

Armored Cruiser Division In American Navy

A BOY HERO WHO RECEIVED A MEDAL.

THE recent assembling of four new armored cruisers in a division with a flag officer in command marked a turning point of great importance in the history of the American navy. Previous to the Russo-Japanese conflict very little had been heard in the United States about the armored cruisers. There was one occasion, however, when the subject was discussed with a good deal of interest by some of the officers in the navy. It was in 1898, when the Spanish Admiral Cervera was known to be approaching the American coast with a fleet which contained four vessels of this type, while Uncle Sam's navy could muster only two, the Brooklyn and the New York.

Within the past few years the armored cruiser has developed into a fighting unit representing the most perfect compromise between warships of powerful armament and invulnerability, and of cruising ships. It is upon this theory, no doubt, that the British admiralty has undertaken the most radical reform in the organization of the fleet—the forming of seven cruiser squadrons attached to the channel, Atlantic and Mediterranean divisions, or stationed in the far east, Australia and India. This is considered the force indispensable to secure the command of the seas. By the end of the present year Great Britain will have ready twenty-six up to date armored cruisers of the Drake, Cressy, Monmouth, and Despatch classes. The Drake is the flagship of Prince Louis of Battenberg, whose presence in American waters at the head of a squadron of these new fighting machines may be set down as the most ambitious naval demonstration ever made by Great Britain on this side of the globe.

It appears also that the United States naval department is of a similar opinion in respect to the usefulness of the armored cruiser. Ten vessels of this speedy type have been authorized by congress and four of them are actually ready for business. The Colorado was the pioneer vessel of the new armored fleet, and her trial run over the Cape Ann course was watched with great interest by the American public. It was a test which involved a single ship not so much as a type, for five others were to follow. The six vessels which this one represented aggregated 56,000 tons of naval strength or tonnage, as it might have proved, of 530,000,000 will be invested or squandered uselessly. There were craters abroad in the land and the public waited with bated breath.

Happily the Colorado exceeded all expectation in the way of speed, and her three sister ships—the Pennsylvania, the West Virginia and the Maryland—which were afterward sent over the same course, fulfilled their contract requirements. They are all rated at a twenty-two knot an hour speed under full draft. A noted naval expert has declared that there are no more than four merchant steamships afloat which

would not be overhauled in a straight-away race by these speedy cruisers. Two others of the type of the Colorado are now in course of construction and nearing completion on the Pacific coast—the California and the South Dakota. Some months later the department will launch four more armored vessels of a larger and more recent type—the Tennessee, the Washington,

The Montana and the North Carolina are to be even more powerfully armed. They will have an engine power which will give them the speed of the express and the range of the transatlantic service and will also have a strong protection against gun fire. The horsepower which the Colorado has developed more than equals the united energy of a quarter of a million of men. If it were install-

ed in a locomotive it would carry 600 passenger cars over a track at the speed of a mile a minute. Six hundred passenger cars could carry an army of 25,000 men.

It is a fact that the battleship and the armored cruiser of the latest pattern do not differ in very many respects. The displacement of the battleship Connecticut is 16,000 tons, while that of the armored cruiser West Virginia is 15,125 tons. The cruiser is about fifty feet longer than the battleship and about seven feet narrower. The Connecticut developed a horsepower of 16,500, while the West Vir-

ginia exceeds her in that respect by about 6,500. The cruiser is also the more speedy by four knots. Of course the armament of the battleship is the heavier, but that of the other is almost as effective in the aggregate. They require the same coal supply and have the same steaming radius at ten knots. The cost of the cruiser was \$327,000 less than that of the battleship.

This diversity of opinion seems to indicate that the ideal fighting ship has not yet been secured. The Italian naval authorities claim—and their claim is entitled to great consideration—that the type which most nearly approaches perfection is to be found in two cruisers now building for the Italian navy department—the Vittorio Emanuele and the Regina Elena. It is

The officers assigned to this new fleet of armored cruisers are among the best known men in the American navy. The flag officer is Rear Admiral Willard Herbert Brownson, who is one of the most capable officers in the navy. He possesses a most enviable record, which extends back to his earliest days in the service when as commander of a boat expedition in 1879 he did valiant and successful work in cutting out a piratical steamer. Some years later he commanded the cruiser Detroit, and at the time of the Brazilian uprising, which resulted in the abdication of Dom Pedro, he was ordered to the harbor of Rio Janeiro to protect American merchantmen. He found it necessary on more than one occasion to be rather peremptory in his demands upon Brazilian war vessels, and his prudence and readiness were the subjects of much favorable comment at the time. During the war with Spain he rendered excellent service as commander of the auxiliary cruiser Yankee. Admiral Brownson was born at Lyons, N. Y., in 1846. He was graduated at Annapolis in 1865 and has been in command of several vessels. Since 1902 and until very recently he has been superintendent of the Naval academy. He enjoys the distinction of being the wealthiest officer in the American navy and follows the sea for the love of the service.

Exceeding the commander of the Maryland, Captain Royal B. Ingersoll, all of the members of the quarter assigned to the new fleet division are New Yorkers. The senior officer of the group is Captain Conway Hilmy Arnold. He was born in New York city and entered the Naval academy in 1865. Captain Arnold says his first sea duty was on the old steam frigate Minnesota. In 1871 he was assigned as aid to Rear Admiral Sigsbee. Subsequently he was sent to the naval observatory, where he did excellent service. Then he became flag lieutenant of Rear Admiral Trenchard, commanding the north Atlantic fleet. Since then he has been commander respectively of the Wyandotte, the Lancaster, the Miantonomah, the Nipsic, the Galena and the Philadelphia.

Captain Royal Rodney Ingersoll, who commands the Maryland, is next in rank. He hails from Michigan and entered the Naval academy in 1864. Since his graduation, in 1868, he has served in almost all of the most noted ships of the old navy and on many of the new ones, always with credit. Next in rank comes the commander of the Colorado, Captain Duncan Kennedy. Captain Kennedy was graduated in the same class as Captain Ingersoll and, like that officer, has served in all the important ships in the navy. He is a great favorite in naval circles. Another member of the class of 1865 at Annapolis is Captain T. C. McLean of the Pennsylvania, who is a native of New York city. He was commended for gallant conduct in the assault on the Korean forts, where he commanded the bluejackets of the Benning. He was also one of the delegates from the United States to the international electrical congress at Paris. Captain McLean's scientific acquirements are sufficient to give him a very high standing among men who are eminent in such matters.

EDMUND TREMAIN.

Thomas Carroll, eight years of age and not especially robust, as may be seen from the picture, has recently done a very heroic act at Flahkill Landing, N. Y. It so impressed the volunteer life saving corps of New York that it has presented to the brave lad a handsome silver medal bearing date of Aug. 11, 1905. On that day Thomas and a friend who was a year



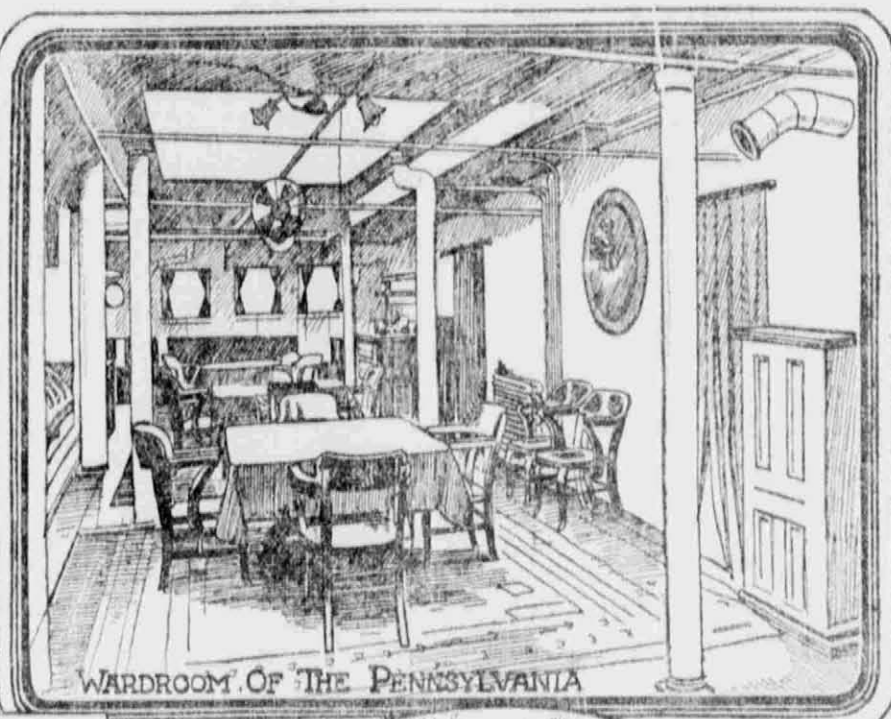
his senior were playing on some bales of hay on the end of the long wharf. Tommy missed his mate and came instantly to the conclusion that he had fallen into the river. Without hesitating a moment he jumped into the water, and, as luck would have it and being a good swimmer, he was able to help the drowning boy to shore.

A BRITANNY WEDDING FEAST. Miss Anne Marie Guymann, daughter of the mayor of Berlin, has been married to M. Blanchard, a solicitor's clerk, at Poulvausen, according to the rites of their native Brittany. Over a thousand guests were bidden to the wedding. They sat down to the feast in a field belong to the bride's father. Tables had been built in a simple way by digging trenches. The diners sat on one edge of the trenches and the meal was served on the other. Fires were lit in the middle of the field, at which seventeen bullocks were roasted, besides a dozen calves and a score or so of sheep. The service was easily managed by relatives of the happy pair, driving round the field in two haycarts and filling up the plates as they passed. Wine and cider were drunk directly out of hogheads.

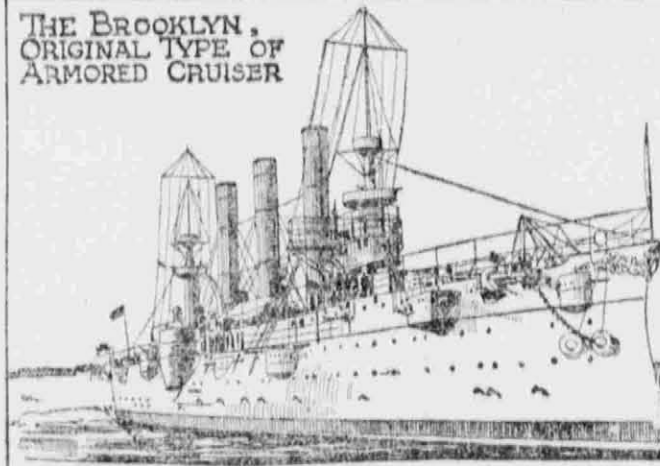
A HOT PLACE. A temperature of 4,000 degrees or 5,000 degrees can be produced only between the carbon points of an electric arc. The next hottest place in the world is the crucible of an electric furnace.



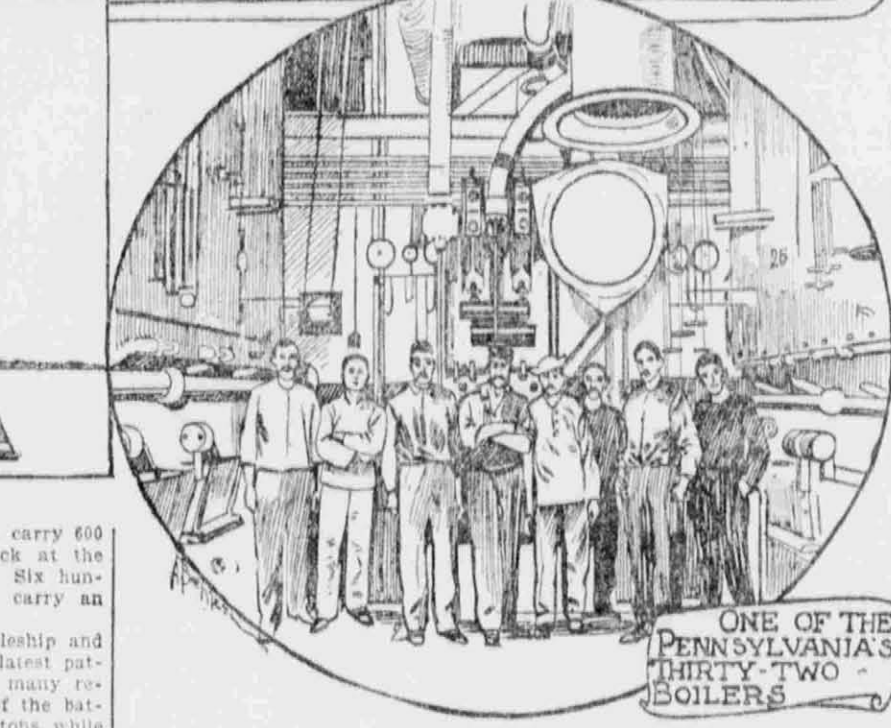
REAR-ADMIRAL W.H. BROWNSON



WARDROOM OF THE PENNSYLVANIA



THE BROOKLYN, ORIGINAL TYPE OF ARMORED CRUISER



ONE OF THE PENNSYLVANIA'S THIRTY-TWO BOILERS

the North Carolina and the Montana. The Colorado and the others of her class carry a main battery of fourteen six-inch rifles in a heavily armored central superstructure, eight of the guns being in sponsoned turrets and capable of direct fire and aft fire. In addition, there are four eight-inch rifles mounted in pairs, two in a turret, placed forward, and two in one placed aft. This gives the type a broadside fire of four eight-inch and seven six-inch guns. The weight of metal thrown is inferior to that of a first class battleship, but their great speed will enable them to outrun any battleship yet constructed.

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In spite of the excellent showing of the new cruisers there are many experts in the American navy who do not take kindly to them and believe that they will be found inferior to the bat-

asserted that these vessels more nearly combine the qualities of high speed, adequate armor protection and effective gun power than do any others thus far planned.

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