

# THE RUSSO-JAPANESE WAR.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

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**S**T. PETERSBURG—The prospect of war with Japan calls attention to the enormous increase going on in the navy of Russia. I see Russian men-of-war everywhere. I found several new ones building in the Vulkan shipyards at Stettin, Germany; others have been constructed at Kiel by the Krupp, and there are a large number under way in the shipyards of Russia. This country has now one of the largest navies of the world, and it has a vast number of mercantile vessels which can be brought into use in time of war.

The czar has six great battleships with an aggregate tonnage of more than 70,000. He has three armored cruisers aggregating more than 35,000 tons and ten cruisers of about 5,000 tons. In addition there are 20 destroyers, 14 torpedo boats and 15 torpedo boats either built or building. For the past ten years Russia has been steadily adding to her navy, and has had ships constructed for her in the United States, England, Germany and Denmark. In addition to those made at home, she has a big fleet here on the Baltic guarding St. Petersburg and other ports. There is another fleet in the Black sea and the Mediterranean and another in the far east protecting Manchuria and eastern Siberia.

Islands covered with forts. There are about a half dozen such island forts in addition to Kronstadt itself. They rise from the sea looking like mighty floating batteries, and effectively protect this gate to the great Russian empire.

Kronstadt itself is low. It is walled in from the sea, and as you look at it you can see a forest of masts back of the walls and among them the smokestacks of steamers, out of many of which the black smoke is pouring. The war harbor is at the southeast end of the island. There were five great boats inside it during my visit. Near this is the middle harbor, in which all sorts of naval repairs are made, and not far away are the admiralty buildings, an arsenal, the naval school and a great marine hospital.

The fortifications are very powerful and the island altogether contains some of the strongest forts in the world. There is quite a city upon it with something like 50,000 people. It has two divisions, one devoted to the navy and the other to mercantile interests.

During my stay I saw many of the

## GUDGER TO THE FRONT.



Hezekiah A. Gudger occupies a difficult position in the present state of affairs on the Isthmus, due to non-ratification of treaty. He, however, proved himself capable of holding the helm of American interests at that important point when the recent trouble was caused by insurgents, and may again have his hands full at any moment.

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### A VISIT TO KRONSTADT.

I took a steamer at Nicholas bridge the other day and went out to Kronstadt, the little island at the mouth of the Neva, which guards the entrance to the Russian capital. When Peter the Great built St. Petersburg he said he wanted it as a window through which he could look out upon Europe. Kronstadt is the steel bars of that window. It is only 20 miles away, and is reached by a sea canal 16 miles long and more than 20 feet deep. This leads into the Gulf of Finland and it ends only a short distance from Kronstadt.

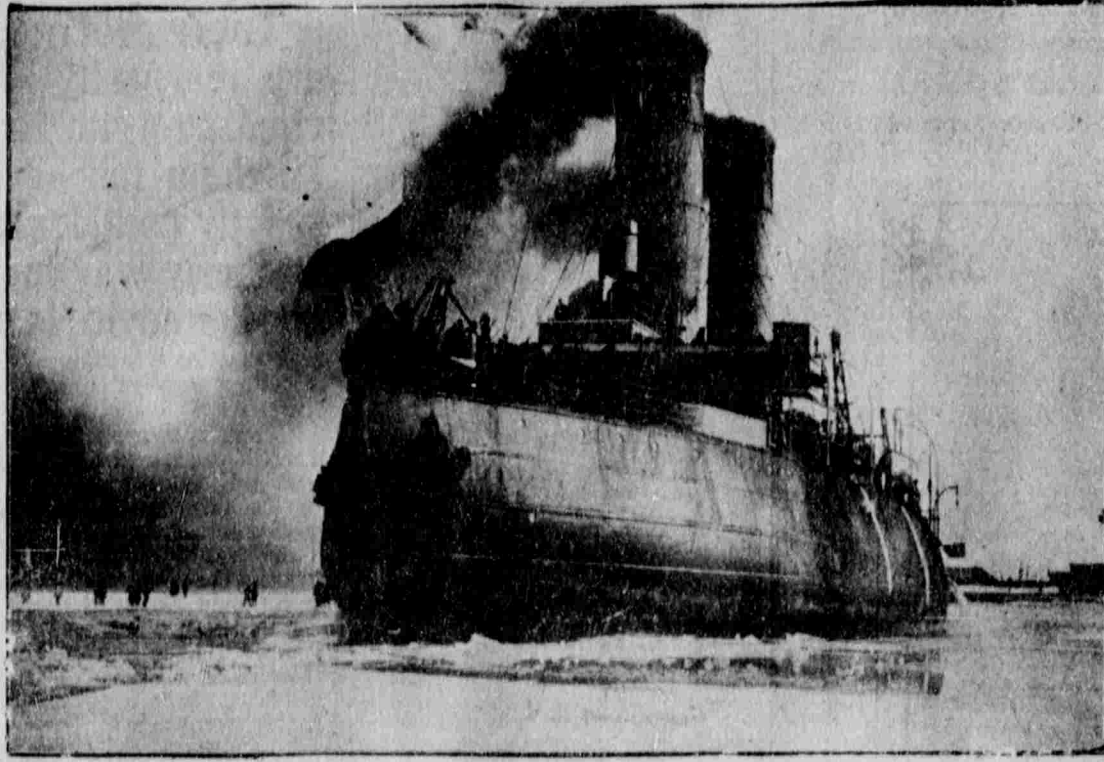
In coming in to St. Petersburg you must pass Kronstadt and as you do so you make your way in and out through

naval officers and men. The sailors are fine-looking fellows, big framed, broad shouldered, and as a general thing bearded. They are said to be the equals of any other nation as to seamanship, and they are as brave as the kosaks and other Russian soldiers on land.

### RUSSIAN BOATS IN THE FAR EAST.

If a war should arise between Russia and Japan, all the czar's shipping in Chinese waters will be pressed into service. There are many ships in the volunteer fleet which can be used as transports or cruisers. These ships are about fifteen in number and are now running between Odessa, Vladivostok and Port Arthur. They are carrying provisions and emigrants by the thousands. I understand that Russia is quietly planting colonies along the Chinese Eastern railroad and that she will eventually Russianize Manchuria. These colonies will also do effective work in time of war supplying provisions and perhaps men.

## Russia's Naval Preparations—A Visit to the Fortifications of Kronstadt—Where the Russian Fleets Are—Something About the Great Ice Breakers—The Japanese Navy, Which Has Cost One Hundred Million Dollars and Will Cost a Hundred Million More—The New Japanese Shipbuilding Yards—The Question of Supplies—What Will Become of Korea—How the Japanese Are Colonizing It.



Photographed for the Deseret News by Frank G. Carpenter.

### THE "ERMAK," RUSSIA'S GREAT ICE BREAKER.

#### RUSSIA'S GREAT ICE BREAKERS.

In addition to her merchant vessels and men-of-war, Russia has now some of the most effective ice-breaking steamers of the world. She has enormous floating machines run by steam which will crush the ice of the harbors and force their way into almost any port.

Kronstadt is kept open during the winter by such ice breakers, and they will also be of great value to the Trans-Siberian and other Siberian ports. The largest of these vessels is the Ermak, built in 1898 at Newcastle-on-Tyne. It is like a huge man-of-war, being as long as the average city block, as wide as the ordinary city street and a depth as great as that of a four-story house. It has a draft of twenty-five feet and a displacement of 3,000 tons. Its machinery is operated by engines furnishing 10,000 horse power, and when it pushes against ice with this enormous force the ice has to be indeed thick to resist it. The Ermak is so shaped at the stern that another vessel can be lashed to it, so that it will have the assistance and additional power of the vessel behind. It has forty-eight water-tight compartments, the largest of which have engines and boiler rooms, the capacity of each boiler room being 2,000 tons.

#### TWO HUNDRED MILES THROUGH SOLID ICE.

The Ermak has been severely tested. In 1899 it made a journey of 200 miles through solid ice, all of it being at least five feet thick, and fifty miles of it about ten feet in thickness. In plowing through this it hurled the ice aside as a locomotive plow throws snow, cutting its way right into the harbor of Kronstadt.

Such ice breakers will make Vladivostok an open port during the winter, furnishing a new outlet for war supplies via the Trans-Siberian road. There are ice breakers on Lake Baikal which keep the Trans-Siberian road open, although in case of trouble trucks can be laid on the ice and communication thus be kept up. With Lake Baikal open it is now only seventeen or eighteen days from Moscow to Port Arthur, where the harbor is free from ice the year round, and where ships drawing thirty feet can enter without difficulty. The Russians have built up a great naval station at Port Arthur. This is

only a few miles from Dally, the commercial port, at the end of the Trans-Siberian road. They have an enormous amount of naval supplies there, and they are, I am told, now ready for war if Japan is anxious to fight.

#### THE JAPANESE NAVY.

The navy of Japan is a greater wonder than that of Russia. The Russians have had a navy since the days of Peter the Great. The Japanese navy has been built up within the present generation. During our civil war the Japanese knew nothing of naval affairs outside their war junks, and for 10 years thereafter they had no merchant vessels to speak of. When they fought the Chinese in 1894 their navy consisted of 16 steel men-of-war, 17 gunboats of wood and steel and about 28 torpedo boats. They had good guns and they fired them well. They showed that they knew how to shoot, and proved themselves the equals of any naval troops upon earth. The story of that war was much the same as that of our war with Spain. The Japanese gained their victory by courage and skill rather than by better ships or better guns. They destroyed the heavier vessels of their enemy and practically annihilated the Chinese as a sea power.

#### ONE HUNDRED MILLION DOLLARS FOR NAVY.

At the close of the war the Japanese took the money they received from China and put it into new battle ships, cruisers and gunboats. They bought new arms, and have been adding to their navy from that day to this. During the present year they will spend about \$100,000,000 for warships and war material, and they have spent about \$100,000,000 since the close of their war with China. In addition to this, they have set aside another \$100,000,000 to be spent in the future. This vast sum is to be spread over 11 years, beginning with March next, making an average of more than \$9,000,000 a year.

As a result of such expenditures the Japanese navy is now one of the best of the world, and in some respects it is already stronger than that of Russia.

#### IN THE JAPANESE SHIPYARDS.

During my last visit to Japan, about two years ago, I visited some of the

new shipbuilding yards. The Japanese are now making their own protected cruisers and destroyers, and are founding armor factories with which they will be able to construct battle ships. There is no doubt but that they can manufacture anything they please, for their workmen are among the most skilled upon earth, and they are ready to adopt any new thing at a moment's notice. They have their mechanical and naval engineers in all of the great shipyards of the world studying the newest methods and superintending the construction of ships intended for Japan. You will find them at Cramp's in Philadelphia. I saw some of the Krupp works in Essen, and they are also at the Vulkan shipyards in Stettin.

#### JAPAN'S BIG GUNBOATS.

The six first-class battleships now in the Japanese navy were all built in Great Britain. They are twin-screw steel vessels with extraordinary speed of 18 knots and a possible speed of 20 knots or more. They are protected by belts of Harveized metal from 14 to 15 inches thick, and they each carry four 12-inch guns, 10 6-inch quick firing guns, 24 rapid firing, and five torpedo tubes. The largest of these ships is the Mikasa. She has 15,200 tons and 15,000 horsepower, and she can make 18 knots an hour. It takes 741 men to manage her.

Some of Japan's second-class ships were built in Germany and some of them came from the Chinese. Two of her protected cruisers were built in the United States, one at Philadelphia and the other at San Francisco. They are just alike in design, but the San Francisco cruiser is the faster, having made almost 24 knots an hour.

Japan has also a number of merchant vessels which can be called upon in case of war. She has some of the largest shipping companies of the world, the Nippon Yusen Kaisha, for instance. This company has 23 steamers, and it sends them to Vladivostok in Siberia, to Korea, China and Manila, and also to Australia, India and through the Suez canal to London. Other Japanese ships connect Yokohama and San Francisco, so that in respect to transport vessels the mikado is perhaps better off than the czar.

#### A NATION OF SAILORS.

The Japanese are at home upon the

## HOW THE CZAR AND THE MIKADO ARE PREPARING FOR WAR.

sea. They are a nation of sailors. They had their men-of-war in feudal days and sent out armies to Korea and China. They are wonderfully nimble with their feet and hands, it being commonly said that the Japanese has 24 fingers, 10 on his hands and 10 on his feet.

They are also good fighters, and may be called a nation of warriors. At the time that Commodore Perry opened the country it was ruled by a class of feudal knights and retainers whose profession was war. The sons of these old warriors are now at the head of the Japanese government, and are the leaders of the army and navy. They are animated by the spirit of their fathers. They are the most patriotic people on earth, the most sentimental and the most ambitious. They delight in the spectacular, and almost any one of them would be willing to die if his death would leave a reputation behind him.

At present every Japanese between 17 and 40 is subject to military service. The army organization is much like that of Germany. The troops have been trained by German officers, and in all the military schools there are German instructors. There are at present more than 600,000 men in the regular army, including 11,000 officers. There are more than 35,000 officers and men in the

navy. They are a nation of sailors. They had their men-of-war in feudal days and sent out armies to Korea and China. They are wonderfully nimble with their feet and hands, it being commonly said that the Japanese has 24 fingers, 10 on his hands and 10 on his feet.

#### HOW ABOUT COREA?

One of the most interesting possibilities of this war will be the future of Korea. That little peninsula, only about as large as the state of Kansas, is coveted by both Japan and Russia. It is one of the richest countries of the far east. It has gold mines now worked by the Americans and Germans, coal mines which are said to be of enormous value and a vast area of cultivable soil. It has good forests, and it would be worth anything to Russia, as it would bring her empire and railroad several hundred miles further south.

#### JAPAN COLONIZING COREA.

Ever since the Chinese-Japanese war the Japanese have been colonizing Korea. Each of the port cities has a Japanese quarter, where some of the finest buildings are and where the most

## PREMIER ITO FOR PEACE.



The Marquis Ito, of Japan, who was formerly premier, has resumed that office. It is hoped that in the present strained relations between this power and Russia over the Korean situation the marquis's influence for peace will be utilized.

#### THE QUESTION OF SUPPLIES.

In case war should come between Japan and Russia the question of supplies will be a most important one. In this Japan will have the advantage. Almost every part of its empire is productive and it can feed its troops without trouble. It is one of the richest food-producing countries of the far east, raising vast quantities of rice and other cereals. It has plenty of coal and sufficient iron to keep it going. Its railroad system is such that every part of the empire can send goods and troops to the seaports, so that all the resources of its 40,000,000 people are available.

Besides the Japanese can live upon almost nothing. Their staple diet is rice. At the time of the Chinese-Japanese war the soldiers lived almost entirely on rice, dried fish and canned

of the business is done. This is the case with Fusan on the southern coast, with Chemulpo on the west and Gensan on the east. At these places there are Japanese exporting and importing firms and the business generally is in the hands of the Japanese. This is so to some extent in Seoul, the capital.

The Japanese are building a number of new railroads in Korea. They have bought the little line which was constructed by Americans from Chemulpo to Seoul, and they are building a trunk line from Fusan to Seoul, which will have a great trade and will bring Japan within a very few hours of the capital of Korea. I understand they are also planning routes to the east and to the north of Seoul, so that in time their railroads will cover the country.

At the same time the Koreans do not want to be swallowed up by the Japanese, and they are glad to have Russia as a buffer between them and their almond-eyed cousins across the strait.

FRANK G. CARPENTER.

# ENGLAND'S GREAT FIELD MARSHAL AND HIS CANCELLED VISIT TO AMERICA.

The cancelled visit of Lord Frederick Sleigh Roberts, first earl of Kandahar, Pretoria and Waterford, would have given Americans an opportunity to greet the man who is considered by the military authorities of Europe the foremost, perhaps the only really capable, British commander of the Victorian era. We should have been able to see for ourselves just what manner of man this is whose fame has been sung for years by English civilians and soldiers alike.

In his proposed coming to the United States Lord Roberts was prompted mainly by a desire to see for himself our best fortifications and to inquire into the workings of the American military system, of which he has heard much from Kitchener of Khartum, an ardent admirer of our methods. It is said that should his visit have satisfied Lord Kitchener's estimate is correct Lord Roberts would have introduced into the training of the British army some parts of the American system. Ever since he sailed from England for India as a youthful subaltern in the Bengal artillery Lord Roberts has been a tireless student of military tactics, military administration and the theory of warfare, and to his knowledge of these subjects as much as to the courage which has always been his most prominent characteristic he undoubtedly owes his advancement from the bottom to the top of the military ladder. It is indeed no small achievement for a man to rise by sheer force of merit from the rank of lieutenant to the wielding of a field marshal's baton, and the story of how Lord Roberts reveals his nature as nothing else can.

It may be said that chance gave him his first opportunity, but chance was not responsible for his seizing that opportunity. After his arrival in India, an undersized, slender, delicate young man, it was some years before he convinced those about him that he

had in him the making of a great warrior. But with the outbreak of the memorable Sepoy mutiny Lord Roberts began to make his name in the field. He has since made his household name in England. It was during the mutiny that he won the coveted badge known as the Victoria cross, but the bravery that earned this surpassed itself in the feat of placing the flag of the Second Punjab infantry on the most house outside Lucknow and maintaining it there despite a hail of bullets. Thrice the flagstaff was broken, to be replaced each time by the intrepid young officer, who seemed to the fanatic Sepoys to bear a charmed life.

"Quick as lightning and tough as steel" was the way his comrades of the mutiny described this son of a noble Irish family, and the description clung to him throughout the trying months of the Afghan campaign. It was in 1878 that the greatest opportunity of his life came to him—the conquest of Shere Ali, the great amir of Afghanistan. Lord Roberts led the force sent against the amir, and so noteworthy was his success that the British government rewarded him with a K. C. B. The very next year Afghanistan was again the scene of warfare, following the massacre of the members of the British embassy at Kabul. With a force of 6,000 men Roberts hurried from Simla to avenge the crime. He cut his way through the hostile territory and in a month's time had raised the cross of St. George over the captured city. Then he waited until reinforcements came. With 10,000 men in his keeping he deliberately cut loose from his base of supplies, led the long column through forests and over mountain ranges until, as a climax to the most famous march in recent British history, he reached Kandahar, over 30 miles distant, and crushed the Afghans once and for all.

A baronetcy was his after this victory. As a further reward he was put in command at Madras, then he was sent to Burma, and finally was made commander in chief in all India. What Lord Roberts did for that country and for his soldier boys can be appreciated only by those who know the India of pre-Robertian days. During the great famine of 1875-74 he was tireless in his efforts to alleviate the sufferings of the people. The description which the late Archibald Forbes penned of him at this day may be quoted as still

a splendid picture of the field marshal. "Short and slight, square, however, of shoulder, and of a distinctly military carriage, his whole aspect denoting alertness and a wiry endurance, he had an air of quiet command and sometimes discerns in men who have seen much service when as yet they have not attained much leadership. His face was almost ascetic in its attenuated, hollow temples, indented and narrow, the lofty forehead, that rose above the keen, quick eyes, the lower section of the face was long, gaunt and sallow, ending in a chin every line and contour of which betokened force and resolution."



LORD ROBERTS IN UNIFORM OF FIELD MARSHAL.

strict disciplinarian, he yet held a tight rein, his troops' respect for him being increased not only by many acts of humanity and kindness, but by the knowledge that he had not known the bitterness of defeat. When he paid a visit to England he was feted and feasted as never British general had been before him, and when he was finally ordered home all India mourned his departure. As commander general



SIR FREDERICK SLEIGH ROBERTS, EARL OF KANDAHAR, PRETORIA AND WATERFORD.

In Ireland Bobs continued to add to his popularity, but he attained the zenith of his career when, on the very day that he learned of the death of his only son at Colenso, he began his task of rehabilitating the military prestige of Great Britain, prestige that had suffered so severely by reason of the many defeats in South Africa. It was as the victor of South Africa that Bobs is best known to us, but in military circles the world over the little, wizened field marshal will be longest remembered as the hero of Kandahar.

In analyzing the secret of Lord Roberts' success the first fact brought forcibly home is that he was always a hard worker. He was marked for his diligence and application while a boy at Eton and Sandhurst. When his English education was at an end and he returned to his native country—he was born at Capwell, Leicestershire, in 1832—he remained an earnest student. After receiving his first staff appointment he shut himself up for days in order to acquire the knowledge of Hindustani which he knew was essential to a successful military career in India. Although not straitlaced the young officer avoided so far as was possible "mess room celebrations," feeling that conviviality was not altogether a stepping stone to promotion. Yet even in those days Roberts showed the tact and diplomacy that have since stood him in good stead. He has always had a wonderful memory for faces, and he frequently goes out of his way to speak to an old comrade in arms whom he may not have seen for a score of years, but whom he has not forgotten.

But it is as the "soldiers' general" that Bobs will go down in history. More than any other officer of the century has he ameliorated the barracks and field life of Tommy Atkins. His attitude toward the private soldier was never better put than by a veteran who had served under him in India. "Little Bobs looks after your grub and treats you like a human Christian," said this old fighter one day, and the sentiment was echoed by a chorus of approving voices. A characteristic anecdote relates that Bobs was once noticed alighting from the third class compartment of a British train, and when he heard that the incident was being commented upon he said vigorously, "What's good enough for my men is good enough for me." Whatever his

faults or weaknesses, Bobs never puts on "side."

He has some curious foibles, however, the most remarkable of which is an aversion for cats. Though he has faced death on the battlefield many a time, the mere sight of a kitten is enough to throw him into a panic. So strong is his hatred for the feline race that he instinctively knows when a cat is in the room with him. It is related that once when he had gone out to dine he refused to send himself until "that cat has been driven out of the room."

"But there is not cat here," expostulated his hostess: "we do not keep one." Bobs was insistent, and on search being made a bedraggled looking tabby was discovered under the sideboard. A Buddhist priest once suggested that Lord Roberts' dislike for cats was caused by his having been a mouse in some former life.

#### THE UNSPEAKABLE TURK.

Oh, where are the angel legions  
Which God has promised aye  
Should watch over His chosen people,  
That nothing might them dismay?  
Behold the Moslem fanatic  
Is slaking his thirst in gore,  
And wolves of the Turkish empire  
Are howling aloud for more!  
The blood of innocent babies  
Has deluged the Balkan sod,  
And deluged daughters and mothers,  
Call vainly for help on God!

Oh, glorious Christian nations,  
Why, silent sit in your state?  
Will you hear the boom of our cannon  
Put an end to the ghastly feast?  
As upon his haunted pillow  
Lies the sick man of the East?  
Let him hear the boom of our cannon  
Put an end to the ghastly feast!  
Brave soldiers and sailors gallant  
Oh, fathers, wear chevrons and wives,  
Remember those homes polluted,  
The hapless and ruined lives!  
Let Christians the world over  
Rise up at the self-same hour  
And give to the Moslem savage  
A proof of God's awful power!  
—Lila Munroe Tainter.