

# The Military and Naval Outlook In Scandinavia

SINCE the rather fragile thread which has united Norway and Sweden for the past ninety years has been broken by the former's action in declaring itself a separate state, and especially since a resort to arms is likely to follow, it will be instructive to examine the military and naval resources of the possible belligerents. The union has never been a perfect one, so far as all practical purposes are concerned the two countries have been about as distinct as they were previous to 1819, when, crippled and bankrupt, a victim of the Napoleonic wars, Norway was relinquished by Denmark and compelled to accept a Swedish sovereignty. It had been under the control of Denmark for 400 years, and it has never taken kindly to the Swedish union.

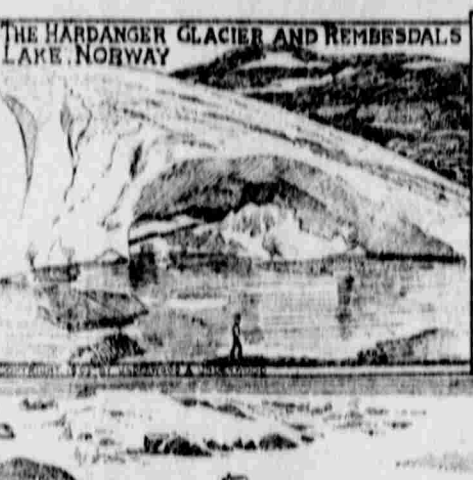
The ninety years which have elapsed since the treaty of Kiel, signed by the Bonapartes and the defeated Danes and never recognized as valid by the Norwegians, mark the longest peaceful period in the history of either nation. The Scandinavians are not committed irrevocably to the arts of peace. The Norwegians especially have never shown an inclination to permit others to conduct their quarrels. They have threatened a hundred times to bring matters to a crisis, and they have boasted openly that dissolution of the union was certain to come. The anomalous character of the union makes separation a comparatively simple matter, but there are other things to be considered. One of them is the amour propre of Sweden. That was wounded by Norway's brusque departure, and as a consequence the Swedish government retaliated by declaring the harbors of Stockholm, Karlskrona, Gothenburg and Farsö to be war ports.

Norway and Sweden have their own separate armies and navies. The only common feature was that the king of the united countries was commander in chief of both of them, and the members of the royal family were officers in both armies. Under such conditions it seems almost incredible that the Norwegian forces could have found an opportunity to prepare for revolution without the full knowledge of Sweden. It is a fact, however, that when the decisive moment arrived the Norwegian army was ready to act and promptly took the oath of allegiance to the new temporary government.

Should those two northern countries actually come to blows it is certain that the world would be witness to a very spirited and hotly contested war. The campaign would probably be fought on the frontier between the countries and on the coasts. If it were to be prolonged until the winter season it is likely that the coasts of Norway would



A SWEDISH FARMER'S HOME IN THE MOUNTAINS.



THE HARDANGER GLACIER AND REMBEDALS LAKE, NORWAY.



A GRANARY IN SWEDEN.



SNOW BOUND SWEDISH VILLAGE.



DYRESKARD PASS (NORWAY) IN JULY.



LAKE LOEN, NORWAY.

be the scene of great activity. The borderland is an almost continuous chain of mountains. Three railroads have been cut through from Sweden into Norway, but the latter kingdom is very poorly supplied with roads. Sweden, on the contrary, especially the lower part, contains numerous railroads and well built public highways. Norway has a long extent of coast line. This is free from ice all the year, even above the polar circle. The influence of the warm current of the gulf stream, which passes that way, keeps ice from forming even in the coldest weather. For this reason Russia has always been scheming to acquire a port in this region. The Swedish ports do not have this great advantage. The Baltic is frozen from December to April.

Sweden has a population of over 5,200,000, while Norway has considerably less than half that number. That means, of course, that the former is able to raise and maintain a larger

army than the latter. Norway has an immense merchant marine, being fourth in this respect among the nations of the world. She has a very small navy,

battleships—the Norge, the Eidvold, the Harald Haartage and the Tordenskjold. Two of these, the Norge and the Eidvold, were built at the Elswick yards in 1899. The others were laid down in 1896. These ships carry an armament of several 8.2 inch guns and have a speed of 17.5 knots. They are also provided with submerged torpedo tubes. There are four armored monitors—the Thor, the Mjolner, the Thrudvang and the Skorpion, nineteen smaller gunboats of from 60 to 400 tons and thirty-five torpedo boats and one submarine. Besides this there is a miscellaneous and harbor service available in time of war, embracing a large number of wooden sailing ships of various degrees of efficiency. There are 120 officers in the Norwegian navy and an equal number in the reserve. Norway's naval station is Horten, on the south coast.

Sweden has two naval stations, on the south coast—Stockholm and Karlskrona. Her navy contains twelve second class battleships—Svea, Gota, Thule, Oden, Njord, Thor, Dristigheten, Aran, Wasa, Tapperheten, Manligheten and Oscar II. All of these are of Scandinavian build, most of them being laid down at Gothenburg and Stockholm. These are all of similar type, between 3,100 and 4,215 tons and having a speed of between 16.2 and 18 knots. They carry an armament of 14 and 8.2 inch guns placed in armored

turrets. They also carry many guns of smaller caliber and submerged torpedo tubes.

Sweden has one armored cruiser, the Pygma, of 4,000 tons and of 12,000 horsepower. She is rated at 23.5 knots speed. She is practically new and cost \$1,750,000. At least five of the gunboats belonging to the Swedish navy are of an effective type, but the eleven monitors on the list are of ancient construction and cannot be estimated as of much value. Some of them have been rebuilt recently and may be useful for harbor defense. One submarine boat was built in Sweden last year and trials have proved its value. There are also a number of cruisers, gunboats and training ships. There are 212 officers in the regular naval service and 160 reserves.

It is thus apparent that the Swedish navy both in number of ships and in efficiency is decidedly superior to that of Norway. The proportions between the two armies are similar. The Swedish army was reorganized in 1901 on a peace footing and consists of seven divisions, embracing twenty-eight regiments of infantry, commanded by 1,246 officers and numbering about 26,000 men. There are eight regiments of cavalry, with 250 officers and 3,000 men. Sweden has nine regiments of artillery, with one regiment of coast artillery and more than 5,000 men. The general staff consists of nine generals and fifty staff officers. Some of the honorary generals of the Swedish army are the king of Denmark, the emperor of Austria, the grand duke of Baden and the king of the Belgians. The enlisted army of Sweden on a peace footing actually numbers 38,000 men. The conscription list consists of every able-bodied male Swede between the ages of twenty-one and forty. There are about 500,000 men enrolled in the various classes.

In Norway the troops are raised mostly by conscription. The line consists of about 30,000 men, with 900 officers. Without the consent of the storting, however, there can never be more than 18,000 under arms at one time. The Norwegian reserves number about 50,000, with 900 officers. The army on a peace establishment consists of six regiments of infantry, twelve batteries of field artillery, six batteries of foot artillery, three regiments of cavalry and five companies of engineers. The general staff consists of thirty-five officers.

The principal fortresses of Sweden are at Karlskrona, Stockholm, Gothenburg and Karlsborg. In the interior the chief strongholds of Norway are at Oscarborg, Agdenes, Bergen, Akershus and Fredriksten.

CHARLES E. WATSON.

## A JUVENILE RIVAL OF MISS HELEN KELLER.

The eleven-year-old boy herewith pictured in his way quite as remarkable as Helen Keller, the noted alumna of Radcliffe. He is Leslie Oren, and he was deprived of sight, hearing and speech when he was less than three years of age, the result of cerebrale p...



nal meningitis. He was born in Clinton county, O., and is the son of parents who are able to provide him with a teacher who can devote her entire attention to instructing him. He is an excellent scholar for a boy of his years and has learned to operate the typewriter with great facility.

## A CURIOUS AND ANCIENT BOWL.

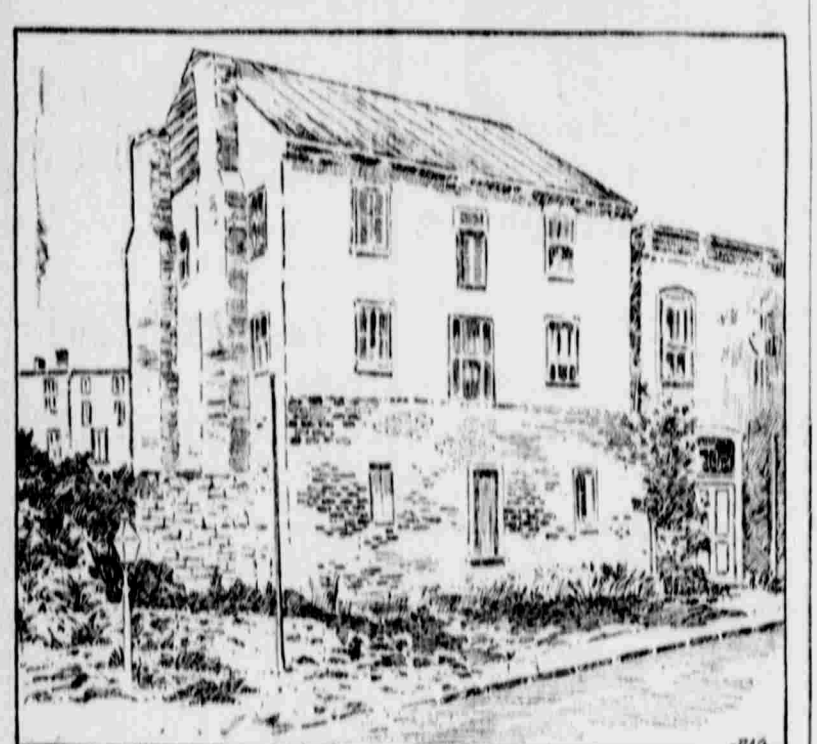
The quality fashioned stone bowl shown in the picture was recently dug out of the ground by one of the crofters on Andrew Carnegie's Scottish estate of Skibo castle. Antiquarians have



determined that it is a wine bowl which belonged to a leader of the Danish army which invaded Scotland in 1031. The bowl is five inches in width, bears a perforated handle by which it was doubtless carried by a string or strap and is in an perfect condition as it was in the days when Malcolm II. was fleeing before the Danish invader.

# SOME PHASES OF THE WORLD'S LIFE ILLUSTRATED

## AN ANCIENT LANDMARK AT GEORGETOWN, D. C.



The time worn structure shown in the cut is one of the oldest buildings in the historic town of Georgetown, D. C. It is the prison once used for debtors. As long ago as the latter part of the seventeenth century it was used as a municipal lockup, and it was the only prison in that part of the country, which at that time was within the state of Maryland. Later on it became a slave pen. Public auctions of slaves were held in it. It became in after years police headquarters for the growing city. At present it is used by a congregation of colored Baptists as a meeting house.

## A STATUE INHABITED BY BEES.

A colony of bees has been engaged for twenty-two years in storing honey in the hollow interior of the wooden statue which surmounts the dome of the courthouse at Liberty, Mo., shown in the cut. The figure of the Goddess of Liberty is made of thick pine plank and is fourteen feet in height. The statue is believed to contain at least five barrels of honey, although no one



has ever attempted to secure any of it. The people of Liberty will not consent to have the statue disturbed. Whenever the dome and its goddess are painted it is necessary to do the work in the winter, when the bees are inactive.

## A CRUEL AFGHAN PUNISHMENT.

The amercers of Afghanistan still employ many of the cruel forms of punishment which were characteristic of the middle ages. The one shown in the picture was a favorite punitive device of the late Ameer Abdurrahman. The victim was put into an iron cage, the door of which was then securely fastened and suspended at the top of a tall pole. This pole was planted on some desolate mountain top and the victim was left to perish of thirst and hunger. When the recent British mission to Afghanistan crossed the Latakand pass several of these reminders of the cruel amercers were still to be seen.

## SHORT FACTS.

In the army of the Haitian republic chairs are provided for the use of sentries when on duty. Grafting experiments conducted recently have produced a hardy variety of orange tree which bears fruit in frosty latitudes. Four Korean court officials have been

## BRONZE DOORS FOR CAPITOL.

The massive bronze doors shown in the picture, although designed in 1853, have only recently been completed. They have occupied the sole attention of Melzar H. Mosman of Chicopee, Mass., for over two years. They be-



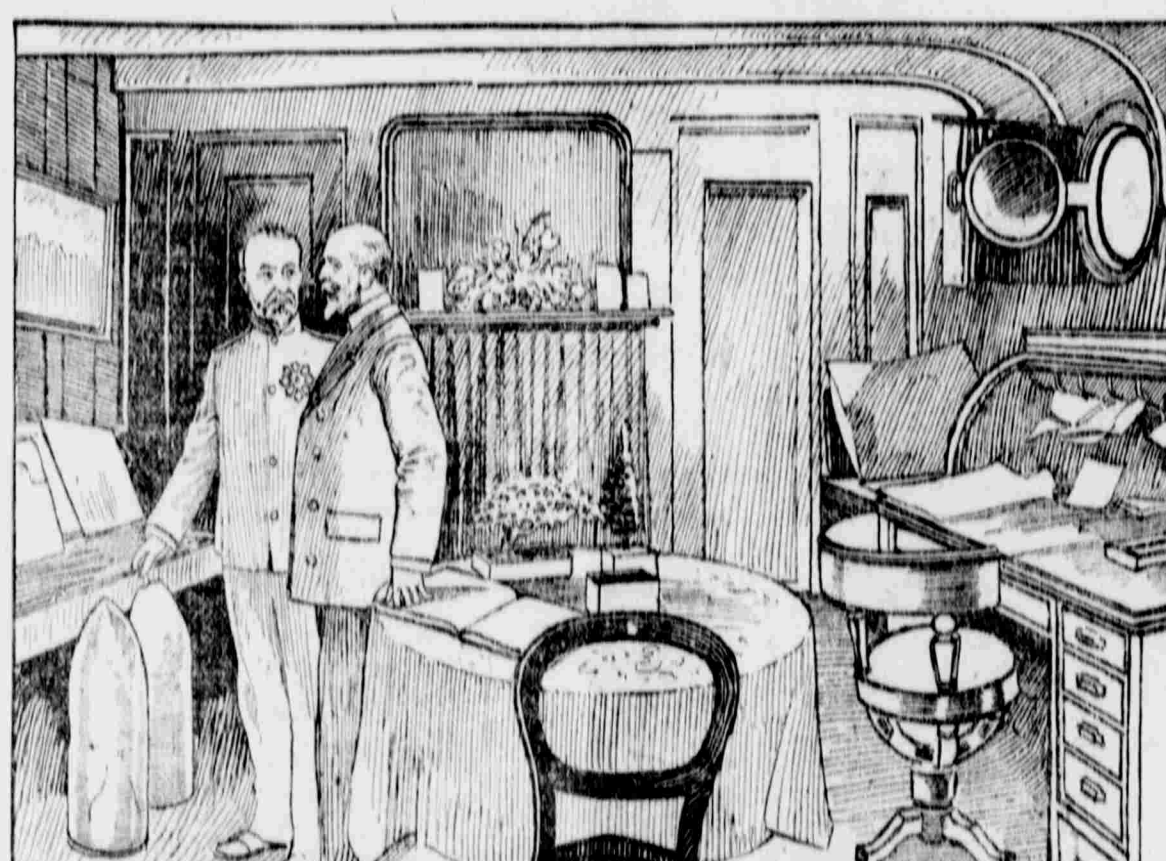
long to the southern, or house, wing of the capitol and are fourteen feet in height and over two tons in weight. They are divided into five panels each, representing in bas-relief scenes from American history.

## TRANSPORTATION IN THE INTERIOR OF NORWAY.



In the interior of Norway both the roads and the vehicles are of the most primitive character. The mail coach is unknown and both mail and passengers are carried in rude two wheeled carriages like the one shown in the cut. Some of these are mere sulkies, with only a single seat in front and a rear extension for baggage and the driver. Most of them, however, are arranged for two passengers and their baggage. There are no regularly established routes, but every peasant who owns one of these go-carts is expected to respond to any demand, at any hour, and his fee is fixed by law.

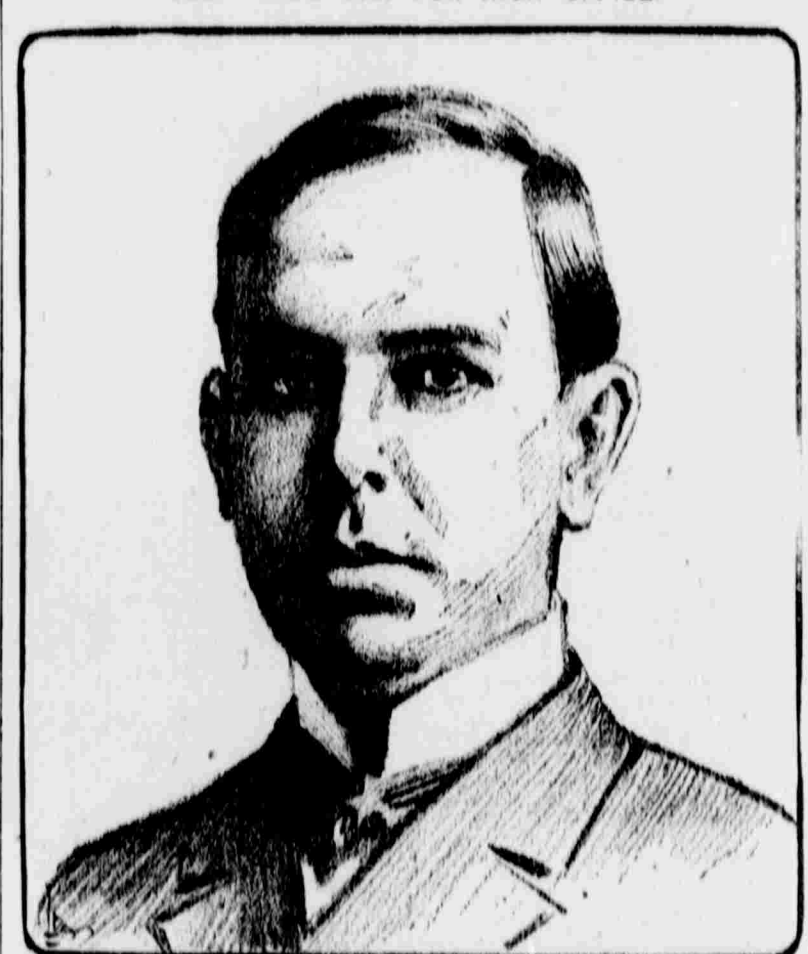
## ADMIRAL TOGO IN HIS CABIN ON THE FLAGSHIP MIKASA.



The cut shows Admiral Togo in his cabin on board the Mikasa. He is explaining to a war artist how it happened that he escaped death from the bursting of a shell during one of the engagements of the Russo-Japanese War. The fragments were collected carefully and cemented together, and the restored shell now stands in the admiral's cabin alongside a perfect one, which also came on board the Mikasa during the same engagement, but did no damage. The admiral keeps on his table two beautiful dwarf trees, several centuries old, which were presented to him by an admirer. Beside them is the indispensable smoking box, within which a bit of charcoal is always glowing. The open album is the one to which a visiting artist is always invited to contribute a sketch.

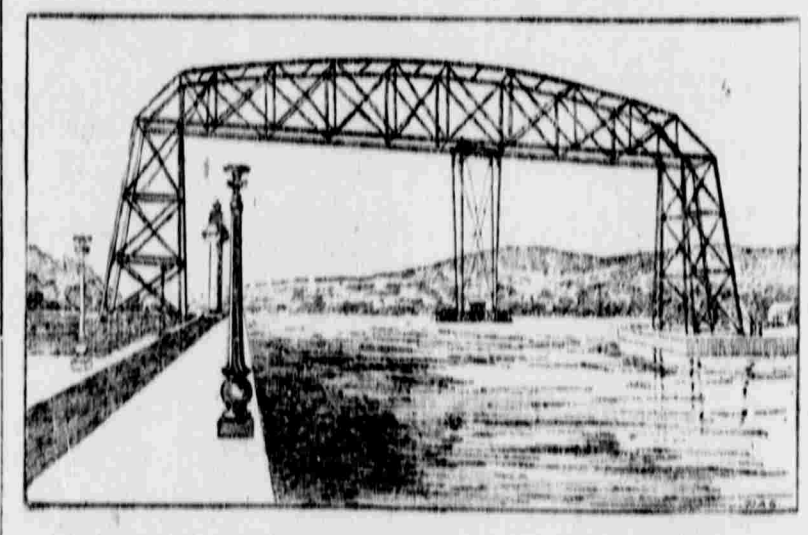
Germany with 96,394 books, Great Britain being second with 87,603. This was in 1901. The following year England supplied Japan with over 215,000 books. A shop in Strasburg, called "The Sign of the Stag," has been occupied as a chemist's business for 700 years. France has just given the parish of Neville-aux-Tonneaux to Belgium, and that nation has abandoned Riez to France, the latter country gaining some seventy square yards of territory by the transaction. In Rome, Germany, a tax has been put upon bachelors, who now have to pay 25 per cent more in taxes than married men. Stone sawing is now carried on successfully by means of a wire in place

## SELF MADE MAN FOR HIGH OFFICE.



Jesse E. Wilson, who has recently been appointed to succeed Melville W. Miller as assistant secretary of the interior, is a practicing attorney at Rensselaer, Ind. He is a native of Owen county, Ind., was born in 1867 and is the sixth child in a family of eleven. Mr. Wilson attended the public school, clerked in a dry goods store and taught school. After he had earned the money to pay his way he went to the State university and was graduated in 1895. Then he went to Rensselaer and began the practice of law. He has been an active politician ever since.

## THE NEW AERIAL FERRY AT DULUTH.



The aerial ferry shown in the picture is now in operation at Duluth, Minn. It is the first structure of its kind in America, and it has been an unqualified success thus far. The suspended ferry car has a speed of four miles per hour. There are two electric motors, each of fifty horsepower capacity, located under the floor of the car. An ingenious arrangement of the track has been provided to carry the car and hangers. It is closed on three sides within the box section of the lower cord. In winter it cannot become coated with sleet or snow. It is estimated that the cost of running this ferry will not exceed \$7,500 per annum. This is fully a third less than the cost of a steamboat ferry service.

for a cruise along the central coast of Greenland for four months in the hopes of effecting a cure. A doctor who suffered from consumption accompanied Commander Peary to Greenland and returned cured. Hamilton, Lanarkshire, can boast of a Masonic lodge dating back to the seventeenth century and having written records from 1732. Further it pos-

sesses funds sufficient to justify the building of a \$40,000 temple with stained glass windows and all appropriate luxuries. Markaboro, a town of 500 inhabitants in New Jersey, has earned the strange distinction of not reporting the birth of a baby for five years. There is not a cradle or baby carriage in the whole place.