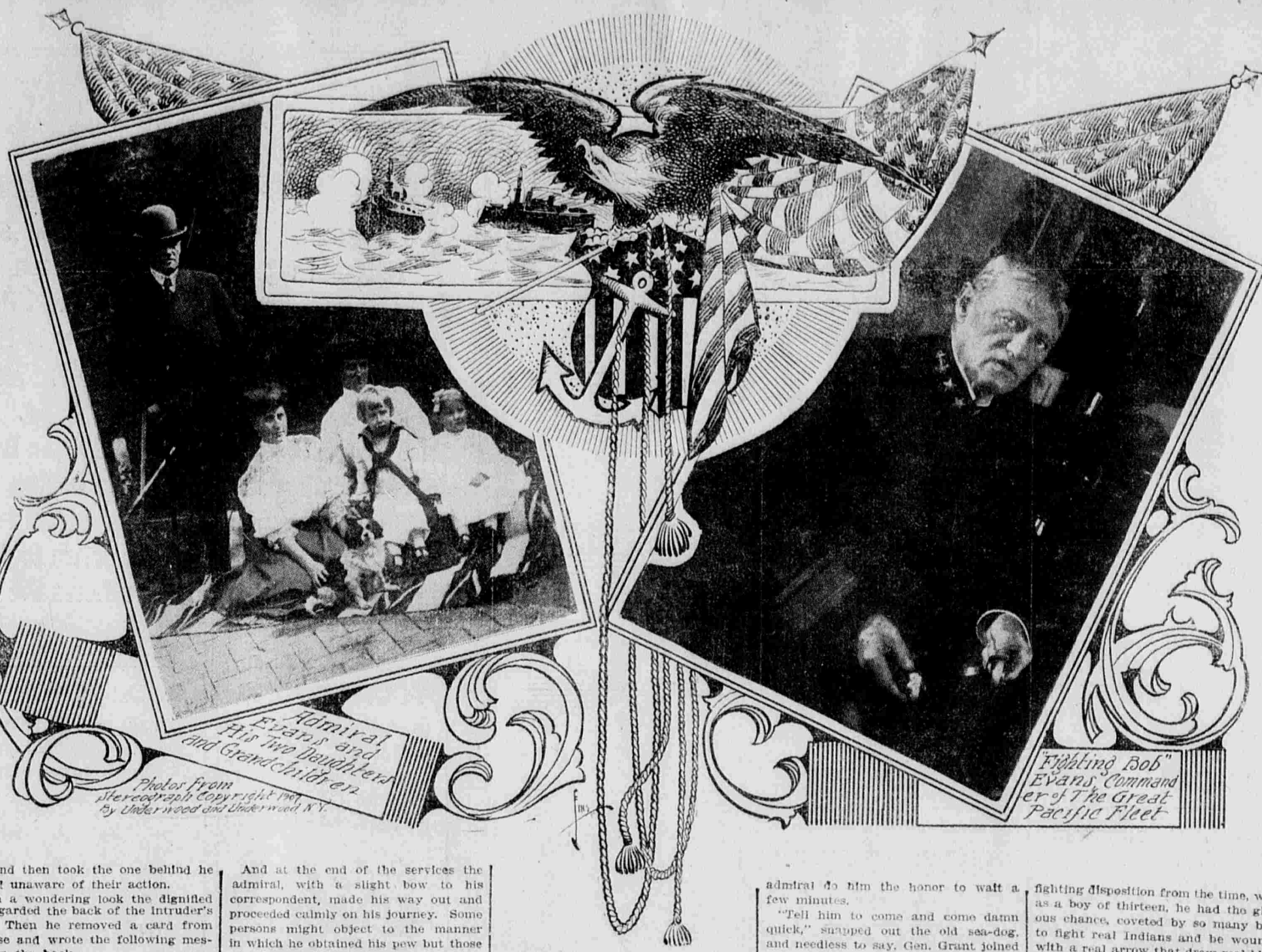


The Commander of the Great Pacific Fleet.

By ALBERT EDWARD ULLMAN

Congress in Its Infinite Wisdom Once Provid-
ed That a Favorite Son
or Two From Every
State and Territory of
the Broad Union Should
Be Dedicated to the
Cause of War and Sent
to Annapolis or West
Point to Wear the Na-
tion's Uniform.

To Capt. W. H. Hooper,
Using the Sagacity Ex-
pected of a Congressional
Delegate with Appoint-
ive Powers, Comes the
Personal Honor of Se-
lecting Fighting Bob. He
Met the Boy in Wash-
ington, Liked Him, Told
Him He Desired to See
Him in the Navy, and
Then Sent Him Out
to Utah to Acquire a
Residence.



To Utah, Young Among
Her Sister States, Comes
Now the Honor of Fur-
nishing Probably the
First Vice-Admiral to
Wear Such a Uniform.
Using Her Privilege as
an Integral Part of the
Nation, Utah Selected
Robley D. Evans as
Her Offering to War.
Evans, Counting His Loy-
alty to His Country
Above Even That He
Owed to His Southern
Mother, Wired War
Department to Counter-
mand the Resignation
She Had Written Out
and Mailed for Him,
Without His Knowl-
edge; Saw His Brother
Put on the Confederate
Gray, while He Went
to Fight for the Union.

peew and then took the one behind he
seemed unaware of their action.
With a wondering look the dignified
one regarded the back of the intruder's
head. Then he removed a card from his
case and wrote the following mes-
sage on the back.
"Dear Sir—I pay \$5,000 for the pew
you are occupying."
Without a word or a bat of an eye-
lash the square-jawed, little man read
the card and then drawing one from
his own pocket he scribbled a few
words on the surface and passed it to
the man in the rear.
Slowly that person adjusted his
glasses and gasped as he digested the
answer:
"You pay too damned much."
Turning the card over he gasped
again for the identity of the invader
stood revealed in the single line:
Robley D. Evans, Rear-Admiral, U.
S. N.

And at the end of the services the
admiral, with a slight bow to his
correspondent, made his way out and
proceeded calmly on his journey. Some
persons might object to the manner
in which he obtained his pew but those
who know "Bob" Evans say he never
takes a back seat for any one.
NOT A SINGLE KOW-TOW.
Above all things the fighting admiral
is proud—proud of his country, proud
of the navy, proud of his rank. There
is not a single kow-tow in his make-up
and there is not a living, breathing
creature, other than woman, that he
would take his hat off to. "Bob"
Evans can only bow from his shoulders
up for he is pretty much all back-
bone.
During the Jamestown exposition,
Gen. Frederick Dent Grant, in charge
of the military ceremonies ashore had
an amusing experience with Admiral
Evans who had charge of the naval

demonstration. Gen. Grant upon the
arrival of the fleet sent word to the
admiral that he would like to see him.
He received answer the next day to
the effect that the admiral awaited
his call and that a private gig would
be placed at his visitor's disposal.
GEN. GRANT CAME.
However, a few days later being
ashore Admiral Evans called at the
general's hotel and sent up his card.
A polite servant came back with the
information that Gen. Grant was enter-
taining a few friends and would the

admiral do him the honor to wait a
few minutes.
"Tell him to come and come damn
quick," snarled the old sea-dog,
and needless to say, Gen. Grant joined
him almost immediately.
These stories are simply typical of
the Evans character and disposition.
Although the admiral is not a big man
or of commanding figure one glance at
the square face and square jaws, and
one meeting of the square glance from
the stern gray eyes would convince
you that "Fighting Bob" Evans is all
that this name implies and that he is
one who must be obeyed. There is
much of the bull-dog in the browned,
seamed and weather-beaten face, yet
there are lines there and a look deep
in the gray eyes which tell you that
the man would give you the shirt off
his back to save you from distress.
Bob Evans had been possessed of a

fighting disposition from the time, when
as a boy of thirteen, he had the glori-
ous chance, coveted by so many boys,
to fight real Indians and he was wound-
ed with a real arrow that drew real blood.
The interest of his career has continued
down to the present time. It was Cap-
tain Bob's ship that fired the first shot
at Cervera's fleet as it made its mad
rush for safety from Santiago harbor.
And today an agitation is going on to
influence Congress to create a new
rank, that of vice-admiral, in which
event Evans is almost sure to have
the new title thrust upon him.
BORN IN VIRGINIA.
He is a Virginian by birth, and his
blood is a mixture of English and
Welsh. Sixty years ago he saw the
light dawn among the mountains of
Floyd county. He had a black mammy
for a nurse, and when he was six years
old he owned a gun, a pony and a negro

boy. To complete his boyish bliss he
learned to smoke and chew tobacco
with all the vim of a "Little Breeches."
TRIP TO UTAH.
His father, a county doctor, dying,
Bob went to Washington to live with
an uncle. Three years later attract-
ing the attention of Capt. W. H. Hooper,
territorial delegate to Congress from
Utah, who offered to send him to
Annapolis if he would first go to Utah
and become a resident there. That
was in 1859. Thus at thirteen years
of age he traveled alone to St. Joseph,
Missouri, and from that point with a
party of five, he crossed the plains.
Mounted on a large gray mule, the
future senior rear-admiral of the
American navy went out into the great
wilderness. He helped to hunt buffalo
and was in several exciting Indian
fights.
BROTHERS ON EACH SIDE.
In 1860, he was on board the fri-
(Continued on page 2222.)

United States Now World's Second Naval Power; According to a Recent Estimate of English Experts

OW many battleships
should Uncle Sam have
in order to be in a position
against aggression?" was
asked recently of one of
the most competent na-
val authorities in Ameri-
ca. "Seventy-two," he answered with-
out a moment's hesitation. "If we are
to be prepared to defend our own
against all comers we must have six-
teen battleships along the Atlantic
coast, twenty-four for the gulf of
Mexico and the Caribbean sea, sixteen
on the Pacific coast and sixteen in
Philippine waters."
Such a proposition would be received
by the American congress with silent
contempt. That conservative body
has been spending much of its time
recently in paring down naval appro-
priations to the thinness of the pro-
verbial New England apple peel.
Seventy-two battleships! As well
ask congress to bridge the Pacific
ocean to our outlying dependencies as
to expect it to supply the wherewithal
to raise our battleship total to sev-
enty-two.
Of course that may be an extreme
estimate. As good a naval authority
as Rear Admiral Brownson has de-
clared that with ten new battleships
war would be improbable, and with
fifteen it would be impossible.
That the American navy will soon
reach the modest efficiency suggested
by the rear admiral is a hope which is
entirely justified by the prospect. In
spite of the serious handicaps that
have hindered its expansion it is a
fact that within the past decade the
naval power of this nation has moved
up from almost nowhere at all to second
place.
Ten Years Ago.
It is interesting to recall the makeup
of our navy of ten years ago, at the
time, that is, when we felt obliged to
go to war with Spain. At that time,
as now, the battleship was regarded
as the backbone of naval armament.
We had but four with which to wage
the war that confronted us suddenly.
Of these the biggest, newest and alto-
gether best was the Iowa. The three
others were the Indiana, the Oregon
and the Massachusetts. There was
also the second class battleship Texas.
This sorry fleet included the armored
cruisers New York and Brooklyn, the
Olympia, a protected cruiser, and a
score or so of others of less impor-
tance. Two of the cruisers were pur-
chased from Brazil immediately before
the outbreak of hostilities.
Not the least benefit which has
come from the Spanish war is the les-
son learned by the American people.
Thanks to the panic which seized the
East New States during the early days

of the trouble, the national attention
was fixed on our navy, and its puerility
was realized as never before. Later on
the gallant and telling work done by
this arm of the service increased the
interest in its upbuilding and was re-
flected in the halls of legislation with
such force that no congress could re-
sist the popular demand for its ex-
pansion.
From its insignificant showing in
1898 the American navy has increased
to the following proportions:
Fleet Under Construction
Ft. Under Au- for
serv. struo-thor-serv. To-
ice. tion. Red. Ice. Tal.
First class battle- 22 5 2 29
ships
Second class bat- 1 1 1 3
tleships
Armored cruisers 4 4 1 9
Armored ram 1 1 1 3
Single turret bat- 4 4 1 9
tleships
Double turret 4 4 1 9
monitors
Protected cruis- 22 22 22 66
ers
Unprotected 3 3 3 9
cruisers
Scout cruisers 3 3 3 9
Gunboats 9 9 9 27
Gunboat (at
great lakes (not
begin) 1 1 1 3
Light draft gun- 3 3 3 9
boats
Composite gun- 3 3 3 9
boats
Training ship 1 1 1 3
(Naval acade-
my) afloat
Training brig- 2 2 2 6
s
Special class 1 1 1 3
(Dolphin, V. e-
sels)
Gunboats under 2 2 2 6
500 tons
Torpedo boat de- 13 13 13 39
stroyers
Steam torpedo 18 18 18 54
boats
Wooden torpedo 35 35 35 105
boat
Submarine tor- 1 1 1 3
pedo boats
Iron cruising 4 4 4 12
vessels, steam
Wooden cruising 4 4 4 12
vessels, steam
Wooden sailing 4 4 4 12
vessels
Tugs 41 41 41 123
Auxiliary cruisers 5 5 5 15
Converted yachts 2 2 2 6
Collars 15 15 15 45
Transports and 10 10 10 30
supply ships
Hospital ships 1 1 1 3
Receiving ships 5 5 5 15
Prison ships 2 2 2 6
Total 285 285 285 855

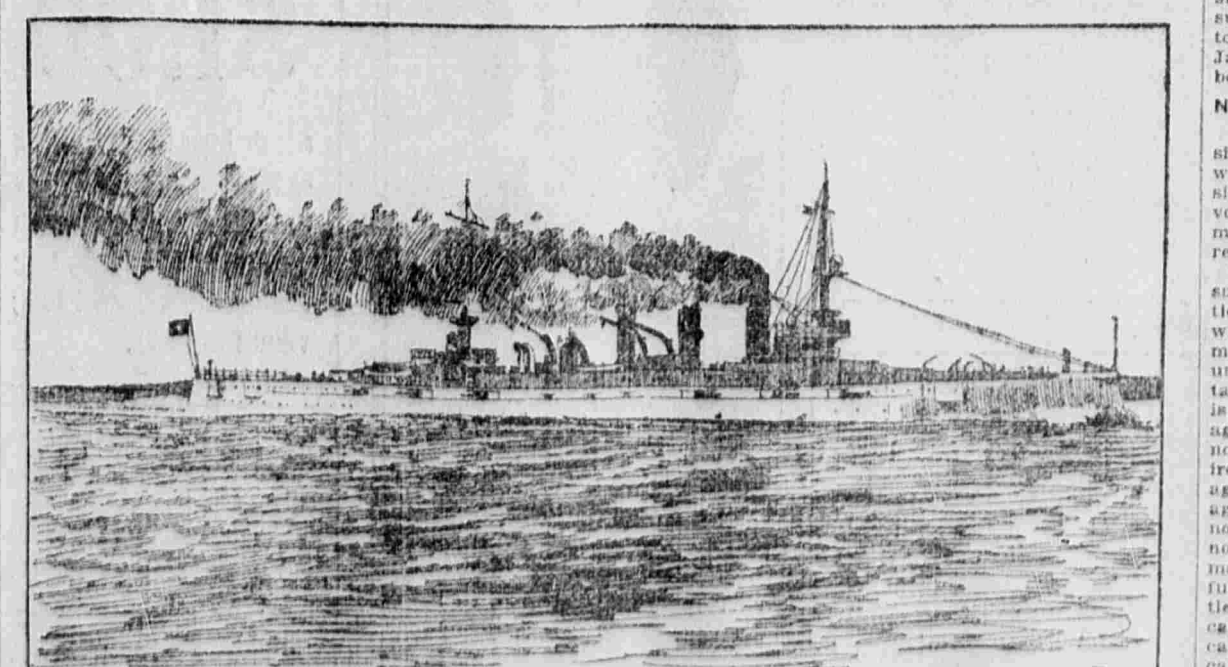
showing which has produced a very
profound impression on those other na-
tions which are so markedly committed
to naval defense. Ten years ago the
naval experts accounted America fifth
in the order of naval efficiency. To-
day we have advanced to second place,
according to the British estimate of
naval strength.
Leaving to the theorists the discus-
sion of the moral phases of increased
armament, the most important
consideration seems to be the question
of national economy. It is always
the stock argument of those who want
to build battleships that it is cheaper to
do so than to go to war. It is a very

have been justified in declining to ap-
peal to arms.
It is estimated that the Spanish
business, short and one sided as it
was, cost the American people at least
\$600,000,000. Of course that estimate
includes about everything. A corre-
sponding unreadiness ashore cost
Great Britain \$1,100,000,000 in the Boer
war, but that is another matter. Had
the Russian navy been what it was re-
puted to be it is most unlikely that the
Japanese would have attempted to
drive the bear out of Manchuria.
It cannot be denied that any one of
the monster fighting machines of the
American navy represents a huge ex-
penditure of public money which might
—if matters were as they should be—
be put to a better use. Unfortunately
the millennium does not seem to be
near at hand, and the policy that still
obtains in modern governments every-
where is to build up a navy with ex-
penditure of money which is not repaid
the last of what our unpreparedness
cost us in the war with Spain. In this
instance the argument is incontrovert-
ible. Had four more battleships been
available in 1898 the unhappy hostil-
ties that resulted in such incidental
benefit to Cuba would have been aver-
ted, for with such a superiority in naval
strength even Castilian pride would

periled interests it is immeasurably
less. Secretary of the Navy Metcalf
thinks that it is hardly worth men-
tioning.
"The pecuniary burden," he reports
to the president, "imposed on each in-
habitant of the United States for the
maintenance of the navy may be esti-
mated roughly, but with a fair ap-
proximation to accuracy, at one-third
of that borne by each inhabitant of
Great Britain and Ireland and the bur-
den of personal service to the like end
at about one-seventh. Expressed in
figures, one may say that the cost of
the navy amounts to about \$133 per
annum for each inhabitant of the

ing to a great authority, Sir Cyprian
Bridge of the British navy, the torpe-
do has still to "make good." He de-
clares that in the Russo-Japanese war
only one battleship, the Suvaroff, was
sunk by a torpedo and even in that
case not until the vessel had been ren-
dered useless by gun fire. "There was,"
says the admiral, "not a single Rus-
sian ship attacked, much less destroy-
ed, by torpedo boats until she had
been seriously maltreated by the Jap-
anese guns, and it is perfectly true
that if there had not been a single
Japanese torpedo craft within 500
miles of the scene of action not one
of the Russian ships which were de-
stroyed would have got away. All
such probably would have been added
to the number of prizes taken into
Japanese ports if no torpedoes had
been fired at all."
No Pessimism Here.
In striking contrast is the enthu-
siastic eulogium of John P. Holland,
who built the first submarine on this
side of the Atlantic and who de-
voted most of his life to the develop-
ment of the type. He declared only
recently:
"It is safe to say that when the first
submarine torpedo boat goes into ac-
tion she will bring us face to face
with the most puzzling problem ever
met in warfare. She will present the
unique spectacle, when used in at-
tack, of a weapon against which there
is no defense. You can pit sword
against sword, rifle against rifle, can-
non against cannon, ironclad against
ironclad. You can send torpedo boats
against torpedo boats and destroyers
against destroyers, but you can send
nothing against the submarine boat,
not even itself. You cannot fight sub-
marines with submarines. The fan-
ciful descriptions of the submarine bat-
tle of the future have one defect. You
cannot see under water; hence, you
cannot fight under water; hence, you
cannot defend yourself against an at-
tack under water, except by running
away. If you cannot run away you
are doomed."
PAUL G. KELLOGG.

INSURING ACCURACY.
Sir W. S. Gilbert, the English writer,
received a note not very long ago from
a young lady telling him of her ap-
proaching marriage. He replied at
once, heartily congratulating her.
Two months passed and the fair cor-
respondent again wrote to say that
she had broken that engagement and
had accepted another suitor.
Sir William replied that he had every
confidence in her judgment and once
more expressed his good wishes for
her future.
Three months later she informed him
that she had broken her engagement
with her second sweetheart and was
now about to be married to Lord —.
This was too much for Sir William,
and his reply ran:
"I desire to congratulate you on your
approaching marriage with — Here
he placed an asterisk, and in a foot-
note added: "Here insert the name
of the happy man."
VENDING MACHINES.
It is estimated that pence worth
\$1,250,000 are permanently withdrawn
from active circulation in the United
Kingdom by automatic machines.



NORTH CAROLINA, FASTEST ARMORED CRUISER IN AMERICAN NAVY.