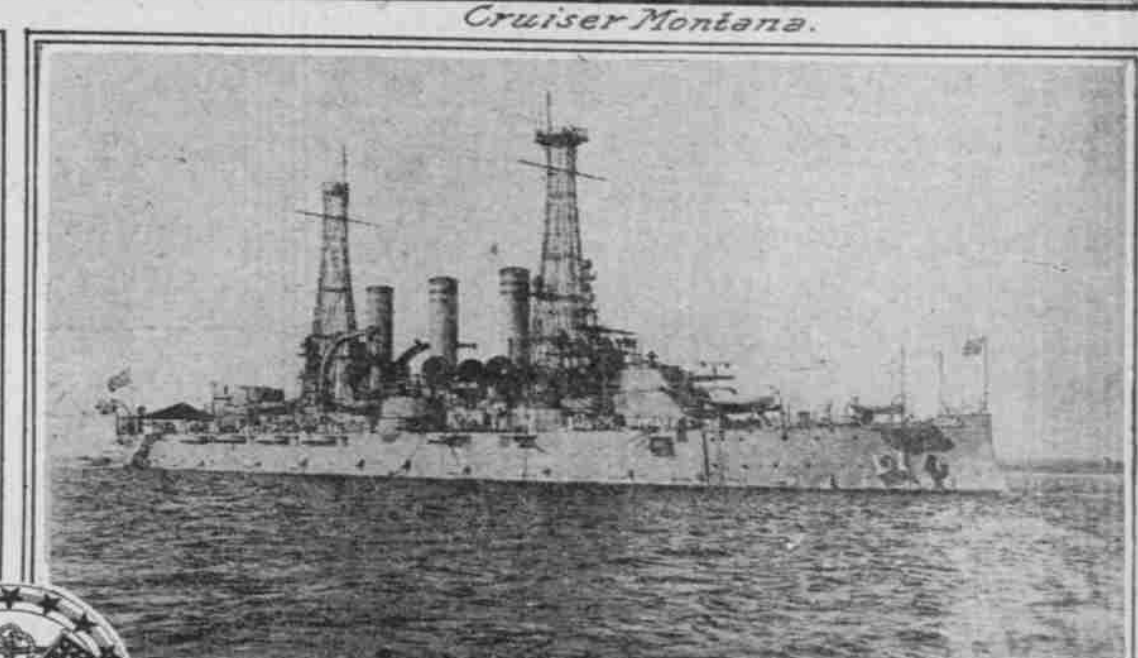
The Marblehead will be remembered as the training ship for the Oregon naval militia, having been anchored below the O-W. R. & N. company's bridge for a number of years. The navy department called this and all other seaworthy training ships into active service at the beginning of America's part in the hostilities and many of this class have performed yeoman service.

Two veteran ships which laid mine barrages in the North sea will sail under command as follows: Baltimore, Captain Alfred G. Howe, and the Aroostook, Captain James H. Tomb.

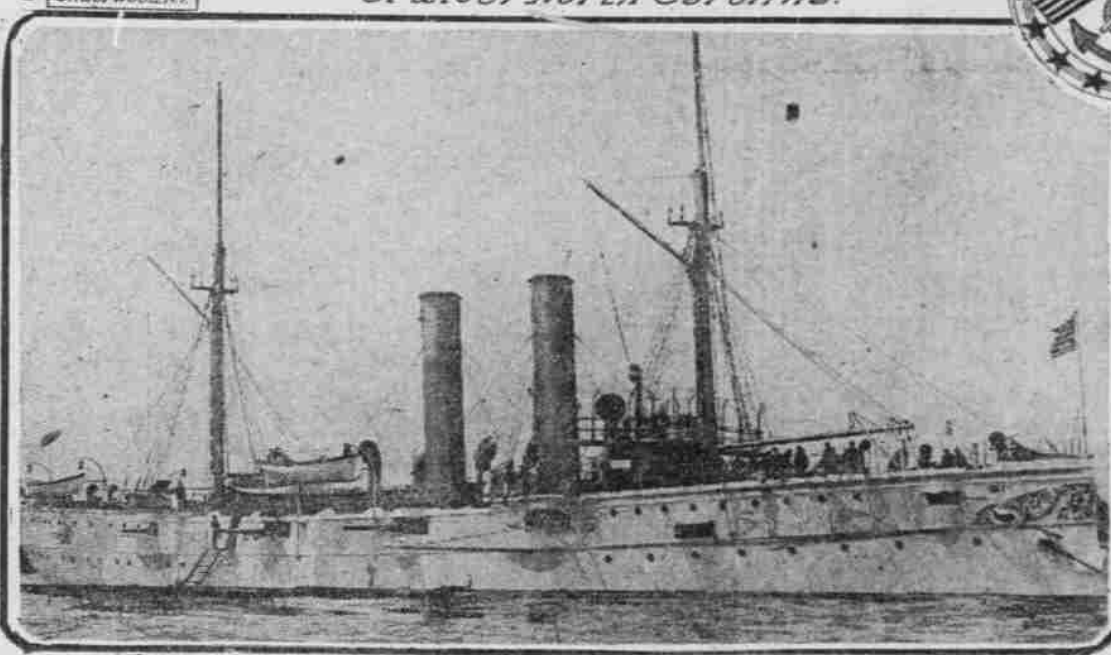
The destroyer squadron, led by the flagship Salem, in command of Captain Hayne Ellis, will join the fleet. This is the same squadron which operated off the coast of Ireland during the war and did most effective work in affording protection to the troopships carrying American boys to England and France.



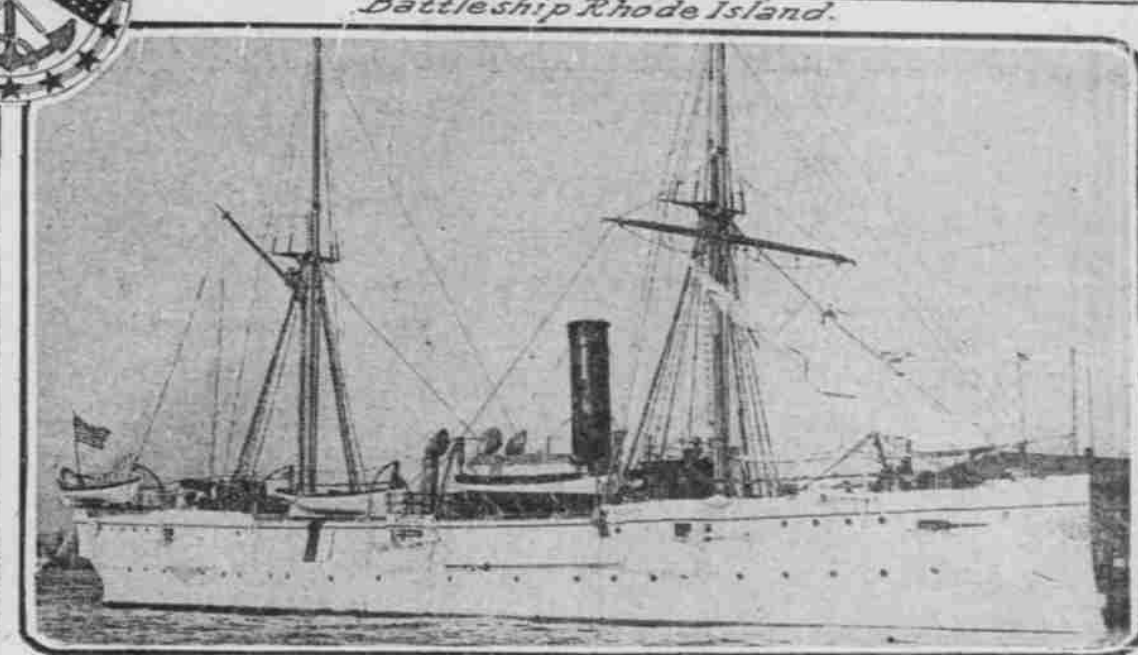
Cruiser North Carolina.



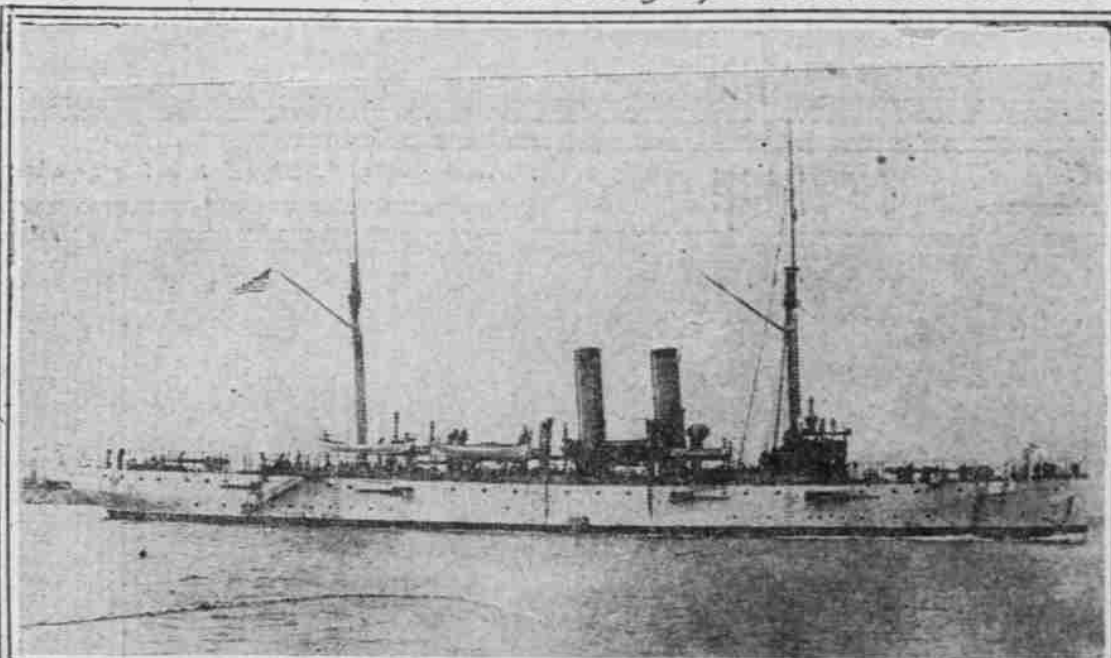
Battleship Rhode Island.



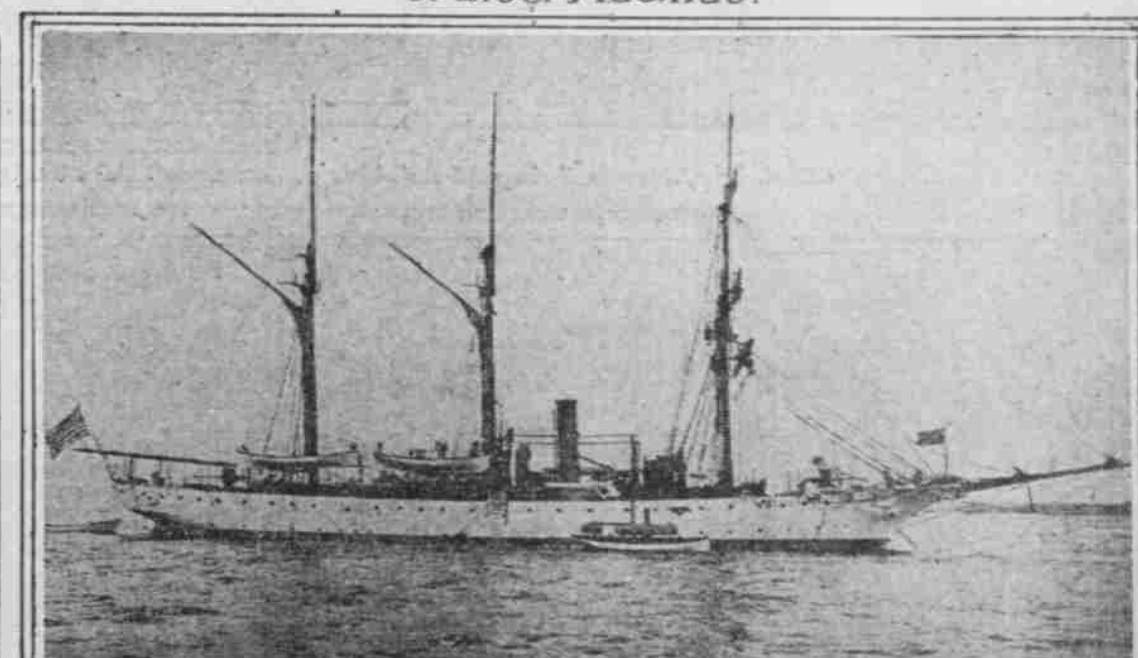
Cruiser Marblehead. Photographed in Portland Harbor.



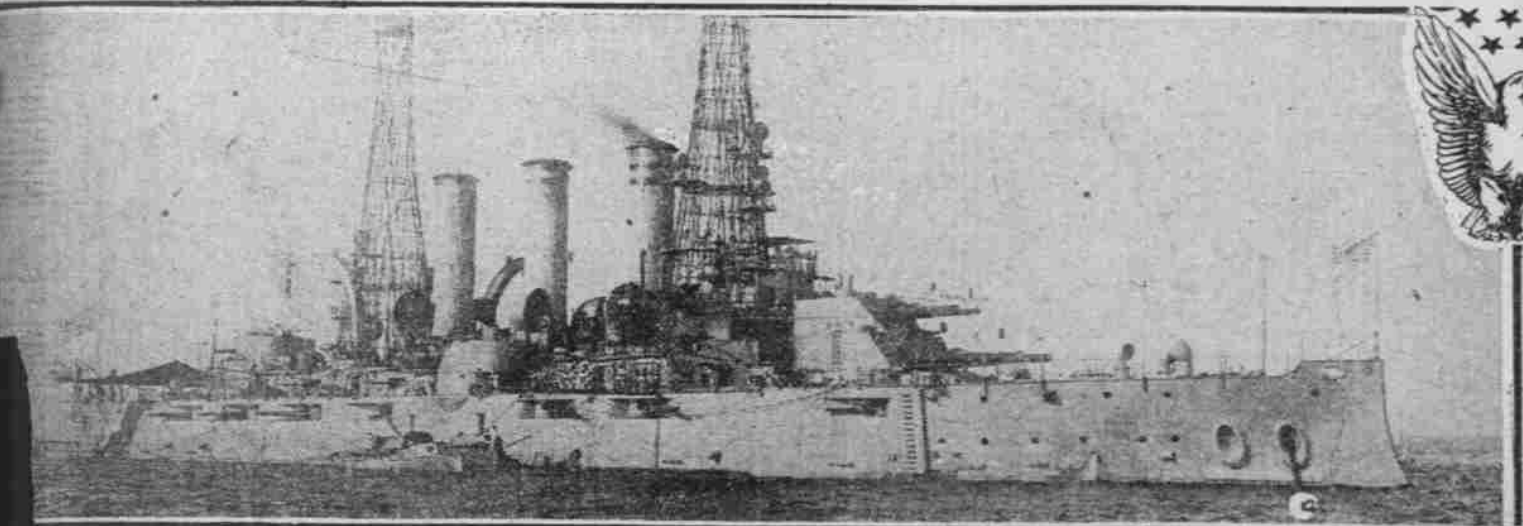
Cruiser Machias.



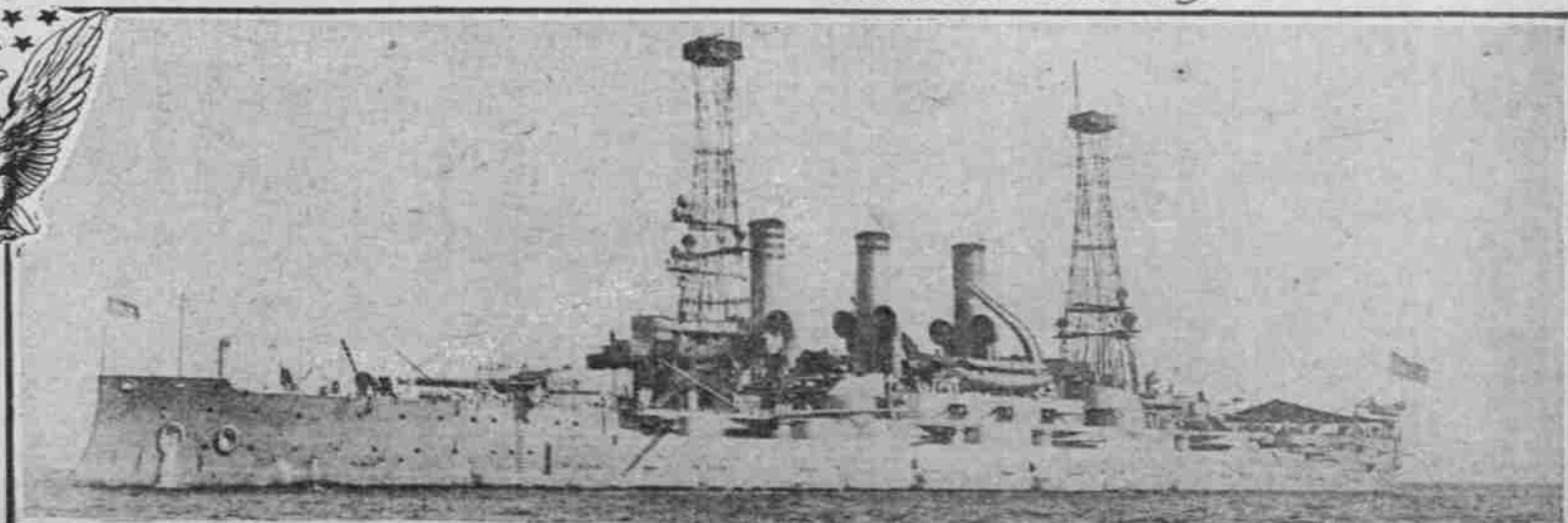
Cruiser Tacoma.



Gunboat Vicksburg.



Battleship Nebraska.



Battleship Vermont.