

THE NAVIES OF THE FIGHTERS.

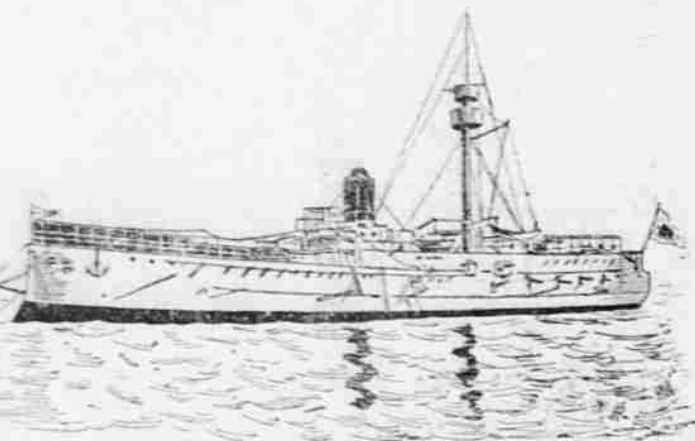
What Ships China and Japan Depend Upon.

COMPARATIVE STRENGTH OF BOTH.

Names and Tonnage of the Best Ships of the Fighting Powers—An Article from the San Francisco Chronicle Which Gives an Idea of the Result.

As the present struggle must be largely a maritime one, a comparison of the naval strength of the warring powers is of interest just now, says a late San Francisco Chronicle. A recent article on the subject, by a writer who obtained his information from naval experts at Washington, had this to say of China's sea forces: "The Chinese navy has five armored steel battle ships, which are among the finest in the world. The two biggest—the Chen-Yuen and the Ting-Yuen—each have 7450 tons displacement. Each of these sister vessels carries four great Krupp guns and numerous machine guns. These ships are nearly as large as the New York, which has a displacement of 1550 tons.

"In addition to these formidable battle ships China has twenty-five unarmored vessels of war—seventeen of them built of steel and equipped with Krupp, Armstrong, and rapid-firing guns. The biggest of them is the Hai An. She has a displacement of 2630 tons, and carries twenty-two Krupp guns of large caliber. The Yang Tao, 2500 tons, has three ten-ton guns and seven more of half that size. The Ye Sing is precisely like the Yang Tao as to displacement and armament. The Foo



A TYPICAL JAPANESE SHIP.

(One of the principal Coast Defense vessels of the navy. Reproduced from the San Francisco Chronicle.)

Ching, 2500 tons, has ten Krupp guns. The Ching Yuen, 2300 tons, is provided with three 12-ton guns, two 4-ton guns, seventeen rapid-firing guns, and six machine guns. "It must be understood that the ships of the Chinese navy are of the most improved modern pattern. Nearly all of them were built in Germany. Most of them carry torpedoes. Besides the thirty armored and unarmored vessels referred to, there is one small armored craft, the Tien Sing, of 200 tons. There are also eleven gunboats of 325 to 440 tons displacement, named with the letters of the Greek alphabet; thirteen gunboats of 100 to 230 tons, and six floating batteries for river service, each carrying three 12-ton Armstrong guns in a wooden fixed turret. The navy of China is divided into provincial fleets, designated squadrons of Canton, Foo Chow, Shanghai, Pei Ho, and the North Coast.

The Japanese navy now consists of six armored vessels, three protected coast defenders, five protected steel cruisers, twelve other steel vessels and thirteen wooden or composite vessels, a total of thirty-nine ships, in addition to which there are twenty-nine torpedo boats, several transports, dispatch boats, etc. The armored vessels are not large, but one of them, the armored cruiser Tschiyoda, is of 2430 tons, built of steel, with twin screws and a speed of nineteen knots. Her armament consists of ten 4.7-inch and fourteen 1.8-inch rapid-fire guns and three machine guns. She has a 4-inch belt of armor and a one-inch protective deck.

The other armored vessels are as follows:

Name.	Type.	Displacement.	Guns (main battery).
Hi-Yei.	Armored cruiser	2200 tons	9
Hi-Go.	Armored cruiser	2200 tons	9
Hi-Jin.	Gunboat	1450 tons	6
Tsushima.	Gunboat	1480 tons	6

The guns of all these vessels are Krupp or Vauzasseur breech-loading rifles. The Tsushima is an effective little craft, built in 1888, but the others are somewhat obsolete.

It is in her unarmored vessels, however, that Japan can take the greatest pride, for among them are some of the finest of their respective classes afloat.

Chief in importance among them is the powerful cruiser Yoshino, which was launched last December from the Armstrong yard in Newcastle, England. She is of 4150 tons displacement, built of steel throughout, and with the remarkable great speed of twenty-three knots. In her construction she embodies the most advanced ideas, and embraces all the desirable features that a cruiser should possess.

Next in importance is the protected cruiser Akitsushima, of 4200 tons displacement, a vessel similar to the Medes class of the British navy. She was launched in 1891. Her armament consists of one 11-inch breech-loading rifle, twelve 4.7-inch rapid-fire guns, six machine guns and four

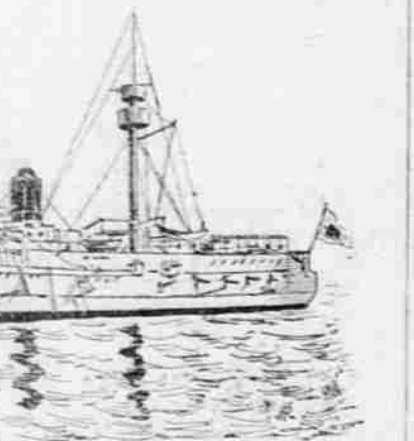
torpedo tubes. Her speed is sixteen knots.

Two more notable vessels are the twin cruisers Naniwa-Kan and Takachibo-Kan, both alike in every essential particular. These vessels were built in 1888, and attracted much attention at the time, being considerably in advance of the period. The Naniwa-Kan, indeed, was the prototype after which the United States steamer Charleston was designed. A description of the Naniwa-Kan will answer for both vessels. She is a steel twin screw, protected cruiser of 3650 tons displacement and 18 1/2 knots speed, which eight years ago was phenomenal and is even now extreme. Her protective deck is two and three inches thick on crown and slopes, respectively. Her armament comprises two 10 inch and six 5.9-inch breech-loading rifles, two small rapid-fire guns and ten machine guns. She also carries four torpedo tubes.

In her coast defense vessels Japan adopts a high-freeboard type, the chief feature of which is the fact that her hull is "protected," but unarmored, while her battery is heavily armored. She has three vessels, all alike, of which the Itsukushima may be taken as a sample. She is an unusual looking affair, of 4277 tons displacement, a speed of 16 knots and a good coal supply. Her hull protection consists of a two-inch steel protective deck and a belt of water-excluding material. She carries one heavy 12-inch breech-loading rifle, mounted forward in a barbette protected by twelve inches of steel armor. There are also twelve 4.7-inch rifles, sixteen smaller rapid-fire guns and four torpedo tubes. The great beauty of coast defenders of this type lies in their ability to go to sea with impunity, and to fight their guns in a seaway, qualities not possessed by the monitor type.

There are four new steel gunboats of 615 tons displacement each—the Akagi, the Atago, the Maya and the Tokai—all built recently. There are handy little boats, each carrying one 6.4 inch and one 4.7 inch Krupp breech-loaders. Somewhat larger is the Tisima—the second of the same name—a gunboat of 753 tons.

Two excellent new vessels are the steel cruisers Chivota and Shiodo, of about 2400 tons each—somewhat larger than the United States steamship Marblehead—armed with high-



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power rapid-fire guns of the latest pattern, and with nineteen knots speed. There are also several good, well-armed steel or composite cruisers of about 1500 tons displacement—Yorktown class—the only demerit of which is their low speed, which does not exceed thirteen knots. The remainder are unimportant vessels, none of great size or speed, but good, serviceable, well-armed vessels.

PEARL HARBOR.

Feasibility of a Coaling Station Shown by Report.

The Secretary of the Navy has made public the report of Admiral Walker in regard to the establishment of a naval coaling station at Pearl Harbor, Hawaii, showing indirectly the entire feasibility of the project says a late Washington Star. Detailed figures showing the depths obtained at the different borings are given, and then summarized by Admiral Walker as follows: They show that nothing but loose sand is to be met on the line of the proposed cut to a depth of at least thirty feet at mean low water; that the dredged sand could be safely discharged over the western reef by a short pipe, whence it would be carried off by the current. Allowing \$6000 for the cost of operating the dredge per month, the average cost of the removal of the deposit is 40 cents per cubic yard. But allowing 50 cents to cover contingencies, the admiral says that if the proposed cut in the bar be 250 feet wide, which is as wide as it can be made without touching the coral, and thirty feet deep at mean low water, it will necessitate the dredging of 200,000 cubic yards, and will cost \$100,000. If the channel be 200 feet wide the cost would be \$80,000. It would take thirteen and a half months to accomplish the first and ten and two-thirds months the latter, although it is recommended that fifteen and twelve months, respectively, be allowed. At one place inside the bar it will be necessary to widen the channel at a cost of \$5000.

Dr. Hatzopoulos, alias Greek George, has hung his shingle out on Alakea street, as a specialist.

A PLEA FOR HER RACE.

Miss Ida B. Wells, Agitator Against Negro Lynching, Speaks.

NEW YORK, July 29. — Miss Ida B. Wells, the advocate of the rights of the colored people and the agitator against lynching, who has just returned from a four months' tour of lecturing on the subject in England, spoke tonight at the Bethel African Methodist Episcopal church. The church was filled, many white people being among the listeners. T. Thomas Fortune, president of the Afro-American League, introduced Miss Wells, who said she went to England at the invitation of some of the prominent thinkers there, after having been denied the privilege in Boston, New York and before the President. She addressed 102 meetings in England, she said, and as a result an anti-lynching committee composed of prominent people was formed at each of these meetings. Resolutions were passed urging the American public to abolish the barbaric outrage against human life. Miss Wells said that the people of the South are as bitter against the negroes as they were before the days of freedom. When she was in England copies of newspapers containing articles attacking her personal character were spread broadcast there and that everything was done to influence the British public against her.

"We want the colored race to be placed in the proper light before the people of this country," Miss Wells said, "for there is in literature no true type of the negro as he is today. The lawless lynchings in the South for alleged crimes against the whites are in ninety-nine cases out of a hundred simple outrages against our race. The press is in control of the whites, and the attacks upon us are colored to suit themselves.

"The colored people of this country should organize themselves from one end of the country to the other. They should at least contribute the sinews of war with which to fight the battle. The South knows that we are much disorganized. It is our duty to see that every story published from the South, in which some negro is accused of some fiendish act and lynched for it, is run down by our own detectives, if necessary, and the other side of it published. There are two sides to every lynching."

CORRESPONDENCE.

What Are We Coming To?

MR. EDITOR: When Rev. Dr. Coyle was here a few weeks ago, he surprised and shocked some of us by a remark made in public that he had never seen a city where there were so many drunken men on the streets in proportion to the population as in our beautiful Honolulu. Passing along Beretania street toward the plains today, just after leaving church, we saw a crowd about a carriage, and policemen lifting the limp, unconscious form of a young native man into it. We stopped to inquire into the matter, and the reply was: "Only a drunken native, who fell from his horse." We drove on, thinking sadly of the present contrast with the time, not many years ago, when a drunken Hawaiian was never seen upon our streets.

We had hardly gone a block further when we passed two white men, "dead drunk," lying bare-headed in the blazing sun on the sidewalk near Alapai street! And this on Sunday—when the saloons are supposed to be closed! What a sight in a law abiding, Christian community! What are we going to do about it? Are we, as a community, so in the power of a few lawless rumsellers that our policemen dare not, or do not care to, enforce the few mild laws that we have against the usurpation of the liquor traffic? Do the police officers not see that we are going from bad to worse; that, with the best Government these islands have ever had, intemperance is steadily on the increase, and the rumrunner is more defiant of law and order than he ever was? Is it not time that the indignation which any righteous man must feel at such a state of affairs should take some form which would demand from our authorities an enforcement of the laws we have, and, as soon as possible, better laws and more in keeping with the progress of events in other civilized lands? Y. Honolulu, August 19, 1894.

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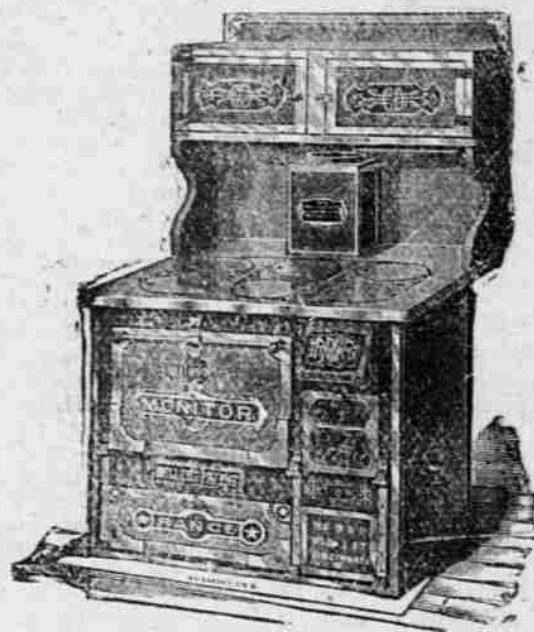
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