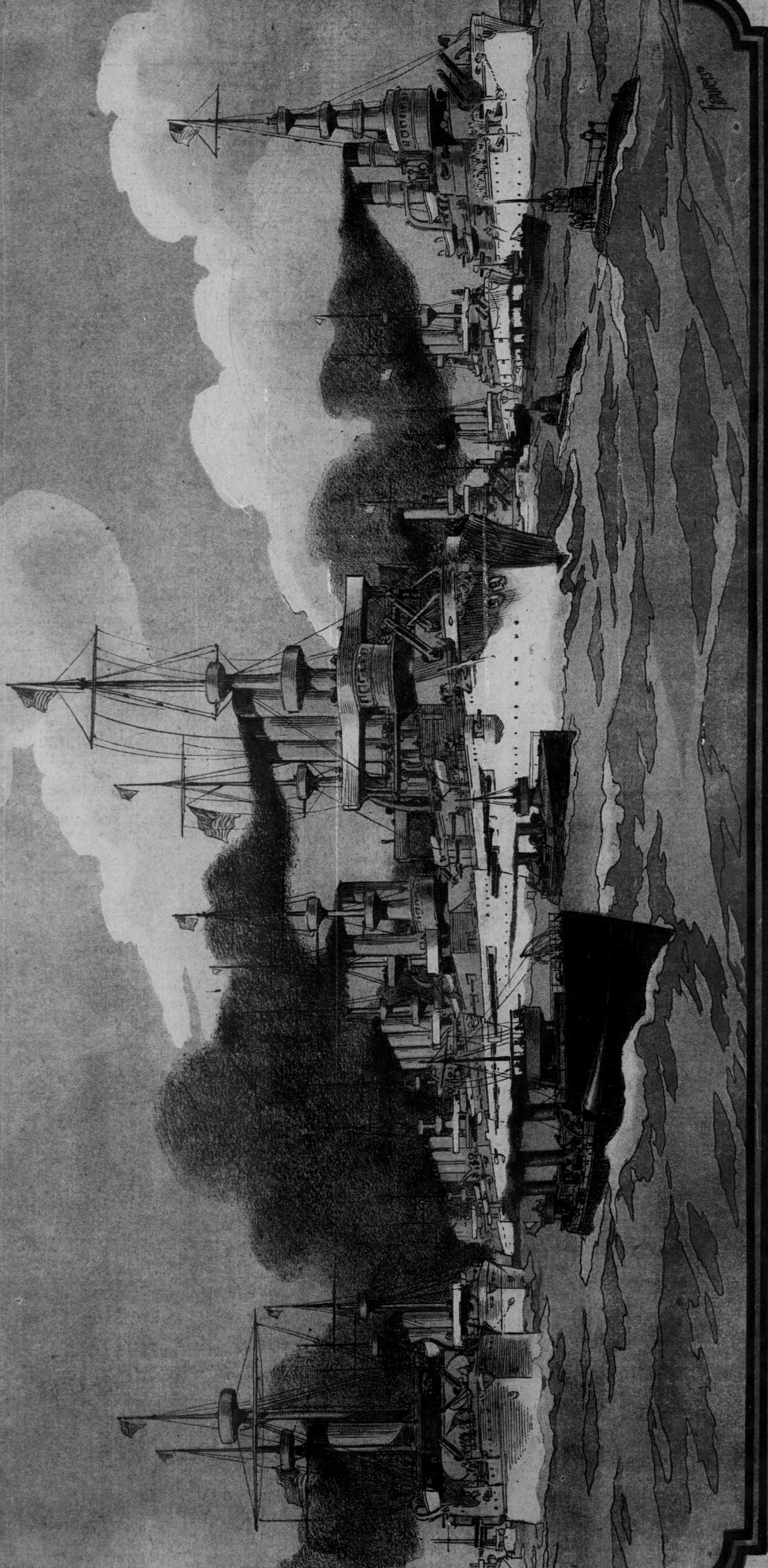


Ships San Francisco Has Added to the Navy



GRANDS
WHEELING MARIETTA

CRUISERS
CHARLESTON SAN FRANCISCO

ARMORED CRUISERS
SOUTH DAKOTA MILWAUKEE CALIFORNIA

WISCONSIN
TARPO BOAT FARGAOUT

BATTLESHIPS
OHIO

MONITORS
MONTREY TAONA OLYMPIA

CRUISERS
YACONA OLYMPIA

BATTLESHIP
OREGON

SUBMARINES
GRAMPUS PIKE

By Will Scarlet
CORE another point for the Queen City of the west. San Francisco must leave the realization of this ambition to no uncertain satisfaction by recalling the fact that those 20 ships built in San Francisco are, with one exception, in different parts of the world attending to the interests of Uncle Sam.

The one exception is the Charleston, the cruiser that went on the rocks off the coast of Cuba in 1917. It is some years ago. It is unfortunate in more ways than one that the old first ship which San Francisco built for the government and those of us who call the big noise made in San Francisco at the time of her launching. Her keel was laid at the Union Iron Works later on July 19, 1917, to be exact, she slid from the ways. Something more than one year after she

was completed and made her trial trip to San Francisco. She is a protected cruiser, 344 feet long, carries 11 guns and is capable of making nearly 23 knots an hour. At present she is chugging with the old San Francisco at the Norfolk navy yard.

The ship that's the best
And her name is the Oregon.

The phenomenal cruise of the battleship Oregon during the Spanish war is a matter of history. Her keel was laid at the Union Iron Works in November, 1891, and she was launched on October 24, 1892. In 1897, she made her first voyage to the Philippines and on her subsequent career is a leaf out of the history of our country. San Francisco is justly proud of the Oregon and makes it a point to have her in the city wharves.

The day after St. Patrick's day, 1897, was built the ship that's the best. It is one to be remembered by San Francisco, for it was then that the first of the great battleships was launched. The first gunboats Wheeling and Marietta on that day slid from the ways. By order of the navy department the

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they were present on the occasion. The people of this city were something attractive in a launching and when one of Uncle Sam's fighting cruisers California was launched at the Potrero in the way; but everybody was there—and you were one of the thousands who shouted the California, was launched at the Union Iron Works on July 21, 1904. It is wise in the second division of the Pacific fleet.

A popular though erroneous impression is that the Milwaukee, launched here on September 10, 1904, is a vessel of the same construction as the California. It is true, are of the same general dimensions and attain approximately the same speed, but while the California and South Dakota are armored cruisers, the Milwaukee is an armored cruiser. She carries but 14 guns. She is the last ship thus far built in San Francisco for the United States government. Just now Commander Chester B. Rowley, who is to go into reserve.

Following is a tabulated list of the

April 23, 1904. Her date, any significant feature of the day, the armored cruiser California was launched at the Potrero. You were there, and you were one of the thousands who shouted the California, was launched at the Union Iron Works on July 21, 1904. It is wise in the second division of the Pacific fleet.

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ships that San Francisco has added to the navy:

CLASS	Length, Feet, Inches	Breadth, Feet, Inches	Speed, Knots	Year
Battleships—	450: 9	69: 3	14.75	1897
Oregon	450: 9	69: 3	14.75	1897
Wisconsin	371: 11	72: 2	16.00	1901
California	360: 11	72: 2	16.00	1904
Yacona	344: 10	69: 3	21.00	1904
Olympia	344: 10	69: 3	21.00	1904
South Dakota	322: 10	69: 3	22.00	1904
Milwaukee	305: 10	69: 3	22.00	1904
Charleston	305: 10	69: 3	22.00	1904
Wheeling	189: 3	34: 1	15.00	1897
Marietta	189: 3	34: 1	15.00	1897
Torpedo boats—	214: 9	25: 6	20.00	1900
Ferrug	214: 9	25: 6	20.00	1900
Yacona	250: 1	25: 6	20.00	1901
Paul Jones	250: 1	25: 6	20.00	1902
Monterey	250: 1	25: 6	20.00	1902
Wilmington	250: 1	25: 6	20.00	1902
Pike	250: 1	25: 6	20.00	1902
Grampus	250: 1	25: 6	20.00	1902