

The Wonder Story of Japan's Navy and Its Admiral



Admiral Togo, one of the foremost figures of this or any other age, has developed as prodigious a responsibility as has ever fallen to the lot of a single individual. Even the part played by Nelson in the preservation of the English speaking race was not more fraught with moment. It has been his destiny to wield one of the most splendid, one of the most formidable, instruments ever forged by the hand of inventive man. In her navy Japan created in less than ten years as perfect a fighting machine for its size as any on the globe. At the most perilous crisis in her fortunes she chose to commit the working of this tremendous agency to the hands of Admiral Togo, a choice, it may be believed, that was made with the utmost deliberation and after a complete survey of all the possibilities of the situation. Japan felt that it was a matter in which there must be no mistake.

There has been no mistake. On Feb. 6, 1904, Count Kuroki, the Japanese minister at St. Petersburg, was ordered to return home, with all his entourage, informed of his summons, there was

a fight in the open or be attacked where he was.

Captain Roudneff, the officer in charge of the Varang, was a plucky sea dog. The odds were overwhelmingly against him, but he did not show the white feather. He answered that he would meet with a warm reception. It was a hopeless contest from the first. Both Russian ships were sunk, and the loss of life was reported at 599. When the survivors of this engagement reached home they were decorated with medals and feted, and they deserved it.

Having done his worst against the fleet at Port Arthur, Admiral Togo withdrew his ships. His movements at that time were completely hidden from the outside world, for the Japanese censorship was in full working order, and nothing so perfect had ever been known since journalism began. Then it was that the Russians in Port Arthur were to the necessity of mining the harbor. They kept at it night and day, and it was done so effectively that on Feb. 16 the Russian cruiser Boyarin ran on one of the sunken defenses and was destroyed. On the following day Admiral Togo reappeared and made a sharp attack, which resulted in the destruction of several torpedo boats. It was then

course that did not seem to be the regular channel. It seemed to point to the fact that it was done to avoid the merged mines. One foggy morning he stationed his main fighting force out of sight of the enemy, but within wireless telegraph communication. Then he sent torpedo boats in to lure the Russians from the harbor.

The ruse succeeded. As soon as Makarov's ships passed beyond the protection of the shore guns the Japanese reserves opened an attack. Makarov soon realized his danger and gave the order to return to port. As his flagship, the noble Petropavlovsk, entered the channel by the usual out of the way course a terrific explosion occurred. The great ship heeled to one side and in less than three minutes went to the bottom. Makarov, Rear Admiral Morias, the famous painter of sea pictures, Vorechagin, and six sailors perished. The Grand Duke Cyril, cousin of the czar, and the captain of the vessel escaped. The exact nature of the misfortune was not understood for some time, but it was made clear at a subsequent period that while Makarov was engaging the main body of the Japanese squadron one of Togo's smaller ships planted a mine in the course by which the Russian must return. In this

to those who still saw some virtue in Muscovite seamanship that it was not

the newspapers. It is incredible, however, to believe that they were not somewhat disappointed when it began to be apparent that the whole world had been mistaken when it declared unreservedly that the Baltic fleet could never make its way safely to its destination. They did not regard the North sea episode very seriously. The leading Japanese journals of the time were inclined to extract a good deal of amusement from the blunder. It is asserted by some of the war correspondents that Togo could never hear the incident mentioned without losing his gravity.

One thing, however, puzzled the Japanese statesmen and Admiral Togo greatly—they could not comprehend how it happened that the advancing Baltic fleet was the constant recipient of such benevolent treatment at what ever port it chanced to touch. When they saw powers permitting the Russian fleet to use their waters for purposes of coaling and provisioning they began to believe that Europe was arrayed against them. It really looked as if Europe were determined that Rostovsky and his ships should reach Port Arthur in time to make an attempt to release the bottled fleet. As long as the Port Arthur squadron remained in

a succession of omissions. A man of singular modesty, Togo had been unexpectedly bored. At every fresh explosion of the popular idolatry he shook his head and pointed to Kanamura and the other officers in the party.

Togo set about organizing a monster fête in his honor, but he refused flatly to take any part in it. He had come to the capital not for recreation, but in obedience to a summons from the office of the admiralty, who wished to confer with him about the future conduct of the naval campaign, and he caused it to be known that the greatest kindness which could be shown him would be to leave him alone with his duties. His wish was as sacred as the wish of a god. After the first initial outburst Tokyo took down its triumphal arches and returned to its habitual calm. The celebrity with which his countrymen deferred to him was almost more keenly than speech that Japan has a hero who has no rival in the national heart.

Heiichi Togo is now about fifty-six years of age. He is not, in the strict sense of the term, of princely or even of noble birth. He is simply a gentleman of good lineage, a descendant of the great Satsuma clan, a clan to which so many of the bright men of new Japan belong.

one of the most brilliant of the war and was still in a seamy condition.

One of Togo's best known services to the empire previous to the Chinese war was his cruise with the training ships Hiei and Kongo. He was then a commander, and he was selected for the duty because of his well established capacity for getting men into fighting trim in the shortest time. In the course of the long cruise he touched at San Francisco, Seattle and the Sandwich Islands, and for months he sailed leisurely among the south sea islands. Many of the cadets who were then in his charge are now well known officers, and none of them fails to let it be known that he has been trained by Togo. Until the battle of the Yalu Togo was only a captain. For his services at that time he was rewarded with the rank of rear admiral. The Marquis Ito, Japan's most influential statesman, declared at that time that Togo was the peer of any sailor of his day. The marquis obtained for him the third order of the Rising Sun, a distinction shared by only about twenty others. He has recently been admitted to the first order of the Rising Sun, an honor held by only two other men in the empire, Prince Arima and Marquis Ito.

In person Admiral Togo is a short and somewhat stout man, with an iron gray beard and mustache and a distinctively Japanese physiognomy. He is not a man of words—not taciturn, but reserved. Most of all he is short of perception, but amazingly calm and unimpassioned in action. He knows his fleet both collectively and individually. His men believe that he knows the spirit and temper of every one of them. While he has little mercy on himself and is inclined to look upon responsibility in its most severe aspect, he is never a martinet. He is reputed to be the most reasonable man in the service, never demanding of a man more than he can supply without hardship. He has permitted his men to see so many glimpses of his human side that they are ready to follow him without question. He is comparatively a poor man and lives in a modest hired house in Tokyo with his wife and four children. He is a living illustration of the greatness that makes all pecuniary recompense contemptible, the solitary eminence that is separate from all else save the everlasting cry of gratitude which rises from the lips of his countrymen.

nothing else for the Russian foreign minister to do but dictate similar instructions to Baron von Rosen, the czar's representative at Tokyo. Both countries knew what it meant. Both knew that it was equivalent to a declaration of war. Both nations accepted it as such and began to hurry the preparations they had long since begun.

Action was lightning-like in its celerity. Japanese officials informed the foreign correspondents of various news gathering agencies that for some time to come there was likely to be a prohibition against all dispatches. They did not explain why, but the reason was not far off. While the Japanese were wondering a good deal and grumbling not a little a fleet of six battleships, four cruisers, with torpedo boats and other craft, slipped quietly out of the harbor of Sasebo, a naval station on the Korean strait somewhat north of Nagasaki, and steamed quickly to Port Arthur. Here seven of the finest battleships of the Russian navy, its very flower, an armored cruiser and several less formidable ships lay at anchor, unsuspecting molestation, in one of the most secure harbors on the coast of east Asia. Just before midnight on Feb. 8 the Japanese squadron dashed in upon the unprepared Muscovites.

Taken thus unawares, the amazed rearmen of the czar stood their ground as best they could. Their guns were soon in action, and a furious exchange of rapid fire artillery was in progress. Suddenly Admiral Togo's torpedo boats appeared among the Russian vessels and began to deliver themselves of their deadly missiles with equally deadly aim. In an incredibly short time three of the czar's most dependable sea monsters were made victims—the cruiser Pallada and the battleship Cesarevich were sunk, while the Russian built the Cramp in Philadelphia only four years before, was steamed to shallow water and allowed to settle upon the rocks, where she acted as a species of fortress during the days of the siege.

Having done all the damage he could, Admiral Togo withdrew and awaited dawn of day. At noon on Feb. 9 he attacked again and succeeded in inflicting serious damage upon the battleship Poltava and several accompanying cruisers. Then he steamed calmly ashore, reporting to the astonished officials at Tokyo that he had lost only one killed and had fifty wounded in both engagements and that all of his vessels were practically unharmed. This brilliant achievement of oriental seamanship electrified the world. The news fell like a stroke upon the Russian admiralty, for it was compelling to realize that its sea power in the far east had been reduced to an almost pitiable inferiority at one crushing blow.

This was by no means the end of misfortune for the Russian seamen who happened to be on the eastern station at that time. On the same day when Admiral Togo made his initial attack Rear Admiral Uriu, a naval officer trained at Annapolis, appeared at Chemulpo, the harbor of Seoul, which is the capital of Korea. He was in command of a squadron of five cruisers, with an accompanying mosquito fleet, inside the harbor, ignorant of impending disaster, were the protected Russian cruiser Varang, also built by the Cramps in Philadelphia, and the gunboat Korietz. Uriu bore with him also 2,500 Japanese soldiers. He was able to land them without any opposition from the Russian vessels. This activity on the part of the Muscovites was not to the taste of the energetic little man from Tokyo. He waited a day and then sent word to the commander of the enemy's ships that he must either come out of the harbor for

same engagement, the battleship Potemkin was badly damaged.

Through almost all of that eventful summer one of the bravest and most noted admirals of the Japanese navy was beneath a cloud—a cloud which lifted and disappeared like a mist in the national estimation. Ever since the beginning of the war, on Feb. 8, Kanamura had been in command of the Vladivostok Japanese squadron and had made a brilliant start. Later he was severely criticized for ineffectively stopping Admiral Skerloff's ships were making raids on international shipping off the coasts of Japan and Korea. The Japanese themselves were so enraged at the apparent ineffectiveness of their admiral that they made numerous public demonstrations in the streets of the capital and ended by demanding that the "do nothing admiral" should commit suicide. It was doubtless an agonizing experience for Kanamura. He had achieved a record in the Chinese Japanese war almost equal to that of Togo.

But he comforted himself with the certain knowledge that a satisfactory reaction would come. Before the close of the summer it became public that he had been reflecting under the orders of his naval superiors. The authorities at Tokyo had instructed him to guard the strait of Korea to prevent Skerloff slipping through to join the Russian fleet at Port Arthur and to pay no attention whatever to sporadic attacks on shipping. These instructions the gallant Kanamura obeyed to the letter. When the Russian admiral did attempt to slip through the strait on one foggy morning Kanamura ordered his fleet to block the channel, was struck by a shell from one of the forts, and all on board were destroyed.

During his short career at Port Arthur Admiral Kanamura was the victim of much adverse criticism, but he was undoubtedly a man of action. He was criticized, but little notice was taken of this criticism of his predecessor and immediately took the aggressive. Two days after his arrival he made a naval sortie which did not result in any especial advantage to the Russian cause, but disproved the claim of the Japanese that the mouth of the harbor was closed. The demonstration of this fact afforded by the occasional egress of the Russian ships gave great satisfaction to the czar and his advisers and corresponding annoyance to the Japanese.

On April 12 the naval genius of Admiral Togo conceived and put into execution one of the most brilliant schemes ever recorded. He set a trap for his antagonist, and it worked with fearful accuracy. He had noticed that every time the Russian fleet returned to the inner harbor it followed a certain

hulls, taxed by the municipality for the poor, but year amounted to \$5,000,000. The tax is 10 per cent.

Effect is to be given at once to the dozens of the British admiralty to provide a flotilla of submarines at each of the principal home ports.

Here Otto von Struve, a noted astronomer who discovered 500 new stars in the northern hemisphere, has just died at Karlsruhe, Germany.

In Korea only the king may raise

goats or have round columns and square rafters to his house or wear a coat of brilliant red; only the king may look upon the faces of the queen's hundreds of attendant ladies or have any building outside of which there are more than three steps. Four steps would be high treason and would cost their owner a traitor's death.

By pulling down the stove in his cell, breaking through the wall and climbing over several roofs a convict escaped from the prison at Breslau, in Prussia.

Statisticians find that something like 2,000 vessels of all sorts disappear in the sea every year, never to be heard from again, taking with them 12,000 human beings and involving a money loss of \$100,000,000.

The London Chronicle says that the late Sir Arthur Sullivan wanted to direct Sir Alexander Mackenzie to a house of which he had forgotten the number. He said the door-keeper was B flat, and Sir Alexander kicked the scamp in the street till he heard the note.

The oldest Westman in the Isle of Wight, a Newport lady named Mrs. Newman, aged ninety-five, has just died. She had been a member of the Newport church seventy-seven years, and, in accordance with her request, over 300 quarterly tickets of membership were buried with her.

It is calculated that 4,000 persons make a living in London by begging and that their average income amounts to about 30 shillings a week, or over \$1,000,000 a year. Last year 1,924 per cent of the poor were in the streets, of whom more than 1,500 were sentenced to terms of imprisonment varying from one week to three months. Many of these objects of charity were found in possession of sums of money and even of bank books showing very handsome deposits.

BEGGING IN LONDON.



KAMIMURA



TOGO



YAMAMOTO



URIU



ITO

THE MEN WHO HAVE MADE THE JAPANESE NAVY ONE OF THE BEST IN THE WORLD.

Yamamoto is the minister of marine of Japan and has been largely instrumental in procuring the best equipment and in providing for the future officers the best instruction available. Togo, Kamimura and Uriu are the three great Japanese fighting admirals of today, and Admiral Ito is the man to whom, at the beginning of the present war, was intrusted the command of the ships and the laying out of plans for their operation. He it was who in the war with China in 1894 won the battle of the Yalu.

ships would be made. This document will be cherished forever as one of the most precious possessions of the island empire, and was received in Japan with the wildest enthusiasm. In the very thick of the most thrilling moment of the war the inexplicable Japanese found time to abandon themselves to the charm of the admiral's literary style. The educated Japanese is before everything a student. There is absolutely nothing in life so fascinating to him as words. By drawing on the almost limitless treasures of the ideographs used in the Japanese written language Admiral Togo obtains felicitous expressions which excite in the hearts of the scholars of his country an admiration equal to that inspired by his naval prowess. He is not alone the "Nelson of the Japanese navy"; he is the premier chaste writer of Japan.

It is not denied that the extinction of the Port Arthur fleet came as a profound relief to the nation. There had never been the slightest evidence of trepidation in the empire when news came of the actual departure of the Baltic fleet for the far east. The country's troops were still fruitlessly it almost seemed, dashing out their lives against the stone and iron of the apparently impenetrable fortress. If the little brown men's hearts quailed for a moment at thought of the new and powerful menace making its way toward the arena in which Japan's sea strength was already taxed to the limit, it was not of apprehension was heard in the streets of the cities or printed in

being the situation was not devoid of anxiety for Japan. The nation held out its arms to Togo and waited.

The admiral was equal to the occasion. He had formed his own opinion concerning the condition of affairs in the inner harbor at Port Arthur, and he knew that the five battleships and three strong cruisers constituting the remainder of the splendid armament on which Russia had based her faulty trumpeted intention of driving him and his compatriots into the sea would never be able to emerge from their prison. Long before the succeeding Baltic fleet reached Asiatic waters he was able to announce officially "the disabling of almost all of the enemy's fleet in these waters." A double sense of relief was felt by the nation—first, because a possible danger had been averted, and second, because the annoying question of assistance given the Baltic fleet on its voyage lost much of its practical force and became only a matter of diplomacy.

Very shortly after this quieting declaration Togo followed it to Tokyo. He received a welcome which must have convinced him of the national gratitude. Delegates from the emperor and empress, the president of the two houses of the Diet, the ministers of state and all the high dignitaries of the capital, re-enforced by tens of thousands of eager and vociferous citizens, met Togo and Kanamura at the station and took their own way to the city, where he left his flagship, the journey had been

His senior in rank, Admiral Count Ito—who must not be confused with the statesman, Marquis Ito—who was in chief command of the navy during the Chinese-Japanese war and of more chief of the naval headquarters staff, is also a Satsuma samurai. A few years ago the entire Japanese fleet was officered and manned by members of this clan. At the same time the whole Japanese army was drawn from the Satsuma clan. Now, alas, however, neither army nor navy is entirely given over to these two most powerful clans in the empire. There is quite a large proportion of men from other tribes. When Togo entered the navy its entire personnel was Satsuma.

Admiral Togo received a great part of his education at the naval college at Greenwich in England. He went through the regular course of study current at that institution thirty odd years ago. Returning home at the conclusion of his school life, he was employed in various minor government duties for a number of years. In 1891, when the war between China and Japan broke out, he was in command of the Naniwa, a cruiser of 3,650 tons. During this war he made much reputation and proved himself to be a first class fighting man.

It was in connection with a matter demanding great exercise of judgment and force of character that Admiral Togo first became known to the world at large. It is an old story, but it illustrates better than any other incident the character of the man who even then had begun to exert a supremacy over Japan.

THINGS FOR YOU TO KNOW.

In Germany the number of servant girls who have savings bank accounts is nearly three times as large as that of shop girls who have them.

One of the difficulties presented by the plague in India is that the most careful and thorough disinfection fails in some cases to prevent the recurrence of the disease on the same premises.

To be printed in the Abyssinian language.

gauge, the Negus has ordered 4,000 copies of the book of Psalms through the Abyssinian mission, at present in Constantinople.

A timepiece and a pair of candleabra have been stolen from a bedroom at Fontainebleau castle, which was sometimes occupied by the Emperor Napoleon.

The photography of objects moving

at high speeds or, what is the same thing, the taking of a photograph by exceedingly brief exposure—a thousandth of a second or less—is one of the most interesting achievements of modern science.

A company has been formed in Mexico for the extraction of oil from corn (maize) without thereby affecting the grain for purposes of distillation in the process of manufacturing spirits.

Receipts of Paris theaters and music