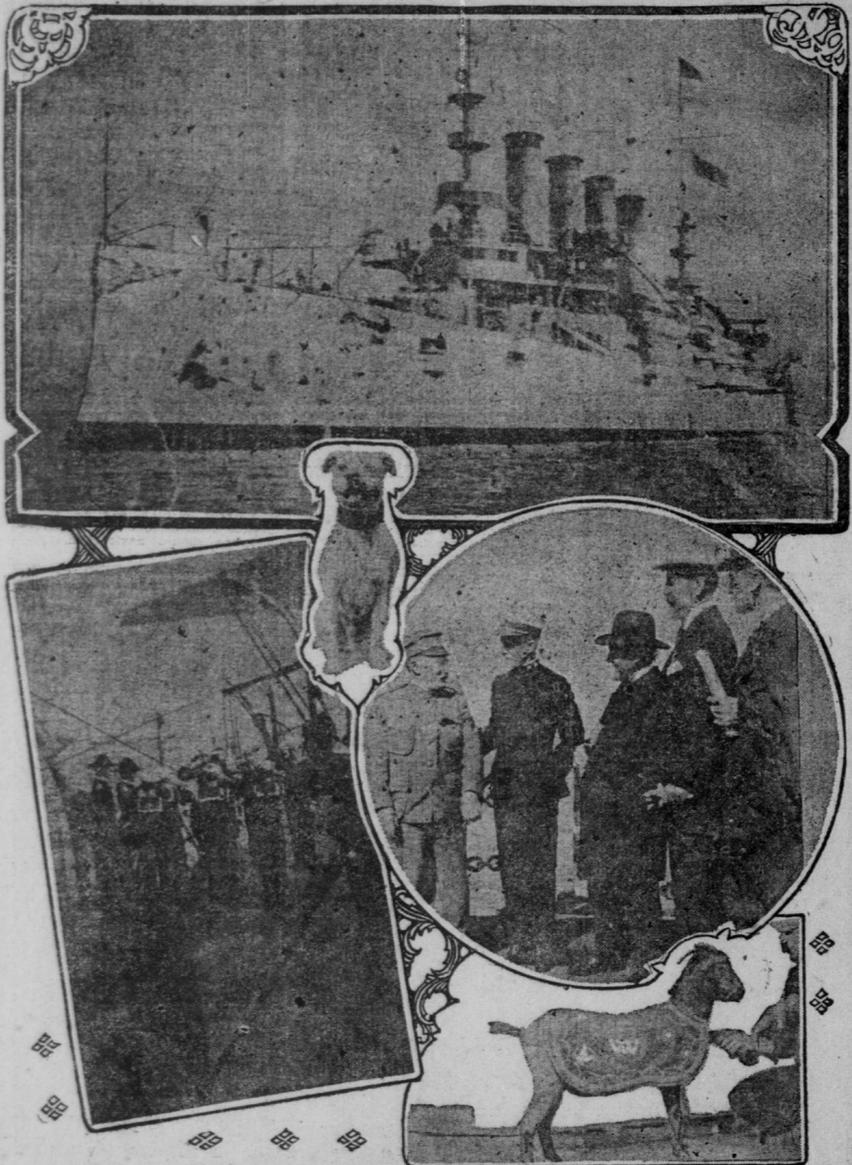


First Squadron of the Pacific Fleet Arrives to Drop Anchor in "Man of War Row"

Guns of Charleston Boom Salute to Rear Admiral Dayton



CRUISER WEST VIRGINIA, FLAGSHIP OF REAR ADMIRAL DAYTON, AT ANCHOR IN BAY. BELOW WHICH IS THE WARDROOM MASCOT, HARDTACK. ON THE LEFT IS SHOWN THE ARRIVAL OF THE RECEPTION COMMITTEE, OPPOSITE WHICH IS A GROUP CONTAINING (FROM LEFT TO RIGHT) COLONEL JOHN L. CLEM, U. S. A.; REAR ADMIRAL JAMES H. DAYTON, MAYOR E. TAYLOR, COLONEL T. W. M. DRAPER AND CONGRESSMAN JOSEPH B. KNOWLAND. BELOW IS THE FORCASTLE MASCOT, BILLY BUTTS, WHO LIVES UP TO HIS NAME.

As announced in the wireless message that he sent to The Call, Thursday evening, from more than 100 miles out at sea, Rear Admiral James H. Dayton on his flagship the West Virginia, accompanied by the armored cruisers Colorado, Maryland and Pennsylvania, steamed into the harbor yesterday morning shortly after 7 o'clock. Before 9 o'clock the four big fighting machines were anchored in diamond formation in man of war row, where, in the bright sunshine, they formed a picture that stirred in the souls of all sleepy commuters a desire to scream like eagles. The Japanese boys who work as waiters in the Southern Pacific ferry steamer restaurants were unusually polite, for every other customer were a chip on his shoulder and a frown in his eye.

With \$16,000,000 worth of fighting machinery floating near by and the realization that 3,200 men, sworn to defend with their lives the rights and dignities represented by the stars and stripes had come to town, it was easy to feel yesterday morning that licking creation would be a mere pastime for Uncle Samuel.

The "big four" made an imposing spectacle as they emerged from the mists of the morning in single file and headed slowly for the Golden Gate. The weather could not have been better if Professor McAdie had made it to order. The sky was cloudless and the only ripples on the water were those made by the passage of the imposing squadron. The formidable outlines of the warships showed in bold relief against the blue water, and lent color to the animated scene on board each vessel on every part of which sturdy humanity appeared to be swarming.

When the West Virginia, which led the squadron, was sighted from the bridge of the Charleston, flagship of the second squadron, the Charleston's batteries barked out a 13 gun welcome. The West Virginia acknowledged the salute in kind, and Rear Admiral W. T. Swinburne lowered his flag from the day Rear Admiral Swinburne hoisted a red flag with the two white stars of his rank. The two starred blue flag indicating supreme command files from the truck of the West Virginia's mainmast.

The four armored cruisers that arrived yesterday left Newport News last September and have cruised in company ever since. Through the Suez canal they steamed to the far east where they remained on duty on the Asiatic station until August 10, when they left Manila for this port. They spent seven days in Yokohama, where officers and men were treated with friendly courtesy by the Japanese. The squadron was at Honolulu for 17 days, and the eyes of officers and men still shine when the topic of Hawaiian hospitality is introduced. If, when the squadron reaches Puget sound, the people on the ships talk of San Francisco's welcome with anything like the enthusiasm that a reference to Honolulu arouses, the permanent reception committee may congratulate itself on having made good. Honolulu set a hot pace and the committees here and around the bay will have to hustle.

The one mishap of the cruise from the far east occurred during a typhoon encountered between Manila and Yokohama. On the West Virginia the forward hatches were kept open for the sake of ventilation until green seas began to sweep the forward end of the cruiser. The vessel was slowed down and the order given to close the hatches. While the men were engaged in this work a big sea swept the deck, knocked the men around like ninetails and washed Seaman Wetland overboard. Wetland was drowned. Several

ords and they represent the best type of American bluejacket, who is the highest type fighting man of the world. The Colorado won first place in the eight-inch gun class. The West Virginia would have been ahead but for the bursting of a powder bag in the forward turret, for which a penalty that cost the flagship first place was imposed.

Seaman D. J. Reilly of the West Virginia holds the best record for the year of eight-inch gun pointers. Seaman A. E. Shelton ties with a seaman on the Colorado for the first place as eight-inch gun trainer. Reilly and Shelton are both members of the crew of the flagship's forward gun turret, from which at the practice at Chetu they fired 20 shots in four minutes. Twenty-six of these shots were hits. J. W. Jenkins is turret captain. The officer in charge of the forward turret is Ensign A. F. Carter.

The end of one of the Colorado's eight-inch guns blew off during the practice at Chetu but nobody was injured. The gun has never been replaced, but jugs very much like its twin at the other side of the turret. When the cruisers were ordered home and it was known on board the Colorado that a visit to Yokohama was imminent and bluejackets made a wooden nozzle in exact imitation of the end that blew away and neatly spliced it on to what was left of the gun. Polished and painted, the imitation is perfect and during the seven days' stay at Yokohama the Colorado's crew was spared the humiliation of seeing Japanese visitors gazing at the ragged gun.

The West Virginia boasts the crack minstrel troupe of the United States navy and two of the most exclusive mascots in the service. Billy Butts, the goat, declines to leave the men's quarters except to accompany a liberty party ashore. He will eat the tobacco out of a sailor's pipe, but turns up his nose at a butt of the admiral's cigar. Hardtack, the wardrobe mascot, is a handsome bull terrier, who takes his air on the quarterdeck and sleeps in the wardroom. He is a favorite with the crew and is the mascot of the West Virginia.

The Maryland has an unbeaten racing boat, the crew of which is open to challenges from any crew in the world for a purse of any size. The Maryland holds the world's record for marksmanship with 3 undersea and has the champion 4 inch gun of the navy. The four cruisers that arrived yesterday are ships of the same class as the South Dakota and California. They cost from \$3,500,000 to \$4,000,000 each and were launched in 1902. The measurements are practically the same in each case. There is some variation in the indicated horsepower. The batteries are identical.

The West Virginia's displacement is 13,850 tons. The cruiser is 502 feet long, 63 1/2 feet in beam and 24 1/2 feet deep. The cruiser's engines develop 26,125 indicated horsepower and the flagship can travel about 23 knots an hour. The Charleston, St. Louis and Milwaukee are 73 feet shorter than the West Virginia, have 2 1/2 feet less of beam, but draw a foot more water. The West Virginia carries four 8 inch guns, 14 6 inch, 18 3 inch, 12 3 pounders, 8 1 pounders and a number of smaller guns. Each of the ships carries more than 800 men.

As far as the officers of the squadron know, the ships will remain here for about 10 days, when they will coal and proceed to Puget sound, where they may remain several weeks. Visitors will be received on board every afternoon. The band on the flagship plays every day for about an hour, beginning at 4 o'clock. On every ship every officer and man is a committee of one prepared to extend every reasonable courtesy to every visitor that comes over the side.

The personnel of the squadron that arrived yesterday is as follows: Commander in chief, Rear Admiral J. H. Dayton; chief of staff, Captain J. B. Milton; flag lieutenant, Lieutenant J. T. Tomkins; aide, Lieutenant J. C. Fremont Jr. and E. C. S. Parker; surgeon of the fleet, Medical Inspector J. G. Byrne; engineer of the fleet, Lieutenant Commander G. B. Price; paymaster of the fleet, Paymaster W. J. Little; marine officer of the fleet, Master J. T. Myers.

West Virginia (flagship) of the commander in chief—Captain J. B. Milton; lieutenant commanders, V. O. Chase, C. B. Price, P. Spring, W. H. Allen; ensigns, L. E. Foster, H. E. Keys, A. F. Carter, J. W. Wilcox Jr., R. M. Sperry, C. C. Hartigan; medical inspectors, J. W. Balson; paymaster, W. J. Little; assistant paymaster, P. Williams; chaplain, J. M. F. McGinty; major, J. T. Myers, U. S. M. C.; captain, H. R. Lay, U. S. M. C.; second lieutenant, C. Antrim, U. S. M. C.; mates, W. L. Hurdie; chief gunner, D. Hepburn; gunner,

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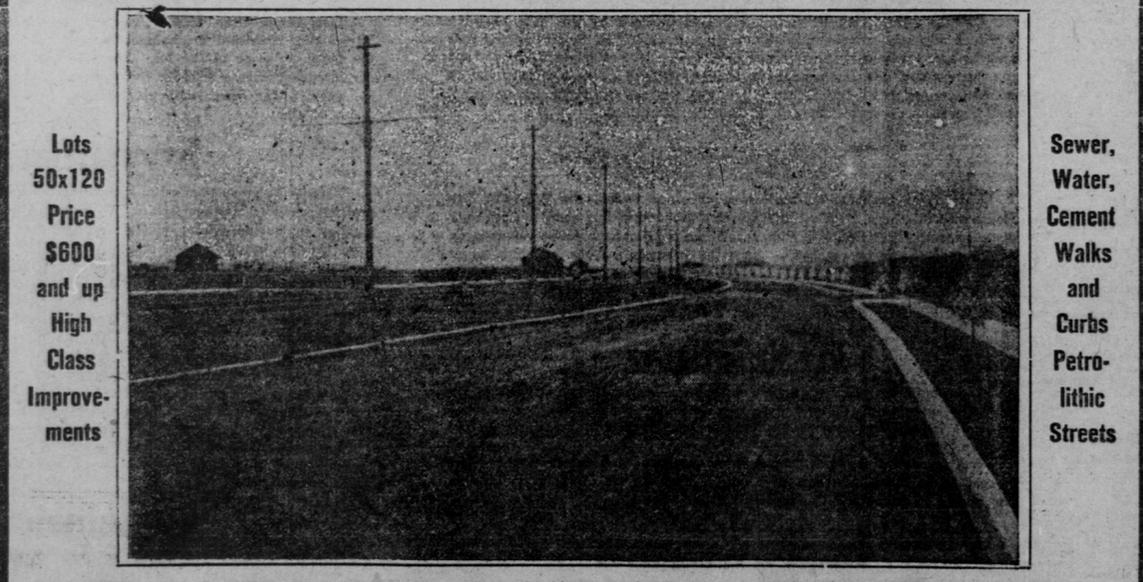
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