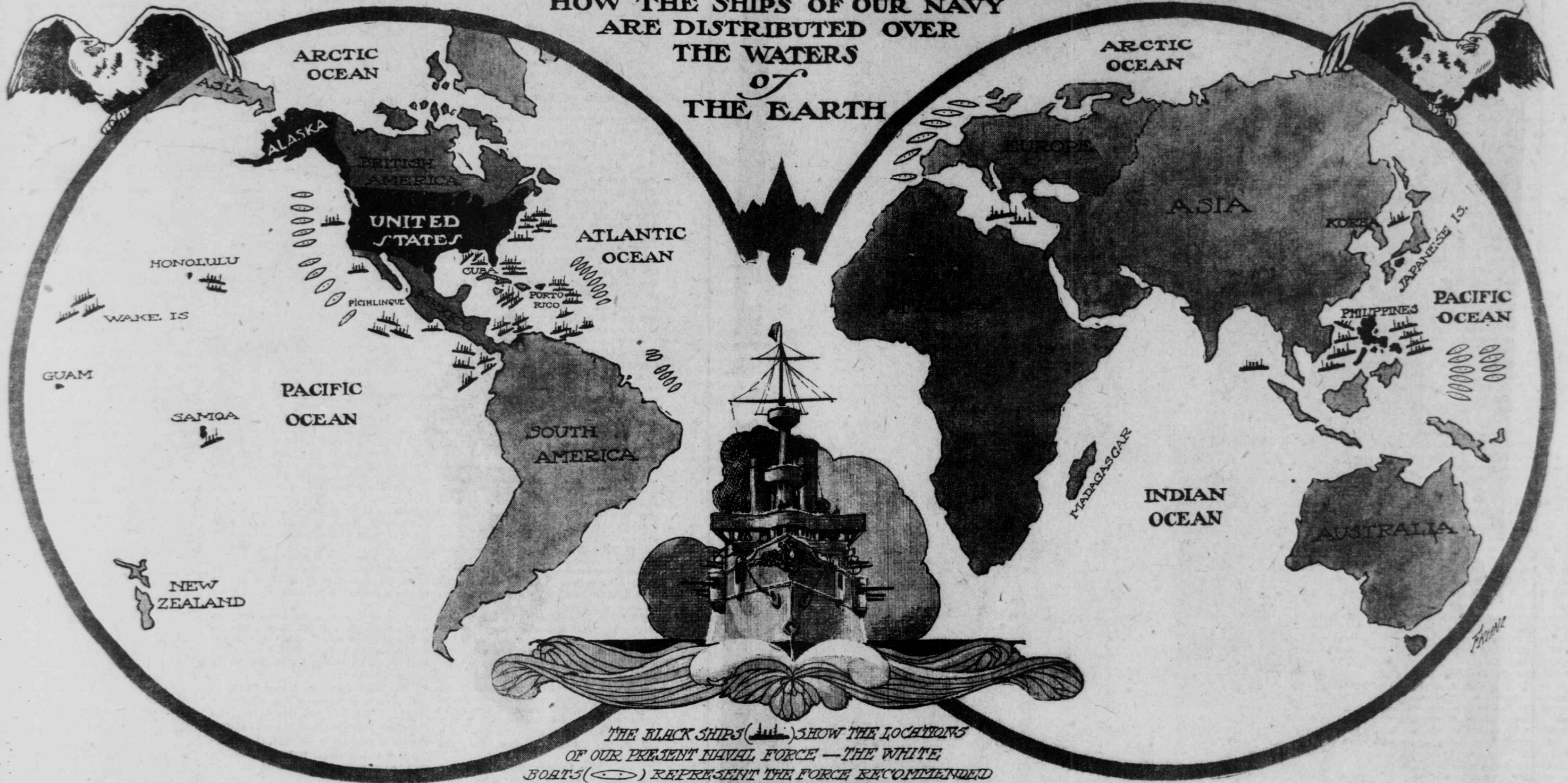


# UNCLE SAM ON THE WATCH

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



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 KELLEY, U. S. N.

### I. Cruising Stations.

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, and thence 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 coal depots, one notably on Narragansett Bay, and another on the Dry Tortugas. It is curious to note here, as an obiter dictum, that the actual location of each Eastern navy yard has a title quite different from its official designation. Portsmouth Yard is in Kittery, Me.; Boston Yard is in Charleston; New York Navy Yard is in Brooklyn; Norfolk Navy Yard is in Gosport, a suburb of Portsmouth, Va., and Pensacola Yard is in Warrington.

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 specially 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 Tutulia, 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 coasts of Africa and South America and extends to the seventieth degree of east longitude, north to the equator—that is, beyond and around the Cape of Good Hope.

The Asiatic station takes in the east coast of Africa (excluding the waters of the South Atlantic), the Indian Ocean, China Sea and the Pacific Ocean east of 170 degrees west. In this area are situated the navy yards at Cavite, Manila, the station at Subig Bay and the storehouse and hospital in Yokohama, Japan. Roughly speaking, its waters include nearly one-half of the naval cruising area, thus sharing with the Pacific in a close equality about twelve-sixteenths 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 one hundred millions of square miles demand the protection of the navies. If official reports be accepted our contribution to this police duty is inadequate in size and illogical in composition.

### II. 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 as occasion demands in special duties or in the maneuvers and tactical exercises which now form a part of our regular winter and summer programme.

The Caribbean squadron, created in October, 1902, is intended to provide a force in Caribbean waters which can proceed quickly to points demanding protection for American interests. 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 consultation with the authorities of the somewhat difficult countries that border on the Caribbean. The number of cruisers needed in this squadron is set down as eight, five of which should be improved Olympias, 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 of each type 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 dockyard. 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 19, 1903, and is composed of the battleship Texas, the monitors Arkansas, Nevada and Florida and a flotilla of five destroyers. This force is to constitute one of the principal elements in the general strategic plan and will be used primarily for the defense of our coast and secondarily as a reserve to strengthen our principal fleet in the West Indies. It is intended that this squadron shall be composed of powerful ships, like the three new monitors, which, though formidable 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 as a training division for the Naval Academy. 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 entering upon the arduous duties of their profession. This is most desirable, because the present lack of commissioned officers enables midshipmen 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 fleet and has been formed not for maneuvering and tactical exercises, but for convenience of administration. Under the old system ships were left largely to their individual devices, uniformity of method being secured in some degree by general regulations and regular inspections.

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 drill. This squadron has its base in Hampton Roads.

The irregular character of this force and the diverse types of ships of which it is composed are undesirable. Economy indicates that we should have a number of vessels similar in class and size, capable of being used as training ships in peace and as cruisers in war. True economy must 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 coal endurance, but with such reductions in armament as will enable them to berth a large number of men.

III. 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 Olympias. Of the cruisers now in service and building three could be spared for the station, thus leaving only three to be provided. In the development of the fleet this force would be assigned to the South Atlantic station during peacetime for purposes of tactical drills and incidentally to watch American interests in that region. In case of war it could be united with other squadrons in the West Indies, thus forming a fleet of considerable strength.

The latest official announcement is that the various squadrons are at set periods to interchange duties, and it is reported that the European and 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 cruisers. It must be confessed that of late the latter's employment has not been all skittles and beer, owing to the difficulties at Beyrout.

The European squadron consists of a small division, its principal strength being centered in the flagship.

The official plan contemplates the assignment to this important station of

cruisers belonging to the general type before mentioned. Six of these vessels should be provided, four of which should cruise together for tactical and squadron work, one be used for visiting distant and minor ports of the station and one be under repairs.

It is important to keep all these Atlantic squadrons at a proper strength, so when gathered into a fleet the rearrangement found necessary last winter at Culebra, owing to the heterogeneous character of the mobilized ships, may not be imperative before any serious work can begin.

### IV. Pacific Waters.

The Pacific station requires a cruiser squadron, and this should consist of two divisions, each having four vessels. Hitherto it has not been found practicable to employ more than four ships actively cruising in these waters. The extent of this station and our interests in the Pacific make it impracticable to carry on the work properly with less than the two divisions indicated. It is not intended that these shall interchange with other squadrons as frequently as in the Atlantic, but it is deemed advisable that one division of four cruisers should from time to time visit the west coast of South America, and when practicable interchange with the South Atlantic squadron at the Straits of Magellan. It is also probable that a division of this squadron will occasionally interchange with the cruiser division of the Asiatic fleet, meeting for that purpose at a convenient rendezvous off Honolulu or among the Aleutian Islands. Preparedness for war demands that this habit of mobility should become nearly automatic. Some objections have been raised that squadrons will not remain long enough on any one station, and therefore fail to become familiarly acquainted with it. This defect must, however, be borne with for the greater good that results from acquiring "the habit of mobility."

The vessels assembled in Asiatic waters have been for nearly six years actively employed in very trying duties. Owing to patent reasons the force has grown to such a size that it had to be organized in 1902 into a fleet with three divisions, the general situation apparently demanding a battleship squadron, a cruiser squadron and a squadron of small vessels. This

organization of the force will take time to complete, but there is no reason to doubt that it will proceed on these broad lines. The natural base of this fleet is the Philippines. Mention has been made elsewhere of a naval depot at Subig Bay, and it may be added as a matter of the first importance that the maintenance of our force in the Philippines and its readiness for use are largely dependent upon a naval base and dockyard at this point. The battleships and cruiser division of this fleet made at the very end of 1903 a successful and memorable cruise to Honolulu, and after a short rest returned to their own cruising grounds. This cruise tested the sea-keeping qualities of the units in an unusual degree, and it is gratifying to know that both battleships and cruisers—even the low freeboarded Oregon—came out of the trial unscathed.

Six cruisers of an improvised Olympia type and four cruisers of the scout type are needed on this station. Of these two are available and two must be provided. The commander in chief of the fleet recommends that two vessels, small gunboats or large launches, be built and assigned for service in Chinese rivers for the protection of our interests in such places as our present gunboats cannot reach, owing to their draught. Other nations have vessels of this description in Asiatic waters, and as American interests in China are expanding it will be wise to provide the small and inexpensive types suggested.

In addition to the vessels regularly assigned to the various stations other craft have been employed in important duties. The first destroyer flotilla has undertaken a long voyage to the Philippines, by way of the Canaries, Gibraltar, Mediterranean, Suez, Red Sea and so onward across the Indian Ocean. A curious and inexplicable effort was made to interfere with this cruise, but wiser 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 accomplished equally long and severe journeys. It must be said in conclusion that most of this material has been taken from the official report of the Chief of the Bureau of Navigation, and that its text has been largely used. No attempt has been made to indicate the names of the ships shown in the chart, but their number and location may be accepted as correct.

demoralization of the time honored waltz on account of the eagerness of different colleges to institute a peculiarity which might be all their own.

There is the Harvard glide, the Yale step, the Cornell swing and many other departures from the true waltz. If a person is refined, has a love for the pure and beautiful, a perfect knowledge of the art of waiting, there is no more occasion for immediacy than in taking one's arm in walking; yet the fact remains that many who dance have never learned the true art of waiting.

I have noticed that those who follow the profession of dancing have generally excellent health, which they often enjoy to extreme old age. This fact can only be accounted for by the exercise used in dancing, which lays a firm foundation for good and lasting health. Among a rude and dissolute people dancing may perhaps degenerate into something worthy of condemnation, but all the blessings we have are similarly liable to abuse and we have no more right to condemn dancing on account of its abuses than any of our other recreations.

### MISGUIDED PILGRIMS TO INDIA

By Mrs. Ole Bull

TO persons interested in the teachings of the late Swami Vivekananda and his brothers, I would say that students have better opportunities for studying the Vedanta as interpreted by them here in this country than they could have in India. The order there cannot receive guests nor give time as teachers to foreigners. They are actively busy in different parts of the country, working where famine, plague or trouble make their services needed, and it is to be remembered that Sannyasins in India live upon charity.

Such charity as they receive from their own people would not make life endurable to any Western man or woman. A strip of cotton cloth, a handful of rice, cooked or uncooked, with broken bits of food begged from door to door, and sometimes requiring a half day to secure sufficient for a meal—this is not the kind of life to make a stranger unacquainted with the customs and languages of that great country happy or even grateful.

Such charity as can be spared is more than needed at home by deserving householders, aged and sick, in want through no fault of their own. The friends and workers organized by Swami Vivekananda there to meet these needs often deny themselves necessary food or comforts essential to health.

Such amounts as are given to them for various kinds of charity cannot be dispensed otherwise, and they have no fund to call upon for hospitality. When guests present themselves, therefore, deprivation follows for those who should keep well for the sake of their work on behalf of others.

The order has generously spared very able men to this country. Any poor person wishing to assist the poor in India through this order can best do so by earning the means here. This they cannot do in India.

It should be remembered that Vivekananda felt above all things the need of modern education and scientific

methods for the young men and women of his country, coupled with respect for the inherited national traditions and culture.

The Western members of the order who are living in India give their time wholly, receiving no moneyed return for their expert work as educationists. These same workers also collected the means abroad which enables them to live, but far more simply than any members of a university settlement could do here.

No person should go to India without the means of returning or of self-support while there. Having learned that one poor California woman landed in Calcutta, her only qualification being her intention to teach Indian women "how to lay a table"—not knowing that Indians do not necessarily sit at table—and that other women equally poor wish to follow her, will you kindly give this note place, to inform these and others that only in this country can they find teachers related to Swami Vivekananda whose time is free to teach or serve foreigners. Very sincerely,  
SARA C. BULL,  
(Mrs. Ole Bull, Cambridge, Mass.)

### LONGEVITY IN THE DIZZY WALTZ

By Prof. Hinman

DANCING, properly taught and practiced, is the best safeguard against the evils of overmental exertion to which many are subject. It harmonizes the motions of the body so as to produce habits of graceful ease upon all occasions and it has very decided effects, directly and indirectly, upon the mind by making the body a healthy and vigorous organ for the mind's development and by inculcating the practice of courtesy and politeness indirectly induces its virtues to adopt those habits of self-restraint and self-control which are so necessary to civilized society.

It is physical education in its most refined form. When early employed its good effects are readily shown and under its influence the awkwardness and rudeness so often found in young persons give place to habits of elegance and propriety.

If children desire to dance place them under proper instructors and allow them to continue the desired attainment. To the deprivation of innocent amusement in youth may often be attributed the excesses of later years.

The excitement of music makes the soldier's mind work with his body. This is the natural way, and gives more strength than when the body moves in one direction and the mind in another. This law applies to all labor. Attractive exercise does not weary us like that which is repugnant or uninteresting, hence it is that dancing proves so valuable in the line of exercise, without producing exhaustion or excessive fatigue. Gymnastics develop power of muscles, give skillfulness and courage, invigorate health and amplify boldness, but they make the movements rough and impress the character with a certain daring audacity.

In an effort to regain for the Americans the reputation of being the best dancing nation on earth, the American Society of Professors in Dancing applied to the faculties of some of the colleges, as the members all agreed that the college students were responsible in a greater degree for the utter