WASHINGTON, D. C., SUNDAY, JANUARY 12, 1908.

FIRST LEG OF THE PACIFIC FLEET VOYAGE COMPLETED

BATTLE SHIP MISSOURI.

Admiral Evans' "Sweet Sixteen" Quickly Get Down to Business, and the Humor of the Situation Is Intermingled with the More Serious Side.

Trinidad, December 24. the Chesapeake out to sea just before and no excuses would be tolerated. noon on December 16, and the gentle

the Tail of the Horseshoe. The officers and men had stood at at- upon the change. tention to receive the good-by and Godspeed of the President, and they had thundered their farewells to him from the throats of the 3-pound barkers that spit orders from admiral or captain as to when and how often she should bow to the ship that carried the President.

ship said farewell to her own kind in her own way. There was no noise about it; stately dignity marked it. The fleet knew how to say its own

The elements were especially kindly. A stiff northwest wind seized hold of the great streamers of smoke that poured over the tops of smoke pipes, and as these streamers frayed themselves out against the blue sky and the bright sun ns, where some power wove them together to pull the ships along and give them a fine send-off. All of Monday and

Evans Knows What He Wants.

Admiral Evans had his own notions as to the way a great fleet should set sail on a prolonged voyage, and as he was the boss and had no time or inclination to indulge in the foolishness of sentiment, his commanding officers got down ess in a jiffy and took his orders All acted as if sending a fleet of ere a mere matter of ordinary routine.

taking bearings and already getting ready for figuring out latitudes and about to see that everything was

where men watch and work in a war Strictly at noon dinner had been served to the men. An hour later mess gear had been stowed and that most important fiction of a modern man-of-war, that ing lamp, had been put out, the crew had

Half an hour later provisions were served, then the wheel and lookouts were relieved, followed by the hoisting of the bells, and then came the usual evening quarters and evening setting-up exer-

It was all very businesslike. Every ship was doing the same thing at the same time. True, the fleet had started for San Francisco, but that was a mere the instant that the formalities of saying

good-by to the President were over. Sentiment and Business at Start.

shin the band was playing the usual goodby medley composed of "Home, Sweet Home," "The Girl I Left Behind Me." and "Auld Lang Syne." The middle part of the medley brought thumps on the was dead silence and stern looks ahead when the beginning and end were reached.

A staff officer on the Louislana showed attitude of the naval man. He had told his wife and family exactly where to the ramparts of old Eort Monroe so that he could distinguish them easily with his When the ship came near the station

of his family he stole far out on the bridge, fixed his glass on the family group The answer came quickly and the flashes seemed so many wigwags that a naval officer's wife might be expected to know. The officer stood it for about two min utes. Then he pulled himself together

sharply, turned and walked away. He faced the front and walked over to

Did you make out your people, Jones? asked one of them who had noted what

'I believe they were over there some where in the crowd," was the reply with

He had finished with that side of his existence. From now on he knew no family; his duty was to his flag and ship. What was that signal at the forward truck? Had anybody made it out? His heartstrings were out of sight and he was thankful they were.

Waiting for the Signal.

The busines side of the start was another story. Orders had been issued to steam in exact column, that is, one ship directly behind its leader at a distance of 400 yards from masthead to masthead. Steam was up; engines, steering gear, an nunciators, and all the rest of the modern contrivances had been tested; boats hoisted in and gangways unrigged, and then came the flagship signal to get under

How the men dld step around and the anchor engines tug! The division officer watched until the anchor was clear of the mud, when he reported it to the exout of port. Finally the anchor was sighted, the "All ready" signal made, the engines began to throb and the ships turned on their heels and got under way. It was a pretty maneuver in the crowded roads with the swift tide sweeping the ships seaward. In the chains the leads-man was swinging his plummet and calling out such things as "By the mark,

Special Correspondence of the Lafan News Bureau. seven," "By the deep, six," "By the quarter, less six," while the ships slowly U. S. Battle Fleet, en Route to the Pacific.

Tripidad December 24

Tripidad December 24 "I call 'em 'Sweet Sixteen,' sir," said the bosn's mate to your correspondent as were cooled down with the hose. It would Admiral Evans in the flagship Connection of do to falter or make a blunder of any cut led the battle fleet past the capes of kind, for the President was looking on

Different from Old Days.

swells lifted and lowered the bows of one It was a far different story from the ship after another to nod their own fare- old days. The old sloop-of-war Jameswells to the Mayflower at anchor near town lay in the Roads, and if she could have talked she would have remarked

When she set sail capstan bars would be shipped and all that part of the ship's company manning the bars would bring the anchor chain "up and down, sir," as fire and snorted out great puffs of smoke, the officer in charge of the foc'sle would when each ship began to find her- report. The captain and first luff (the self she too made her good-by as only a dignified ship could make it, taking no orders from admiral or captain as to his superiors if he didn't") would stand on the quarter block on the weather side and the navigator and officer of the deck on the lee side

"Aloft, light yardmen," "Aloft, topmen,"
"Aloft, lower yardmen," "Lay out," "Let all," and a cloud of snowy canvas would rop loose and limp. Then would come he commands "Topsail sheets and hal-"To'gallant sheets and halyards, ut," "Haul away," with the shril sound of the bos'n's whistle to the tramp

of hundreds of feet. When a band was on board there would be a martial air. If not, the officer would the breeze seemed to lift them like so shout "Stamp and go," and this noise with the feet meant so much extra pullcourse. Sometimes a chanty would be brute strength. Each stood for the desung instead of the "Stamp and go," and of Old Boreas that was doing the tugging on the ships made a good job of it, for practically every vessel in the fleet had to check speed constantly.

when the ship was bound for the, just this fleet is, one could hear the light-hearted, and the heavy-hearted ones, too, singing a refrain that the men of this fleet might well have sung if the days of

the chanty had not gone to limbo: Heave away for Rio!
Heave away for Rio!
My bonny young girl,
My head's in a whirl,
For I'm bound for the Rio Grande.

The old days have gone, but many a bluejacket's head (bluejacket, mind you; not jacky, for many of Uncle Sam's tars

sent ashore on the mail orderly's last trip.

And so the ships passed out to sea. The their eyes about and when they had time

casting their eyes about and keeping they're doing back there? Distance seems wrong. Better get up his position pen-What's that? We're fifty yards too close:

> would quit jangling for a time while the captain or officer of the deck looked around again and repeated: "Mighty fine sight, this!"

You see, it was the way you looked at ing lamp, had been put out, the crew had it. You couldn't see much going down turned to, decks were being swept, and the Chesapeake Bay channel. There was a turn or two, but the smoke of the sa-luting obscured things and it was not until the ships headed out to sea and the Connecticut was past the whistling buoys. share in the send-off, that it was possible fleet that stretched away for more than

three miles.

Wing and Wing Formation to port and starboard, making two lines, ach a quarter of a point off the flagship, which had a lane to itself in the center. after bridge a view of all. Perhaps the

stantly and semaphores were throwing the 14,000 men afloat. It was pretty to see aneously from time to time. It was im-

The commanding officers might refer to e spectacle as a mighty fine sight, but he eight civilians with the fleet shared he newspaper man and said:

This makes you proud of your couns big and great and all that, but when you see it reduced to this kind of business on the ocean you are sure your country is great. None but a great country could

I've had the chance to see it.'

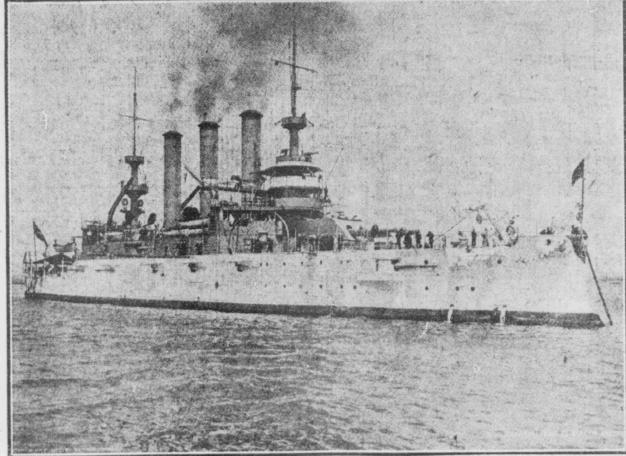
BATTLE SHIP MAINE.

This first-class battle ship is named after the famous armored cruiser Maine

which was blown up in the harbor of Havana, just prior to the Spanish-Ameri-

can war. She cost \$2,885,000, and is of 13,500 tons displacement. She was launched

Strength of the Fleet. In single file for two hourse the ships



The Missouri was built at Newport News and has a displacement of \$5,500 tons. She was launched December 18, 1901, and christened by Miss Marior. Cockrell, daughter of Senator Cockrell, of Missouri. The vessel cost \$2,885,000,

power of the United States for good or hit the right note. evil. When it came to estimating the brute strength of the fleet it grew be-

The mathematicians got busy. They

equal to raising 31,372 tons a foot, widle that of a 12-inch gun, with which these ships are all armed, could lift, by the power of one discharge, 44,925 tons a foot.

engine power, and they tried to show if way one ship had something like 16,000 horse- Two hours after clearing the capes Adpower, more or less, what the combined miral Evans gave the signal for one of ships must have and what could be done his favorite cruising formations; that is with it on land-that is, how many rail- in columns of fours. The four divisions road trains, each a mile long, could be of the neet drew up in parallel income an admiral at the head of each line pulled so many thousands of miles; how Then came a signal for open order. The many bridges like those across the East five of clubs, was run up at the fore admiral's ship went right on. The next River they could pull down with just truck of the Connecticut to indicate that detail, so little has the matter of desti-nation to do with perfecting drill on a war ship. It was cold business right on power, and even how much goods could and-wing fashion, were at distances of the made out of it—well, after that, the 400 yards. To be strictly naval you must amateur began to wonder if he could add call the space between two lines of ships up two and two.

Getting away from Hampton Roads formation may be understood better by may have sent a lump into many a man's threat, but not one showed it. On every a wing-and-wing formation.

After that it was nighted but the After that it was nighted but the displacement in tons for the entire fleet was more than a quarter of a million, and the weight of a lot of other heavy and the weight of a lot of the lo After that it was figured out that the dividual ships in line distance, things in the world was estimated. By ize what all these ships meant, this time the amateur was clear flabbergasted, and all he could say, landlub-ber that he is and will be until Neptune displace 250,000 tons of water the ocean pressive to see the flag of the country fluttering from the gaffs of mainmasts. t was fine to see the ships keeping in the better of old Neptune by displacing

After the mathematical sharps had fin shed what are known as the word painters and grainers became busy. As was said before, it was all according to the way you looked at it.

Some of the word painters compared o the South for a warmer clime. The you think that one of the propelle the atmospheric conditions, but the gray geese analogy was voted not a success, kept on their course. They were like so in the middle of their backs resembling

many Indians on a jaunt. Each ship the smokepipes of battle ships. Besides, at the rate of ten knots an hour almost stood for sovereignty. Each stood for geese do not give out black or any other exactly within 400 yards of your leader. velopment of science and skill. Each stood for an impressive expression of Fuesday whoever it was in the kingdom when the ship was bound for Rio, just as stood for an impressive expression of demons of war, bulldogs of the sea, peace this was doing the tug-

compellers, and all that string, and be-In that fleet of sixteen ships there seem-ed to be concentrated, according to some gan to wave them all together, and it was voted all right and probably appro-you were the responsible officer. of those who looked at them, the entire priate, but it was said that these did not

Battle Ship Seamanship.

That was that this fleet was going out figured out that there were nearly 1,000 dertaken. It had nothing to do with dip- the white ships and gave them a touch guns of various kinds on the entire fleet, lomacy or international things. The busi- of color. Light on the main truck on the jectiles and charges and then got down to muzzle velocity in foot seconds and muzzle energy in foot tons, and a lot of than one unit, but with the strength inother terms that would make a landlub- creased in something like geometrical air, other lights began to twinkle, and

ocity of these guns was 2,700 feet a section of the guns was 2,700 feet a section of

Then they got to figuring out how much in a paper read at the annual meeting of naval men and marine engineers in New hings they shoot could go. This ran York City that the greatest training When some one tried to figure out how many millions upon millions of foot tons could be raised if all the projectiles in the ffeet were fired—the exact number work, to use a football analogy, in sailof the thousands upon thousands of these rojectiles it would not be prudent even together. Well, of course, the first thing detena Bay are expected to produce what Then the figure sharps got after the cording to the naval officers, in any other ship. It could not be accomplished.

of the fleet drew up in parallel lines with

interval and the space between two in

Well, after the ships were spread out square miles, and then one began to real of twelve or fourteen miles that hem them in and that expanded in front and contracted in the rear seemed practically has him ducked, was that if the fleet did tilled with them. Distances were kept fairly well and the ships plodded along didn't show any signs of it, and Uncle in the smooth sea nodding their approva of what was going on.

Work of Keeping Distances, It was this problem of distance that kept the officers of the decks busy. When you think that each of these ships repre sented a weight of from 15,000 to 18,000 tons, more or less, and that you had to move that ship at the rate of 10 knots an hour and keep it within 400 yards of a ship in front of you; when you consider ow some ships move a trifle of an inch the long file of ships to a line of gray faster than another ship at the same geese in a long follow your leader flight number of propeller revolutions; when ships did look gray at times, according to your own ship will do more work that tions, and that this will throw you out of because geese haven't things sticking up your course and make you steer badly if you don't correct it; when you think that your leader may vary in his speed; when understand the problem of those officers on the bridge to keep the ships in line and at proper distances,

It took some time for each ship to de ermine how many revolutions were necssary to produce ten knots of speed, ac For example, the Louislana's experts fig ured on sixty-seven revolutions. It was too much, for after an hour or two was found that sixty-five would do th work. Some of the ships were between two numbers.

All the time each ship was gaining or osing a trifle, and this had to be corrected every minute or two. On each shir young midshipman stood on the bridge beside the officer on watch looking through a little instrument of bars and glasses and wheels graduated to a scal of figures and called a stadimeter. He reduced the truckline and the waterline of the flagship to some mathematical basis involving triangulation-what's the plies as much to the men as it does to mathematician could understand it-and darkest and deepest part of the ship. then he would say "Three hundred and officer of the deck would have to signal and show you that it was as clean as the

Careful Watch Kept,

It was "be watchful every minute of the our." The midshipman often had to re port distances every fifteen or twenty econds, and the corrections of speed were going on every two or three minutes.

Maybe you think it was not a hard job to keep that 18,000 tons of steel moving

When you got more than forty yards out this was set down against your ship on be careless. Vigilant inspection did not the flagship, and that you didn't like, if reveal any such on board.

And so the first day at sea wore on and for business of a different kind from that the pink rays that were gathering reflect- the experimental and almost the infantile and they talked about the weight of pro- ness in hand was the molding of six- foremast and at the stern and at the sides

of factories and it was decided that there then he can talk back.

Messages from Roosevelt,

Zest was added to the day's send-off wireless telegram of good wishes from a loud voice overwhelming a soft one.

the Mayflower, received a short time beo indicate—why, an amateur at fig-is to get your battle ships. The country the Mayflower, received a short time be-res, the simple addition, subtraction, now has sixteen at work together, and fore, was read. There were cheers for now has sixteen at work together, and this cruise and the practice work at Mag-deigna Bay are expected to produce which the President, especially on the Louisi- 800 miles out it became advisable to send ana, which is called the President's ship



Buty After Breakfast,

because he sailed on her to Panama, and hundreds of the officers and crew feel that they know him personally. "Good for the President!" shouted on

of the officers in the waist of the table. "So say we all," responded a man on the other side, "but I wish he had told

us where we are going." That man didn't have to wait long, fo oon there was sent into the wardroom of every ship a message signaled from the flagship which said that after a brief

stay on the Pacific Coast the fleet would probably come home by way of Suez. Every man jumped at that news; every ne wished his wife or sweetheart could know it at once. One of the puzzles about

There is no room in this first letter of the long cruise to go into detail about the thousand and one things-incidents ceremonies, and drills-that make up the will come afterward in other forms. One might tell how the men on guard at the side lights at night sing out after a bell is tapped: "Port light burning bright, "Starboard light burning bright," how "the 9 o'clock light is out, sir," report is made and received; how they "put the shirts on" the gun muzzles and main-mast; how the call to dinner to the of-

cers is done on the Louisiana with

fife and drum, "rolling roast beef," they used to call it, and probably do yet it

the British navy, only the tune is differ ent in ours, for it is "Yankee Doodle;"

now "sweethearts and wives" are toast ed once a week; how "make it eight why. Let it go for the present. Cleanliness a Great Virtue. If there is one thing that impresses the civilian even more than the ceremonies or the peculiar routine of a warship

it is the cleanliness of things. This ap-

the remotest nook and cranny in the The officers would take you into some seventy yards, sir," or perhaps the figures corner where you had to bend your back all were confident that as soon as certain would be \$25 or 460, or what not, and the and almost go on your hands and knees difficulties were overcome, difficulties no orner where you had to bend your back All were confident that as soon as certain to the engine-room to slow down or go most exposed parts of his bailiwick. The telephone encountered in the first year of comfort of two men. fleet had not been out two days before its use, the apparatus would be workable the executive officer issued an order as readily as a telephone on land. Give about cleanliness.

The men were cautioned to keep them elves and their clothes clean on penalty of going on the scrubbing list. It did not mean that there were men on board who were slack in this respect, but haven't. It remained for the voyage of Three days out the intervals and disthere were a lot of youngsters who had this fleet to disclose it

Neptune's Preparations for Crossing the Line-A. Pathetic Scene at Burial at Sea-Naval Routine Aboard the Grandest Fleet Ever Assembled.

sailor on board. He said:

"Man-o'-war cleanliness is different because it was posted up and a copy sent from any other that I know. I distinto the executive officer as soon as it was guish it from all other kinds because it received. An orderly brought it to him thing of the kind in the world.

immaculately clean, and this habit is so Rex, ruler of the royal domain." It thoroughly ingrained in the men that to called for a meeting of the "faithful submaintain it they will even commit crime.

Used to Steal Water.

"In one of the old ships in which I saildoes not clean clothing properly, no mat-

ter how you work over your duds. "So our men in the old days actually used to steal the water out of the reak ers, the small cas's kept in the boats at all times in case of emergency, such as shipwreck. That is what I mean by committing crime. We actually used to steal just for the sake of keeping ourselves

stripped naked and his skin scrubbed with sand and canvas-no man ever forgot i who experienced that-and sometimes with ki-yar brushes, by two husky bo'sn's nates. All hands soon got the habit of

Scrubbing with sand and canvas still goes on in the navy, but on the Louisiana such drastic measures. The mere notice of what was in store was sufficient, even

The Wireless Telephone.

There was much interest on the ships the sun went down with a glow of gold as to how the wireless telephone would work out. The system has been in opera-Just as it sank below the horizon tion only a few months and is largely

> the apparatus, and there was no doubt the fleet from any other, and at times the

Only one ship of a fleet can use the the smoke smudged the sky or clouded must wait until the sender has got all

was just one expression that would give | The sending and receiving machines use idea of its beauty. It was this: part of the apparatus of the wireless tele-In use the telephone goes out of commis-sion at once, because it is absolutely drowned out. The telegraph apparatus sallmaker's mate, and be measured for the uniform paratus is the strongest on the ships and and, San Juan, after dark apparently at culty even in getting Norfolk. The messages of the correspondents were, there-

beach. We have a press message for you Do you hear us? Minnesota! Minnesota! This is the Louisiana! Go ahead! Go to these crabs and to put his best men on their trail, and if the above is true they will so report to

Sometimes the message would fail. other, would be working on other ships. Sometimes the answer would come at ce and the operator would write down he reply and hand it over to you.

fully the operator, instead of reading off our press message, would click it off by telegraph key to the Minnesota opera would get it correctly. Peculiarly spelled words employed in cabling could not be made out by the ordinary operator, and false move I will make a special report to me any out-of-the-way move which they should make. You will also be on the lookout for any other of these who happen to be on board, and if they should make a false move I will make a special report to his majesty with recommendations which will cover all defects.

FORE TOPMAST, with the key the operation really had. with the key, the operation really being combination of the wireless telephone and telegraph. Every one of the electrical experts with

the fleet is convinced that the wireless



Looking On,

of them have talked with it clearly for distances of at least twenty miles. One sailor sick with peritonitis to San Juan, difficulty is in keeping it tuned up, because the wireless telegraph apparatus is to Culebra with a sailor who had pneu-

also on board. Some of the experts seemed to think that one service dropped in efficiency if thought that it would be more humane to the other were kept keyed up to its best. it time, was the way the situation was

summed up. Speaking about wireless telegraph, have you heard the latest wrinkle in it, the most up-to-date use of it? Of course you The fleet went really in s

to be broken in. What the scrubbing less message from Father Neptune warnist is is well explained by an old-time ing it to be ready to receive him on crossing the line. The message was genuine

the most searching and far reaching with an unusually stiff salute while the ing of the kind in the world. "It really begins on the inside of a man, at his soul, although I am sorry to say you can't always see the effect of it there, and it works its way out to his skin. Fore Topmast as "official representative clothing, and surroundings. All must be of his most gracious majesty. Neptune

jects" to arrange for the ceremonies of

his visit. The meeting on the Louisiana was held in No. 12 casemate, on the after port side of the gun deck. The proceedings are secret, but it is known that royal police ed fresh water-it was the case of all of men, royal barbers, royal judges, royal 'em, sir-fresh water was a scarce article counsel, and a lot of other royal functioneven to drink. No fresh water could be aries were appointed. The word has gone had to wash our clothes. Salt water through the ship that the ceremonies are to be pretty strenuous; that no one who has not crossed the equator can escape to produce a certificate. These are of the diploma order and are already being exhibited in private on board. It is delared that land lubbers of the newspaper correspondent order are going to get it in the stiffest manner. A lot of the youngsters of the crew are already

rembling, and it is recorded that at least one newspaper man has wailed: "Oh, why did I come?"

Orders from Neptune. To show how serious this all is, here is copy of one of Neptune's messages and the order that followed its reception:

NOTICE.

The following wireless was received at 11 p. m., December 19, 1997:

Fore Topmast, official representative on board the good ship Louisiana of his-majesty, Neptune Rex, ruler of the royal domain:

At the time the Thomas W. Lawson turned turtle many of my trusted police were on board, and as a result they were more or less injured and all of the regulation uniforms carried by them were lost. Therefore, it will be necessary for me to designate many of my royal subjects on board the good slips represented by you to act in their stead, and you are authorized to make the selection from amongst the most faithful of those who belong to the royal realm.

ber, pollywog, or sea lawyer who endeavors to escape the initiation as prescribed by me. You will report to me by wireless the names of the subjects selected, the position assigned, and the proficiency of each, in order that I may forward

You will have the regulation uniforms made up at once and will carry out all orders in this connection. Your majesty,

NEFTUNE REX.
Ruler of the royal domain.

General Order No. 3.

to protect him from the crabs, eels, and sharks. FORE TOP, O. R. H. M. N. R.

Two days later this wireless was received and an order issued complying with

The following wireless was received at 1 a. m.,

December 21:
Fore Topmast, Official Representative of His Majesty
Neptune Rex, Ruler of the Royal Domain, on
board the Good Ship Louisiana:
It has been reported to me by a member of my
secret police on board of the good ship on which you sages of the correspondents were, therefore, telephoned to the Minnesota some time during the afternoon.

Telephone Is Kept Busy.

The operator at the telephone would sound a signal with some sort of a buzzer that had the wail of a lost cat in its voice, and then he would put a little megaphone into the mouthplece of the telephone and would say, sharp and clear:

"Minnesota! Minnesota! Minnesota: This is the Louisiana! This is the Louisiana! We have a press message for you to send to the beach. We have a press message for you to send to the beach. We have a press message for you to send to the beach. We have a press message for you to send to the beach. We have a press message for you to send to the lawyers have been reported to me as mentioned

GENERAL ORDER NO. 4. This is to inform the members of the royal realm on board the good ship Louisiana that I have this day issued orders to the chief of police to place five

fects. Official Representative of His Majesty. There will be great doings when we ross the line the latter part of the first

week in January. The Weather Good.

The wireless messages from the fleet ave chronicled the leading incidents of the first leg of the cruise. After one day's steaming in four columns the fleet was deployed into two columns. For one day the speed was increased to 11 knots. The little tender Yankton, which is to be used as the admiral's yacht in port

and for short journeys, and which has been running with the fleet off the star-board side of the flagship, was sent on ahead to get a good start. One day's steaming at 11 knots brought her back to us, and then the fleet resumed the slower When the trade winds belt was encountered, about 300 miles north of St. Thomas,

the ships pitched a good deal, but there was little rolling. Sea legs had been acjuired by that time and few on board were incapacitated. There was a squall now and then in the Caribbean, with a lash of rain for five or ten minutes, but that was nothing. On Friday, December 20, the Missouri was detached from the fieet to take a and later that night the Illinois was sent

monia. Of course, both could have treated on board ship, but Admiral Evans give these men the best treatment that could be had on shore, and so did not away from the fleet formation all for the

The ships joined the fleet again late on Saturday. There were only one or two ed on the journey down, really nothing

The fleet went really in splendid style.

never been to sea before and they needed! Three days out every ship got a wire- Continued on Next Page, Column 2,