

# Present Assignments of Japan's Most Efficient Commanders

THE recent appointment of Field Marshal Oyama as commander in chief of the Japanese forces in Manchuria, with Lieutenant General Kodama as chief of staff, and the simultaneous assignment of Field Marshal Yamagata to the general staff at the war ministry, are among the most notable changes in the personnel of these distinguished oriental military men.

It was Field Marshal Oyama who wrested Port Arthur from China in the war of 1894-95, when he was in command of the famous Second Army. This man of war, among other notable exploits, captured Tientsin and Wei-hai-wei. Oyama and Yamagata are the two great military leaders of Japan. Oyama has always been regarded as Yamagata's right hand man. By birth a samurai of the Kuroshira clan, he has been a fighter from his earliest youth. Like the other elder statesmen, he was prominent in the Satsuma rebellion. He was also a leader in the great war of the restoration, to the successful issue of which the mikado owes his present power. These three wars, which all occurred within the most active period of Oyama's life, have furnished him with more experience than usually falls to the lot of one man, even though he be a soldier.

Oyama is now about sixty-one years of age. He is a tall, stout man, very calm in manner, gentle and amiable in disposition and professing a distaste for war. He has many great warriors' scars on his body. His home in Tokyo is one of the most charming in the city. He is a very popular man. His wife is a noble woman. She lived in America for several years in the family of Dr. Leonard Bacon, pastor of the First Church at New Haven, Conn. Afterward she went to Japan and soon became one of the most successful students in her class. After graduation, at the close of a sojourn of eleven years in America, she returned to Japan and was immediately married. Her husband, a physician, was arranged by her elder brother, who was supposed to do business for the entire family. Owing to the influence of his American wife, the marquis is a modernist. First he was Japanese, then he was American, and now he is a blend of the two. He is in part to be likened to the United States that so many of his ways of doing have become current in Japan.

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been converted into a province of its more powerful neighbor. Yamagata had the presence to see this and the will and the power to remedy it. With a zeal and tirelessness which have never been excelled he set about to remodel this unwieldy agent. For more than a dozen years he continued his rebuilding process. Even as Von Molt-

ke had done nothing for so many years but prepare for the war with France, so Yamagata devoted his mature life to the coming struggle with China. When the war came the world was startled at the idea of little Japan placed in line of battle before China, with her unlimited resources. But one man at least knew that the Chinese were at his mercy: that man was Yamagata, confident and self-reliant. In 1894 Marquis Yamagata had 50,000 men well trained and disciplined and ready to assume the offensive. He took the command, and at the first hostile meeting with the enemy the world was made wise concerning the ability of the genius who had so quietly and so unobtrusively produced such marvellous results. Yamagata's tactics and strategy won the admiration of the European military experts who had gathered to witness what they had imagined would be a diverting travesty. Like most of the world's great men, the marquis is a person of simple tastes. He was one of the first men in Japan to adopt European dress and is always clad in dark clothes of a fashionable cut. He is very particular about the set of his trousers and used to have them sent from London. Of

admiring Frenchmen. Yamagata is a man of notably regular habits even for Japan, that land of regular living. He has always been an early riser and for many years has taken his cold water "bath," a habit acquired during a long residence in England. In spite of his abstemious regimen and constant watchfulness, the marquis is in feeble health. For years he has required the constant services of a physician and never travels without making ample provision for illness. He is about sixty-seven years of age and a widower. His wife, who was an American, died several years ago, and he is devoted to her memory with all the fervor of a strict Confucianist.

Of all the Japanese officers who have acquired the greater part of their education in the United States, Lieutenant General Baron Kodama is perhaps the man who has most distinguished himself. About thirty years ago he was a student at Rutgers college and is no doubt remembered by some of the older residents of New Brunswick. In

those days the sight of a Japanese was a thing to be remembered, and the young oriental attracted considerable attention both in college and in the town. It was understood at Rutgers that the youth belonged to a very old and wealthy Japanese family, but there was nothing in Kodama's manner to ac-

seemed to have a tremendous struggle to acquire the language, and he was so ready to find merit in his ludicrous mistakes as himself. Before he was ready to be graduated, however, he could speak English fluently, almost without an accent.

At the time of his graduation he was about seventeen years of age, the age

at which most boys are beginning to think of entering college. He was an excellent student. It is a matter of record at the college that he never came to a recitation unprepared. Whether he fully understood the subject or not, he was always willing to discuss it. He was really very bright and exceedingly interested in his work. At the time he was rather short in stature, though well built.

After he went home he rose rapidly. His American training gave him a marked advantage. He entered public life and came promptly to the front. His tastes led him to choose military science as a proper field for the exploitation of his energy. His opportunity was excellent. In the reorganization of the army which was going on he proved invaluable. Both Yamagata and Oyama recognized his ability and helped him forward with unselfish generosity. About four years ago Kodama was made second chief of the general staff. He is regarded as one of the best tacticians in the empire.

Major General Nagata, who is ac-

knowledgeable to be the leading artillery of the Japanese army, having been influential in bringing that arm to a state of perfection that has been the wonder and admiration of the military men of all countries, has been made second chief of the general staff at Tokyo. In this position he will have the counsel of the shrewd Yamagata, who is his nominal chief, but whose feeble health and declining years will limit his activity. General Nagata, however, is in the full prime of a vigorous manhood and is abundantly qualified to supply whatever impetus is needed to keep the home features of the campaign in proper operative condition.

As at present reorganized the Japanese effective on the continent of Asia is composed of the First, Second and Third armies, containing 122,000, 88,000 and 85,000 men respectively. Kuroki is commander in chief of the First army, Fujii chief of staff, Hasegawa commander of the Imperial guards, Nishi chief of Second division and Inouye chief of Twelfth.

The Second army is commanded by Oka. The First division is under Prince Fushimi. The second commands the Third and Ogasawa the Fourth. Nodzu is in command of the Third army, Ogasawa the Seventh division, Kamimura the Tenth and Teuchiya the Eleventh.

Nogi is not assigned, but will receive an important command. Okaawa is the mikado's aid-de-camp.

The personnel of Japan's navy remains unchanged. The navy still consists of three divisions, commanded by Togo, Nishino and Kamimura respectively. Nishino is the admiral who went down on the ill-fated Hatakeyama on May 15 at Port Arthur. He was rescued and has resumed active service. Yukio Ito, chief of staff of the fleet, is the senior admiral of Japan. He is known among the naval experts as the Nelson of Japan. He was the central figure in the naval campaign of 1894-95 and was instrumental in the capture of Port Arthur and Weihaiwei. He is about sixty-one years of age, tall and robust, his hair still tinged with gray. He is a most amiable man and almost womanly in his horror of distress. It was he who granted the Chinese Admiral Ting, who was completely in his power, an armistice of several days in which, according to the oriental idea, the Chinaman might effect an honorable suicide. He is greatly esteemed in Japan. One of the cruisers purchased from the Argentine Republic was renamed after him.

Commodore Yamamoto during the last six years has devoted himself to the rebuilding of the fleet. He has been the active promoter of the home manufacture of steel projectiles and has brought the Japanese steel works to a high state of perfection. He is still a young man—not much over forty—and has studied in England, girdled the globe in a German vessel and visited America. He speaks English like a native. He is so well informed on naval subjects that he is known in Japan as "the living library."

Togo and Kamimura were captains in the battle of Yalu River and won great distinction. Togo was one of the most popular heroes in Japan even before his brilliant career at Port Arthur. He has been known as "the fighting admiral" for years. He is a young man and is one of the number of native Christians who have risen to high rank.

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Kamimura has been regarded as an able officer. He was sent to England to supervise the construction of Japanese warships at the Elswick works, but was recalled to be given active service in the fleet. It is affirmed by those who have observed the resemblance that if Rear Admiral Robley D. Evans were to make up as a Japanese he might easily be mistaken for Kamimura even in Japan.

**ROYAL COLLECTORS.**  
King Edward is very proud of his walking sticks, which number nearly 200 and range from specimens in exquisitely carved ivory brought from India to a stick made from one of the piles of old London bridge and an elaborate bit of carving on which Sir George Dibbs, the Australian statesman, lavished many months of loyal and loving work.  
Queen Alexandra is said to have accumulated the largest private collection in England of photographs, thousands of which are the product of her own skill.  
The Prince of Wales was for many years one of the keenest collectors of stamps in the world, and this fascinating hobby divided his spare time with that of filling countless scrapbooks with press cuttings recording his doings, and the late Duke of Edinburgh was deservedly proud of his collection of old violins and of his fleet of silver vessels.

Of collectors of whips the name is legion. The Earl of Londesborough has a full set of them, many worth considerably more than their weight in gold, and the Duke of Beaufort has a large number of the whips used by riders of Derby winners for nearly a century past. The Princess of Wales is also a great whip lover, and the gem of her collection is a beautiful production in ivory and holly.

**PIPE FILLING AS A PROFESSION.**  
There are few ways of earning an honest penny more strange than that in which an old couple in the north of England eke out a scanty income. Their little cottage is situated near a large mine, and every morning the collectors before descending to their work leave their pipes and tobacco boxes in the hands of the old folk. The pipes are cleaned and filled, ready for lighting, and the miners can come up at the dinner hour and enjoy a good smoke without having to expend time in charging their pipes. They are again left to be in readiness for the evening. The small weekly charge per pipe mounts into a respectable sum at the week's end.

**THE MOST VALUABLE KNIFE.**  
The collection of a famous firm of cutlery in Sheffield, England, includes what is by some considered to be the most valuable knife in the world. It is large enough to fit in the pocket of none but a giant, and it contains seventy-five blades, which close up like those of an ordinary knife. Each of the larger blades is elaborately engraved, and among the subjects of these strange pictures are views of Sheffield, the city of York, Windsor castle, Arundel castle and a score of other famous scenes. The hilt is of mother of pearl carved with great skill. On one side the artist has depicted a stag hunt and on the other a bear hunt.

THE first train for Victoria Falls over the Cape to Cairo railroad left Cape Town a short time ago.

The event took the form of a great popular demonstration in the South African metropolis. Although the formal opening of the route will occur somewhat later in the season, the present condition of the enterprise warrants the belief that the road will be ready for traffic within a very short time. The road will be subjected to the most severe tests, and in most instances the result has been gratifying. Every known means of bringing the construction up to modern requirements has been employed, and the new route will begin its career as one of the most thoroughly equipped railroads in the world.

The late Cecil Rhodes, who was the prime mover in the Cape to Cairo enterprise, used to meet skepticism as to the final success of the undertaking with a reference to the great transcontinental systems of America. The earliest of these, the Union Pacific, in the number of difficulties to be overcome and the speculative nature of its immediate history, presented a reasonable analogy to the African scheme. As a matter of fact, the mechanical problem to be solved before the 5,875 miles between the Cape and Cairo can be bridged, viewed in the light of modern progress in engineering, are less intricate than were those encountered by the projectors of the Union Pacific. With 2,745 miles of the great African road already completed, the following words written by the South African financier and statesman in 1900 will be interesting:

"Every one supposes that the railway is being built with the only object that a human being may be able to get in at Cairo and get out to Cape Town. This is, of course, ridiculous. The object is to cut way through the center, and the railway will pick up trade all along the route. The junction to the east and west coast which will occur in the future will be the route as it passes through the center of Africa. At any rate, up to Bulawayo it has been a paying undertaking, and I think it will continue to be so as we advance to the interior. We propose now to go on and cross the Zambesi just below the Victoria Falls. I should like to have the spray of the water over the carriages.

If Rhodes had lived until now he might have had the spray from this marvelous cataract—which is twice as high as Niagara and more than double it in width—come in at his car window. The railroad has been carried north from Bulawayo to the very edge of the Victoria falls. A bridge of a single span of 500 feet is being constructed over the gorge below the falls.

## The Realization of the Ambition of Cecil Rhodes

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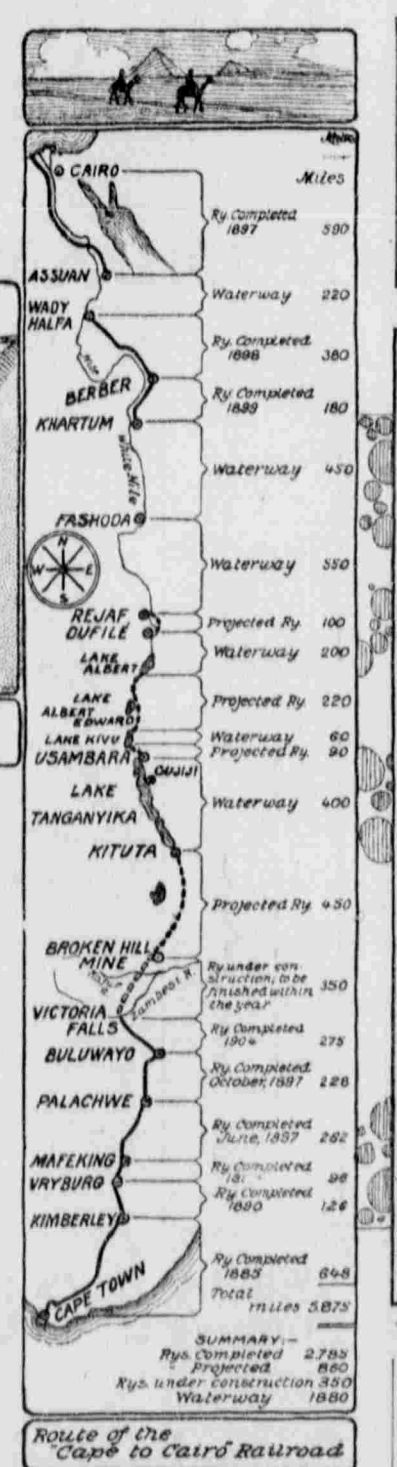
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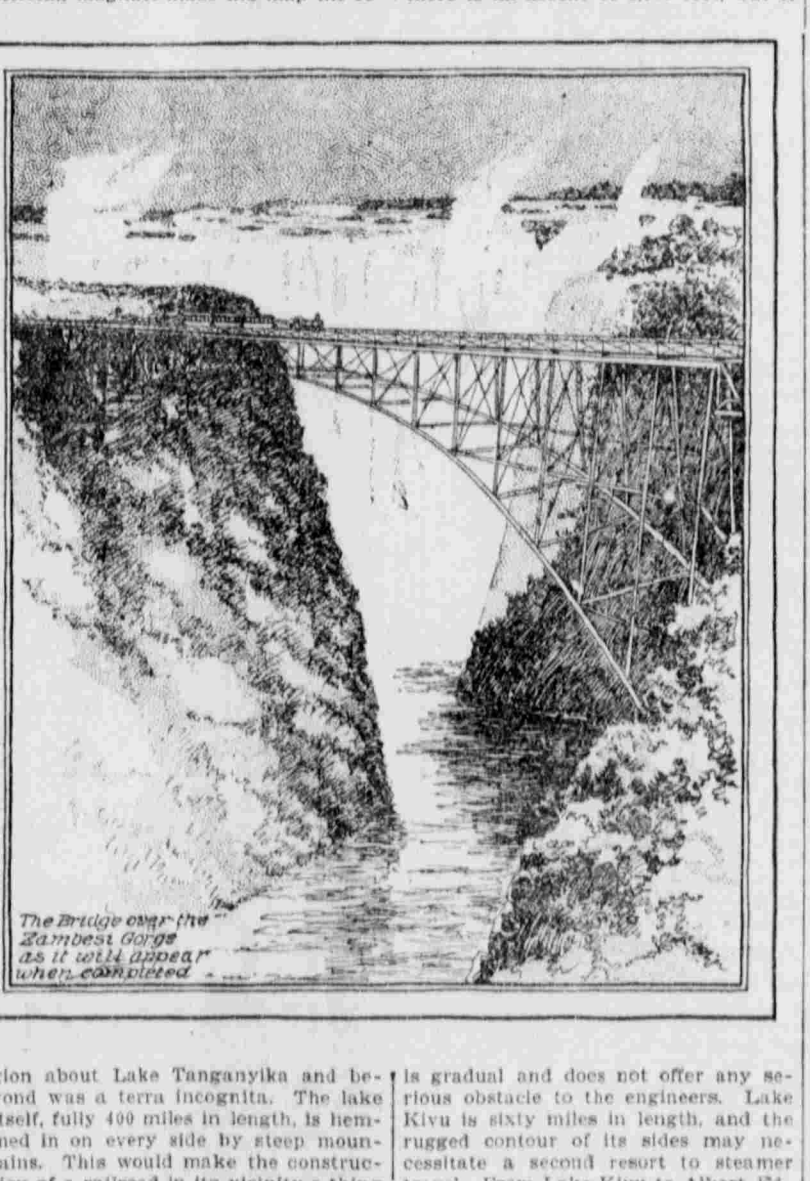
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and it will be completed by the end of the year. This bridge will be the highest in the world, the rail level being 450 feet above the river. This is fifty feet higher than the dome of St. Paul's cathedral, London. While the bridge is building the rails for the extension northward will be taken across the river by an aerial construction especially devised. Between Bulawayo and the present terminus lies a mammoth coal deposit known as the Wankie coal fields. It is estimated that enough coal can be taken from this region within the next ten years to pay the entire cost of the railroad. This coal field was not on the original line, but as soon as its possibilities were made apparent the route was reserved. The original survey did not include the Victoria falls, but it is now claimed that the scenic attractions of the district are one of the company's most valuable assets. It is believed that the time is not far distant when the tourist feature alone will pay the running expenses of the road.

The line north from Bulawayo was begun in 1901. Last year it reached Wankie, a distance of 200 miles. The additional seventy-five miles to the



falls were built in less than twelve months. Northward from the falls the road is being extended to Broken Hill mine, a distance of 350 miles. By the terms of the contract this addition must be completed by March 1, 1905. There will then remain only 450 miles before Lake Tanganyika is reached. Recent exploration beyond this has shown that it will be necessary to make many changes from Rhodes' original plan. At the time the South African magnate made his map the re-



not to be considered. Fortunately this magnificent waterway is so exactly on the line as projected that it may be utilized. A fast steamer service will add to the attractiveness of the long route, and since the lake will be open to navigation at all seasons of the year the break in the continuity of the railway will be more than offset by the advantages of the water route. From the north shore of this great inland sea, Lake Kivu, a distance of ninety miles, there is an ascent of 2,000 feet, but it

ward lake is another sixty miles with no engineering problem to solve. Albert Edward lake is a noble stretch of water seventy miles in length. It will not be necessary, however, to use it as a roadway. Its shores are level, and so is the surrounding country for many miles. It is proposed to make a detour at this point, a run of 250 miles up the Semliki valley. This is a very rich agricultural section, and it is also densely populated. It is in Kongo territory and, of course, of British jurisdiction. Once the Albert Edward lake is reached there is a navigable waterway to the Mediterranean save for a stretch of about a hundred miles of rapids in the White Nile, which would have to be spanned by railway.

There is still an alternative route. The emperor of Abyssinia has manifested a willingness to permit a line to run through his territory from the Sudan to Uganda. Until recently a dense mass of vegetation known as "sudd" has obstructed the Nile from Fashoda to Lake Albert. This tangled growth has been removed, and the river is now free from every obstruction except rapids. For this reason it is probable that the Abyssinian overtures will be declined. It is not difficult to comprehend the motive for avoiding the building of any considerable portion of the line outside of British jurisdiction. In case of hostilities the management and control of the railroad would become complicated.

Since the commencement of the year a regular line of steamers is in operation between Bulwer and Khartum, a distance of 1,000 miles. Khartum is now connected with Cairo by railway except for a short stretch between Wady Halfa and Assuan. This break must still be traveled by steamer or the more leisurely dahabiah. It will thus be apparent that when the railroad reaches Lake Tanganyika there will remain only a break of 410 miles between the Cape and Cairo. Over a thousand miles of the route will be waterway. Where speed is not an essential this break in the continuity of the rail will add to the pleasure and comfort of the journey. Recent improvements in locomotion by water indicate that the time for making the trip will not be materially lengthened.

When these 410 miles are completed Cecil Rhodes' dream will be realized. Time was when he was the only person living who looked upon the project as within the realm of possibility. Even then he did not so much consider it as a through line as for a feeder to numerous branch roads running east and west. Two such branches are now in existence—one from Beira to Bulawayo and the other from Monrovia to Lake Victoria. Nyanza. A line about 245 miles in length is also in course of construction between the southern end of Lake Nyassa and M'Tombi, on the Shire river. From that point there is a steamer service to the sea by way of the Zambesi river.

**A QUEEN BELOVED BY PRINTERS.**  
Carmen Sylva, the literary queen of Roumania, has in the matter of words and columns written more than any living author, though not all of her works by any means have seen the light. The critics say, indeed, that she writes too much and too fast. She often gets up at 3 or 4 o'clock in the morning and goes immediately to her study so that she may have got through a full day's work before being called upon to exercise any of the other duties which devolve upon her royal status. Once she has written a sentence nothing will persuade her to alter it or to attempt any improvement, because she holds that the original thought of the brain should be regarded in a manner as sacred. It is the romance of the country which so particularly appeals to her, for she is of a romantic nature, a circumstance in a great measure due to the rural life of her early days, which were spent on a farm. Her simple but aesthetic tastes betray themselves in a hundred ways and not the least conspicuously in the crown that she wears whenever it is necessary for her to wear one. Probably it is the most simple and inexpensive crown that adorns a monarch's head in these days, for it is of plain beaten gold, and there is not a single jewel in it.

**CENTENARIANS OF DIFFERENT NATIONS.**  
More people over 100 years old are found in mild climates than in the higher altitudes. According to the last census of the German empire, of a population of 55,000,000 only 78 have passed the hundredth year. France with a population of 40,000,000 has 313 centenarians. In England there are 140, in Ireland 578 and in Scotland 46. Sweden has 10 and Norway 23, Belgium 5, Denmark 2, Switzerland none, Spain, with a population of 18,000,000, has 401 persons over 100 years of age. Of the 2,550,000 inhabitants of Serbia 575 have passed the century mark.

**BITS OF FACT.**  
During the recent five days' Hungarian railway strike it is estimated that the railway lost \$300,000.  
During the testing period Japanese infants have an extra diet, consisting of fish and cranberries.  
In the Argentine Republic, where nearly all the railways belong to English companies, the English language is spoken to a considerable extent.

whereas in Brazil no effort is made to make it easy for foreigners, who are obliged to learn the language of the country.  
Six hundred thousand acres of India's land is used by the government for the cultivation of opium, the great bulk of which goes to China.  
There was a decrease of 6,286,750 in the number of passengers carried on the

Australian railways last year as compared with 1902. It is attributed to the government tax on tickets, which resulted in a general increase in the railway fares.  
The Transiberian railway is nearly 6,000 miles long and cost, in rough figures, \$300,000,000. The first section was turned in 1895.  
Between 1896 and 1903 the United States decreased the number of commercial failures from 15,083, with liabilities of \$226,000,000, to 12,069, with liabilities of \$155,000,000, a decrease of 3,619 in number and \$71,000,000 in liabilities.  
Soldiers in the Italian army are allowed two hours in the middle of the day for a nap.  
A man at Monnett, Mo., has accomplished the wonderful feat of writing 40,553 words on a postal card.  
Julius Verne, the great French novelist, had a peculiar hobby as a small

boy. This was to construct nests at the top of high trees and spend whole days in them.  
The payroll of the navy is \$20,000,000 a year.  
As is doubtless well known, civet is one of the essential ingredients of nearly all the high class perfumes made, so there is always a ready sale for it in the market. The Abyssinians put this civet in small cattle horns, which are packed in cases. It is sold

by the ounce, the price ranging from 5 to 10 rupees (\$1.50 to \$2.24) per ounce, according to purity and color.  
In the great mosaic picture recently fixed up in the cathedral at Aix-la-Bains St. Peter has the features of Bismarck.  
Photography lessons for prisoners have, says the report of the prison commissioners for Scotland, been attended with very successful results.  
The navy department has been

granted permission by the department of commerce and labor to establish a wireless telegraph station on the lightship at Nantuxet shoal.  
Between 1896 and 1903 the United States decreased its importation of tin plates from 385,000,000 pounds to 110,000,000 pounds, a decrease of 275,000,000 pounds of plate. The increase in tin plate manufacture was from 345,000,000 pounds to 820,000,000 pounds, an increase of 475,000,000 pounds.

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