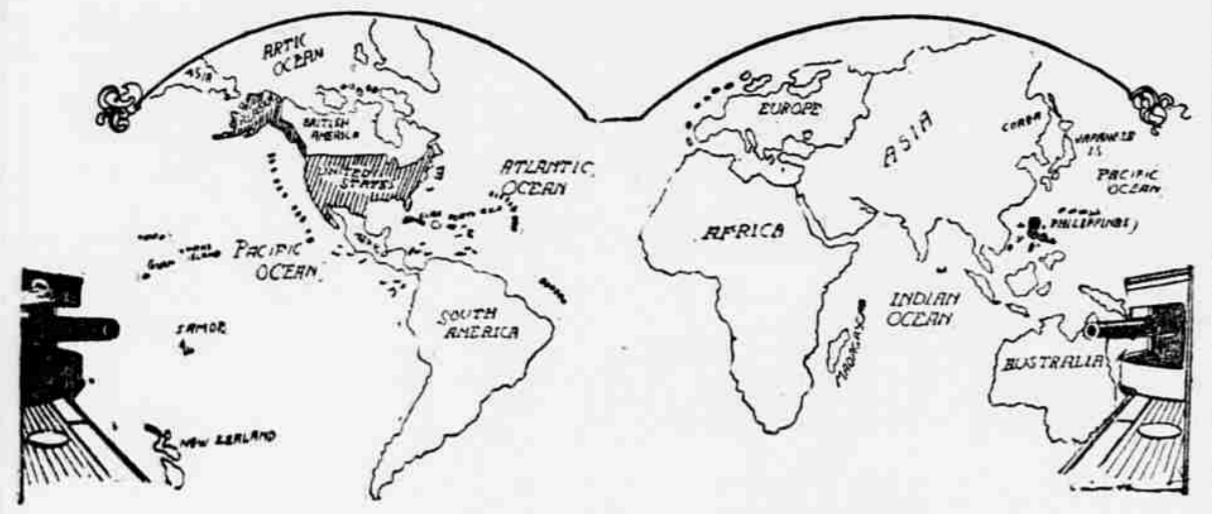


UNCLE SAM ON GUARD

HOW THE SHIPS OF OUR NAVY ARE DISTRIBUTED OVER THE WATERS OF THE EARTH.

To Effectively Carry Out All the Duties of Police, Neutrality, Protection, Exploration, and Training of Armed Forces Afloat, the United States Assigns Its Cruising Fleet to Geographical Divisions, Known Officially as the North Atlantic, Pacific, European, South Atlantic and Asiatic.



The black ships show the locations of our present naval force. The white boats represent the force recommended by the Bureau of Navigation.

BY COMMANDER J. D. JERROLD KILLEY, U. S. N.

WRITTEN FOR THE SUNDAY REPUBLIC.

The United States assigns its cruising force to five geographical divisions, and it is interesting to recall that their official boundaries have varied but little in many years.

It is true that the designations have from time to time been modified, and some old names, familiar once as household words, have disappeared.

Beyond this the navy, that most conservative of all executive bodies, has not ventured.

To carry out effectively all the duties of police, neutrality, protection, exploration and training our armed forces afloat are assembled on the following stations:

First, the North Atlantic; second, the Pacific; third, the European; fourth, the South Atlantic, and, fifth, the Asiatic.

The limits of the North Atlantic extend from the east coast of North America to the forty-fifth degree of west longitude, or to about the meridian of the Grand Banks, and from any indefinite north latitude to the equator, some points in a diagonal line westward along the northeastern coast of South America.

Within this area, but not under its control, are the navy yards of Portsmouth, N. H.; Boston, New York, League Island, Norfolk, Charleston, S. C., and Pensacola, and the naval stations at Newport, New London, Beaufort, Key West and Algiers, La.

In addition there are various coast depots, one notably on Narragansett Bay, and another on the Dry Tortugas. It is curious to note here, in this connection, that the actual location of each Eastern navy yard has a little quite different from its official designation.

Portsmouth Yard is in Kittery, Me.; Boston Yard is in Charlestown, New York; and the Navy Yard in Brooklyn; Norfolk Navy Yard is in Gosport, a suburb of Portsmouth, Va., and Pensacola Yard is in Washington.

INCLUDES AMERICAN COAST. The Pacific Station includes the Pacific coasts of North and South America, North of the equator it extends to 170 degrees west longitude and south to some point not specifically designated in consequence of the extension of the Asiatic Station, after the war with Spain.

Within its limits are located the navy yards at Bremerton, Wash., and Mare Island, Cal., and the coal depots at Pichilingue, in Lower California, at Tutuila, Samoa, and at Hawaii, together with a naval station on the island of that name. The European station embraces the coasts of Europe, the Mediterranean on both shores and the African coast as far south as St. Paul de Loando; thence diagonally westward to the junction of the equator and the forty-fifth degree of west longitude, this meridian separating it from the North Atlantic.

Formerly there was a storehouse within these limits, and a soft berth it afforded, but it has been abandoned. The South Atlantic station begins at the southern limits of the European and embraces all the Atlantic coast of Africa and South America, and extends to the seventeenth degree of east longitude, north to the equator—thence, beyond and around the Cape of Good Hope.

The Asiatic station takes in the east coast of Africa, including the waters of the South Atlantic), the Indian Ocean, China Seas and the Pacific Ocean east of 120 degrees west, in this area are situated the navy yards at Cavite, Manila, the degrading station at Subig Bay, and the stores at Hongkong, Yokohama, Japan.

Roughly speaking, its waters include nearly one-half of the naval cruising force, thus sharing with the Pacific in a close

equality about two-thirds of the zones subjected to naval protection. Of the remainder South America has about two-sixteenths and the North Atlantic and European about one-sixteenth each. Rejecting the water spaces of the world not of necessity subjected to the visits of war vessels, more than 100,000,000 of square miles demand the protection of the navy. If official reports be accepted our contribution to this police duty is inadequate in size and ill-fitted in composition.

NORTH ATLANTIC COAST.

In his report for 1903 Rear Admiral H. C. Taylor, U. S. N., describes the character of the existing fleets and squadrons and makes many pertinent suggestions upon the actual force that we should assemble in the various seas of the world.

Our actual squadrons and what they should be, according to his judgment, are set down in the chart accompanying the article. Beginning with the North Atlantic station, he points out that this force was in 1902 expanded into a fleet consisting of the battleship squadron under a Rear Admiral, commander in chief; of the Caribbean squadron under a Rear Admiral, and of the coast squadron, also under a Rear Admiral.

The flag officers commanding these two latter mentioned squadrons are subject to the orders of the commander in chief of the fleet. The battleship squadron thus forms a nucleus around which may be gathered the other units to assist on occasion demands in special duties of the North Atlantic station, and the coast squadron, which now form a part of our regular winter and summer programs.

The Caribbean squadron, created in October, 1902, is intended to provide a force in Caribbean waters which can proceed to any part of the coast of the continent of America. Prompt action is more thoroughly provided for, it is believed, by the presence of a flag officer, who may of his own initiative investigate difficulties and enter into negotiations with the authorities of the somewhat difficult countries that border on the Caribbean.

The coast squadron is needed in this station is set down as eight, five of which should be improved Olympia's, and three be vessels of light draught, specially constructed for river service, but capable of keeping the sea. This would provide at all times a division or squadron of four cruisers for active sea service and two vessels for river work, allowing one to be absent for repairs.

Culebra Island has hitherto been its headquarters, but Guantanamo has finally been chosen as its primary base and as a permanent coast yard. With this position well defended by fortifications, it is unlikely that strong works will be needed at Culebra.

The coast squadron was organized on May 10, 1902, and is composed of the battleship Texas, the monitors, Arkansas, Nevada and Florida and a flotilla of five destroyers. This force is constituted one of the principal elements in the general strategic plan and will be used primarily for the defense of our coast and as a reserve to strengthen our principal fleet in the West Indies.

It is to be noted that this squadron shall be composed of powerful ships, like the three new monitors, which, though for service in battle, are not designed for distant cruising or continuous foreign duty.

It is to be regularly based upon Key West and its vicinity, as this is a convenient central position with reference to the Atlantic coast, the Gulf of Mexico and the West Indies. The ships of this squadron find active employment during the summer months in a training division for the defense of the coast. The increased number of midshipmen makes it necessary to have a large practice squadron, and the use of an active cruising force for this purpose has already proved beneficial.

The midshipmen become familiar with the routine and customs of a regular

squadron, and this, it is hoped, will make them more quickly available upon graduation for service upon the active duties of their profession. This is most desirable, because the present lack of commissioned officers causes us to assume at once positions of considerable responsibility.

The training squadron, consisting of certain vessels that cruise actively, was organized in July, 1902. It is independent of the North Atlantic station and has been formed not for maneuvering and tactical exercises, but for convenience of administration. Under this system ships were left largely to their individual devices, uniformity of method being secured by some degree of general regulations and regular inspections.

FOUND IMPRACTICABLE.

This system had some success when the number of men in the navy was insignificant; but with several thousand under training at one time it is impracticable to supervise the details and insure energy and uniformity of effort through the personal superintendence of the Bureau of Navigation.

The cruises are to extend over a period of two or three months, and at stated intervals in the year the ships will be united for general tactical drills and maneuvers at their base in Hampton Roads.

The irregular character of this force and the diverse types of vessels of which it is composed are undesirable. Economy indicates that we should have a number of vessels of uniform class and size, capable of being used as training ships in peace and as cruisers in war. True economy may be furthered by building a type of training vessels that will have an all-around usefulness.

Eight such vessels are required and they should be of the same size as the San Francisco, with a sea speed of sixteen knots and a large armament, but such reductions in armament as will enable them to berth a large number of men.

FOREIGN DIVISIONS.

The South Atlantic squadron consists of a few ships utterly unlike in design and unequal in possibilities. Our interests in these waters are always important and the little group stationed there should be increased.

The least number of cruisers desirable is six, four of a scout cruiser type and two improved Olympia's. Of the cruisers now in service and building three could be spared for the station, thus leaving only three to be provided for the completion of the fleet this force would be assigned to the South Atlantic station during part of our tactical drills and incidentally to watch American interests in that region.

In case of war it could be split with other squadrons in the West Indies, thus forming a fleet of considerable strength in the Mediterranean, and it is reported that the various squadrons are at set periods to interchange duties, and it is believed that the South Atlantic squadrons are to exchange stations at the completion of the winter maneuvers in the Caribbean.

This will be better news to the South Atlantic officers and men than to the Mediterranean, for the latter's employment has not been all skillful and, owing to the difficulties of the region, the European squadron consists of a small division, its principal strength being in the Pacific.

The official plan contemplates the assignment to this important station of cruisers being stationed in the Mediterranean. The first destroyer flotilla has been ordered to the Philippines, but the Mediterranean, Suez, Red Sea and so on toward across the Indian Ocean.

A curious and explicable error was made to interfere with this cruise, but wise counsels have prevailed, and our officers will, therefore, enjoy a new experience and have an opportunity of comparing their craft with foreign destroyers that have distinguished equally long and severe journeys.

It must be said in conclusion that most of this force has been sent him as the official report of the Chief of the Bureau of Navigation, and that its text has been largely unaltered, and it is believed to indicate the names of the ships shown in the chart, but their number and location may be accepted as correct.

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THE ENTIRE BANKRUPT STOCK OF THE M. J. HEALY CO-OPERATIVE FURNITURE AND CARPET COMPANY---"THE CO-OP"---CORNER TWELFTH AND OLIVE STS. Scooped in by "THE HUB" at 45c on the Dollar!!

The great sale is now on!! Attracting the attention of all St. Louis! Crowding, packing, jamming the store with buyers! Flooding the city with the most amazing values ever offered!

THIS ENTIRE \$125,000.00 BANKRUPT STOCK OF FURNITURE AND CARPETS IS GOING AT LESS THAN HALF PRICE!

Stop and think what that means to you!! Consider the tremendous saving this sale offers you! Could you ask for a grander opportunity to furnish up those spare rooms for World's Fair Visitors? Read the values offered below:

- \$4.50 Will Buy \$10 Worth! \$22.50 Buys \$50 Worth! \$45 Buys \$100 Worth! \$112.50 Buys \$250 Worth! No Goods Sold to Other Furniture Dealers! Extra Salespeople to Wait on Everyone Promptly.

Table listing various furniture items and their prices, such as Iron Beds, Center Tables, Brussels Rugs, Mantel Folding Beds, Bedroom Suits, Iron Beds, Hat Racks, Toilet Sets, Sideboards, Odd Dressers, Bookcases, Morris Chairs, Extension Tables, Chiffoniers, Odd Parlor Chairs, Music Cabinets, Folding Beds, Parlor Suits, Couches, Dining Chairs, Mantel Folding Beds, Wardrobes, Center Tables, and Davenport Beds.

SAME GREAT VALUES ON SALE AT OUR EAST ST. LOUIS STORE, COLLINSVILLE AVENUE AND BROADWAY.

LIVES THREATENED BY GAS.

Mother and Two Children Narrowly Escape Asphyxiation.

REPUBLIC SPECIAL. New York, Jan. 30.—Mrs. Matthew McNulta, president of the Catholic Women's Benevolent Legion, No. 23, of Fordham, was nearly asphyxiated with two of her children in her home, Mr. McNulta, a customs inspector, worked all night Friday.

Joseph, one of the children stopping with their grandmother, has been in the habit of running errands for his mother. He went there, but did not receive any reply from the post in his front yard, and he did not intend to let anybody climb it but the man who paid the money.

On account of the topography of the country, the line, which goes as a bird would fly, crosses some of the wildest part of the "dark and bloody ground."

FARMER SHOT BUSY LINEMAN.

Mountaineer Misunderstood Man Talking Over Wire.

REPUBLIC SPECIAL. Cincinnati, Jan. 30.—Because there are people in this section who do not know the difference between a telephone and a wire, a farmer shot a busy lineman.

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INFERNAL MACHINE SCARE.

Finding of a Firecracker Caused Startling Rumor.

REPUBLIC SPECIAL. New York, Jan. 30.—Jersey City had the fear of an infernal machine scare, the object of which, it was said, was to blow up the freight steamship Kurdistan.

The affair began at 4 o'clock, when the telephone bell at Police Headquarters rang violently.

"What is wanted?" asked Sergeant Murphy. "Send some one to the Manhattan dock at once," was the answer. "An attempt has been made to blow up the steamship Kurdistan."

When Chief Murphy was informed of the message he sent Detective Frank Bennett to the dock. An hour later he reported that the only infernal machine he could find was a giant firecracker. The Kurdistan, he said, had unloaded a cargo of firecrackers at Brooklyn before going to Jersey City to take on her cargo of oil.

ONE OF THE FIRECRACKERS HAD BEEN LEFT ON THE SHIP, AND AN EXCITED LONGSHOREMAN HAD SPREAD THE ALARM.

Captain Haig of the Kurdistan was indignant over a report that he had asked the police to hunt for some sailors who were suspected of trying to blow up the ship.

"There were no sailors on the ship," said Captain Haig. "For the crew was laid off when we reached Brooklyn. There was no attempt to blow up the ship. There wasn't even a firecracker on board. All there was was that I could find was the wrapper of a pack of firecrackers. This blew down into the hold and fell on a can of oil, and a frightened longshoreman who was helping to stow the cargo did the rest. I don't know who sent the alarm to the police."

REPUBLIC SPECIAL. New York, Jan. 30.—Health Commissioner Darlington announced that the Italian Theater, on the Bowery, near Grand street, which he had ordered closed, will hardly again be opened.

Advertisement for Golden State Limited trains, featuring the slogan 'In Blossom-Land, California' and 'There is brightness and beauty, fulfilling your expectations.' It lists routes to Los Angeles, Pasadena, Santa Barbara, and San Francisco, and includes the Rock Island System logo.