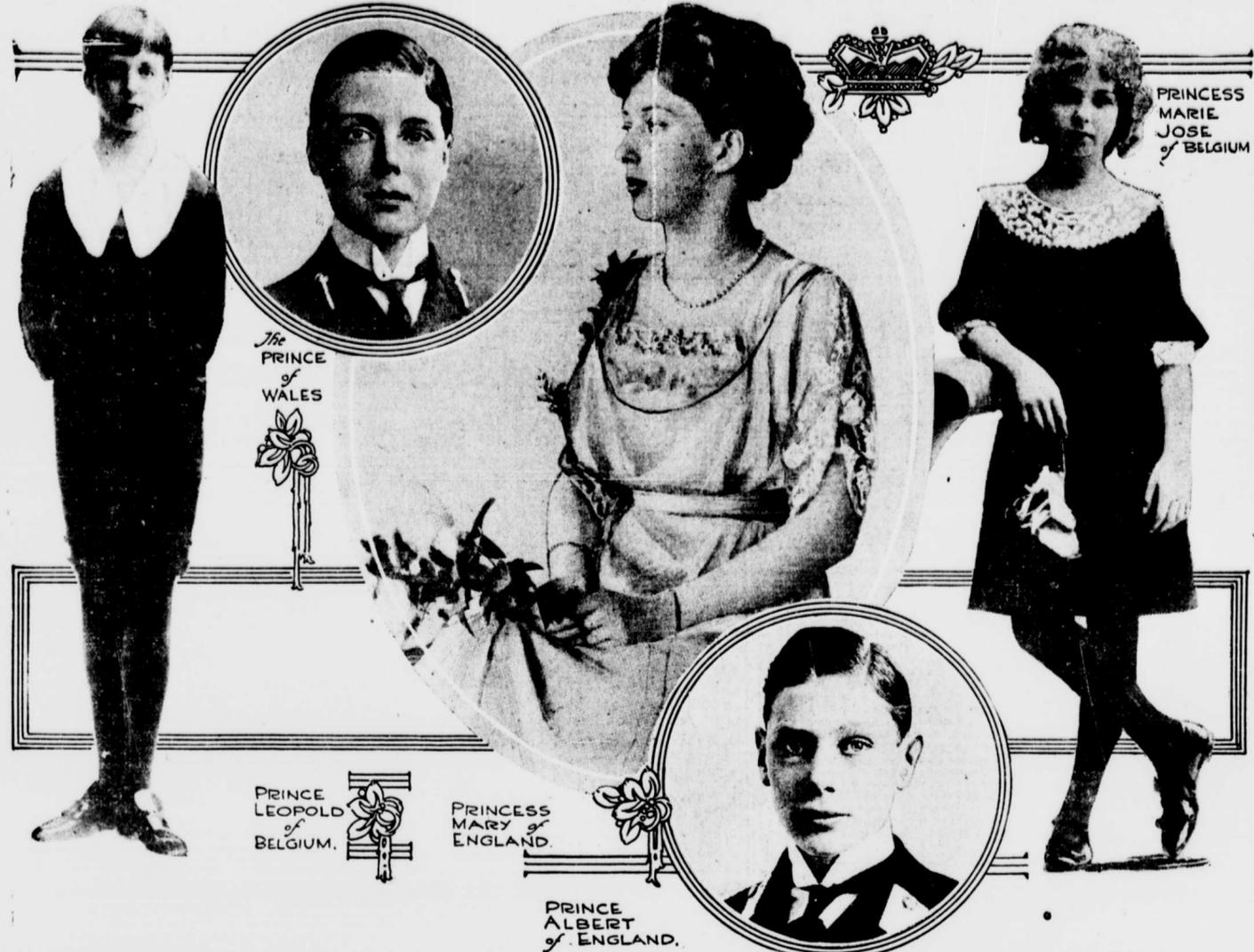


ROYAL CHILDREN WHO TAKE PART IN EPISODES OF THE WAR



Children of the royal families of England and Belgium who are participating in some of the episodes of the war are shown in the above picture. The Prince of Wales, who is 20 years old, has joined the Imperial Guards, and his brother, Prince Albert, a year younger, is aboard one of the British battleships in the North Sea. Their sister, Princess

Mary, who is 17, is shown in the first picture taken since she put her hair up. Prince Leopold, the heir to the throne of the Belgians, and his sister, Princess Marie Jose, have accompanied their mother from Brussels to Antwerp before the advance of the Germans into Belgium's capital.

WRITER SUMS UP SITUATION IN EAST CAUSED BY JAPAN

D. F. Morris Tells of the Events Leading Up to Mikado's Ultimatum to Kaiser--Demand Becomes Declaration of War To-day if Germany Does Not Yield

The Mikado's demand on the Kaiser becomes a declaration of war to-day if Germany does not yield. Hard pressed Germany has another antagonist. In the alignment of embattled nations Japan takes the side of Great Britain. Begins now the attack on Kiaochow. In quest of German vessels, Japanese warships will search the seas. The war raging in Europe will be extended to the antipodes.

Who can tell what the outcome of the war will be? Who can foresee how the maps will be redrawn when peace is concluded?

"The duty of Japan ever is to advance her own interests? By making war on Germany at this juncture Japan may acquire additional territory. But even more than extended domain Japan desires dominating power. Above all else ambitious to be the controlling factor in the Far East, Japan primarily is striving to put herself in a position where she can exert greater influence on China.

A noted Japanese writer has said: "Corea, Manchuria and China are to Japan what Denmark, Holland, Belgium are to England, and any part of them in the hands of an aggressive Power cannot but be a constant menace to Japan's future. Kiaochow is at present an insignificant German seaport, but when it turns out one day an impregnable fortified terminus of the German transcontinental railroad across China, Japan will have a second Russia at her door."

With envy, if not apprehension, Japan looks on the political and commercial development of China. No longer is Cathay unchanging. The movement that dethroned the Manchus and established the republic continues. The erstwhile empire, the land that adhered to ancient traditions for three thousand years, is a wide field of effort where 400,000,000 people are trying most industriously to uplift themselves.

In attaining modern civilization Japan made wonderfully rapid strides. But China's advancement promises to be, in fact, is even more astonishing. What Japan accomplished in forty years China will achieve more satisfactorily, on a much larger scale, in ten or fifteen years.

Perhaps no part of the world can report better progress than the republic of China. Yet China is a giant unable to utilize all its power. That they may the better apply themselves to the exploitation of their country's tremendous resources the Chinese require foreign capital and other outside aid. Skilled advisers and instructors of every sort are needed. Of the capital China seeks Japan can supply but a small portion. For this reason Japan has lost to say financially concerning the railway lines that will traverse China.

In various ways British, German, French, Belgian, Japanese, American and Russian syndicates have bargained for the privilege of building Chinese railroads. Those who sought concessions frequently resorted to intrigue and often diplomats "made representations" or otherwise quarreled to secure the "rights" of their nationals. In this international bickering at Peking German inclinations clashed against the interests of Japan. Time and again German aims opposed Japanese desires.

Japan controls the railways in Southern Manchuria, while Germany has the Shantung Railway and the northern section of the Tientsin-Pukow Railway. With its branches the Shantung Railway, running from Tsingtau on Kiaochow Bay to Tsinan on the Hoangho, comprises about 400 miles of lines. At Fanchiao in the Welshou district, 192 miles from Tsingtau, and at Huangshan in the Poshan district, 188 miles from the port, the Shantung Railway Company owns and operates great collieries, employing about 7,000 Chinese miners and having an output of 600,000 tons of coal a year. The "northern section" of the Tientsin-Pukow road, 291 miles long, extends from Tientsin, the seaport nearest Peking, to Hanchuang via Tsinan and Taihan. By treaty signed in 1913 the Germans secured from China concessions to build: (1) A line from Kaimi on the Hanchuang, the intersecting point of the Tientsin-Pukow Railroad and the grand canal; (2) a line connecting the Peking-Hankow Railroad and the Tientsin-Pukow Railroad between Tsinan and Shuntetu. Naturally each of these extensions and connections would add to the importance of the terminal port, Tsingtau, on Kiaochow Bay.

Japan in 1895 obtained from China the cession of the Liaotung penin-

Japan's Menace to Guam, United States Naval Base in the Pacific Ocean

Island Won From Spain in 1898 and Intended for Coaling Station to Be Fortified Against Any Possible Assault--Marines From Philippines to Assemble There

SHOULD Japan seize the island possessions of Germany in the Pacific she will, at one stroke, gain an immense strategic advantage in case of conflict with the United States. Germany would not be the only loser, and our trade routes to and from the Orient, either by way of San Francisco or the Panama Canal, would be imperiled as they are not new to the same degree. We have plenty of cause for concern.

The day when Spain was paramount in the Pacific, and her islands scattered across that vast waste of water were of military importance in safeguarding her commerce. So too the islands on which our flag now flies will be more than ever vital to our interests since the great Canal has been opened to traffic.

In the centuries gone Guam was a very necessary port of call for the Spanish galleons trading between Manila and the Pacific coasts of North and South America. It was at Guam, especially upon the westward voyage, that the treasure laden ships halted for refueling. And, too, the anxious commanders of these craft breathed freely for the nonce when they realized that they had accomplished the loneliest and the longest part of their trip and were within 1,500 miles of their destination, Manila.

In those far away days, when that semi-freebooter Commodore George Anson of the British navy roamed the Pacific for two years seeking to intercept the Manila ship, woman's vanity was largely instrumental in giving a reason for his hazardous undertaking. We are speaking of the early '40s of the eighteenth century—really well nigh 175 years ago. Then Manila was the Oriental center from which spices, silks, satins, calicoes, chinis, gold and silver jewelry, etc., were shipped to the Spaniards in Mexico and Peru for the adornment of their wives and daughters. Then also silk stockings were in demand, and as many as 50,000 pairs at a time went in each galleon as it took its precarious way across the wastes of the broad Pacific. Returning, the craft, indeed, became a treasure ship, for it was either coin or the bars of bullion from the American mines that replaced her erstwhile cargo of feminine finery, and it was to intercept one of these vessels bound for the Philippine capital that Anson faced all sorts of peril ere he won.

Strangely, when his fleet had dwindled to but two craft, and one of these was so rotten that it was deemed best to blow her up, he sighted the island of Tinian, one of the Marianas or Ladrones, and only a short distance north of Guam. At that time Tinian had so reduced his fighting force that even the biggest dreadnoughts can lie at anchor awaiting the call to distant duty. This call will either come by way of wireless or will trace its path over the contours of the Pacific's depths and bring its message through the sunken cables in the form of mirror flashes or the zigzag dots and dashes upon the recorded tape. The marines are now holed up in the Philippines, and upon these soldiers of the sea will fall the burden of defend-

ing the island. They will be both infantry and seacoast artillerymen, and theirs will be the duty of manning the batteries, big guns and smaller ones, that are to constitute a sufficient challenge for any naval force that may be brought against them. In short, Guam is to be a naval station in its entirety, and upon the marines, as it properly should, will rest the responsibility of maintaining the permanent defenses and of using them to good effect in the hour of battle.

The island is about thirty miles long and has an average width of less than seven, but even so it might seem like a pretty big undertaking to defend the whole of the coast line. It would, indeed, call for a good many more guns and fighting men if it were not for what nature has done toward simplifying the problem. Generally the shores of Guam are forbidding, the volcanic cliffs rising abruptly right out of the sea to heights varying from 300 to more than 600 feet. An enemy could find no place of lodgment or a likely beach for landing except within the limits covered by the batteries that will be planted about San Luis d'Apra. And there the work of the marines will be made easier by the narrowness of the single channel that leads from the sea through the menacing reefs into the sheltered haven.

The isolation of Guam, lying 1,500 miles east of the Philippines, is another source of protection, because any threatening squadron must come equally far if not further from its own base of operations and the nearest dry docks. It can command. To invite grave injury at such a distance from facilities of repair is not the course likely to be pursued by a thoughtful commander and here again nature has helped to make Guam just so much more effective for our purpose as a naval advance base from which our fighting ships in the far Pacific can be despatched to the best strategic advantage for the scouring of the seas.

Climatically Guam is much superior to the Philippines, and our marines at Agana will be substantial gainers by their transfer from Cavite. The hottest days of the summer seldom register a temperature in the shade of more than 82 degrees Fahrenheit. While the lowest average range during the cooler months is scarcely ever less than 50 degrees. Lying in the sweep of the northeast trade winds, there is always a refreshing breeze, and the nights of the hottest days are of a temperature calling for substantial covering. The climate is likewise much more salubrious and invigorating than that of the Philippines because Guam's shores are washed by the flood of the north equatorial current. In short, the temperature conditions are singularly equable.

But all this atmospheric stability, so to speak, is offset by the seismic restlessness of this intricate of a mountain range rising from the bed of the Pacific some thousands of fathoms down. Undoubtedly Guam is of volcanic origin, and its rugged contours show; and its highest point is about 1,300 feet above sea level. Scarcely a day, so it is said, passes without some slight tremor, and on the other hand, ready transports of these miniature earthquakes. However, once in a while the disturbance becomes a good deal more violent, and then buildings are toppled into ruins and the best you can do during the period of the "quakes"—a matter possibly of four or five minutes—is to get down on all fours and take the medicine thus in the least unpleasant way.

Occasionally, too, the breeze gives way to a storm, and in turn, a storm is outranked by a typhoon. These fierce blows send their swirling winds over the island with disastrous consequences, and houses are blown flat, harvests are ruined, shipping destroyed and even a toll of life exacted. Indeed, it is some-

where south and beyond Guam that the typhoons of the Pacific have their breeding places, but even so life upon this otherwise favored island is not without its charms. The natives are an amiable and a friendly lot, pleasure loving and, while not what might be called strictly industrious, still they are not lazy and are decidedly apt in their response to any instruction.

In truth, the Chamorros, for so the natives are called, are a very distinct improvement upon the Malays, from whom they are said to have sprung. They are unquestionably an ancient people that once enjoyed a civilization of their own which was far superior in many particulars to that brought to them by their Spanish masters. When Magellan discovered Guam in 1521, the island boasted a population of quite 50,000 souls divided into more than 100 separate kindreds within the available area of a trifle more than 200 square miles. When we took possession of Guam the native inhabitants numbered about 10,000 persons. Disease and too much intermarriage had worked the dreadful change. With our efforts to improve sanitation, and hospital and medical services introduced by us, the birthrate has increased markedly and the mortality has also been reduced.

The Chamorros are splendid watermen and natural born sailors, and the crew of our station ship is well, high entirely recruited from these skilful natives. What they need most now are schools, and the hunger for an education is startlingly suggestive. Indeed, it is said that the oldest form of the Chamorro tongue, found in inscriptions discovered in caves and elsewhere upon the island, shows that they must have possessed a considerable written language many centuries ago. The native is a very handy fellow and has had to have a certain measure of all around skill to meet the varied demands of his mode of life. Until our people took possession of the island few if any of the Chamorros had a steady trade. Well nigh all of them lived by farming, while residing principally within the town. So many days a week they would go off to their farms, which they worked more or less together, neighbors lending alternately a hand in doing this, that or the other thing in which each happened to excel. But these ranchers, as they have been called, never failed to return from their plantations in time for the regular Saturday afternoon cock fighting or for church on Sunday.

In truth, the Chamorro is intensely religious, and his creed influences his daily life in a variety of ways. His devotion has its picturesque peculiar manifestations at times. Every now and then along a lonely road or by some mere trail through the forest the traveler stumbles upon an unexpected shrine, a rude open structure with its simple covering of thatch, and here a light burns in memory of a Chamorro who died upon the spot. Perhaps one of the most remarkable of the natives is the oldest priest there, a man with an interesting history who got his education in Europe and who served throughout the Franco-Prussian war. This remarkable man has taught himself by book to read and write a large number of foreign tongues and to do this with rare grace, but despite his extraordinary facility, while being able to compose beautiful English verse, he was not at the time of the taking of Guam able to speak our tongue. Nevertheless, he was indispensable to our officials in translating Spanish documents into English and vice versa. Whether or not the advent of the Americans will influence the native speech cannot yet be said, but should English supplant Spanish and their mother tongue, thanks to Capt. L. F. Pinckston of the United States Marine Corps, a manuscript dictionary of the Chamorro language is now available. This should be a valuable link for the ethnological student in tracing back the story of these ancient people.

Our "well-fed" soldiers will find plenty of work to do at their new base upon this biggest of the Marianas, and no doubt they will do it well just as they discharge every other duty that falls to their lot. The American marine has no superior and possibly but few equals in the fighting forces of any Power, and well may this be so because they are the very pick of our young men that offer themselves at our recruiting stations. As his officers express it, "one marine is worth seven other soldiers." And this promise well should these gallant fellows again be called for service in China to protect our citizens or anywhere else to guard our embassies and to do the work of a first class fighting man.



Birdseye view of City of Agana, island capital.

sula. Whereupon Germany, Russia and France, by a display of force and a peremptory note, induced the Mikado to retrocede the territory. Equally offensive to the Japanese was the so-called "murder convention" of 1895. The Kaiser's exaction of reparation for German missionaries slain, the "manifestation of the policy of the matter," the acquisition of Kiaochow Bay virtually by using force, increased and hastened the Boxer troubles in China. Japan protested; Germany insisted that she must have "reparation and a coaling station." Russia intrigued, other Powers announced their disapproval of German methods. Japanese opposition was ineffectual. The result was that Russia, as the price of her friendship for China, secured a lease of the Port Arthur peninsula, and England, claiming compensation, took leased territory at Wei-hai-wei.

Years later, although strongly fortified and stubbornly defended, Port Arthur fell into the hands of the Japanese. Great Britain, caring little apparently for Wei-hai-wei, simply holds the place. On the Chinese coast Hongkong is the only British naval base. But each year that passed appreciably added to the utility and preparedness of Tsingtau, the German port and fortress on Kiaochow Bay.

Kiaochow Bay is a clamshell shaped indentation on the south coast of Shantung. From Cape Ya-tou southward the high, black cliffs of the coast line become more jagged and irregular. A gap occurs in the hills. From the Yellow Sea the tide creeps through a tortuous passage into a landlocked bay extending inland about fifty miles. When the Germans first acquired Kiaochow it was said that they "secured 200 square miles of mud surrounding an equal area of silt laden water too shallow to use."

Established at Kiaochow the Germans labored hard to develop the harbor. They dredged and dredged and dredged. They cleared out the bay until so that the largest ships afloat could come into port at Tsingtau. They excavated at an expense exceeding \$7,000,000 an outer and an inner harbor. They erected great granite piers, so arranged that ships alongside could receive cargo direct from railway trains. The docks and railway terminals at Tsingtau are models of convenience. Millions were spent to provide special facilities for ocean commerce. Some six miles back from the sea a typical German city was built. The scale on which things were done may be shown by the fact that the casino at Tsingtau cost more than \$1,000,000. Included in the improvements undertaken is the extensive afforestation of the erstwhile treeless hills.

From an official point of view at Kiaochow commerce is a secondary consideration. First and foremost the intention is that Tsingtau shall be the Kaiser's stronghold in the Far East. From the beginning the Germans have been fortifying and building more fortifications. Utilizing every natural advantage, the Kaiser's engineers have done their utmost to provide defenses for Kiaochow. No outsider knows how many big guns have been placed on the heights commanding the entrance to the bay. It is notable though that twelve forts have been erected for the protection of Tsingtau. The barracks built in 1905 provide quarters for 5,000 men. The steel floating dock is capable of accommodating the largest dreadnought. In addition to the regular corps of artillerymen and marines some 20,000 Chinese are employed. The Chinese maintained two regiments of Chinese infantry recruited from the native population of the leased territory, officered and trained by Germans, these Chinese made fairly good soldiers. The native reserves of the colony now number about 3,000.

Exclusive of Chinese and not counting the crews of the warships in Kiaochow Bay, the Tsingtau garrison, strengthened by the German and the Austrian Legion guards withdrawn from Peking, is about 8,000 men. To this force may be added 1,000 reservists, for every able bodied German civilian in the colony will be called upon to perform military duty.

In Kiaochow the German naval force consists of two armored cruisers, four light cruisers, seven gunboats and two destroyers. In the harbor at Tsingtau also are three Austrian warships, an armored cruiser, a light cruiser and a gunboat. Because of the configuration of the coast and the frequency of fog, blockading Kiaochow is likely to be a perilous, unsatisfactory undertaking.

Because of possible complications with China, and for other reasons, it may be believed Great Britain would prefer to have three Powers, herself, Japan and Russia, cooperate in the siege of Tsingtau rather than leave the attack to Japan alone.

Unaided Japan doubtless considers herself capable of capturing Kiaochow. Into the attack she could put all the ships and troops needed. Japanese courage and military skill may not be gained.

Japan's promise that she will eventually restore Kiaochow to China may be understood or it may be misinterpreted. China seems to be disinclined to wait eighty-five years or more to receive what Japan proposes to give her. Chinese troops are reported to be marching toward Kiaochow. That they are going to cooperate with the Japanese is not certain.

Possibly the Kaiser and the President of China have come to an agreement. To thwart Japan again, to retain for German companies the railroads and coal fields of Shantung, Germany may cancel the lease to the territory and let China take possession at once.

In Asia the area of British rule, 1,324,380 square miles, comprises the island of Formosa, the peninsula of Arabi, the Persian Gulf, the Bahrein Islands, the Laccadive Islands, the great peninsula of India and the Burmese provinces, the Maldives, Ceylon, the Andaman Islands, the Nicobar Islands, the Straits Settlements, including Singapore and Penang, the Sunda Islands, the territories of Province Wellesley and the Federated Malay States; Johore, the Kedah Islands, Labuan, Hongkong and adjacent leased territory, a concession at